

# NEWSLETTER

## No 2, 2012

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### 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 nearly 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](http://www.fbhvc.co.uk) or sent on application to the secretary.

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### EDITORIAL

Our office currently receives newsletters from 173 of our 503 member clubs and every one of them is read and enjoyed by the editor and the Club News editor. It is always gratifying to see snippets from this newsletter reprinted: that is a service we hope all clubs will use. There is a great deal of misinformation printed outside these pages – if you want the unsensational truth about a topic, the Federation newsletter and website are where you will find it. While it is free for all members to use (the Federation just asks for an acknowledgment) relatively few clubs do take advantage of this benefit of membership.

Club newsletters and magazines are then sent to the National Motor Museum where they are archived – this is only the case for hard copies, we do not archive the emailed versions at present. Please do keep sending in your publications and better still some pictures of your vehicles in use as well.

With Drive It Day coming up fast there will be plenty of opportunity to enjoy our vehicles on the road and the chance for photos and reports of the day's events. Please do send them in.

### WELCOME

I can report that sanity has suddenly prevailed in an area where the nonsense fairy is the all too frequent visitor. Mildenhall Fen Tigers Speedway Club have had problems with their residential neighbours who, having moved in relatively recently, seemed surprised that a Speedway Stadium would run noisy and regular Speedway and other events. It should also be noted that RAF Mildenhall is also a close operational neighbour.

Last year the residents took the club to court and successfully sued over the noise with the potential to seriously restrict the activities. So serious was the threat of curtailment that the club took the case to appeal and at the appeal hearing the court overturned the original decision, leaving the residents £85,000 out of pocket. Lord Justice Jackson is reported as saying "...their predicament is a result of their decision to purchase a house in an area where motorsport is an established activity".

What a wonderful blast of sanity and how many other established motorsport venues will benefit from this judgement? Clearly we should enjoy our activities in a responsible manner but this can't be allowed to be all one-sided. Perhaps we should offer Lord Justice Jackson membership of the Federation to encourage more common sense, particularly in cases where a £4.3 billion industry is involved.

## UK LEGISLATION

David Hurley

**The legislation committee are currently looking at a number of pieces of legislation at present, all at various stages in the parliamentary process. The most important of these are the Historic Vehicles MoT Exemption Review and Transforming DVLA Services.**

The data from the MoT survey has been submitted to the Department for Transport along with the consultation response to the **Historic Vehicles MoT Exemption Review**, which reflected members' views as expressed in that survey. We understand, from a recent meeting of the All Party Parliamentary Historic Vehicles Group, that the DfT's proposals have already been drafted following the closure of the consultation but the wording has not been made public, nor has a date been sent for publication.

At the time of writing the FBHVC's response to the **Transforming DVLA Services** consultation has not yet been submitted but in the article in the last newsletter will be the basis of the formal response. A number of member clubs have also made, or are making, submissions and we thank them for sending us a copy of their responses which will be kept on file. The All Party Parliamentary Historic Vehicles Group has also requested a copy of the FBHVC consultation response.

The **Red Tape Challenge** continues and the latest topics are: Company and Commercial Law, Housing and Construction, Disruptive Business Models, General Regulations which will be followed by Water and Marine. No relevant legislation has been found in this latest batch.

The legislation committee have been aware of a longstanding draft proposal by Reading council for a **local low emission zone** but it is believed that they feel that, as proposed, this will be too expensive to implement and is unlikely to take place. Leading on from this we are monitoring the DfT and DEFRA websites for any news of a national LEZ scheme.

The EU has published a proposal to reform and strengthen the **EU data protection rules** which will replace the 27 national regimes with a single European regulation: Safeguarding Privacy in a Connected World: A European Data Protection Framework for the 21st Century.

Other items which are at the post-consultation stage and are still being closely monitored include: review and recast UK tyre legislation; EU proposed regulation for the type approval and market surveillance of two and three wheeled vehicles and quadricycles (the so-called 'anti-tamper' rules); European Chemicals Agency proposals under the REACH programme; change of use and the planning system (14/28 day rule); implementation of Third Driving Licence Directive.

### **TARGETED CONSULTATION ON PROPOSED AMENDMENTS TO THE BIOFUEL (LABELLING) REGULATIONS 2004**

**The DfT response to this consultation, which closed in October 2011, has now been published.** The document says: *We proposed to implement article 21 of the RED by amending the Biofuel (Labelling) Regulations 2004 (as amended) to introduce a labelling requirement for biofuels containing over 10% biofuel.*

*Consultation responses have raised genuine concerns regarding how useful the new biofuel label would be to consumers. In addition, similar labelling is already taking place as a result of existing domestic legislation and industry self-regulation.*

*After careful consideration and taking into account comments received during consultation, we have decided we do not need to legislate further to give full effect to article 21(1) of the RED. As such we will not introduce the draft regulations proposed in our consultation.*

The Department for Transport has indicated that UK targets for biofuel uptake are set at 5% for the 2013/14 financial year as an average across all petrol and diesel. It is believed that the oil industry has no plans to introduce petrol containing 10% ethanol before this date. Most 95 octane petrol sold in the UK now contains 5% ethanol by volume, but at this concentration, there is no requirement to display a label advertising its ethanol content. The requirement for labelling only exists if ethanol content rises above 5%.

The issue of pump labelling is currently under discussion, and will be the responsibility of the British Standards Institute. The time-frame for the arrival of petrol containing 10% ethanol looks to be about 2 years in the future, so discussions are in their early days. However, it is believed that there are two key issues which will apply to pump labels:

- A desire for harmonisation across Europe (petrol containing ethanol at 10% may be designated E10, for example), as in some continental European countries.

- The inclusion of a statement about the suitability of the fuel for road vehicles. One option being considered is the use of a list indicating models which manufacturers have stated are compatible with the fuel. Vehicles not on the list would be regarded as not compatible. This category would include almost all, if not all, historic vehicles, (unless their owners had taken steps to ensure compatibility).

These topics are currently under consideration, and it is expected that a clearer picture will emerge later in the year, when definitive proposals come up for discussion.

## HELP WANTED

### Deputy Chairman Legislation Committee

Our legislation committee is at the heart of everything the Federation does. Its principal duties include the monitoring, scrutiny and response to consultations of any EU and UK based legislation that might affect the ability of the historic vehicle movement to use vehicles unfettered by bureaucracy or regulation. Whether these are two wheeled, four wheeled or many more - we are committed to maintain the freedom to use our motoring heritage in all areas. We are looking to appoint a deputy to our legislation committee chairman and if you believe you could make an active contribution to the team we would be pleased to hear from you. All applicants out of necessity must fully computer literate since the ability to interrogate government websites and to communicate with colleagues by email is an essential requirement. Please contact the secretary for further details: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk).

## FUEL NEWS

*Matt Vincent*

### FUEL STAKEHOLDER MEETING, 17 MARCH 2012

**The Department for Transport invited FBHVC member clubs to a Fuel Stakeholder meeting on 17 February 2012 to discuss ethanol in petrol.** The meeting was well attended by FBHVC club representatives. In addition to three members of the Federation of British Historic Vehicle Clubs legislation committee, two of whom were representing Riley Register and Vincent motorcycles respectively, representatives for Jaguar, Sunbeam, Morgan, Bristol, Triumph, MG, military vehicles and the VSCC were present. The AA was also represented, and the meeting was well attended by oil company representatives who were generally helpful and sympathetic. DfT will issue formal minutes to all representatives, and will also arrange for the exchange of representatives' email addresses.

One of the key messages which DfT were keen to put across was that E10 is not mandated for introduction in 2013. It was widely believed that E10 would be a reality in 2013, but this was stated to be an error or myth. It is now believed that E10 introduction is more likely from 2014. Some 4 million vehicles in the UK vehicle parc are currently not compatible with E10.

It emerged that much, but *not* all, super premium petrol (i.e. octane quality of 97(ROn) or above) does not contain ethanol. However, it is not always easy to know exactly which forecourts are selling ethanol-free super premium, and which are selling this grade with some added ethanol. This grade still represents the best chance of minimising or avoiding ethanol, albeit with a cost penalty.

The FBHVC are looking into the suggestion the Federation should collaborate with the oil industry to try to establish a more detailed and accurate picture of where ethanol-free super-premium petrol could be obtained for those interested in buying it. This will only be a temporary respite as it is clear that ethanol is not going to go away, and that a sensible strategy is to learn to live with it. The three-pronged approach advocated by the Federation:

**Compatibility:** move progressively to the use of compatible materials as this becomes necessary.

**Corrosion:** employ a proven corrosion inhibitor in the fuel tank as a precautionary measure.

**Combustion:** adjust mixture strength to counteract the leaning effect of ethanol in the blend and re-route fuel feed lines and/or employ baffles or other thermal barrier devices to reduce heat transfer from the engine to the liquid side of the fuel metering system on the vehicle remains a valid and common-sense approach to the potential problems of the use of fuels containing ethanol.

The Federation would also like to emphasise that it does not recommend the use of kerosene in those engines that have not been specifically designed to use it.

As reported in the last FBHVC newsletter, the international organisation, FIVA, has submitted views to the European Commission on a consultation on the future infrastructure requirement to ensure the increased use of alternative fuels in the EU. The submission stated FIVA's view that both traditional fuels and E5 must remain available on the market to

ensure the continued use of historic vehicles because experience has also shown significant technical problems for historic vehicles by the use of E10 - with vehicles most likely to be affected being vehicles ten years old or older, carburettored vehicles and first generation direct spark ignition vehicles.

For more detailed information please see the bio-fuel page [www.fbhvc.co.uk/bio-fuels](http://www.fbhvc.co.uk/bio-fuels)

### **Additive testing**

Although the results of the tests on the fuel stability additives are not quite ready at the time of writing, we can announce that these products do make a significant difference and provide good corrosion protection. The testing should be completed at the end of March and the results will be announced as soon as they are available. The FBHVC's official endorsement will be given to all products that pass the tests and the suppliers will be entitled to show the FBHVC logo on the packaging along with the endorsement. It is worthwhile repeating that these products have only been tested for corrosion protection – they will not protect against other incompatibility issues which may arise as a result of using petrol containing ethanol and we cannot comment about any other properties claimed by the suppliers.

### **DVLA**

*Nigel Harrison*

### **Photographic Evidence**

When submitting a claim to DVLA for an original registration number, there should be recent photographs of the vehicle, and detailed legible photographs of the chassis/frame number and the engine number. However, if the primary pre-1983 documentary evidence which links the vehicle to the registration number is only a period photograph, (as distinct from, for example, an old style logbook) you would need to explain what unique features on the period photograph link it to the present day vehicle. It could well be the same model of vehicle, but is it the actual vehicle? If that can't be established, then it could well be more realistic to go down the age-related number route.

### **Appropriate vehicle club**

We know that there are still some unregistered vehicles out there which on the surface look like an historic vehicle but in their current condition don't fit the criteria to be registered as such. Two examples come to mind.

Example 1: In an earlier Newsletter I mentioned a 1920s light commercial where the original registration was unknown. To be registered it has to fit the 'Reconstructed Classics' criteria and consist of original period components. This vehicle had been fitted with a modern diesel engine, so I suggested to the owner that, before it could be registered, a period petrol engine would need to be installed. The vehicle was sold on in its unregistered condition, and the new owner contacted another vehicle club. This club, quite correctly pointed out the same problem. Human nature being what it is, it would not be surprising if the owner now approaches a non-specialist club to promote the application.

Example 2: A handsome looking sports car described as 'manufactured using the original tooling and many period parts'. This would not fit the Reconstructed Classics criteria because 'manufactured using original tooling' implies recent manufacture of the elements produced by the tooling. If the many period parts come from a single vehicle that is already registered with DVLA, then it could take on the identity of that donor vehicle. However, the assessment of the appropriate specialist club was that the vehicle was a recently constructed 'continuation car'. Because the vehicle misses the various pigeon holes, it could well end up with a Q plate.

Normal practice is that vehicle applications are processed by the appropriate vehicle club. If the vehicle falls outside of the club's area of expertise, it is perfectly reasonable to enquire why they have approached a non-specialist club. It could be that the application has been rejected by the appropriate specialist club, and the owner is hoping that a non-specialist club won't spot the problems. A quick call to the specialist club might highlight some revealing facts about the vehicle.

### **Chassis numbers**

When registering an historic vehicle, DVLA quite reasonably needs to confirm the identity of the vehicle and a chassis number is an essential part of that process. However there are occasions where the chassis number is missing.

If there is no doubt that the original chassis number is known then a replica chassis plate can be installed. If there is doubt then the vehicle must have a chassis number allocated. There are various ways in which this could be done, depending on the circumstances.

To ensure that the application goes smoothly, so that DVLA do actually offer an age-related plate, as distinct from a 'Q' plate, it is suggested that the application is run past the Federation prior to submission to DVLA.

## EU LEGISLATION

### European Commission asks FIVA to input on internal discussions on the Customs Code

The European Commission is currently re-examining some of the criteria listed in the current Combined Nomenclature Explanatory Notes used by Member State authorities to determine the appropriate classification for tariff application when a vehicle is imported into the EU. Historic vehicles can be treated differently, and preferentially, to other vehicles if classified by the authorities under the customs code 9705 (Collections and collectors' pieces of zoological, botanical, mineralogical, anatomical, historical, archaeological, paleontological, ethnographic or numismatic interest) which includes motor vehicles which are:

*In their original state, without substantial changes to the chassis, steering or braking system, engine, etc.; at least 30 years old, and of a model or type which is no longer in production.*

*However, motor vehicles are deemed not to be of historical or ethnographical interest and are excluded from this heading when the competent authorities establish that the motor vehicles are not liable to evidence a significant step in the evolution of human achievements or illustrate a period of that evolution.*

*Such vehicles must also possess the requisite characteristics for inclusion in a collection by: being relatively rare; not being normally used for their original purpose; being the subject of special transactions outside the normal trade in similar utility articles; and being of greater value.*

It also includes motor vehicles which are collectors' pieces of historical interest:

*(a) motor vehicles, irrespective of their date of manufacture, which can be proved to have been used in the course of an historic event;*

*(b) motor racing vehicles, which can be proved to be designed, built and used solely for competition and have achieved significant sporting success at prestigious national or international events.*

The European Commission is aware that these Explanatory Notes can lead to divergent opinions and decisions and wants to provide the Member States with further guidance and has recently sought assistance from FIVA to do so.

### FIVA submits information to the European Commission for Roadworthiness discussions

FIVA has submitted to the European Commission the information recently gathered from the ANFs which details information about Member State type-approval, registration and roadworthiness testing regulations applicable to historic vehicles. The Commission made the request to FIVA to help as a part of its consultation for the drafting of the anticipated amendment to the Roadworthiness Testing Directive.

### Environmental and Development Groups have highlighted their concerns about biofuels

Friends of the Earth Europe and ActionAid have stated that meeting the EU's 2020 target for biofuel use in transport will cost up to €126bn because of the indirect land-use change impact of biodiesel from oil seeds. They have also noted that European Commission figures show that meeting the 2020 biofuel target will generate more CO<sub>2</sub>.

The US Environmental Protection Agency (EPA) has ruled that palm oil-based biofuels will not meet the US's renewable fuel standards - biofuels must emit 20% less CO<sub>2</sub> compared with conventional fuels.

## TRADE AND SKILLS

*Tony Davies*

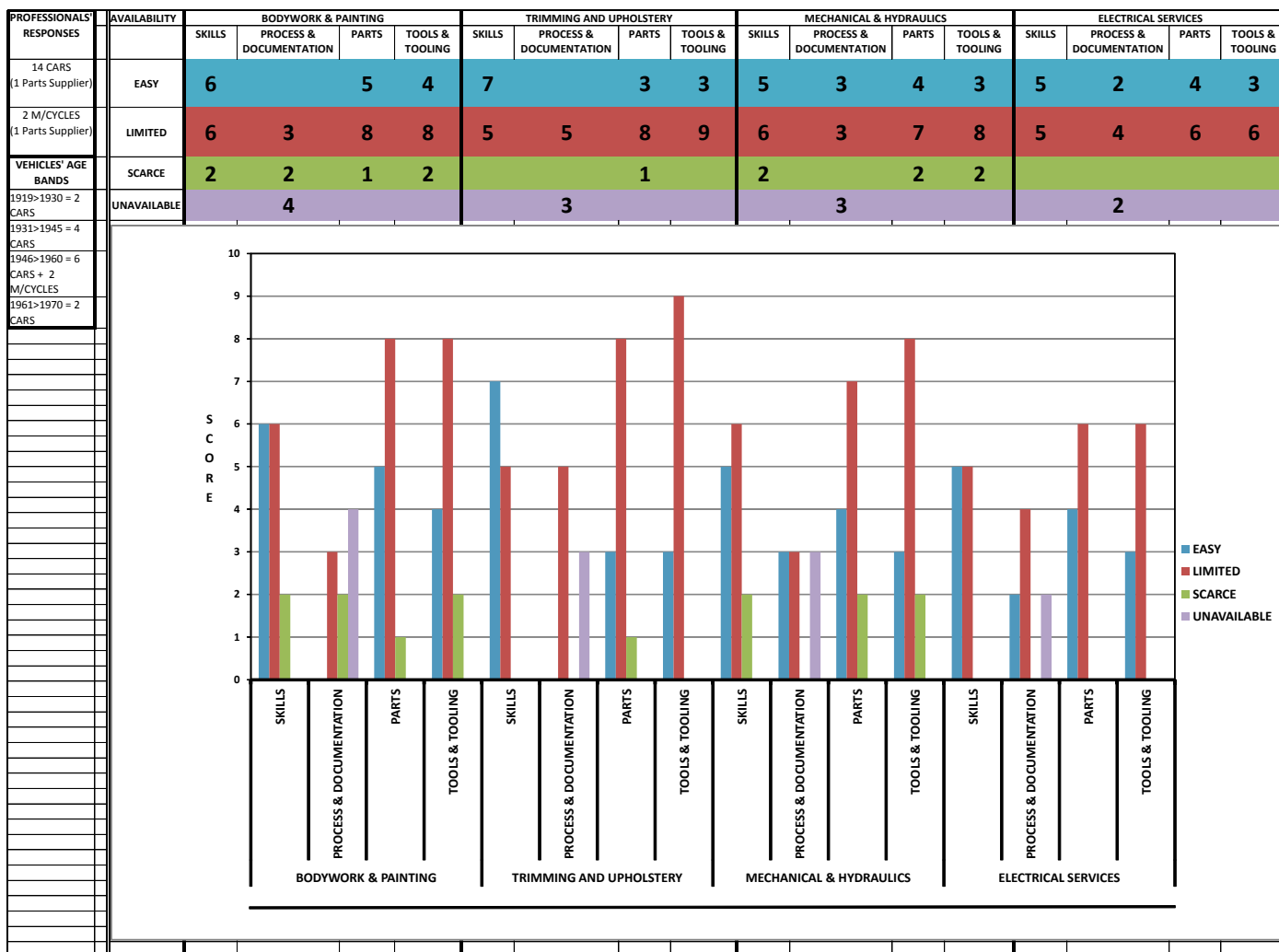
**You may recall from my piece in the last Newsletter (January 2012) that I will be launching our more specific web-based trade and skills questionnaire for individual club members in April. The key objectives of this questionnaire are to establish the personal opinions of historic vehicle enthusiasts on the availability, or otherwise, of relevant restoration skills. Therefore I seek your support and ask you to promote this forthcoming questionnaire to your members in your club magazines, newsletters and website promotions.**

The 2012 questionnaire for individuals will be slightly shorter and less complex than the initial version and will take about 10 minutes complete. Nevertheless, I plan to build in a 'save' facility to enable the questionnaire to be completed in more than one visit if a break for dinner etc. is called for.

Understandably individual enthusiasts will have greater experience of vehicle restorations than our clubs. So please point your members to the Trade and Skills section of the FBHVC website from 16 April until the end of August.

The series of one-to-one interviews with some of our trade professionals has been completed and a quick analysis shows that currently the most endangered facet of historic vehicle restoration is 'process and documentation'. This covers 'how to do things' and working diagrams/drawings for each discipline e.g. bodywork and painting; trimming and upholstery; mechanical and hydraulics and electrical services.

A summary of the quantitative analysis is shown below. It makes interesting reading. I now have to persuade other FIVA ANFs to follow our lead!



**Welcome to the following traders who have recently joined the Federation as supporters:**

- Millbrex Classics
- Robinson Engineering Co
- Bravado Automotive
- Roses Garage
- Classic World Racing Ltd
- Fairways Service Station

**EVENTS**

*Colin Francis*

**The etiquette of rally driving applies to all driving.** The most important fact is that if a car catches you up you should try to let it past as it is usually going quicker. On rallies a driver can get a bad reputation if he does not and baulks the car behind. On events cars usually leave at about one minute intervals and if a car catches you the driver is usually quicker than you or your car's capability. Outside towns and on the open road it also applies and convoys soon form behind a slow car or lorry. I am not suggesting that you should overtake if it is dangerous to do so but an experienced driver of mine says that the art of overtaking is disappearing. One way you can help is by using your indicator to show that the road ahead is clear but the only time I have seen such sophistication has been on an event and even then it is rare.

I went to the Race Retro show at Stoneleigh in February and a number of people asked me what events I am doing this year. These may not suit everyone but my choices are as good as any. I occasionally go out on my local motor club's evening events and these are a good way of starting. Then I have the MK Classic Tour on Drive it Day on 22 April when

I will navigate for my wife... or even drive her car if she allows me. It is a nice day out and we will go to Silverstone, Milbrook and Prodrive. This tour starts from Woburn and you can get all details of this and most other events from Google.

My next event is with Mike Cornwell in his Lancia Fulvia in France on the Resume des Cols Vosgien over the weekend of 19-20 May followed by an historic event in North Wales organised by a non-member club. On 16 June I hope to go on the Illuminations Celebratory Tour in the Lake District. It starts at Morecombe and finishes in Low Bentham with a hog roast and barbecue. Get more details from [fredbent@orchard-ho.freemove.co.uk](mailto:fredbent@orchard-ho.freemove.co.uk) or Tel: 01524 221933.

Then I go on an event in Belgium with James Warner in his Triumph TR3A starting in Brussels on 29 June and stays at Dinant and Namur among others. This is organised by Sea Sun Rallies and their events are among my favourites. I will not go on the Marathon in Ireland this year or to the Isle of Man, both events being organised by the CRA, a member club, who also organise the Mountain Challenge in Switzerland at the end of August. This is not a rally but is a competition with historic cars. I will do it if I can fit it in as I have arranged to navigate the advance car on the Liege Rome Liege at the beginning of September and I go on an event in Japan, based on the Mille Miglia, in October. It is called the La Festa Autunno and runs 19-23 October. If anyone knows about it let me have their thoughts and advice on Japan, where I have never been. My email is [colval08@btinternet.com](mailto:colval08@btinternet.com)

If you have a Jaguar XRS, an E-Type or a micro car under about 600cc then an event for you is the Liege Brescia Liege from 12-20 July. More details are on the Classic Rally Press website.

Finally I have just received details of the 20th MSA Euro Classic which goes from Leon in Spain to Vichy in France via Salamanca, Madrid (2 days), Zaragoza, Vielha, and Toulouse between 25 September and 2 October. It visits circuits and museums etc and costs about £2500 which makes it quite expensive for a tour although I believe there are plenty of travelling marshals to arrange the parking at the various venues visited and driving around circuits, albeit uncompetitively, can cost a lot of money.

## CLUB NEWS

*David Davies*

Firstly – some of the anniversary celebrations: the **TR Register** reminds us of the 40th birthday of the TR4; the **750 Motor Club** are celebrating the 90th anniversary of the Austin Seven at Beaulieu on 1 July; the **AJS and Matchless Owners Club** is 60 years old this year. The **Bullnose Morris Club** informs us that they will be celebrating their Diamond Jubilee over the weekend of 21-22 September at the Belfry Hotel, near Oxford. [www.bullnose.org.uk](http://www.bullnose.org.uk)

The impressive magazine of the **Crossley Register** has a fascinating article on the six-wheel limousine of 1930 (not a good time for radical innovation) apart from the prototype, were any more built? [www.crossley-motors.org.uk](http://www.crossley-motors.org.uk)

From the same part of the world Cam Chatter from the **Cambridge and District Classic Car Club** outlines an unusual but seemingly effective technique for flushing one's cooling system [www.cdcc.org.uk](http://www.cdcc.org.uk)

There is a brief account of an unusual personal record established in the newsletter of the **Vauxhall Owners' Club**. Tom Plowman drove his 1924 Vauxhall 30/98 to Montlhéry and achieved his objective of 100 miles in one hour. Where is the car now, I wonder? [www.voc1903-57.co.uk](http://www.voc1903-57.co.uk)

A (very) brief history of petrol is in the **Crash Box and Classic Car Club** magazine. What most of will know is that the name 'petrol' was first used by Carless, Caple and Leonard in the 1870s. But what is not so well known is that it was commonly used as a solvent to remove nits by dissolving the natural glue that the female louse uses to stick the nit to the hair. [www.crashboxclassiccarclub.com](http://www.crashboxclassiccarclub.com)

The impressive magazine of the **MG Car Club** has a useful tip on overcoming condenser failure [www.mgcc.co.uk](http://www.mgcc.co.uk)

The **Daimler and Lanchester Owners' Club** remind us that the International Rally for 2012 will take place at the Beamish Living Museum between 6-10 June [www.dlocinternationalrally.co.uk](http://www.dlocinternationalrally.co.uk)

The **Austin Ten Drivers' Club** magazine includes a useful table of torque settings for 'R' grade bolts. There is also a useful list of Austin friendly websites. [www.austintendriversclub.com](http://www.austintendriversclub.com)

A salutary warning from AM News from the **Aston Martin Owners' Club**: it seems that new speeding legislation in France not only includes on-the-spot fines but confiscation of one's driving licence in addition to an instant driving ban. Your licence will be posted back to you at your home address. The article also recommends that you take details of the

arresting officer's name and number and obtain a receipt for your fine as the French police have a tendency to demand that you pay in twice. [www.amoc.org](http://www.amoc.org)

Not for the purists, but the **Bentley Drivers Club** magazine features a Bentley S1 of 1956 that has been expertly converted into a 'ute'. It is believed that the vehicle is now in the UK - any more information, please? [www.bdcl.org](http://www.bdcl.org)

The **Standard Motor Club** Review reminds us that if you have a Standard Eight you are never without a 'bottle opener'. There are 50 bottle openers on every car - the holes in the 'easy clean' wheels. Congratulations to them for winning an award for their stand at the NEC Show. [www.standardmotorclub.org](http://www.standardmotorclub.org)

The **Register of Unusual Microcars'** Rumcar News has an impressive photograph of a Powerdrive on the front cover, an illuminating article on the genesis of the iconic Messerschmitt KR 175.

There is an interesting and informative article on rebuilding a Lucas C40 dynamo in the magazine of the **Wolsley Owners' Club**. [www.wolsleyownersclub.com](http://www.wolsleyownersclub.com)

The Citroenian from the **Citroen Car Club** is always a good read but the October 2011 issue excels with a delightful story about a DS Citroen. I suppose that the French are entitled to take liberties with the 2CV but the creations photographed at Tchanq'a Deuch in 2008 are at the cutting edge. [www.citroencarclub.org.uk](http://www.citroencarclub.org.uk)

Wolsley World, the magazine of the **Wolsley Register**, warns us of the possibility of catastrophic failure of elderly steel brake pipes which includes a useful technique to employ to stop a car quickly in such circumstances. The Register has also published a profile of the Wolsley Six-Ninety to commemorate the centenary of Gerald Palmer's birth [www.wolsleyworld.com](http://www.wolsleyworld.com)

A photograph of what must be one of the most unlikely police cars appears in the magazine of the **BSA Front Wheel Drive Club**. It shows VV 3501, a 1935 three-wheeler, Northampton's first police patrol car [www.bsafwdc.co.uk](http://www.bsafwdc.co.uk)

Congratulations to the **Allard Owners' Club** on their diamond jubilee. There is a fascinating article in the newsletter which describes in some detail the preparation of Sidney Allard's award-winning P1 for the 1952 'Monte'. Those were the days! [www.allardownersclub.org](http://www.allardownersclub.org)

The **MG Octagon Car Club** magazine informs us that a TC MG was the first car owned by the Duke of Edinburgh (I wonder if he still has it?) [www.mgoctagoncarclub.com](http://www.mgoctagoncarclub.com)

There is a reproduction of an interesting advertisement in Sidevalve News, the journal of the **Ford Sidevalve Owners' Club**, for Servu Grips, which look like a simple but effective substitute for tyre chains. Did they work and, more importantly, have you got a set hanging up in your garage? [www.fsoc.co.uk](http://www.fsoc.co.uk)

The **Riley Register** would like to know the story (if there is one) behind the plaque on a 1932 14/6 Riley that claims it had been driven by Miss Daphne Crump in the 1932 Monte Carlo rally [www.rileyregister.com](http://www.rileyregister.com)

The journal of the **Traditional Car Club** has a brief, but interesting history of the Austin Sheerline together with a tale of 'rebuilt' of these cars into either Rolls or Bentleys, dependent upon demand! Do any of these masterpieces survive?

The magazine of the **Singer Owners' Club** reminds us that the first London/Sydney marathon in 1968 was won by a Hillman Hunter driven by Scottish Farmer Andrew Cowan - is he still with us? [www.singerownersclub.co.uk](http://www.singerownersclub.co.uk)

The Francis-Barnett Owners' Club magazine has a useful article on the conversion of Villiers 'electrics' to 12 volt. [www.francis-barnett.co.uk](http://www.francis-barnett.co.uk)

Staying with electrics, the **Colne Valley Classic and Vintage Club** magazine tells us how to change the polarity of a three-brush dynamo. [www.brmmbrmm.com/cvcvc](http://www.brmmbrmm.com/cvcvc)

A highly unusual application for an Austin A70 is pictured in the **Austin Counties Car Club** magazine. It shows a test rig for brake shoes and linings built by Ferodo in the form of a motorcycle frame attached to the rear of the car any more information out there, please? [www.austincounties.org.uk](http://www.austincounties.org.uk)

There are five Messerschmitts on the front cover of Kabin News from the **Messerschmitt Owners Club** - and one of them is the Me 410 at RAF Cosforth. We are informed that the International Rally will be on 12-15 July at Stourport on Severn: we are assuming that other Me 410s and 110s should make prior reservations. [www.messerschmitt.co.uk](http://www.messerschmitt.co.uk)



There is an interesting article in Cheval de Fer, the magazine of the **Ariel Owners' Club** on the 1931 Puch double split-single, a sort of four cylinder motorcycle – do many survive? [www.arielownersmcc.co.uk](http://www.arielownersmcc.co.uk)

Not before time, our motoring history is being commemorated by blue plaques. **The Humber Register** records the recognition of Thomas Humber's first factory in Beeston, Nottingham with an appropriate ceremony.

The January issue of the **Morris Minor Owners' Club's** Minor Matters has a helpful article on getting started with electric welding in addition to a mention of Robin McStay who has covered 250,000 miles in his 1967 Morris Minor with the original engine. [www.mmoc.org.uk](http://www.mmoc.org.uk)

There is a reproduction of an evocative postcard on the cover of the **Association of Singer Car Owners** magazine showing an SM being loaded into a Silver City air ferry at Le Touquet. Inside is an 'obituary' for Wellseal - has 'elf and safety driven it off the market? [www.asco.org.uk](http://www.asco.org.uk)

The magazine of the **Preston & District Vintage Car Club** has an interesting article on Rivington Pike Speed Hillclimb, near Horwich. The course is still there – but now grassed over. [www.pdvcc.co.uk](http://www.pdvcc.co.uk)

The **Leeds and District Traction Engine Club** have a short story about a wooden church which was transported 200 miles from Essex to Baildon in Yorkshire behind a traction engine in 1904 and if that was not enough, it was moved *again* (but only 25 yards) in 2007

The magazine of the **Land-Rover Series One Club** has some delightful photographs of Land-Rovers on wedding car duties as well as highly informative and useful article on the effective use of the many permutations of the transmission system. [www.Irsoc.com](http://www.Irsoc.com)

There is a detailed account of the Marshall Collection of Steam Cars that was assembled in the USA in the 1940s and '50s and a brief report on the building and the use of miniature gas turbines in the magazine of the **Steam Car Club of Great Britain** [www.steamcar.net](http://www.steamcar.net)

Scammels come in all shapes and sizes, it would seem and a photo-reportage of these wonderful beasts in the **Scammel Register** publication taken at the Great Dorset Steam fair bears this out.

## **FIVA WORLD MOTORCYCLE RALLY**

**28 June to 1 July 2012**

The Italian federation, ASI, the Italian ANF, will organise the World Motorcycle Rally this year, which will be held in Pesaro, famous worldwide for being the birthplace of Officine Benelli and of Gioacchino Rossini, the famous composer.

The rally will be held between the seaside and the hinterland following charming routes in Marche, Emilia Romagna and in the Republic of San Marino. Gastronomic and cultural breaks have been scheduled, as well as visits to the Morbidelli Museum, the Benelli Museum, the city of Urbino and the Republic of San Marino.

There will be an evening at the Rossini Theatre with a buffet and a gala dinner.

Places are limited to 100 and entries are required before 31 May 2012. For further information please contact ASI Tel: +39 331 4795403, [info@asifed.it](mailto:info@asifed.it), [www.asifed.it](http://www.asifed.it)

## **INSURANCE MATTERS**

*Denise Pitwell*

*Branch Manager, Aston Scott Classic Motor Trade Division*

**Aston Scott has administered the FBHVC club and trade insurance scheme for a number of years. Their growing team now needs more space and they have just relocated to new premises in Farnborough.**

## **A BRIEF GUIDE TO INSURANCE FOR CLUBS**

**The intention of this brief guide is to draw your attention to the different forms of insurance cover available to protect you and your club as far as you possibly can. Of course, there may be some elements which have no bearing on a particular club and, conversely, you may be involved with certain matters which may not have previously been considered as relevant and perhaps overlooked.**

It is recommended that you take a few minutes to study the guide and if you find any risks not presently covered which could be important to you should contact your broker or our team at Aston Scott will be more than happy to provide more detailed information and quotations.

UK commercial insurance has developed over the years with new risks coming on stream to reflect changes in society. However, the core general insurance commercial is as follows.

### **Property Damage**

Cover for buildings (if you are a freeholder or responsible for such cover under the terms of a lease), contents belonging to you or for which you are responsible (e.g. under the terms of any contract agreement). Insurance for all risks is available but you need to be aware that some cover is may restricted, for example theft cover may only apply following loss by forcible entry/exit if you share a premises. Items used away from premises may need to be insured separately under an additional all risks cover anywhere in a selected area - all of the UK or Europe for example.

### **Business Interruption**

This cover has been previously known as consequential loss or more simply as loss of profit or revenue. This may be of interest to larger clubs where substantial income is made from parts manufacture or sales. The loss will be covered throughout an indemnity period which commences from the date of damage. A minimum indemnity period of 12 months will normally apply but longer periods are available depending on the time it would take to re-establish a business. Loss of profit or revenue will automatically include any additional costs incurred in keeping the business going but only up to the amount of profit/loss that would otherwise occur.

You may like to consider that even if damage to the club premises occurred you could prevent loss of profit/revenue by simply relocating telephones or taking office space elsewhere. In those circumstances increased cost of working only may apply but serious thought needs to be given to this limited cover.

### **Employers' Liability**

This is a statutory requirement. Under the Employers' Liability Act all employers are required to hold employers' liability cover for protection against claims from employees for illness or injury arising out of their employment. The legal requirement is for cover up to £5,000,000 but in practice insurers generally automatically provide cover up to £10,000,000.

### **Public and Product Liability**

Generally not a statutory requirement but cover that should be considered as essential protection against claims for legal liability arising out of injury, loss or damage to third party persons or property. A limit of indemnity is applied any one claim (normally for Product Liability, this will also be in total any one period). A minimum indemnity of £1,000,000 is often offered but £2,000,000 or £5,000,000 limits are usually available with higher levels often being arranged under separate policies. Careful consideration needs to be given to the indemnity selected allowing for current trends and awards made by the courts.

### **Loss of Money**

Money cover is generally treated as a separate risk to the trade contents cover applying under the property damage insurance. Cover can apply to cash in transit or at premises (out of business hours limits apply which vary depending on whether approved safes are used), in night safes etc. Normally a fixed higher level of cover is provided for crossed cheques and other non negotiable items.

### **Goods in Transit**

Loss or damage for goods conveyed in your own vehicles or by carriers. The latter aspect should be checked carefully. Many people assume that carriers will be automatically responsible for goods in their possession but in practice most operate under contract conditions which may seriously limit their liability. Some package insurance policies automatically include limited goods in transit cover.

Goods in transit is normally a term applied to transits within the UK, goods imported or exported may need to be insured depending on the conditions of sale/purchase and as such would normally come under the terms of a **Marine Cargo** policy.

### **Professional Indemnity**

Businesses providing services, consultancy or advice to clients should consider this cover to protect against claims for liability for loss or damage arising out of errors or omissions in the professional services undertaken. Traditionally seen as insurance for the 'professions' such as solicitors and accountants, as changes in society reflect new types of business so the need for professional indemnity cover has spread.

## **Engineering**

Certain types of plant and machinery need to be periodically inspected to comply with new health and safety regulations. Specialist engineering insurers employ engineers recognised to carry out inspections and there are other firms offering the same service. In addition, engineering insurers are able to offer insurance cover for damage not normally covered under a standard commercial property policy. For example, standard property policies may exclude explosion damage arising from steam pressure plant or breakdown of mechanical or electrical plant. An engineering policy can include these elements or provide wider sudden and unforeseen damage and some contracts can provide cover for specialised mechanical plant.

## **Legal Expenses**

There has been an upsurge in litigation in recent years and widely reported cases in the media reveal the problems now faced by employers over actions brought by employees under various Acts, for example, race relations, unfair dismissal, sex discrimination, etc. Policies are available to provide cover for the legal costs in defending and pursuing various actions for matters such as contract and property disputes, tax investigations and employment disputes. Often policies will also include cover for awards made by industrial tribunals.

## **Directors' & Officers' Liability**

In recent years the position club directors and officers has become more onerous with a growing awareness that they do have certain duties to perform and can be held accountable for a breach of them. Increasing company legislation adds to the directors' potential liabilities. Directors' & Officers' Liability cover can protect individuals against claims arising out of their failure to correctly perform their duties.

## **Annual Travel**

Club representatives and officials travelling frequently may wish to arrange annual travel cover to avoid the need to take out separate single trip cover. Not only is this more convenient but would normally be more economical. Package cover similar to that offered under holiday travel insurance can apply to include medical expenses, cancellation losses, personal accident, baggage, money with the wording.

## **Finally**

It is vitally important to review insurance requirements at the very least on an annual basis and to seriously consider the risks to which your club is exposed. A competitive premium is desirable but the correct policy wording is vital. If you are not properly insured and you have not declared all material facts to your insurer, the policy will not operate and any premium paid will be wasted.

The Federation has arranged a scheme which gives relevant and flexible insurance protection for its member clubs and the broker, Aston Scott Ltd, is happy to provide help and advice to all clubs whether they insure through them or not. Debbie Abye, Carl Smith and Sam Aslett can be reached on 01252 377546.

## **NEWS**

### **BEWARE BOGUS SHOW GUIDE PROVIDERS**

Clarion Events who organise the NEC classic car show have sent us the following warning. There are companies who *appear* to be acting on behalf of show organisers and asking previous exhibitors to 'update their listing'. They do this for just about every major exhibition and are the scourge of the industry.

If you send their seemingly innocent form back you will swiftly be sent a bill (read the small print) running at over €1000. What looks on the face of it to be a free listing update for the Footman James Classic Motor Show (or others you might do) is actually just a way for these companies to attempt to make 'free money'.

Clarion has not officially contracted the show guide provider for the 2012 show yet. Until such time as you hear from Clarion Events regarding the official show guide provider then ignore all other seemingly genuine requests for 'listings updates' or similar, especially if they come with a prepaid airmail envelope (that should start alarm bells).

All legal avenues are being explored by the Association of Exhibition Organisers (AEO) and have been for some time. Until such time as a legal solution is found then please be vigilant.

The short version of all the above is - any paperwork you get claiming to be associated with *any* show that is not directly from the actual organiser or a known official contractor, *bin it* (if in doubt, kick it out).

## **CHANGES TO VAT STATUS ON SOME ROYAL MAIL PRODUCTS**

On 2 April 2012 many bulk mail contracts will no longer be price controlled and regulated and will be liable to VAT. These products are the many types of bulk mailing contracts, such as Presstream and Mailsort, which some clubs may use for sending out newsletters. The largest clubs will undoubtedly be VAT registered and so will be able to claim back the VAT – although there may well be cash-flow implications. However those clubs that are not large enough to be VAT registered but do have a big enough mailing list to use one of the bulk mail contracts will fall into the ‘squeezed middle’ and will suffer financially.

## **CLUB EXPO**

### **A thank you from our chairman, Chris Cunnington, for Club Expo 2012.**

I would like to thank all those clubs who accepted our invitation to join us for our ‘What the Federation does for you’ workshop session at this year’s Club Expo at the Heritage Motor Centre, Gaydon. It was good to meet with you all and to hear at first hand your views on so many topics. In another busy session during the morning, FBHVC vice president Geoff Smith spoke on the findings in the Federation’s latest research report titled ‘A £4 Billion Hobby’. The report shows the historic vehicle movement to be in a very healthy state. If you would like full details of this report please visit our website [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The opportunity for face to face interchange between the FBHVC and the clubs present was extremely useful. As members will know we cover a wide variety of topics from legislation, events, heritage, fuels, trade and skills and much more. As I said on the day, if you feel you are able to make a contribution to the Federation pleased get in touch.

Club Expo 2012 was probably the largest gathering of clubs that HMC Gaydon has achieved and hopefully will be repeated next year. It is a very useful event where organisers and club officers can meet suppliers and event organisers to exchange views and comments, or even find inspiration for anything from regalia, magazine printing, and all that goes with the planning and running of club activities in the historic vehicle movement.

## **DRIVE IT DAY**

**Have you got your rally plates yet?** We have teamed up with Dragonfly Design Ltd and commissioned a rally plate design which clubs may order direct from Dragonfly themselves in various sizes to suit your particular vehicle: [www.dragonflyhouse.co.uk](http://www.dragonflyhouse.co.uk) Tel 0800 783 8634; email [sales.desk@dragonflyhouse.co.uk](mailto:sales.desk@dragonflyhouse.co.uk)

We have had so many requests to advertise DID events that we have made a dedicated page on our website events section for just this day. The same rules apply as for other events – member organisations may add details using their ID number and password previously issued. Please do take advantage of this free service for your club and also note that the FBHVC office is unable to do on behalf of member clubs. The service is purely for member organisations only.

As well as the Royal Oak at Bishopstone in Wiltshire (SN6 8PP), where the landlord will be delighted to welcome all comers on the day with award-winning food and drink, the famous Ace Café on the North Circular Road will provide a venue for enthusiasts in north London. The Federation will be on hand to meet and greet members and explain its work and activities while the café will be providing its own blend of nostalgia and refreshment to patrons.

The event is usually held on the nearest Sunday to 23 April, which is the day was chosen six years ago by the late Tony Beadle to commemorate the 64 cars that set off from London on 23 April 1900 on the first day of the Thousand Mile Trial – an incredible undertaking and one which we believe deserves an annual celebration.

## **MEMBER ORGANISATIONS**

Within the next few weeks the subscription renewal forms will be sent out to member clubs and individual supporters. We did not raise the subscription last year but it will be necessary to make a small increase in the *per capita* fee this time to cover the cost of running this organisation. Please do try and return the payment promptly as sending out reminders does add significantly to our administration costs.

### **Welcome to the following clubs who have recently joined:**

British Made Car Club  
Bury Retro Ford Car Club  
Cotswold Classic Car Club  
East Antrim Old Vehicle Club  
Facel Vega Car Club

## **HERITAGE MOTOR CENTRE**

### **Museum Collection Centre**

When you visit the Heritage Motor centre you are able to see, on average, 180 British motor cars of all types and all ages. The museum collection however is much larger than that, nearly 300 in total. Some of the Trust's cars reside in other museums but many are stored away, awaiting their turn in the exhibition hall.

The long term aim of the Trust is to make more of the collection easily accessible to all visitors and that's where the idea of a Museum Collection Centre began. The reserve collection is housed in a number of stores in a number of locations not available to the public. The idea is for those cars in store to be on view as well as cars in the museum and also to integrate the workshops with the new store and site it conveniently close to the museum.

The plan is to build a new store at Gaydon in 2013 with space for the 100 cars in reserve and space for expansion in the future. Once complete the building will be open every day and a group of tour guides will give visitors a look behind the scenes, by appointment or on special open days. The tour will show how the Trust's workshop looks after the collection when it's not on display.

Everyone can get involved! A new building does not come cheap at an estimated £2.5 million. The Heritage Lottery Fund recognises this as a good scheme and the idea has passed on to the second stage with £50,000 granted to draw up plans for the new building and to start recruiting a team of volunteers to help with the project. In 2012 the second stage of the application takes place to secure a grant of £1 million.

HMC are looking for people as well who can give up their spare time to help with the project. There is work to do straight away while the building is in the planning stage, for example, collecting data about the cars in store and then an opportunity to become a tour guide and look after the collection once the new building is open.

Anyone with an interest in cars, the motor industry, or in need of a project should apply to Sonja Dosanjh Tel: 01926 645027, email: [volunteers@heritage-motor-centre.co.uk](mailto:volunteers@heritage-motor-centre.co.uk) or take a look at [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk).