

NEWSLETTER

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President: **Lord Montagu of Beaulieu**
Chairman: **Chris Cunnington**
Editor: **Rosy Pugh**
Secretary: **Rosy Pugh**

All correspondence to the secretary at the registered office

Registered office: Stonewold, Berrick Salome

Wallingford, Oxfordshire. OX10 6JR

Telephone & Fax: 01865 400845

Email: secretary@fbhvc.co.uk.

About FBHVC

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

FBHVC is a company limited by guarantee, registered number 3842316, and was founded in 1988.

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.

EDITORIAL

Our AGM and conference will be on 6 October, which means that nominations for the regular board vacancies must be received by the earlier date of 24 August. It has been a very busy year for the legislation team, and legislation will be a part of the conference agenda: 'What does the FBHVC do?' Research and the legislative challenges that face us all over the next decade will be covered.

Club, museum and individual subscriptions fell due on 1 June. There are still some outstanding and it would be appreciated if you could check that your newsletter packaging did not contain the words 'subscription due' in the address. Postage is a significant cost these days and it will help to keep everyone's subscription down if we can reduce the number of reminders sent out.

This year we will be back at the Beaulieu International Autojumble over the weekend of 8-9 September, although on a different stand – G14 in the green area. Please do come and see us there.

WELCOME

Roger Wrapson

The RAC has recently published its 2012 'Report on Motoring'. To those of us used to the sophisticated in-depth surveys from the Federation this document is something of a disappointment. While it makes great play about motorists being unhappy with their lot, the escalating cost of being a motorist in particular, it makes no attempt to position the motorist in the economic scheme of things and makes no mention of the value of the motorist to UK PLC, the amount of money he/she puts into the revenue pot as a result of motoring activities, nor of any lobbying action designed to ameliorate, or at least highlight, the other side of the coin for motorists frequently regarded as a financial bottomless pit by politicians.

However, more interestingly for me was the revelation that 60% of motorists didn't know how to change a wheel. Now, you can argue that that's why they joined the RAC, but if it's true it sits very uneasily with the DfT/VOSA argument revealed from the MoT consultation that they consider that owners of old vehicles are sufficiently skilled to be trusted to maintain, or supervise the maintenance of, their own historic vehicles.

As we await details of the forthcoming 'Exemption Scheme' now would perhaps be a good time to re introduce vehicle maintenance evening classes for the forthcoming winter months to ensure that the required skills are available and that the identified good safety record is maintained. Where's my bag of spanners?

UK LEGISLATION

David Hurley

HISTORIC VEHICLE MOT EXEMPTION REVIEW

A fuller breakdown of the review responses than that contained in the original Department for Transport announcement is shown below. I acknowledge the assistance of Jeur Rahman of the DfT who gave me additional figures to improve clarity.

Total Responses	447	Those in support	Those against
General public (including MPs	335	262	73
Representative and interest groups	36	24	12
Declared historic vehicle owners	32	14	18
Small and medium enterprises	23	11	12
Large companies	9	4	5
Other (museums, collectors, clubs, suppliers, workshops, charities	12	10	2

Of those responses that agreed with a review: total 325 (73%)

262 agreed with option 1 (up to 1960)

16 agreed with option 2 (up to 1945)

24 with option 3 (up to 1920)

23 preferred alternative options (not offered)

Responses against a review: total 122 (27%)

It is appropriate to point out that even if the respondent represents the views of many, it is not weighted in any analysis. It is unfortunate that a couple of classic motoring publications misread the figures (and text) issued by DfT in their copy (not assisted by a mix of numbers and percentages in the source document). One weekly transcribed 'general public' as 'general managers of the public' as well as saying that 56% of respondents were against the review, compounding this by implying that 81%, 5% and 8% of responses favoured options 1, 2, and 3 whereas these percentages relate only to those who were in favour of a review.

I fully accept that journalists can put an opposing view on any subject, but to publish the content of an important Government document in an incorrect manner misleads their readership.

Broadly the figures show the same attitude as the FBHVC on-line survey, even though the number of responses to the DfT consultation was much smaller.

Voluntary Tests

The original consultation ruled out voluntary tests. However, as a result of pressure, the DfT and the Minister agreed that this facility would be made available as part of the implementation process. A number of clubs and individuals have been anxious to learn more details about this new concept. The short answer is that, following the Ministerial announcement, in principle DfT and VOSA will be involved in changing legislation and procedures to allow for this facility before the November deadline. Whilst the internal discussions take place no formal details in black and white can be issued by either DfT or VOSA. However 'reliable sources' would suggest that the voluntary test is likely to be the same as the statutory test with all the component and performance exemptions as allowed at present. In the UK the testing regime operated by VOSA has always been age related and is a common sense approach.

What actual paperwork is to be issued after the test is yet to be decided. Certainly it is envisaged that all VOSA approved stations, whether private or VOSA run, will participate.

Please allow both bodies to work through the processes required, rather than get interrupted by having to stop and reply to questions that are unanswerable at this moment in time – the movement needs a good on-going relationship with both departments.

The limited time scale allowed before implementation would not allow for a parallel test regime for historic vehicles to be introduced as has been suggested by some respondents. Ignoring the enormous effort in drafting six new testing manuals from scratch there are greater system problems and costs which for a limited number of tests in each class each year could not be justified. Many of the problems experienced in the past are down to lack of knowledge of individual testers. In this connection the FBHVC already publishes a list of 400 test stations on our website that are recommended by enthusiast users. The existing test regime *properly conducted* is still appropriate.

Historic vehicle owners remain responsible for the safe mechanical condition of their vehicles, and a prudent owner who 'self maintains' should perhaps consider a voluntary test as part of their husbandry regime.

As soon as more details are known the FBHVC will of course keep you informed.

DVLA REVIEW

The DVLA issued their response to the consultation on 4 July. It consists of five separate main documents and five annexes. Light reading (if you are not involved in the Olympics) and available for downloading at www.dft.gov.uk/dvla/transformation. Cynically I regard the whole tenor of the official reaction to the consultation responses as: 'Never mind what reaction we received – we shall plough on with our own approach'. The following points are worth noting:

- Over 1000 written responses were received and simultaneously a petition with 40,000 signatures objecting to the proposals to close the local offices was also presented to Parliament.
- On their own admission 79% were against the review, 8% agreed with the proposals whilst 13% agreed to aspects of it.
- Despite this, 37% of respondents commented that they are either current users of DVLA electronic services or would benefit from additional electronic services.
- The largest concern overall (45%) was that face-to-face contact at local offices, that many customers value, will be lost.
- 26% stated that electronic channels were unsuitable for complex transactions and any delays in turnaround times could cause problems.
- More specifically delays will occur in getting a tax disc, as a result of centralising services at Swansea.
- Not surprisingly over one fifth of responses expressed concern that the alternative channels for transacting with the DVLA are not ready to replace the current services provided the local offices.
- In total 104 categories (different points raised) were apparently logged - not listed in document!

All the above information is contained in Appendix D – Summary of Responses (28 pages)

Amongst other documents issued is 'The Case for Change' (7 pages). This document reaffirms DVLA's stated aim of increasing the scope of on-line services, closing LOs and allowing some transactions to be handled by Front Office Customer Service (FOCS) contacts - similar in principle to existing contracts with the Post Office. The proposal is to allow a greater range of licensing transactions to be processed through FOCS (quoting approximately 4000 to 6000 of these) covering 1.5 million transactions per annum. The remainder will be dealt with at the Swansea Tower. However in the Impact Assessment (another separate document) Para 11.18 states that issuing of a duplicate tax disc will be restricted to only 400 outlets! To how many other transactions will that apply?

In one part of the consultation report DVLA suggests that VOSA 'may' be involved when inspections are required, in another it states 'will'! VOSA may be able to check conformity with Construction and Use Regulations and testing but are they in a position to identify fraudulent applications including replicas/clones?

The FBHVC raised a number of specific queries mainly following the impact of closing LVLOs – very few were answered. We have therefore requested an urgent meeting with appropriate DVLA policy makers.

As I had to attend a meeting of the FIVA legislation meeting in Holland over the weekend of 8-9 July this short reaction had to be compiled in haste so my apologies for the bullet point approach, but if nothing else, it is my personal view that most of the comments raised by respondents should have been known by high level policy makers at outset, who are relying on us to supply details of transactions adversely effected by their 'high level policy'. To propose change before digesting detail and putting forward a framework of replacement procedures, gives me the impression of organisation not fit for purpose, entrenching itself in Wales to the detriment of the large majority of users and LVLO staff in the rest of the UK and requiring 450 more staff at Swansea. Furthermore it flies in the face of the 79% who oppose the move.

DRIVING LICENCES

In response to a question from the member club FBHVC is currently considering whether there may be some implication in the way the new driving licence regulations affect new/young motorcyclists with an interest in historic vehicles, and particularly to the use of 50cc machines. The short answer is that we do not expect there to be a problem. We interpret the regulation meaning entitlement to ride a moped, the limitations reflecting the current definition of a moped.

There is a precedent in 1977, when the meaning of 'moped' was changed, in response to all of the sports mopeds coming onto the market. The result was the introduction of a new definition, no longer requiring pedals, but implementing an upper speed limit. However, it was not UK practice to operate this retrospectively, so that pre-1977 mopeds continued to be ridden by learners on moped licences. Neither were any older mopeds (such as NSU Quicklies etc.) or cyclemotors (Cyclemasters etc.) queried or required to validate their top speeds, as far as FBHVC is aware.

In order to take any action a police officer would require some reason to suspect a vehicle to be non-compliant, which we would expect to come from either a list of non-compliant vehicles, or the VIN plate - which older registered vehicles do not have (nor require). If the vehicle complied as a 'moped' at the time of its registration/manufacture, it should remain so, but there might be a problem for re-registered machines - especially an old cyclemotor fitted to a new bicycle. We would also recommend that riders should not attempt to take a test on such unusual vehicles, as testers have the authority to refuse a test if

they consider a machine unsuitable (note that the new regulations take this further by allowing three-wheeled mopeds to be used for a test only by the disabled).

TAXI AND PRIVATE HIRE SERVICES

Jim Whyman

In May, the Law Commission published a consultation entitled 'Reforming the Law of Taxi and Private Hire Services'. The full 240 page consultation document, as well as a rather more manageable 19 page summary, can be found at <http://lawcommission.justice.gov.uk/consultations/1804.htm> where the covering note states that the consultation period closes on 10 September 2012. The consultation document itself states that it closes on 10 August. At the time of writing, FBHVC had not received a response to a request for clarification.

Before considering the detail, it is worth noting that this consultation has been put forward by the Law Commission. The Law Commission is an independent body, answering to the Department for Justice, whose purpose is to keep the law under review and, where appropriate, to recommend reform to ensure that the law is fair, modern, simple and cost effective. Readers of our newsletters in 2008 will recall that the body of law relating to taxis and private hire vehicles is anything but modern or simple, and we concurred with the suggestion of the Institute of Licensing that '[government] should consolidate the existing minefield of legislation and regulation into a unified system that will result in a balanced set of regulations that can be applied evenly throughout the country'. That is what the Law Commission is seeking to do.

Its brief is: 'To review the law relating to the regulation of taxis and private hire vehicles, with a view to its modernisation and simplification, having due regard to the potential advantages of deregulation in reducing the burdens on business and increasing economic efficiency.'

The consultation paper is but a step in the process so that the Law Commission can pay heed to public and stakeholder opinion before publishing detailed recommendations to government with a draft Bill. It is expecting to do this in November 2013. It will then be up to government whether to ask parliament to legislate, although it will almost certainly do so. Legislation is unlikely to come in to force until the second half of 2014 at the earliest.

The paper explains how the existing mish-mash of regulation has come in to being, and outlines the Law Commission's preliminary views on how best to strike a balance between public and consumer protection on the one hand and keeping the regulatory burden on operators to a minimum on the other.

99% of the consultation relates to the modern taxi/private hire trade. Historic vehicles are not mentioned as such, although there is one reference to 'classic taxis'. Vehicles that are outside the mainstream taxi/hire-car trade are generally considered under the heading of 'novelty' vehicles, and this term covers vehicles as diverse as 'stretched' limousines and pedi-cabs/tri-shaws.

The reason that this consultation has relevance to the historic vehicle movement is that it proposes that the current statutory exemption from normal private hire vehicle licensing requirements for vehicles used for weddings and funerals should be dropped. The consultation comments that it is difficult to see why people hiring vehicles for weddings and funerals should be afforded less protection from rogue operators, dishonest drivers and unsafe vehicles than those hiring vehicles for other purposes. It is difficult to argue otherwise.

Since it is this exemption that makes it possible for historic vehicle owners legally to hire themselves and their vehicles out for weddings and funerals without having to go through the usual private hire licensing regime, the proposal has, understandably, led to scare stories suggesting that this is the end of using historic vehicles for weddings.

There is no reason that should be the case. The consultation recognises that there are circumstances in which it is appropriate for vehicles, or services, to be exempt from the licensing requirements, but it proposes that any such exemptions should be by means of secondary legislation. Moving such measures from primary to secondary legislation provides greater flexibility to enable the law to adjust to changing circumstances. The use of historic vehicles for weddings, although not specifically mentioned in the consultation, fits the circumstances in which a regulatory exemption would be appropriate.

FBHVC will be responding to the consultation explaining the business case for allowing historic vehicles to continue to be used for wedding hire and urging that nothing is done that will endanger this well established practice.

[Note: The regulations controlling private hire in Scotland are less confusing and are contained in the Civic Government (Scotland) Act, 1982, and this contains a similar exemption for weddings and funerals to that in England and Wales. The Road Service Licensing Regulations (Northern Ireland), 1989 apply in Ulster.]

FUEL NEWS

At the end of June the FBHVC's fuel specialist, Matthew Vincent attended a meeting at the British Standards Institute to discuss petrol labelling. There were a number of points of particular interest to member organisations.

The proposed volatility limits of petrol containing 10% ethanol (E10) in the revised European specification are likely to be agreed later this year. The inclusion of 10% ethanol will be accompanied by an increase in the permitted upper limit of volatility. Although the change is small, in effect it means that petrol with 10% ethanol will be more volatile than existing petrol containing no ethanol, or with 5% ethanol in blend. This change will not assist owners of historic vehicles fitted with carburettors, but there has already been significant discussion about in-situ alterations for vehicles suffering from vapour lock in hot weather. The arrival of E10 will probably require a renewal of awareness of these remedies. Full details about this are already on the FBHVC website.

E10 can be sold in the UK as soon as the documentary work has been completed. It is expected that this will be achieved late in 2012, so in theory the product could be in the market from the first quarter of 2013. Exactly how much of this grade arrives, and when, is not known yet, and this situation appears to contradict statements made by the Department for Transport earlier this year at the clubs' meeting. DfT are expected to publish a leaflet explaining what will be happening. It was the belief of those assembled that petrol containing 5% ethanol would be retained until 2020, but it was also clear that over time ethanol levels would rise above 10% in order to meet EU legislation on renewable fuels. It is envisaged that high octane unleaded petrol (sometimes called 'super premium' and usually of 97-99 octane rating) would not contain more than 5% ethanol, and would remain as a protection grade for the foreseeable future.

The labelling for E10 was discussed in detail and it was agreed that the code 'E10' would feature prominently on the label, being given the same size lettering (15mm) as the words 'Unleaded Petrol' and the octane rating (95). The warning to motorists about the suitability or otherwise of the fuel will use smaller lettering (10mm), but should still be clearly visible. Despite apparent agreement at a previous meeting of a different format, the form of wording shown below was adopted: 'Not suitable for all vehicles. Consult vehicle manufacturer before use'.

This might in theory cause some logistical problems for owners of historic vehicles whose manufacturers no longer exist, but in reality, unless actions are taken by owners to proof their fuel systems against the effects of E10, it should be regarded as unsuitable for any historic vehicle.

Unleaded petrol containing up to 5% ethanol will not need to be labelled, but if the ethanol content rises above 5%, the fuel must be labelled. If the label on the petrol pump does not include the code 'E10', then the fuel should contain no more than 5% ethanol.

EU LEGISLATION

VEHICLE REGISTRATION

In April the European Commission proposed a new vehicle registration Regulation designed to reduce the administrative burden caused by the need to re-register a vehicle if it/or the owner moves to another Member State. The proposal has now been sent to the European Parliament for its scrutiny and FIVA has communicated its position on the proposed Regulation to the Rapporteurs in the Lead and Opinion Committees. FIVA has also shared its position with the chair of both Committees, Malcolm Harbour and Brian Simpson, both of whom attend the EP Historic Vehicle Group meetings and also with Bernd Lange, chair of the EP Historic Vehicle Group.

FIVA's position:

- notes that some vehicles have no registration papers and that some of these vehicles are on occasion sold within the EU;
- calls for the Regulation to acknowledge that in some Member States a system is in place to allow a vehicle without registration papers to be processed with relative ease – whereas in other cases, authorities are unwilling to seek resolution leading to vehicles not being able to be used either because they are not provided with new registration documents or because they are classified as 'new' and hence are unable to meet the safety and environmental conditions applied to modern vehicles.

Hence FIVA calls for the Regulation to provide a steer to Member State authorities to help to ensure a consistent, efficient and effective approach to this matter; and suggests that the Regulation adopt a provision previously included in Commission Regulation No 183/2011 of 22 February 2011 amending Annexes IV and VI to Directive 2007/46/EC, Annex in Appendix 2, Point 0 which states that: 'In the absence of a registration document, the competent authority may refer to available documented evidence of date of manufacture or documented evidence of first purchase.'

The European Parliament is expected to address the Regulation after the summer recess.

EUROPEAN PARLIAMENT HISTORIC VEHICLE GROUP

The European Parliament Historic Vehicle Group met on 10 May. Attending were Bernd Lange MEP (chair), Wim van de Camp MEP, Malcolm Harbour MEP, the assistant to Marian Harkin MEP, Timothy Kirkhope MEP, Jiří Maštálka MEP, Mike Nattrass MEP, Ivari Padar MEP, the assistant to Fiorello Provera MEP, Brian Simpson MEP, Robert Sturdy MEP. Szabolcs

Schmidt, the new head of the Road Safety Unit of the European Commission's DG MOVE also attended at the invitation of the Group. During the meeting:

- FIVA detailed the main findings of a 2011 study into the UK historic vehicle movement which included data showing that: the economic value of the UK movement is £4.3 billion (of this £70 million is generated by UK historic vehicle museums and £22 million by the 500 British Federation clubs); 28,000 people earn some or all of their living in the UK from historic vehicle work: 79% full-time, 17% part-time and 4% are trainees; historic vehicles accounted for 0.24% of vehicle miles travelled in 2011; 82% of historic vehicles are used no more than twice a month and 50% of historic vehicles cover fewer than 500 miles a year; 68% of historic vehicles are valued at less than £10,000; over 850,000 vehicles made before 1981 survive; other than purchases and the cost of restoration (which are not usually incurred on an annual basis) the overall average per capita expenditure of historic vehicle owners is £2,900 spent on maintaining and using their historic vehicles, buying publications and attending events.
- Future EU research: the Group agreed that EU wide data – notably on the size and value of the business of the historic vehicle movement and on the value of specific historic vehicle events and museums should be of interest European Union policy makers. A discussion on Trade and Skills in the sector also noted the value of the inherent skills needed to service the movement, the need to maintain those skills and the need for the EU to understand the business behind the movements in order to help ensure the future and the growth of the trade and skills on which the historic vehicle movement depends. It was agreed that an approach might be made to DG Enterprise and DG Culture to suggest a Commission based project.
- Roadworthiness testing: Szabolcs Schmidt explained that the anticipated proposal for a Directive to amend the Roadworthiness Testing Directive should be ready by the summer.
- Vehicle Registration: FIVA explained its position as detailed above. The Group agreed to review the position.

URBAN MOBILITY PLAN

The European Commission asked stakeholders in June to comment on the implementation of the action plan on urban mobility. FIVA submitted the comment that there is no evidence that the Commission is disseminating information throughout the EU about positive measures regarding the use of historic vehicles in Low Emission Zones and also used the opportunity to reiterate to the Commission the positive provisions/laws of which FIVA are currently aware.

DVLA

Nigel Harrison

CONTINUATION VEHICLES

There are a number of makes/models of vehicles, typically two-seater pre- or post-war vehicles with beautiful flowing lines, where the demand has exceeded the very limited supply of genuine vehicles. To meet this demand, what is offered is sometimes described as a 'continuation vehicle'. These vehicles could well be produced to a higher quality standard than the original vehicle.

It is one thing to produce an excellent looking and very saleable vehicle, which has a large proportion of new components produced to an old design but it is altogether a different matter getting it registered with DVLA.

Possibly the best time to start investigating the registration aspects is prior to the construction/reconstruction stage.

The DVLA requirements in this area are contained in DVLA leaflet INF 26, with the descriptive and lengthy title of *Guidelines on how you can register kit cars and rebuilt or radically altered vehicles*. A copy can be downloaded from <http://www.dft.gov.uk/dvla/forms>

To get a vehicle registered without a Q plate, it needs to fit into one of five different vehicle groups, and to have the necessary paperwork. Many vehicle groups require an already registered donor vehicle. Some groups require the vehicle to pass Individual Vehicle Approval (IVA).

If the vehicle consists of genuine period components all over 25 years old, then provided the specialist club has inspected the vehicle, and can produce an adequate 'dating letter', the vehicle could well fall into the Reconstructed Classic category, and be issued with an age-related number. If the vehicle is constructed of new components, made to an old design, it is difficult to see how the vehicle can meet the Reconstructed Classic category criteria. The year of manufacture as declared in the club's dating letter is recorded by DVLA. If a subsequent owner finds that the year of manufacture as recorded by DVLA is inaccurate, and the vehicle is in actual fact a modern recreation, this could cause difficulties under consumer protection legislation for DVLA. The nature of the legacy club dating letter would be examined by DVLA and the club could well be asked for clarification.

With continuation vehicles that are not based on an already registered donor vehicle, one possibility is that the Kit Built vehicle category might be more applicable, provided suitable receipts are provided and a certificate of newness is obtained from the manufacturer. The vehicle would be subject to IVA and could possibly obtain a current registration number. The practicalities on what IVA would mean to a particular vehicle, are best discussed with your DVLA Local Office (while it remains open).

Without the correct paper work, a 'continuation vehicle' could well end up with a Q plate.

DVLA APPEALS

This is a subject that I wrote about in Newsletter 6-2011, so I won't repeat myself. We know that some applicants put in a vehicle number claim to DVLA, with 'thin' documentary evidence and are pleasantly surprised when DVLA accept the claim. Later on a similar 'thin' claim is rejected. Quite understandably, the applicant is reluctant to use the earlier 'thin' claim as a precedent in case the earlier decision is reversed. As indicated in the earlier Newsletter, the Federation can look at a failed claim, and suggest a way forward. That might be:

- a) A new covering letter, which focuses on the relevant evidence which is buried within other irrelevant information;
- b) Further research is required by the applicant or the owner, prior to a new application;
- c) The fall back position that an age-related number application is the only realistic solution.

TRADE AND SKILLS

Tony Davies

I hope you have now seen, and referred your club members to, our web-based trade and skills questionnaire for 2012. The responses are coming in but the UK is currently only fourth in the league table immediately behind Ireland. To date (early July) the responses have totalled 1315 and the major distribution of responses is: Belgium 432; Spain 253; Ireland 120; UK 119; Chile 43; Turkey 43; Germany 42; Greece 41; Argentina 24; Uruguay 23; Australia 8; France 7; Austria 6; Liechtenstein 6; Switzerland 5; Luxembourg 4; Netherlands 4; and Italy 3. I know we were a little late in getting the Questionnaire onto our web-site but it's been available since early May.

I plan to terminate the questionnaire circa mid-September: so come on guys I'm only looking for a 10% response from our total membership of 251,000. Hopefully I can report some better progress at our AGM in October.

The key objectives of this questionnaire are to establish the personal opinions of you, the historic vehicle enthusiasts, on the availability, or otherwise, of relevant restoration skills. If we think about our heritage of automotive engineering I believe the UK should be amongst the leaders on such issues. Indeed, it will be interesting to see how our opinions compare to those of other nations around the world.

If you haven't already done so please point your members to the FBHVC website via your newsletter, magazines and web-sites etc. from now until mid-September when the survey will close. The responses will be analysed then and I will provide a summary of them during our AGM in October.

FEDERATION MEETS THE MINISTER

A meeting to discuss the obstacles that discourage businesses from taking on apprentices took place at Westminster on Tuesday 3 July with John Hayes MP, Minister of State for Further Education, Skills and Lifelong Learning.

Geoff Smith and Tony Davies (Vice President and Director of FBHVC, respectively), together with the Rt Hon Greg Knight MP and Kelvin Hopkins MP (chairman and vice-chairman of the All Party Parliamentary Historic Vehicle Group), raised a number of issues relating to skill training, its funding and needs for the future.

Research in 2011 showed that the historic vehicle movement in UK is worth over £4 billion annually, and supports 28,000 jobs. There are some 3,800 businesses serving historic vehicle owners and most are small, involving fewer than ten people, yet many require specialist skills that have to be learned. The cost of training apprentices faced by such very small businesses is disproportionate and often prohibitive.

The Minister understood these concerns and indicated there may be a case for government assistance.

After the meeting, Geoff Smith said 'We offered to assist in identifying strategies to improve skill training and development, an offer which was welcomed. We will be working with a representative from the Department of Business Innovation and Skills to explore possible ways to assist very small businesses that wish to pass on traditional skills to the next generation.'

NEWS

EU WEBSITE COOKIE DIRECTIVE

The EU cookie directive came into force for UK-based websites on 25 May 2012. All websites must now tell visitors if they employ non-essential cookies and must get permission from visitors to store those cookies on their computer. This has implications for very many website owners.

Most websites do use cookies, however some are exempt from the directive e.g. a shopping cart system would be expected to use cookies to enable the shopping cart to keep track while the visitor was shopping, to ensure that the contents of the cart were available at the checkout.

This type falls into **Category 1: strictly necessary cookies**. Generally these cookies will be essential first-party session cookies, and if persistent or third party, there should be a good justification for this. Not all first-party session cookies will fall

into the 'strictly necessary' category for the purposes of the legislation. Strictly necessary cookies will generally be used to store a unique identifier to manage and identify the user as unique to other users currently viewing the website, in order to provide a consistent and accurate service to the user.

Examples include:

- Remembering previous actions (e.g. entered text) when navigating back to a page in the same session.
- Managing and passing security tokens to different services within a website to identify the visitor's status (e.g. logged in or not).
- To maintain tokens for the implementation of secure areas of the website.
- To route customers to specific versions/applications of a service, such as might be used during a technical migration.

These cookies will not be used:

- To gather information that could be used for marketing to the user.
- To remember customer preferences or user IDs outside a single session (unless the user has requested this function).

For those types of category 1 cookies that are strictly necessary, no consent is required.

Third party cookies, such as those that track visitors to the site are caught in the directive and include Google Analytics, Adwords and Adsense code. Sites that use usage tracking systems are likely to under-report visitors in the future as only those visitors who accept cookie usage will be tracked. The Federation of Small Businesses, to whom the FBHVC belongs, is looking at options for a sensible low cost, or free, solution to this problem.

We are told that the Information Commissioners Office has backed off on the urgency of enforcing the directive and it would therefore be sensible to wait until calm and collected advice is available before making changes to websites.

More information can be found at: <http://www.allaboutcookies.org> and <http://www.ico.gov.uk>

MEMBER ORGANISATIONS

Subscriptions for clubs, museums and individual supporters fell due on 1 June. Reminders have been sent out and we would be very grateful for a prompt response in order to keep the (now even higher) cost of posting reminders to a minimum. The cost for an individual supporter is now £14 for one year or £24 for two years; clubs pay 39.4 pence per member with a minimum fee of £25; museums pay £61.00. The club fee is well below the cost of a second class stamp per person and surely represents very good value for money. Fees are inclusive of VAT – 20% of that subscription goes to the government. If you are intending to pay by bank transfer please do make sure that you either post or email confirmation of your payment – we have over 500 member clubs and around 300 individuals due to renew and it can be tricky to sort out the anonymous payments on our bank statement. Clubs do need to send the completed form back (please send the whole page and not just the anonymous bottom half) with a declaration of member numbers. A VAT receipt will be sent to clubs and museums, and to individuals who send a stamped addressed envelope.

We continue to recruit new clubs, taking our grand total to 507. These numbers are vitally important to be able to show our politicians the size of the membership the Federation represents and ensure that our views are listened to when it really matters.

Welcome to the following clubs which have recently joined:

Asian Scooter Fanatics
Classic Car Den
Tameside Car Collectors
The Oxford Dreamers

CLUB NEWS

David Davies

April 2012 saw the 20th anniversary of the foundation of the **Fiat 500 Club** – congratulations! The **Bullnose Morris Club** remind us of their Diamond Jubilee celebrations this year and give us plenty of prior notice for the Centenary celebrations for Morris next year. Plenty of advance notice too from the **Rover Sports Register** who will be celebrating its diamond jubilee next year on 28-30 June 2013. The **Cavalier and Chevette Club** will be celebrating the 40th anniversary of the introduction of the Vauxhall Cavalier Mk 1 and the Chevette in 2015. More congratulations to the **MG Octagon Car Club** on the 500th edition of their bulletin.

Congratulations to three **AJS and Matchless Owners Club** members, Roy Bellett, Rob Swift and Geoff Wright who successfully completed the John O'Groats to Land's End run, 'the Wrong Way Down' in celebration of the club's Diamond Jubilee with all riders using AJS and Matchless 500cc twin machines manufactured in 1952, the year club was formed.

The **South Hants Vehicle Preservation Society** reached the half year calendar of events with an event at the National Trust's Uppark House. Over 40 vehicles of all shape and sizes took part the most unusual being a vintage tandem tricycle.

The **Crash Box and Classic Car Club of Devon** are assisting Honiton Community College with the restoration of an MGB GT with the supply of parts and also with advice and help from their members who include many retired and working garage owners. They hope to encourage younger members.

The **Lancashire Automobile Club** has prepared a Navigator's Handbook to encourage and enable entrants in navigational events. The document has been checked over by former international navigator Mike Wood and former BMC and Ford Competitions Manager Stuart Turner.

There was the sad announcement in the April issue of the **Bentley Drivers' Club** Review that the club president, Eric Barrass, passed away on 17 February after a short illness.

The Magazine of the **Wolseley Owners' Club** has an account of a visit made to the Metropolitan Police Hampton Traffic Garage which houses the force's collection of significant police vehicles.

'Waste not, want not' an interesting little piece in the magazine of the **Austin Counties Club** magazine tells us that in 1948, the Austin Motor Company handled 27,000 tons of scrap. This included sufficient steel, which, if made into a strip 1 inch wide and 1/8th inch thick would have been long enough to go around the world with some to spare. There were enough aluminium and light alloys to build more than 50 pre-fabricated houses; 80 tons of waste paper and enough reclaimed oil to run a double-decker bus five times between London and Tokyo.

The magazine of the **Sunbeam Lotus Owners' Club** has a useful brief history of the works rally cars and their fates.

The magazine of the **Mini Moke Club** contains an intriguing photograph of the stalwart constabulary of Merthyr Tydfil with their fleet of Vespa Scooters - can anyone tell us any more?

If anyone wondered how it was done, the magazine of the **Morris Minor Owners' Club** tells you all about the ash frame of the Morris Traveller and how it was put together.

Details are given in the **Colne Valley Classic and Vintage Club** magazine of the 1939 blackout regulations and how these applied to motor vehicles. The 20 mph speed limit after dark is referred to and the restrictions on vehicle lighting make it clear that anything above 20 mph was likely to be suicidal.

The vital statistics of a 1967 Mini and a 2012 example make thought-provoking reading in the **Wirral Classic Car Club** Magazine.

A sad story of larceny in the newsletter of the **Vintage Horticultural and Garden Machinery Club**. Five machines were stolen from the Sheffield area in spite of being secure and chained together.

Motoring in 1900 was very much a pioneering activity and so the Journey from John O'Groats to Land's End in a Locomobile in mid-winter of 1900, by St. John C Nixon was a remarkable achievement. This is reported by the **Steam Car Club of GB**.

The extraordinary statistic that twenty big Crossley cars were used for the New Zealand and Australia tour undertaken by the Duke and Duchess of York in 1927 appears in the **Crossly Register** newsletter.

The **Land-Rover Series One Club** reminds us that the Heritage Motor Centre at Gaydon is staging a special exhibition to mark the Queen's Diamond Jubilee. This does, of course, include some Land-Rovers.

The Ford Sidevalve Owners' Club tells us of another of those delightful tales of enterprising journeys in times that seemed to be less complicated. In 1962, two young men set out in a 1950 Ford Prefect with the objective of driving to New Zealand. They did not achieve their goal, but their experiences now appear in print - 'The Lane to Benghazi' by Denis T. Logan published by iUniverse.com

An intriguing tale in the **Morris Commercial Club** Magazine of a special speed model car built for the 11-year-old son of Maharajah of Jodhpur in 1932 I wonder if it survives somewhere?

The quarterly magazine of the **Aston Martin Owners' Club** has an interesting article on early air conditioning systems and their overhaul while the newsletter has details of the lawnmower for those who have everything, produced by Italian 'ground care specialist' Gianni Ferrari. Whilst he has no connection with the house of the prancing horse, he will sell you one of his bespoke lawnmowers for a bargain price of £21,000.

There is an illustrated report on the 40th anniversary dinner of the **Cumbria Steam and Vintage Vehicle Society** in their magazine which also includes a brief article on the saving from scrap of the Raven glass and Eskdale Railway in 1960.

The **AC Enthusiasts' Club** magazine features an American import of a Chinese-built copy of a 1965 Cobra to 1/12th scale costing £15,000 gives food for thought.

The **London Austin Seven Owners' Club** magazine has a feature on the 2012 London-to-Brighton run for Austin Sevens that attracted 331 participants. The line-up of cars on Marine Drive looked very impressive.

A somewhat jaundiced observation in the **Armstrong Siddeley Owners Club** magazine: 'If you want my opinion, horsepower was a lot safer when only horses had it'.

Knighton Historic Vehicle Club notes the perils of 'putting away' a car for the winter or for any lengthy period of time particularly taking into account the possible presence of mice and their attraction to wiring and upholstery.

The **North Norfolk Classic Vehicle Club** draws our attention to the Vauxhall Lotus Carlton, launched in 1989. It was claimed to be the fastest four-door production car in the world at that time. 950 were built before production ceased in 1993.

The **Singer Owners' Club** magazine has an informative and concise history of the marque, plus an innovative suggestion for headlamp reflector refurbishment. A contributor has also submitted a very favourable report on his visit to the new **Riverside Transport Museum** in Glasgow.

There are two photographs in the magazine of the **Ariel Owners' Club** magazine showing the funeral of Doug, Ron Langston's long-time competition passenger. Ron modified their HT5 trials sidecar outfit for Doug's final journey.

NECPWA News has an in-depth article on screw threads – sadly, it does not cover the forms most commonly encountered – namely stripped and crossed.

The journal of the **Daimler and Lanchester Owners' Club** has a thought provoking article on monitored vehicle tracking, the possible advantages and the almost certain disadvantages. The **Southern Daimler and Lanchester Club** has printed an article on the two extraordinary road cars built in America by the racing car engineer Harry Miller in the late 1920s. What became of the remains, last seen in 1939?

The **Bugatti Owner's Club** magazine has an article on the 1949 Luton Hoo Hill Climb, complete with a selection of atmospheric photograph. Could it be re-enacted? Also, four-wheel-drive is nothing new and it seems that Bugatti had a go with the Type 53.

The **Sentinel Drivers Club** has published a remarkable collection of period photographs of Steam Sentinels in action. The question is asked: how does a double-engined Sentinel steam locomotive synchronise - or not? Anyone out there with first-hand experience, please?

The **Scottish Vintage Bus Museum** magazine informs us that the 2012 edition of the preserved bus register is now available via the PSV Circle 6JP100.

It is 80 years since the appearance in England of the first pre-production Ford Model Y (initially known as the Model 19). There is an interesting article on the genesis of the car in the **Ford Model Y & C Register** magazine.

It would appear that a steam-powered Lomax is about to be launched to an unsuspecting public – according to the magazine of the **National Steam Car Association**. What happened to the steam powered Land-Rover?

There is a delightful photograph on the cover of the magazine of the **Bond Owners' Club** of Dale End, in Birmingham. No doubt the Mitchell and Butlers Star Vaults pub has gone the same way as the brewery and the Bond three-wheeler parked in front of it.

The **Traction Owners' Club** have an account of the first Drive-it Day in Germany, organised by the Museum of Applied Arts in Cologne on 29 April.

The magazine of the **National Traction Engine Trust** has a story of a lucky escape from asphyxiation and reminds us to check all gas fittings and equipment in caravans, mobile homes and the like, not forgetting gas refrigerators.

The **Jaguar Enthusiasts Club** has announced that the XJS Club is to amalgamate with them.

The **Cambridge and District Classic Car Club** magazine draws our attention to the record price of £1,230,000 achieved for an Aston Martin DB4 and the even more remarkable £49,430 paid for a 1965 Citroen 2CV at the Retromobile auction.

The **Riley RM Club** magazine has an interesting article on an Australian-made alternator conversion.

There is an interesting history of the late lamented Crystal Palace race circuit in the magazine of the **Greeves Riders Association**. In 1951 the London County Council decided that it was time to re-start motorsport, formed the Crystal Palace Motor Sports Committee and the first meeting was a BARC car event.

A brief history of Bedford trucks and vans is printed in the June issue of the **East Anglian Practical Classics** magazine.

There is a full report of the experiences of a club member in the MCC Land's End Trial in the magazine of the **Francis-Barnett Owners' Club**. This year saw the 90th running of the event whose history goes back more than 100 years.

The desperate remains of a Jeep provide a striking cover picture in the **Military Vehicle Trust** Magazine. Inside is an article on the recovery of a WW2 M5 tanks from underneath a road in France. There are also two photographs taken at Great Missenden in 1946 of hundreds of motorcycles awaiting disposal as well as is a feature on what is claimed to be the world's first tank-hearse converted from a FV432 armoured personnel carrier.

The Journal of the **Riley Motor Club** has an article on the Riley Pathfinder once owned by Lord Mountbatten, now renumbered HSK 198. It seems to have disappeared, unless you know otherwise...

Congratulations to the **Ford Cortina Mk II Owner's Club** whose bi-monthly magazine has won the Classic Car Weekly 'Magazine of the Week' award in April.

A reminder in Citroenian, from the **Citroen Car Club**, that poking a stick at <http://howmanyleft.co.uk> may give you some insight into how many of your favourite vehicles survive.

An extraordinary tale, with photographs, in the magazine of the **Austin Counties Car Club** of the dumping of 22 fire-damaged, but brand new, Austin Somersets into the Strait of Georgia, Vancouver.

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS LIMITED

(a company limited by guarantee and not having a share capital)

ANNUAL GENERAL MEETING

6 October 2012

NOTICE is hereby given that the thirteenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place in the C S Rolls Wing of the Hunt House, Paulerspury, near Towcester, on Saturday, 6 October 2012, starting at 1100 hours for the following purposes.

1. To receive and consider the report of the directors for the year ended 31 May 2012.
2. To receive and consider the accounts for the year ended 31 May 2012. *[note 1]*
3. Election of Directors. *[note 2]*
4. To consider any other business notified in accordance with the company's Articles of Association. *[note 3]*

By order of the board
Rosy Pugh, Secretary
13 July 2012

Notes:

1. The board has elected to take advantage of the exemption from full audit available to small companies. FBHVC's accounts are prepared by Paul Byrne FCA of Premier Accountancy.

2. FBHVC's Articles of Association specify a maximum of ten Directors. In accordance with Article 14, Directors are normally elected for two year terms, with the Chairman, Deputy Chairman, and two other Directors being elected in even years, and five other Directors being elected in odd years. The election at the 2012 AGM will be for up to four Directors: Chairman, Deputy Chairman, Communications, and Finance and Planning. No Director may take more than two nominated responsibilities.

The retiring Directors may offer themselves for re-election and new candidates are encouraged to stand. All those standing must comply with Article 14.4 which states that unless nominated by the Board, no person may stand unless he has been nominated in writing by a subscriber organisation of which he is a member and has indicated in writing his willingness to serve on the Board. Both the nomination and the confirmation of willingness to serve must be received at the registered office of the Federation not less than 42 days before the date of the meeting - which means 24 August 2012.

3. Only items that have been included on the agenda for the AGM and notified to clubs in advance of the meeting may be discussed during the formal part of the AGM. The board has discretion over the detailed agenda, but will consider including additional topics at the request of subscriber organisations provided that any such request is received by the secretary by 24 August 2012.
4. Every member has a statutory right to appoint another person as his proxy to exercise all his rights to attend and to speak and vote at a meeting of the company.
5. The report and accounts for the period to 31 May 2012, the final agenda and details of catering arrangements will be sent to club main contacts in early September and to others on request.