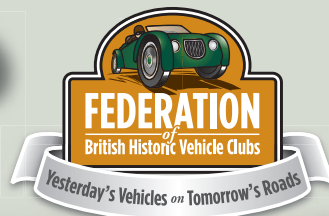


FBHVC

news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 1, 2018

In this issue:

Roadworthiness Testing.
How it will affect the UK's MoT test

*General Data
Protection Regulation.*
Your responsibility and the
first steps you can take.

Scramble!
The first Sunday Scramble event
of 2018 at Bicester Heritage.



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Editorial

Traditionally the time of year that editors run out of ideas and shower us in diet advice, holiday deals and other dross and trivia. You don't have to suffer that from the 'Fed' although I will mention a few of the highlights of a very busy 2017 before we move enthusiastically forward into our 30th anniversary year... yes its official FBHVC is now properly 'historic'.

The all-consuming biggest issue of the year was of course the protracted and complex negotiations with the Government over the implementation of the EU Roadworthiness Directive. Make no mistake, had this not been enacted into UK legislation with what the Minister, Chris Grayling, referred to as 'light touch' thousands of us would have been faced with the impossibility of using our treasured vehicles on the road. In the final analysis, with a huge amount of work by our legislation team and a sympathetic ear at the Department for Transport, a workable set of guidelines was created which complied with the Directive yet was as inclusive as possible for those vehicles which we all instinctively regard as historic. Our main feature in this issue, penned by Bob Owen who led the legislation team in this endeavour, is very comprehensive and reproduces in full the Dft Guidelines regarding Vehicles of Historic Interest (VHIs).

Another landmark event just crept into 2017 when the brand new Heritage Engineering Academy opened its doors just prior to Christmas to its first cohort of block release students. The Academy is based at Bicester Heritage and therefore FBHVC becomes the latest tenant at this remarkable centre of excellence. Training provider, North London Garages have sublet the facility from us and will deliver two week block release courses throughout the year. This remarkable project has

been delivered with the aid of grant funding in record time and is a major step in addressing the growing skills shortage in our industry. Although none of the funding has come from income derived from member's subs, we shall be looking at ways of sharing the facilities with clubs when not in use for teaching and our own board meetings.

Finally it would be remiss of me not to mention our president, David Steel (Lord Steel of Aikwood) who joined us as only our second president in our 30 year history following the passing of the legend that was Edward, Lord Montagu. David Steel is a lifelong motoring enthusiast and competitor but his enthusiasm for our cause in this his first year has surpassed even our high expectations. I won't list his many achievements and interventions; neither space nor his modesty permits. Suffice to say one very tidy small Standard saloon destined for the crusher under Ford's scrappage scheme, which had resisted all worthy attempts to preserve it from this fate, was literally saved at the eleventh hour by our President's phone call to Ford's CEO.

A very happy and safe New Year to you all!

Geoff Lancaster

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President: Lord Steel of Aikwood

Chairman: David Whale

Secretary: Emma Balaam

Federation of British Historic Vehicle Clubs Ltd

PO Box 295, Upminster, Essex, RM14 9DG

Email: secretary@fbhvc.co.uk

Tel: 01708 223111

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe. There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary. FBHVC is a company limited by guarantee, registered number 3842316 and was founded in 1988.



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Cover photo: Scrambling outside the new Heritage Engineering Apprenticeship workshop at Bicester Heritage.

DVLA

As intimated in my last notes we attended one of our regular liaison meetings with DVLA at the end of November last year. As is always the case this was a useful and productive day which on this occasion commenced with a tour of the relevant sections of the DVLA operation. This was provided for the benefit of Emma to give her an insight into the workings of DVLA but proved to be of interest and indeed useful to all of us.

We learned that DVLA receive three mail deliveries per day with a total of around 80,000 items and of these 15,000 to 20,000 are Royal Mail Special Delivery. This is the greatest number of any recipient. Every one of these items is X-rayed on receipt before being distributed to the appropriate area. Our guide re-emphasised the importance of the postcode in ensuring the mail is correctly distributed within DVLA. The relevant ones are listed below. From this it follows that any one envelope should only contain papers relevant to one operation, i.e. only one vehicle registration or only one driving licence, as each needs to be directed to a different department within DVLA. The further point was made that if an application is rejected for any reason and the papers returned with an addressed envelope for a reapplication this should always be used as the information in the address will ensure it returns to the correct member of staff.

We were introduced to the managers of each section who outlined their objectives and the procedures used to assess the performance not only of individuals but also of the system as a whole. As a part of this process we were shown a board displaying notes on current known problems amongst which we were very gratified to see issues we have raised.

I think everybody, both within DVLA and amongst the historic vehicle community, are aware that registration applications do not proceed entirely to plan in every instance, but we should perhaps remember two things. The first being the 80,000 items of mail per day and the second is, please believe me, DVLA are making considerable and well organised efforts to get it right.

The meeting proper commenced with a brief presentation of the DVLA systems upgrade. This is a massive task which involves not only bringing all the IT operations within DVLA but also updating what are, in some cases, very old procedures to current practice. Obviously whilst this is going on the day-to-day operations of DVLA have to continue so progress has to be slow and careful.

Make and Model Entry into DVLA Database

We were able to reiterate the concerns about the current inability to manually enter 'model' information on to the system during the first registration of a historic vehicle.

Preservation of DVLA Records

We also received a very emphatic assurance that the microfiche registration records that DVLA hold will be retained and in fact have recently been rehoused in a more up-to-date drum type filing system.

Trader Handbook

Some time ago a gentleman from a member club raised a question concerning the 'Trader Handbook Diary and Garage Reference Book'. This book was published annually from about 1903 up to at least the Second World War. It was a very ambitious attempt to provide the burgeoning motor trade with all the information it could possibly need in one book, including a desk diary. The contents varied from year to year over that period. A contemporary description of the book read thus:

A Useful Reference Book.

'The Trader Handbook, Diary and Garage Reference Book' for 1932 is a most useful publication, which includes specifications of all types of motor vehicle on the British market and other handy information, such as Empire and foreign import duties. A new feature is a guide to makers and suppliers of garage and workshop equipment.

It is published by the Trader Publishing Co., Ltd., St. Bride's House, Salisbury Square, London, E.C.4, at the price of 10s. 6d., post free.

The feature that interests us here is that from the early 1920s up to 1931 a list of chassis/frame numbers and production dates for motorcycles, cars and commercial vehicles was included. The Federation has been able to view a 1926 edition of the book and the introduction to this section, which is entitled 'Tracing the year of manufacture', makes it clear that the source of the published data was the manufacturers themselves. Unfortunately, not all manufacturers saw it as in their interest to supply the information. Each annual publication repeated the information from previous years.

It should be remembered that the first Glass's Check Book for cars appeared in 1933 with commercial vehicles following in 1937 and motorcycles in 1946. Thus, although far from comprehensive, the 'Trader' handbook would add a useful amount of knowledge relevant to the earlier vehicles.

DVLA have agreed to accept data from the Trader Handbook in a similar way to that from Glass's Check Books for vehicle dating purposes.

Use of V888 for Historic Research

I mentioned in my notes in the last Newsletter that DVLA are no longer able to provide the registration history of a vehicle for research purposes in response to a V888 request.

This was discussed further with DVLA who confirmed that the advice they received as a Government Agency was that this disclosure of personal data will not be permitted under the General Data Protection Regulation and thus they have no choice in the matter. This is in line with FBHVC's understanding of the Regulation and while the demise of this service is a regrettable loss to the historic vehicle community, it is unfortunately unavoidable.

Age Related Registrations – Format

DVLA explained that when selecting age-related registrations for issue to historic vehicles they always take the first date that a particular format of registration mark was available as the start date for that format, even though in period changes tended to be phased in across the country due to some areas registering more vehicles than others. They also reminded us that they work on one batch of unissued VRMs at a time and are not able to allocate them by area. This does mean that they are unable to accept our longstanding request that they extend the date after which registrations issued will consist of numbers before letters.

Q Plate Matters

In addition to the use of Q plates for radically altered vehicles which do not pass the 'Eight Point Rule', if it is not possible to provide satisfactory proof of age for a vehicle or if the history of a vehicle is unclear a Q plate is issued. It has always been the policy that any appeal against the issue of a Q plate must be made by the registered keeper no more than one year after its issue. However over a period of time these restrictions have been relaxed.

DVLA have now formally advised that the appeal period will be strictly enforced. This is partly due to the fact that for some of the older issues there are no records of the reasons for the decision which makes their review almost impossible. Whilst completely understanding that situation FBHVC stated that some Q plates were originally issued for convenience and keepers may now wish to change them. Discussions on this aspect continue.

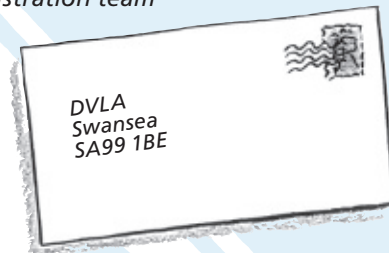
In reply to a question DVLA clearly stated that after 40

years a Q plated vehicle is entitled to become 'historic'. The first Q plates were issued in 1983, so assuming the current rules continue, 2023 will be the first year a Q plated vehicle becomes eligible for the historic tax class and nil Vehicle Excise Duty.

DVLA Sections and Post Codes

First registration applications for an age related number (imported vehicle, or 'found vehicle' with no known previous GB registration number)

First registration team



V765 and Reconstructed classic applications



Changes to a registered vehicle (including date of manufacture)



(K&R is Kits and Rebuilds; CCU is Central Capture Unit)

Clean Air Legislation

This is the only other subject on which I think I ought to comment this time round.

We did respond to the two consultations I mentioned in the last Newsletter. In both of our responses we emphasised the insignificant actual effect on the environment of historic vehicles and therefore the limited benefits to be obtained by excluding them from clear air zones.

The Oxford Zero Emissions Zone consultation was not to approve or object to specific proposals but was designed alert planners to factors which might influence future legislation. The intention signalled was to introduce actual prohibitions at first in central Oxford, and in due course a wider area, on any vehicles not powered by electricity. This approach could have massively adverse effects on residents of the area who own historic vehicles and would also have

perhaps unforeseen impacts on Oxford. We decided that we had to widen the approach we have taken. We thus covered in our comments not only forty year old vehicles entitled to be in the 'historic' class, but those over thirty years old, that is to say in line with the FIVA definition of what is a historic vehicle. And for the first time we offered for consideration the possibility of permits, both for residents and for vehicles visiting Oxford for heritage and cultural events which might benefit the economy of the city.

The Scottish Government has issued a consultation on 'Building Scotland's LEZs'. As mentioned in the last issue, the proposal prefers exclusion of traffic rather than charging schemes such as are proposed and indeed in effect in England. They do envisage a possible historic vehicle exemption, and, as the importance of exemption is increased significantly by a ban, a vehicle owner cannot simply choose to pay to travel within the zone. We therefore raised the possibility of exempting vehicles over thirty rather than forty years old and raised the question of permits.

We will keep you aware of the reactions, if any, which we get to these proposals and will make sure the historic vehicle community is not forgotten as stakeholders. And

consultations now come thick and fast.

We responded to a consultation on possible economic aspects of clean air zones. This consultation sought opinion on the question of scrappage schemes, which gave us a chance to request that any scheme should require special measures before a vehicle which is more than thirty years old is scrapped. The consultation also gave us an opportunity to emphasise the heritage and cultural importance of historic vehicles and their potential for creating economic benefits for the country, and again to suggest that, where exclusion rather than charging zones are being proposed, a cut-off date of thirty rather than forty years old should be considered.

And on a more local level,

(a) Transport for London is consulting on a tidying up of its ULEZ proposals, and

(b) Leeds is commencing examination of its own Clean Air Zone proposals.

In each case we will be making the case for sympathetic treatment of historic vehicles.

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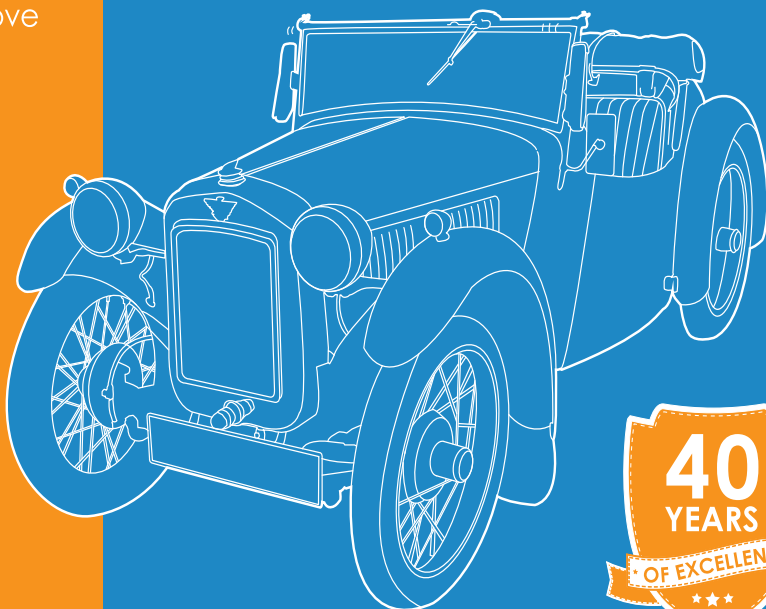
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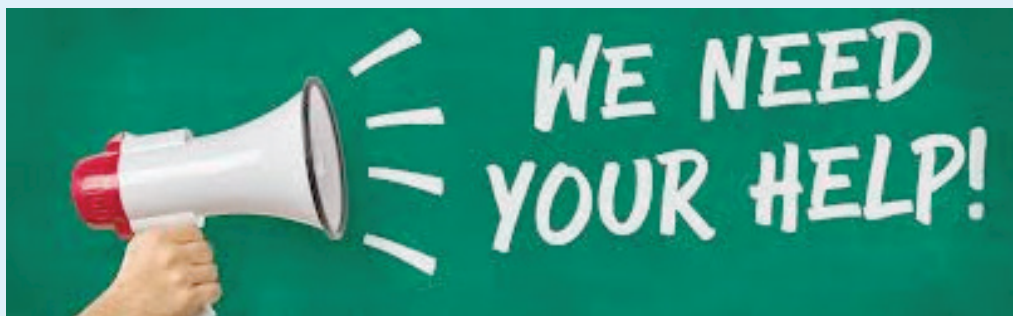
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The Federation continues to grow and extend our range of interests in support of the historic vehicle movement. The number of clubs represented continues to increase and is now at an all-time high. We have an extensive team of volunteers including all board members, totalling over 30 people. We now have an opportunity for a bookkeeper to join our team on a similar basis but all out of pocket expenses will be reimbursed.

The bookkeeper will be responsible for the preparation and maintenance of financial records for the Federation.

He or she will provide financial support to the finance director through bookkeeping and reporting services.

Under the direction of the finance director, the bookkeeper

will maintain the accounting records on Sage (currently on a desk top version, moving to an online version later this year) together with the necessary and appropriate files to support the entries in the accounting system.

They will need to ensure the smooth and compliant financial operation of the Federation, focusing on accuracy and transparency.

Day to day authorisation and payment of bills, and banking of receipts is handled by the Secretary who will forward relevant documentation through a secure online portal to the bookkeeper.

The position will therefore require the incumbent to have up to date computer facilities along with good internet speeds.

This is a new and exciting opportunity to become more involved in the working of the Federation and contribute to our work. If you are interested please contact our finance director, Mike Young, either to find more information or to be considered for the role at financedirector@fbhvc.co.uk.



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ROADWORTHINESS TESTING

At last all the speculation is over. We can now discuss the actual approach of the Government to the implementation of its obligations under the EU Roadworthiness Testing Directive and how it will affect the United Kingdom's MoT Test as it applies to historic vehicles and specifically Vehicles of Historic Interest (VHIs).

Section A. General Comments

1. To get any political questions out of the way first, though the UK is obviously exiting the EU, the UK Government's policy is that, until the actual leaving date, the UK is bound legally to apply every piece of EU legislation in accordance with its terms. All UK laws made in support of EU legislation will be carried over and these laws will only be changed if it is clearly an advantage to do so. As the general principles of the Roadworthiness Testing Directive were actively supported by the Government on road safety grounds, and as the Department for Transport (DfT) believe, with some justification, that the UK system of MoT testing is robust and effective, it is probable that these rules will continue post Brexit.

2. Most of the content of the Directive has nothing to do with historic vehicles. Much of the Directive does not require any change to the existing UK MOT regime.

3. The decision that the UK should avail itself of a right to exempt VHIs has been taken after both consultation and examination of the accident statistics. It is the view of DfT that an increased level of exemption beyond the current 1960 cut-off will not lead to a greater number of accidents. DfT has also a wish, in the interests of efficiency, to standardise how testers report their undertaking of the MoT test to the Driver and Vehicle Standards Agency (DVSA). They hope that exemption of VHIs will lead to a reduced number of MoT tests having to be undertaken on vehicles which were built to different standards than current vehicles and that this reduction will enable simplification of reporting. While this approach could have the effect of increasing standardisation of the way MoT tests are carried out, thus making testing of older vehicles with different characteristics more difficult, the Federation is not yet aware of that effect occurring or being planned in the actual testers manual. Only three new

items to be tested, all being covered by the Road Vehicles Lighting (Amendment) Regulations 2017 which were laid in Parliament on 14 September.

4. The change provides a **right** to an exemption from the MOT. The Federation is aware that many owners, particularly of vehicles towards the newer end of the spectrum, will wish to continue to submit their vehicles for an annual MoT test. There is no prohibition whatever on them continuing to do so, as of course has been the case with the former exemption for vehicles built up to 1960.

5. MoT testing and all matters which pertain to it are and remain the responsibility of the DVSA. Roadworthiness

testing has nothing to do with vehicle registration or licensing, which is controlled by the Driver and Vehicle Licensing Agency (DVLA). The sole involvement of DVLA in the arrangements described below is to provide the platform for declaration by its keeper of a vehicle as a VHI. However, the pre-existing registration status of the vehicle may affect its eligibility as a VHI. This matter is further discussed in the substantive comments below.



6. The Federation is aware that earlier drafts of Guidelines published by the DfT caused great and indeed justified concern to Federation members. It is important to make clear that these guidelines are now in the past and that the only relevant documents are those referred to below.

7. While the eventual solution may not be quite what the Federation might have wished, we were deeply involved in the evolution of the Guidance into its current form, and we must give great credit to the staff of the DfT who have been dealing with this matter, under a significant amount of time pressure, for the extent to which they listened to and took account of our advice and views in reaching what we consider to be the workable and fairly light touch solution for which all parties wished.

Section B. Substantive Proposals

1. All aspects of changes to the MoT testing regime in the UK come into force, in line with the Directive, on 20 May 2018.

2. The DfT is availing itself of the right provided by

the Directive to permit a limited exemption from Roadworthiness Testing for historic vehicles.

3. While the Directive assumes that motorcycles will not be included in the Directive until 2022, and has not yet laid down a final list of criteria to be met in motorcycle roadworthiness testing across the EU, the DfT, considering that the UK MoT regime in respect of motorcycles is already robust and accepted, has decided to include those which qualify as VHIs within the ambit of exemptions. However, the criteria for categorisation of a motorcycle as a VHI is, for practical reasons, much simpler, as set out in Substantive paragraph 20 below.

4. Certain vehicles which operate commercially, however original, are not capable of exemption as VHIs from MoT testing. These are (a) buses and coaches built after 1960 and (b) all heavy goods vehicles.

5. Heavy steam vehicles remain excluded from all MoT testing.

6. DfT considers that the right to grant an exemption is limited by the precise permission in the Directive, and that it must therefore limit the right to exemption to those vehicles which meet the definition of a 'vehicle of historic interest' in the Directive. Not all EU Member State Governments have interpreted the Directive so strictly but the legal reasoning is perfectly clear. The actual legal basis is contained in the Motor Vehicles (Tests) (Amendment) Regulations (2017 No 850) which were laid before Parliament on 14 September 2017.

7. Section 7 of these Regulations deals with the definition of vehicles of historic interest. The wording essentially (with one exception) replicates the provisions of the Directive, as follows:

'vehicle of historical interest' means a vehicle which is considered to be of historical interest to Great Britain and which

- was manufactured or registered for the first time at least 40 years previously;
- is of a type no longer in production; and
- has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.'

The exception is the choice of forty, not thirty, years as the time limit for exemption. This is chosen generally to reflect the age that a vehicle requires to be to become entitled to 'historic' class Vehicle Excise Duty status.

8. There is further legislation, to which reference is made in Section A paragraph 3 and 11b of this Section B.

9. The policy of the DfT, as set out in a letter to the Federation chairman, David Whale, of 11 August 2017 from the Minister responsible, Jesse Norman MP, is that application should be by a 'voluntary, self-reporting system not affecting the vast majority of vehicles'.

10. The actual exemption regime will be administered by way of Departmental Guidance from DfT. This Substantial Change Guidance and accompanying Advice is reproduced in full following this article. It should be recognised that departmental Guidance is not strictly a part of UK laws but is administrative in nature. What this Guidance does is to set out formally how DfT and its agencies, DVSA and DVLA, will administer application of the Legislation.

11. The exemption for VHIs replaces two previous global exemptions from the MoT.

a. All vehicles which the DVLA recognised as having been built before 1960 are exempt until 20 May 2018 but the Regulation will require all these vehicles to be VHIs in order to continue to be exempt.

b. Separately, old heavy goods vehicles (originally those built before 1940, latterly before 1960) were excluded (not exempted) from testing by reason of the Plating and Testing Regulations, for the sole reason that it is difficult, if not impossible to test them. However the Plating and Testing Regulations have been amended by the Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations 2017, laid before Parliament on the same date as the main Testing Regulations. They remove historic vehicles from the list of excluded vehicles, meaning that the very small number of old goods vehicles which are so modified as not to qualify as VHIs should be subject to an MoT test after 20 May 2018. The Federation is not convinced that the distinction between exemption and exclusion was fully understood when the decision to remove these old vehicles from the list of exclusions in the Plating and Testing Regulations was made. DVSA do understand the situation and will try to assist in solving issues if any of these vehicles prove difficult or impossible readily to test. DVSA has also assured the Federation that any vehicle which is not to be tested does not require to be plated. Discussions on the modalities of this approach continue. Any vehicle owner encountering any practical issues with this position is invited to contact the Federation.

12. Much of the Guidance is the proposed regime for deciding whether a vehicle is a VHI. A vehicle built more than forty years ago is a VHI unless it has, within the previous thirty years, undergone a 'substantial change'. The Guidance sets out the criteria to be considered in assessing what constitutes a substantial change, primarily by assessing what is not to be considered substantial.

13. All comments from this paragraph onwards have to be recognised as expressing the views of the Federation. They do not alter the Guidance as such.

14. The process for recognition as a VHI is one of self-declaration. Each year, when the keeper of the vehicle applies for licensing for the next year, whether online or at a Post Office, which of course is required annually even for vehicles which are entitled to a nil rate VED, there will be a question about the status of the vehicle

as a VHI. The precise wording of the question has not yet been published by DVLA. The Federation will publicise these words when they are known. There is currently no procedure for advancing the date of declaration from the due date for re-licensing.

15. If the keeper of a vehicle considers the vehicle to be a VHI, the keeper is entitled to tick the box and declare it a VHI. The vehicle will then be exempt from taking an MoT test during the next year.

16. Clearly if a vehicle which is declared as a VHI then undergoes a substantial change it will not continue to be a VHI and the keeper will not be able to declare it in the year subsequent to the change.

17. At the time of writing the transitional arrangements are not fully clear.

18. According to the legislation, it is the status of a vehicle as a VHI (not its declaration as such,) which infers exemption. This has differing effects as between pre- and post-1960 vehicles.

19. Pre-1960 vehicles, which are currently exempt, may not require licensing, and therefore their keepers may not be able to make a declaration as a VHI, until up to twelve months from the 20 May. Current advice from DVSA is that though the database will continue to show them all as exempt, and they will not be subject to any enforcement action until their date of re-registration. Keepers who will be choosing not to declare their vehicle as a VHI when it comes time for re-licensing would be wise to have their vehicles submitted for an MoT test prior to that date.

20. The position for post-1960 vehicles over forty years old is somewhat different. There is the same probability that many will on 20 May be scheduled to undergo their next MoT test before the next date for re-licensing. That is the status the database will show, although clearly under the legislation, if they are qualified as VHIs they ought to be exempt. If nothing changes, the advice would have to be to have the vehicle submitted for an MoT on the current due date and, if the keeper so decides, declare the vehicle as a VHI when the vehicle becomes liable for re-licensing which will mean exemption for subsequent MoT tests. This appears inconsistent with the legislation, a fact now recognised within DfT and the Federation will continue to progress this matter.

21. It will be possible for any keeper who considers that there is a benefit in having his vehicle recognised as a VHI, to both make a declaration as a VHI and also have the vehicle undergo a voluntary MoT test.

22. While there is not currently any proposed check on the correctness of the declaration, the Federation must advise members not to wrongly declare a vehicle is a VHI if it is known to have undergone substantial change within the previous thirty years.

23. Not least, in view of the fact that a vehicle's status as a VHI does not exempt the keeper from responsibility for keeping the vehicle roadworthy at all times, a finding after

an accident that a vehicle ought not to have been declared a VHI, and thus exempted from an MoT, could well be considered evidence that the vehicle concerned was not in fact being kept in a roadworthy condition.

24. There are two categories of criteria.

a. Those which describe the nature of change, largely by exception, and which are not to be applied to motorcycles, and

b. Those which, by reference to the basis upon which they were registered, are regarded by DVLA as too new to be eligible. Only this set of criteria applies to motorcycles.

25. It is not intended here to list the criteria, as it is assumed members can study the document itself. General points of note follow.

26. The VHI requirement refers to technical standards, not originality. This applies to all components, thus permitting the gradual like for like replacement of components of all types, including the chassis or monocoque, which many historic vehicles will have to undertake simply in order to remain roadworthy.

27. Generally, fitting of an engine which was available for the model of vehicle at the time is not considered 'substantial'.

28. In the listing of components, the absence of specific reference to transmissions is deliberate. It is recognised that almost every gearbox change will have been made for reasons of efficiency, safety or environmental performance.

29. Before making an assessment that a change is 'substantial' keepers should study the four general exemptions set out in the guidance.

30. The Guidance calls for any keeper who is in doubt as to whether his vehicle has suffered 'substantial change' within the past thirty years to seek the advice of an expert. While it is the joint understanding of the Federation that the overall effect of the Guidance as finalised should be that a greater proportion of UK historic vehicles will qualify as VHIs, the Federation has nevertheless undertaken to DfT, in order to ensure that there is limited scope for self-described 'experts' to enter the field, to set up a list of approved experts, which we trust will include many of our major member clubs. The Federation intends to have a list of experts in place together with a statement of what keepers will be entitled to expect, and indeed not entitled to expect, from those experts, before the new regime comes into force in May and we will be publicising that list for any keeper having a need to take advice on our website.

This article has taken account both of our understandings from our discussions with DfT and of questions asked by members since the Guidance was issued. I am aware that a number of members asked questions and were asked to be patient until they had had an opportunity to read this article. Now that you have had an opportunity to read our advice, if you still feel there are issues that are not clear, please do not hesitate to contact me either directly or through the Secretary.

Drive it Day

Sunday 22 April 2018

Drive it Day's continuing popularity has created great interest with all sectors of the historic vehicle movement.

We are repeatedly asked who, what, and where events are being run, so it would be appreciated if our coordinator Ken Coad could be advised of 'what's on'. Please email Ken Coad using the following address: coadspeed@btinternet.com.

Also remember Drive it Day banner images can be downloaded from our website using this link:

<http://www.fbhvc.co.uk/heritage-culture-and-museums/drive-it-day>

Dragonfly Design are once again producing Rally Plates specially for Drive it Day. They can be purchased directly from them. They can be contacted on 0800 783 8634. Alternatively, please visit their webpage www.dragonflyhouse.co.uk



Norton Enthusiasts Jenny & Peter Snow at the 2017 event

Museums

We would like to encourage more museums to join the FBHVC. To do this we would like to ask if you visit a transport museum, would you ask them if they are members. If they are not would you kindly advise the Secretary and we will arrange for an information pack to be sent.

Heritage Open Days

Great news: Heritage Open Days have been extended to two weekends in 2018 and will be on 6-9 and 13-16 September. This gives us more opportunities to display our vehicles at some of the 5,000 heritage events on offer. See <https://www.heritageopendays.org.uk/visiting/advanced-search> for more details.

International West Kent Run 2018

One of my other roles is as a member of the Vintage Motor Cycle Club, West Kent section, I manage the entries for the above event.

We limit the number to approximately 350 machines. I opened the online entry just before midnight on New Year's Eve and by lunchtime the event was full! Please see <https://wkvmmc.weebly.com/iwkr.html> for more details.

This is an indicator of the health of our movement.



Poetry in Motion

As a wee lad at school I was less than enthusiastic about poetry. However, age matures, together with watching more cultural inclined TV, like BBC Four, have given a greater appreciation. For example, much of John Betjeman's railway related work, which can be seen on YouTube, comes across well.

So, as I suggested at the AGM, why not try running a 'poetry in motion' competition for our vehicles, within your clubs and sections? You never know it might stimulate interest across all ages!

We will be pleased to receive the winners and would like to publish the best on our website and in the newsletter.

Technical & Events

Well 2018 is upon us and the longer days are on their way – hooray! All of us can think about getting our classics out and enjoying them again; always assuming we have done our routine maintenance and repairs during the darker nights of course.

One again the HRCR Open Day at Gaydon on 13 January has been and gone. This was a very successful day for Organisers and Enthusiasts alike; thank you HRCR. I'm sure you will find something to interest you if you have a look at <https://www.hrcr.co.uk/the-club-that-invented-historic-rallying/>

HERO's Winter Challenge to Monte Carlo in late February is, as usual, expected to be a very challenging event. It maybe snowy, maybe not; nevertheless it will not have been a walk in the park! As I shall be navigating Tim Lawrence in his MGB GT more information on the event will be provided in the next Newsletter.

A new event is on the calendar for owners of pre-war cars – the Shamrock Vintage Challenge organised by Irish Racing Green under the leadership of Mickey Gabbett, Michael Jackson and Shane Houlihan. You can't get a more experienced and very friendly Team than that. The event takes place from 20 – 23 May 2018 in the Dungarvan and Kilkenny areas of Ireland. Have a look at www.irishracinggreen.com for further details. If my experience of rallying in Ireland is anything to go by you won't be disappointed and for this event I expect to be navigating in a BMW 319 which should be fun.

As usual a variety of HRCR scenic tours is available for your enjoyment of the classic scene during the coming months. These really are to be recommended if you want some enjoyable low-key outings in your classic vehicle. Have a look at <https://www.hrcr.co.uk/hrcr-championships/scenic-tours-series/>. Who knows, you might even find a



great picture of your car or even get an entry on one or two of the early rounds if you're lucky.

For other HRCR events <https://www.hrcr.co.uk/events/> is the place to look. A real variety of events is available throughout the year. But again, don't delay, entries fill up very quickly these days.

HERO's Summer Trial is a good weekend event in mid-May if you want a gentle introduction into Regularity events. Definitely an event for beginners and novices I suggest; to be held this year in the Peak District; <http://heroevents.eu/event-type/summer-trial/> will tell you all you need to know.

For adventures further afield have a look at <http://www.endurorally.com/pages/coming-rally-events>. ERA really does put on a great cross-section of International events with Malaya, USA, France and India/Nepal featuring in 2018.

The RallyRound UK people are busy too <http://rallyround.co.uk/> with Africa and France/Netherlands featuring in their 2018 calendar.

Indeed all three of the UK's principle organisers of top-class classic rallies are now putting some of their events onto the FIVA International calendar which is a sign of the continued

progress being made.

Talking about FIVA, the 2018 FIVA World Rally takes place in late August/early September in mid-Wales. This event is a four-day non-competitive scenic tour around the some of the best Welsh roads and scenery and will be based at the Metropole Hotel, Llandrindod Wells. Organised by the Scenic Car Tours UK club it is definitely one to be recommended; I hope to get my 1972 Triumph Stag ready in time! Please see

<http://sceniccartoursuk.co.uk/events/fivaworldrally2018/> and http://sceniccartoursuk.co.uk/wp-content/uploads/2017/12/FIVA_GA_P.Point_2-1.pdf for details of this first FIVA World Rally in the UK. Don't miss it.

Historic Vehicles driving 1000 miles – reliably?

Planning is progressing for the Practical Classics/FBHVC 1000 Mile Reliability Run. The Run will be a season opener for the Federation's celebration of its 30th anniversary and will involve a 1000 mile tour starting at Brooklands on Wednesday 18 April and concluding at Bicester Heritage on Drive It Day, Sunday 22 April 2018. The Run will be headed by a newly restored Austin Westminster estate that has been restored by Practical Classics which will be shown on the Federation stand at the Practical Classics show at the NEC in March.

One of the other vehicles on the run will be an Alvis TA14 'woody'. The vehicle is currently in the custodianship of Paddy Steel of the Alvis Owner Club. Paddy's mother purchased the car in the early 1970s to use in her business and for a number of years was both company and family transport. The car took part in the 2018 London New Year's Day Parade and is now being fettled and polished in preparation for taking part in the 1000 Mile Reliability Run. The detailed route for the run is being finalised and will be published soon.



Sorry the Survey is closed

Our member club survey has now closed. Thank you to the 160 member clubs who completed the survey. The information gathered will provide an interesting insight

into what member clubs are doing to encourage younger members and enthusiasts. We are consolidating the information provided in the responses and will publish our findings in a future edition of FBHVC News.

Those member clubs who expressed an interest in becoming involved in the Federation's proposed initiatives to encourage younger members and apprentices, will be contacted direct about our plans.

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THE ENGINE'S CHOICE

FIVA News

New global partnership offers far-reaching benefits to classic vehicle owners

FIVA has signed a global partnership with classicparts4you, an independent, online platform providing access to high-quality historic vehicle parts, tyres and wheels on a truly international scale.

classicparts4you (or CP4Y) allows online ordering of parts from OE suppliers, industrial suppliers and smaller suppliers that have first been audited to FIVA's criteria, to ensure the parts comply with established quality standards. The agreement between FIVA and classicparts4you was signed on 18 November 2017 and it's planned for the site to go live just a few months from now, with its usefulness and global reach increasing over time.

"Supporting classic vehicle culture by using today's technology is our vision", explains Mario Zimmermann of classicparts4you. "In addition to offering access to high-quality parts, we aim to support enthusiasts by providing a means to rapidly find specialised, certified workshops and garages, as well as producers, experts and assessors. As an

online platform, CP4Y can be accessed from anywhere and allows shipment of merchandise to any location worldwide. Moreover, offering services such as parts retrieval – plus virtual assembly support using modern voice and video communication – will be part of our offering."

Adds senior vice president of FIVA, Mario Theissen, "This ambitious and exciting project will have far-reaching benefits for a huge number of classic vehicle enthusiasts around the globe. Our key aim is to ensure that high-quality components are readily available for the widest possible range of classic cars, motorcycles and commercial vehicles."



Fédération Internationale des

Véhicules Anciens

is the only global organisation of its kind aiming to encourage the safe use of historic, mechanically propelled road vehicles, while remaining equally focused on preserving and promoting the very culture of motoring. Since April 2017, FIVA has been a non-governmental partner of UNESCO, and continues to pursue its successful FIVA World Motoring Heritage Year programme.

Book Review

Nick Jeffery

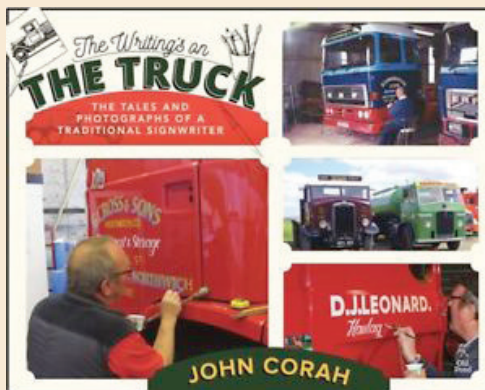
'The Writing's on the Truck' by John Corah. Old Pond Publishing 2017. ISBN 9 781910 456996. www.oldpond.com or online.

I have always been interested in the signwriter's art, displayed to this day even by such contemporary motorcycle manufacturers as Triumph and Royal Enfield skillfully applying fuel tank lining freehand. Sub-titled 'The Tales and Photographs of a Traditional Signwriter' I was hoping this 152-page hardback book, beautifully produced and with 200+ pictures of the author's work applied to vehicles, would reveal some of the secrets. It did not disappoint as a detailed description is given of the techniques and materials employed, including the curiously named 'Mahl' stick, the surprisingly long lining brushes and how gold leaf is applied. He also describes how he approaches designs - often 'making it up as he goes along' - and how he chooses colours and lettering.

On another level the book is autobiographical, with the

author explaining how he migrated from a training in art and architecture via various jobs but, with an interest in vintage trucks and having sign-written his own 1932 Albion, he was encouraged to start a signwriting business in 1982. Self-taught from a book he has taken on all forms of signwriting but his major interest in vehicles shines through. Pictures of his work range from 1916 Sentinel and 1920s Model T Ford van through a large number of 'traditional' local hauliers' trucks, often running British marques like ERF, Albion, Foden, Leyland and AEC, to later Scania and DAFs. Buses and coaches also feature prominently, mainly in preservation, although an '09'-plate

King Long coach appears operated by Carmel Coaches, the author's longest-standing customer!



Sadly many of the hauliers who demanded traditional signwriting have now gone and the signwriter's art has been largely replaced by computer-generated vinyl graphics. This has coincided with the author's desire to throttle back on his work, not least because of its very physical demands. However he closes on the encouraging note that there are one or two younger signwriters

maintaining the craft and that he is still in demand from the preservation movement and a few of his traditional clientele. I do hope this book encourages these skills to be maintained.

Car Loan Project Gets More Wheels to Help The Next Generation!

The successful current car loan pilot project involving a 1929 Ford Model A, which started last March, will be extended for another year with more cars on offer, from April 2018. Peter James Insurance Company is working alongside project manager Bob Wilkinson to deliver the next phase of the project to introduce younger drivers to classic car motoring.

At a Project Phase 2 launch meeting, held in December at the British Motor Museum, a group of private owners and clubs have agreed the conditions for offering cars on an extended loan period. Other clubs are looking closely to join the project but for the time being we can offer the following cars:

A 1960 Vauxhall Victor Saloon - offered by the Vauxhall Victor Owners Club.

A 1983 Austin Maestro - offered by owner enthusiast Tanya Fiel

The 1929 Ford Model A Phaeton (Tourer) offered again by private owner Peter Garrett.

Insert 3 car loan pics here

Would you like one of these on loan?

There are loan conditions to be met contained in an agreement covering insurance, maintenance, and car usage at the borrower's expense. The borrowers must have access to garage facilities and preferably be over 25 years of age. If you would like have one of these cars on loan and find out more, please contact Bob Wilkinson with details of the car you are interested in via email to bobwilkinson49@hotmail.co.uk

Individual owners, or the relevant club, will then select the borrower who will have the car for a loan period of either 6 months or one year by negotiation. Applications must be received by the 7 March to allow time for a hand over to the borrower on 7 April at the British Motor Museum, Gaydon. The excellent facilities at the British Motor Museum, including a driving area, will enable the borrowers to feel comfortable driving an older classic car before taking over the car for the coming months.

"I am pleased that the current pilot scheme has been so successful and that we now have excellent support from more private owners and clubs to importantly widen the opportunities in this next phase for the next generation of classic car enthusiasts", said Bob Wilkinson. "I have had many years of experiencing the pleasures of classic car motoring and meeting fellow enthusiasts. We all want younger drivers to have the same opportunity.

Having the support from Peter James Insurance Company gives additional confidence to all involved in the project. Several more clubs are looking into joining this well managed project in the future and we welcome all enquiries from clubs and private owners. Every club recognises the need to ensure continuity into the future and this is an exciting way of doing that."



General Data Protection Regulation

The FBHVC have received many queries concerning the forthcoming General Data Protection Regulation, which is due to come in force on 25 May 2018. It is every organisations responsibility to ensure they are compliant with the new regulations. Some points which you need to be aware of are:

Only relates to data concerning human beings, not companies or other entities.

Do you control data? And what do you do with it?

Do you process data?

Also consider if two separate pieces of data could be put



together to identify a human being.

Do you send 'round robin' emails? On what to and whom?
Do they have an unsubscribe option?

Do you need a privacy policy on your website?

Do you need a statement regarding cookies?

Have you had your IT system penetration tested?

This is currently an ongoing matter, however the FBHVC wish to request you take a moment and view the Information Commissioner's website as it contains much information on these changes, including the steps you can take now. Please visit the following pages:

<https://ico.org.uk>

<https://ico.org.uk/for-organisations/guide-to-the-general-data-protection-regulation-gdpr/>

<https://ico.org.uk/media/1624219/preparing-for-the-gdpr-12-steps.pdf>

<https://ico.org.uk/for-organisations/resources-and-support/data-protection-self-assessment/getting-ready-for-the-gdpr/>

Secretarial News

Emma Balaam

I trust you have all enjoyed Christmas and hope you have had happy and healthy start to the year.

As the spring edges its way slowly to the forefront of our minds, I can only assume much fettling is being carried out in garages far and wide in

readiness for the show season, which will very soon be upon us.

Trade Supporters: Thank you to those who have already forwarded me their renewals. I urge those that have not yet renewed to do so as soon as they are able. If you require any assistance or clarification, please let me know.

As Geoff Lancaster mentioned earlier, 2018 is going to be an exciting year for the FBHVC, being our 30th anniversary. I for one am looking forward to hearing about the Practical Classics/ FBHVC 1000 Mile Reliability Run, Drive it Day 2018 and many other events taking place. If you have an event planned, please don't forget all subscriber organisations have access to a free listing of your event on the website. Please feel free to forward me a copy ready article in the format below for insertion to secretary@fbhvc.co.uk.

EVENT NAME - Day And Date

Location:

Description:

Time:

Contact:

Website:

The FBHVC will be represented at Race Retro on 23-25 February 2018 at Stoneleigh Park and Practical Classics Classic Car and Restoration Show on 23-25 March 2018 at Birmingham NEC. If you are intending either exhibiting or visiting, please come and say hello. It would be nice to meet some new faces, (however I cannot promise to remember all your names!)

Emma Balaam

Secretary, Federation of British Historic Vehicle Clubs Ltd.

PO Box 295

Upminster

Essex

RM14 9DG

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Club News

The **Humber Register** Newsletter informs us that the Register's annual rally will be held in Oswestry on 4-6 May.

The **Chiltern Vehicle Preservation Group** magazine has a favourable review of Stuart Turner's biography of Pat Moss Carlsson's Harnessing Horsepower. The magazine also has a brief but interesting history of the development of the electric car.

There is an interesting article on the trials and tribulations in removing failed sealant from a petrol tank in the newsletter of the Austin Big Seven Club. Incidentally 2017 was the 80th anniversary of the introduction of the Big Seven.

The **Norton Owners' Club** reminds us that 2017 was the 40th anniversary of the introduction of the Commando. The January edition of their magazine continues the saga of the Cosworth Challenge.

The newsletter of the **Greeves Riders' Association** has a reproduction of a page from Motor Sport of 1958 which lists (among others) a 1947 HRG for £195, a 1947 HRG for £195, a 1930 Frazer Nash for £235, a 1923 Red Label Bentley for £165 and a 1929 Lagonda for £135.

The magazine of the **Scottish Austin Seven Club** concludes the saga of the successful drive in the Historic Monte Carlo in the 1930 Austin Ulster.

Fiat 500 Club news reminds us that the Diamond Jubilee Liege-Brescia-Liege Rally for Microcars is from 11-22 July.

The magazine of the **Octagon Car Club** reminds us that the 70th anniversary rally of the **Morris Minor Club** will be at Kelmarsh Hall on 23-24 June.

An article in the **Ford Model T Register** on the Montier Fords tells us quite a lot about the Schlumpf collection - and the reserve collection which was successfully claimed (and subsequently auctioned off) by Fritz Schlumpf's widow in 2009.

The **AC Owners' Club** are planning a trip to the Classic Le Mans for 6-8 July.

The **Sunbeam Talbot Register** has been appointed as distributors for Witham Group Qualube fine grade oils. Witham are one of only two companies to hold a Royal Warrant for lubricating products.

The **H&H CVC** informs us that since the paper tax disc was scrapped the number of unlicensed vehicles on the road has tripled. The Government has lost out to the tune of £107 million from over 775,000 unlicensed vehicles in 2016. The measure was meant to save the Treasury £10 million a year. There is also a list of the 10 greatest motoring attractions around the world - which should generate a lot of controversy.

The **Morris Register Magazine** reminds us to take into account the contents of our workshops and garages when arranging insurance of our vehicles.

The **Reliant Sabre and Scimitar Owners' Club** tell us that their international rally will be in Fontainebleau, Paris 21-24 June.

The journal of the **Riley Motor Club** describes the Riley Two-Point-Six which has just celebrated its 60th anniversary.

The sorry saga of the VW emissions scandal is outlined in the magazine of the **Crash Box and Classic Car Club**. **Naylor Car Club News** gives us the low-down on tyre service life and aging including an explanation of all those numbers and symbols on the walls of your tyres.

Someone will love it...The magazine of the **Gay Classic Car Club** has a favourable review of Ashley Hollebhone's book on the Volvo Estate car.

The **Traditional Car Club** has just celebrated its golden jubilee - congratulations!

More remarkable photographs of

remarkable cars in the **National Street Rod Association** magazine, especially the double page spread of variations on the Ford Popular theme.

There is a feature on the tanks used in the battle of Cambrai well illustrated with a selection of contemporary photographs in the magazine of the **Military Vehicle Trust**.

Rumcar news tells us that the International Microcar Treffen is to be held in Switzerland on 27-29 April in Wohlen. Try www.microcars.ch if you are interested.

There is a report of a successful search for the original registration mark for a 1956 Gold Star in the magazine of the **Gold Star Owners' Club**.

The **BSA Front Wheel Drive Club** informs us that the 2018 National Rally will be on 14-15 July at Wymeswold, Leicestershire.

A magnificent Routemaster gave tours of Calais in August last year. Another Routemaster is active in Bulgaria and there is a detailed description of Routemaster transmission along with other interesting news in the Routemaster Association magazine.

The **Vintage Japanese Motor Cycle Club** magazine informs us that Cambrian Tyres are now importing Anlas tyres into the UK.

The **Mini Cooper Register** magazine has a brief biography of Nils Bohlin and the car safety belt concept which was developed from his work on aircraft ejector seats.

There is a brief description (and photograph) of a Maybach DSB Zeppelin in the **Highland Classic Motor Club** newsletter: a 6600lbs monster with an 8 litre V12 to drag it along. Just the thing in these days of global warming.

Staying with German Monsters, the **Southern Daimler and Lanchester Club** newsletter tells us that one of Hitler's armoured limousines is on

display in the Canadian War Museum in Ottawa. An eight litre supercharged straight 8 provided the power for this behemoth.

The newsletter of the **Sunbeam Talbot Darracq Register** tells us that a surprisingly large part of the Moorfield works in Wolverhampton still survives.

The **British Made Car Club** newsletter gives us a quick history of the car tyre. Did you know that the first Dunlop tyres were glued on to the wheel rims?

Some really stunning photography in the **RS Owners' Club** magazine 'Rallye News'. The presence of youngsters in many of the photographs is an encouraging sign for the future.

You can never be reminded often enough about the perils of anti-freeze; the **Talbot Owners' Club** has an article designed to clear up any confusion.

The **Standard Car Review** reminds us that 2017 was the 90th anniversary of the Standard Nine, which transformed the fortunes of the company.

The highly distinctive H Citroen Commercial has just celebrated its 70th birthday with festivities organised at several venues. There is a comprehensive report in the **Citroen Car Club** magazine on the birthday celebrations in Thouars, France where more than 50 of the beasts turned up.

The **Vintage Sports Car Club** newsletter has a favourable review of Tom Pellow's book 'A Portrait of the Vintage Sports-Car Club 1934 -2014'.

There is a photograph and a brief report on the 1929 World Scout Jamboree held in Birkenhead. In the magazine of the **Morris Commercial Club**. The campsite was a mile long and half a mile wide. A fleet of twelve Morris D type six-wheel trucks serviced the camp which had turned into a mud bath.

There is a comprehensive photo reportage on the Goodwood Revival in the **TR Register** magazine.

Yet another striking cover illustration for the **Traction Owners' Club** magazine. Inside is a photograph and

a brief history of the Citroen C4 on display in the museum at Sandringham House. This electrically powered miniature was built by Citroen in the 1920s and was used by the Queen and by Princess Margaret. It was rebuilt in 1953 for Prince Charles.

There is a (favourable) report on the Alton generator in the Journal of the **AJS & Matchless Owners' Club**.

The magazine of the **Panther Owners' Club** reports that Bruce Sharman rode his M100 on the Distinguished Gentleman's Ride from Perth to Sydney in September.

There is an interesting account of a novice marshal's experiences at the Isle of Man TT in the journal of the **BSA Owners' Club**.

Practical Classics book 'The Complete Guide to the Austin Seven' is favourably reviewed in the **Pre-war Austin Seven Club** magazine.

The bulletin of the **Pre-1956 MG Club** has a useful article on the SU carburettor and its funny little ways.

The journal of the **National Autocycle and Cyclemotor Club** informs us of negative developments in Northern Ireland. Cyclists using electric bikes have to undergo testing, have insurance and a motorcycle licence. They also need to wear a helmet, protective clothing and pass both a theory and practical test. Failure to comply will result in six penalty points and a £1,000 fine.

Some thoughts and ideas on the choice of paints is the subject of an article in the magazine of the **Austin A30-A35 Owners' Club**.

The **NG Owners' Club** magazine claims that the world's biggest customer for Benedictine liqueur is the Miners' Club in Burnley. Apparently, the Lancashire regiments acquired a taste for it during the Great War and that Burnley Football Club is renowned for selling Benedictine on match days.

The **H&H CVC** magazine has a list of the 10 greatest motoring attractions around the world – which should generate a lot of controversy. The Henry Ford Museum; Schlumpf Museum; Frankfurt Motor Show;

Museo Storico Alfa Romeo; Musee Automobile de la Sarthe, Le Mans; Hershey Autojumble; Essen Motor Show; Amlux Tokyo; National Motor Museum, Beaulieu; and the Mercedes Benz Museum, Stuttgart. The Southend & District Classic Car Club would like to add the Classic Remise in Berlin to this list.

The newsletter of the **Lakeland Historic Car Club** gives us a succinct history of Joe Lucas.

The magazine of the **Mk1 Cortina Owners' Club** explains the operation of a typical eBay tactic. Seller puts vehicle on eBay and gets two mates to bid on it. Others start looking. If the price gets to where the sellers wants it, the mates back off. The vehicle gets sold. If no-one joins in, then the sale ends.

There is a wonderful photo feature of the film stars of yesteryear posing with their cars in the magazine of the **Pre-1950 American Car Club**.

There is an interesting article on Brooklands and the involvement of the Rover Company in competition at this iconic venue in the magazine of the **Rover Sports Register**.

The application of the Land Rover to agricultural service is illustrated by a feature on the Dania Threshing set being exhumed to work with a Land Rover in the **Series One Club** magazine.

The extraordinary adventures of a 1996 1.3 litre Rover Maestro on an expedition to Mongolia are recounted in the **Maestro & Montego Owners' Club** magazine.

Some of the pitfalls you can encounter in registering your newly built kit car or replica are outlined in the magazine of the **Speedster & Spyder Enthusiast**.

Some more information concerning the Wolseley Mudlark and its fate are revealed in the magazine of the **Wolseley Owners' Club**.

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SCRAMBLE! SCRAMBLE! SCRAMBLE!

Sunday Scramble

Many of you will know the new Heritage Engineering Apprentices have commenced their journey at Bicester Heritage in their wonderfully equipped building.

During the first Sunday Scramble event which took place in early January, many visitors took the first look at the magnificent facilities.

On behalf of Bicester Heritage, Heritage Skills Academy and The FBHVC we thank you for your attendance, which according to sources was the "largest and most exciting January Scramble to date with over 4,000 visitors and 1,000 historic vehicles of all eras, marques and capacity."

The next Sunday Scramble 'Drive it Day' is to be held at Bicester Heritage on 22 April 2018. Maybe a date for your diary!





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