

NEWSLETTER

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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 or sent on application to the secretary.

EDITORIAL

Rosy Pugh

The review of exemptions from the MoT test for historic vehicles is our most important story in this edition and once again we are asking for readers' help. Please do let us have your views on the consultation: we have given the link to the document and then ask for your opinion of it via our website survey. Because of the short timescale this survey will necessarily be exclusively on the website as it is the only way we will be able to analyse the findings before the consultation closes.

We were delighted to meet members from around 66 clubs at our AGM in October and there was also an opportunity to meet many more of our member clubs at the NEC in November – we were kept very busy indeed on all three days at the latter. It is always a pleasure to be able to put faces to the names on our database and it made both events most enjoyable.

As this is the last newsletter of 2011, on behalf of the board I wish all our members and supporters a very merry Christmas and happy motoring in the New Year.

WELCOME

Roger Wrapson

The success of the Federation's conference now behind us, we can reflect on the significant fire power that is available to us to deal with the frequently complex issues that beset our industry. The issue of ethanol in fuel, as an instance, has been a Federation 'hot potato' for some time which we've unravelled, discussed, researched and brought to a manageable conclusion to the benefit of all enthusiasts. The fact that some fettling to your pride and joy may still be necessary only serves to illustrate the complexity of the issues. Release of the results of the Federation's practical research into additives to prevent corrosion in due course will further compliment the Federation's reputation of getting to grips with problems and finding solutions. Nevertheless, as governments and Europe find ever increasing ways to legislate our hobby we all need to ensure that we present the acceptable face of the old vehicle movement to all parties for the benefit of our own credibility and the credibility of those artefacts we hold in trust for future generations. As the evenings get darker earlier and the list of winter jobs in the garage gets longer we can keenly anticipate next summer's events with all the necessary reassurance and enthusiasm.

LEGISLATION

David Hurley

HISTORIC VEHICLE MOT EXEMPTION REVIEW

As has been reported in recent Newsletters, the possibility of exempting certain groups of vehicles from the requirement to have an annual MoT has been under discussion since the end of 2010, with the expectation that there would be a consultation on the subject towards the end of this year.

The consultation was published at the beginning of November with the proposal that all pre-1960 vehicles should be excluded from MoT testing - this goes beyond the possible exemptions that had been mentioned in the Newsletter. We are seeking members' opinions before responding, but time is short and the only practical way to get sufficient feedback to enable us to gauge members' views is by means of an on-line survey, which will be on our website www.fbhvc.co.uk from early December to mid-January 2012. We ask all readers to alert as many historic vehicle owners and enthusiasts to this survey as possible by putting links on club websites, using e-circulation lists and so on. FBHVC cannot represent members' views in the light of this wider proposal unless it knows what they are.

We have reproduced, below, the Introduction to the consultation in full (this sets out the legislative framework and DfT's thinking), followed by a summary of the options being considered by DfT. We urge members to read the whole consultation on the DfT website: www.dft.gov.uk/consultations/dft-2011-27 as it is not possible to reproduce the entire text.

1 Introduction

1.1 As part of the Reducing Regulation agenda and the desire to remove unnecessary burdens, the Government is proposing to exempt pre-1960 manufactured vehicles from statutory MoT test, as allowed under Article 4(2) of the EU Directive 2009/40/EC, and bring the age of vehicles requiring the statutory MoT test in line with The Goods Vehicles (Plating and Testing) Regulations 1988.

1.2 We consider vehicles manufactured prior to 1 January 1960 to be of historic interest. The purpose of this consultation is to invite views on proposals to exempt these vehicles from the statutory MoT test in GB.

1.3 Sections 45 to 48 of the Road Traffic Act 1988 provide the legislative basis for MoT testing. The purpose of the MoT test is to ensure that cars, other light vehicles (including some light goods vehicles), private buses and motorcycles over a prescribed age are checked at least once a year to see that they comply with key roadworthiness and environmental requirements in the Road Vehicle Construction and Use Regulations 1986 and the Road Vehicle Lighting Regulations 1989 (both as amended). A test certificate is issued following successful completion of an examination.

1.4 Whilst it is important to ensure that vehicles are safe to use on the highway, it is also important to ensure that regulations imposed are not excessive. Currently, both the age and the categories of vehicles requiring the MoT test in GB go further than the EU Directive on roadworthiness test 2009/40/EC, which only subjects post-1960 registered vehicles to a compulsory roadworthiness test and does not require motorcycles of any age to do a statutory roadworthiness test.

1.5 The EU Directive of the European Parliament and of the Council, Chapter II, Exceptions, Article 4 states: "*Member States may, after consulting the Commission, exclude from the scope of this Directive, or subject to special provisions, certain vehicles operated or used in exceptional conditions and vehicles which are never, or hardly ever, used on public highways, including vehicles of historic interest which were manufactured before 1 January 1960 or which are temporarily withdrawn from circulation. Member States may, after consulting the Commission, set their own testing standards for vehicles considered to be of historic interest.*"

1.6 The estimated 162,000 pre-1960 manufactured vehicles make up less than 0.5% of the approximately 32.7m licensed vehicles in GB that are required by law to have a MoT test. Two-thirds of pre-1960 manufactured vehicles are driven less than 500 miles a year.

1.7 Pre-1960 manufactured vehicles are largely well maintained by their owners. The initial MoT test failure rate for these vehicles in 2009 was less than 10%, whilst the initial MoT test failure rate for post-1960 manufactured vehicles was over 30%.

1.8 The Goods Vehicles (Plating and Testing) Regulations 1988 already exempts unladen pre-1960 manufactured Heavy Goods Vehicles (HGVs) from the roadworthiness test.

2 The proposals for consultation

2.1 (summarised)

[Option 0 Make no change]

- Option 1 Exempt all pre-1960 manufactured vehicles from the statutory MoT test.
- Option 2 Exempt all pre-1945 manufactured vehicles from the statutory MoT test, but continue to demand that 1945-1959 vehicles are tested (unless already exempt).
- Option 3 Exempt all pre-1920 manufactured vehicles from the statutory MoT test, but continue to demand that 1920-1959 vehicles are tested (unless already exempt).

The consultation states that vehicles have not been separated by category or by use in the above options, so any exemption would include exemptions for, for instance, cars used for wedding hire and buses/coaches used for heritage tours.

Section VII of the ‘consultation-stage impact assessment’ that accompanies the consultation includes a statement that suggests that it will not be possible for any exempt vehicles to undergo a statutory MoT test on a voluntary basis.

We are seeking clarification from the DfT on certain aspects of the consultation, in particular on the ability to submit vehicles that fall inside the scope of any exemption to a voluntary test. This was originally an option agreed in principle by the DfT in talks earlier in the year but the extract from the impact assessment mentioned suggests this position has changed.

We value members’ opinion and urge everyone to read the DfT consultation and impact assessment www.dft.gov.uk/consultations/dft-2011-27 then go to the FBHVC website www.fbhvc.co.uk and complete the short MoT survey.

EU PROPOSED REGULATIONS ON TYPE APPROVAL AND MARKET SURVEILLANCE OF 2 AND 3 WHEELED VEHICLES AND QUADRICYCLES

This is the so-called ‘anti-tamper’ legislation that has been reported in the press. MAG, BMF and FEMA are all lobbying against aspects of this consultation and of course the Federation has made a formal response. Along with the British Motorcycle Federation the FBHVC can see benefits where high quality safety standards for original equipment, retailed accessories and components are concerned and where barriers to trade are removed - but oppose regulations when restrictions are placed on an individual's freedom to modify and improve vehicles. Historic vehicles form an important part of the UK's heritage and our members wish to preserve the freedom to work on their machines without hindrance caused by the inability to source spare parts or specialist tools. There is also concern that there will be an increasing need for special tools in order to service machines and a future supply problem with parts if only manufacturers are permitted to supply them. We have also considered the implications of the classification of ‘standard’, for example: does fitting a carrier make a bike non-standard? This may affect insurance of these vehicles as insurance companies may insist that a vehicle should be ‘standard’.

EXERCISE TO REVIEW AND RECAST UK TYRE LEGISLATION

The Department for Transport has begun a process of reviewing the legislative requirements for the supply of replacement tyres within the United Kingdom with a view to consolidating, simplifying and recasting the legislation to make it more accessible to users and easier to enforce.

DfT have received comments that current legislative requirements for tyres are complicated and impose additional burden on the tyre industry and they wish to consolidate all tyre supply requirements into a single Statutory Instrument, but to leave tyre use requirements e.g. minimum tread depth and tyre condition in existing Road Vehicles (Construction & Use) Regulations. As part of the same exercise the Department plans to implement enforcement powers and penalty provisions required for replacement tyre requirements contained within the EU General Safety Regulation (661/2009) and EU Tyre Labelling Regulation (1222/2009) into UK law.

At present, requirements relating to the sale and use of tyres are contained within the following items of UK legislation: The Motor Vehicle Tyres (Safety) Regulations 1994 and The Road Vehicles (Construction & Use) Regulations 1986 (as amended).

Our response points out that both individuals and specialist suppliers of heritage tyres should be able to freely source suitably sized and constructed tyres from world-wide markets since their availability from within the EU is rapidly diminishing. In general historic vehicles cover low mileages and at low speed compared with the normal car park.

We have also expressed concern about the growing tendency to scrap UK legislation and just use EU Directives. These highly technical missives assume that all vehicles carry GVW plates and maximum axle weights identification etc when our earlier vehicles (say pre-1970) do not carry these and if they do, are not metric.

We hope the review will address the problems already being experienced by over 400,000 vehicle owners whose future requirements for replacement tyres of unusual dimensions and construction are essential for the survival of UK (and EU) heritage fleets.

ONGOING TOPICS

- **Amendments to the Biofuel Labelling Regulations:** the FBHVC have made a formal response but have had no feedback as yet.
- **Change of Use and the Planning System (14/28 day rule):** This was actually a review and not a formal consultation. LARA and the FBHVC have submitted a response and there have been no further developments.
- **Raising the speed limit on motorways from 70 to 80 mph:** this has been mentioned in the press but has not yet reached the consultation stage. It has been a long-standing rule that the FBHVC will only respond to consultations that unfairly target historic vehicles and this consultation may well fall into that category. Owners of slow vehicles are reminded that the Drivers' Code, available on the website, gives advice on best practice here, and recommends that excessively slow vehicles should not normally use the motorway system.
- **Procedure for current historic vehicle owners to make an irrevocable request to make their registration marks non-transferable:** at a meeting between FBHVC and DVLA in October we asked for a progress report on this longstanding request, first raised in March at the DVLA club meeting. The verbal response was that DVLA supported this idea and was preparing a submission to the Minister. They have also consulted other interested Stakeholders – we understand that this includes number plate dealers and their own sales department.

FUEL NEWS

Tests on the fuel stability additives began in early July 2011 with the aim of completing them by mid-October and announcing the results at the AGM. However, part-way through the 13 week test sequence contamination in the test bath was found to have influenced results and the tests were abandoned, the equipment stripped and cleaned and the programme restarted late in September. The results should now be ready at the end of 2011. This does mean enhanced confidence in the data and the additive performance assessment.

It should be remembered that these additives will only protect against corrosion in the fuel system. They do not have any effect on compatibility issues which must be addressed separately. The FBHVC website carries all the information about this.

EU LEGISLATION

CHARTER OF TURIN

There has been a great deal of interest in the classic motoring press about this Charter, which is still only at the draft stage and has yet to be discussed in detail by the FIVA member organisations. The topic is on the agenda for the FIVA General Assembly to be held in Washington while this newsletter goes to press.

The FBHVC believe that the Charter is a positive step towards recognition of historic vehicles as part of our heritage and it is a very useful political tool – and it is just that: a political tool, and nothing more than that. It will redress the balance – other forms of transport (rail, water and air) already have their charters. It is important to show that it is not just buildings that are worthy of heritage status and international recognition. This Charter of Turin will be a document for FIVA to use when dealing with politicians and heritage organisations throughout the world. Without a specific definition of our vehicles we would not be able to ask for specific concessions. However if we want exemptions and privileges it is surely reasonable to expect us to operate to certain standards.

The Federation continues to support and encourage everyone to use, enjoy, and even modify, their historic vehicles without hindrance. We have found the EU and UK governments to be generally very supportive of the historic movement. They are supportive because they know that when giving concessions to us for our vehicles they are not

promoting the use of unsafe and unroadworthy vehicles – and we must distance ourselves from these vehicles (which are very rare in the UK) and retain the movement's good name as responsible guardians of motoring heritage.

FBHVC representatives will be attending the FIVA meeting in Washington where there will be a discussion about the draft proposal. FBHVC will participate fully in the consultation which will follow the Washington meeting.

Some member clubs have also queried FIVA's definition of an historic vehicle which was agreed back in 2008. In February 2009 the chairman at that time, Chris Hunt Cooke, wrote the following article in January 2009, which is still true today and cannot be improved upon:

Few news items have generated as much correspondence as the report on the definition of an historic vehicle agreed by FIVA, which is: a mechanically propelled road vehicle: which is at least 30 years old; which is preserved and maintained in a historically correct condition; which is not used as a means of daily transport; and which is therefore a part of our technical and cultural heritage.

This definition is mostly for political lobbying purposes, and you have to look in an international context. For example, the EU Commission have given indications that while they are happy to consider legislative exemptions for a reasonably small number of vehicles, used for relatively low mileages, they would become concerned if the number of vehicles or the mileage they covered rose as a percentage of the total vehicle park. It is hoped that by lifting the defined age to 30 and excluding vehicles used for daily transport, this will be avoided. Some of the newer members of the EU from Eastern Europe have a considerable number of old vehicles in daily use and the EU would not wish to see them included in any concessions made for classic car purposes.

The adoption of this definition by FIVA does not mean that individual countries will use it for all purposes, and it is unlikely it will have any impact in the UK. That is a pity in some ways because it might get the rolling date for VED exemption moving again.

There are no indications at all that the powers that be in the UK have any thoughts about restrictions on mileage for exemption purposes, and the FBHVC have been very successful in ensuring that we are able to use historic cars in the UK with no more restriction than a modern vehicle. There were those who were very wary when the historic VED exemption first came in, fearing that some restriction might be the quid pro quo. Thankfully, that has not happened.

I was at the meeting in Brussels when FIVA voted on the new definition, and some countries do have real concerns, the Italians for instance currently have a 20 year rule, and were very concerned that their government might take this as a green light to increase that to 30. However, they were eventually persuaded to support the change by the argument in relation to lobbying the EU.

DVLA

Nigel Harrison

RED V5C ROLL OUT

DVLA introduced the new red V5C in August 2010. If there was a change made in the vehicle record, either for the vehicle or the keeper, a red front V5C was issued. From September 2011, when a vehicle is taxed or SORNed, DVLA will send the registered keeper the new red front V5C, if they have not already been issued with one. A DVLA leaflet, called 'Your New, Red Front V5C (INS215)', shown below will be included with the new V5C.

This leaflet states: 'We [DVLA] will issue a new red front V5C for all vehicles by November 2012'. Although this is true for taxed and SORNed vehicles, DVLA have indicated that this is not the case for pre-SORN vehicles. A pre-SORN vehicle is one that was last taxed before 31 January 1998. Keepers of these vehicles also do not receive the renewal reminder for a tax disc or SORN (V11).

Why are pre-SORN vehicles not included in this initial roll out of the V5C? The names and addresses of the registered keepers of pre-SORN vehicles (assuming no ownership changes) will be at least 13 year old. It could be anticipated that a proportion of those registered keepers may have moved, or will be deceased. Also a proportion of those pre-SORN vehicles may no longer exist. The vehicle will still be registered at DVLA even if a new V5C is not issued.

After November 2012, DVLA have indicated that they: 'will be reviewing the pre-SORN records, to establish how best to issue red front V5Cs free of charge' and will keep the FBHVC informed about how the 'mop up' exercise will happen.

If you wish to apply for a red front V5C before the free one arrives, you are likely to be charged £25. The DVLA recommendation is that registered keepers of pre-SORN vehicle do nothing at this stage.

SORN CLARIFICATION

The subject of SORning remnants of vehicles is a difficult subject for DVLA and there have been some misunderstandings, which prompted two questions from a member:

1. Do I now have to apply for SORN for my vehicles that were recorded by DVLC in 1978?

The short answer is no. SORN is still only applicable to vehicles that were taxed on or after 31 January 1998 and known as pre-SORN.

2. If I do not apply for SORN is there a likelihood that the registration number will be allocated to another vehicle?

The short answer is again no, unless the number is transferable, and you as the registered keeper want to transfer the number to another vehicle. Also the vehicle needs to have an MoT before any transfer can take place.

On a related topic I was asked if it is necessary to alert DVLA to a recently imported car before it is restored, MOT'd and ready to be allocated with a registration. Again the short answer is no. An unregistered, but insured vehicle can be driven to and from a pre-arranged MoT test. When registering the imported vehicle, just take the paperwork (not the vehicle) into your local DVLA office. Included in that package would be either the non-GB registration document, or the club's dating letter. It could well be the case that DVLA may look at the non-GB registration document and request a dating certificate and after inspecting the documents, DVLA may wish to inspect the vehicle. Once again, because this is a prearranged DVLA inspection, it does not need to be registered with DVLA for the journey to and from the inspection.

APPEALS TO DVLA

Occasionally an application for a particular registration number is rejected by DVLA. It is understandable that both the club's V765 scheme signatory that promoted the application and the vehicle owner will be disappointed by that DVLA decision.

I have been made aware of a number of these cases within the last few weeks. In two of those cases the club V765 scheme signatory contacted the Federation asking for help and advice. This enabled the Federation to understand why the application was rejected, and to suggest a way forward. In the third case, the signatory decided to write a letter of complaint directly to DVLA, also sending a copy to the Federation.

I would have my doubts if a letter of complaint is going to produce the desired result. However, understanding why the initial application failed, and having a revised application that addresses the deficiencies of the original application is more likely to succeed. If that additional information is not available, then it may be necessary to accept the fall back position of an age-related number.

If an historic vehicle registration application is rejected, you may wish to consider contacting the Federation for help and advice.

CHASSIS/FRAME NUMBERS AND THE MOT

During the MoT test, the inspector will record on the MoT database the chassis/frame number as indicated on the vehicle. This is a mandatory requirement for vehicles first used on or after 1 August 1980 (except for kit cars). For 1980 vehicles onwards, the chassis/frame number is a 17 digit VIN, and the MoT inspector will already have advice on the location(s) of that single VIN (Vehicle Identification Number). The VIN is a standard format, with the last six characters being numbers.

For pre-1980 vehicles, the majority of which are historic, there can be up to three or more different numbers stamped on the vehicle. These numbers, if they are called anything, could be the chassis number, car number, or body number. On one model of vehicle there is one number stamped on the chassis, and a second number on the maker's plate, which is numerically 3000 higher than that on stamped on the chassis.

The MoT inspector cannot be expected to know which of the various numbers on a particular vehicle is the chassis/frame number as recorded by DVLA, nor will he have computer access to the DVLA record. Also the number might not be particularly legible, possibly because it has not been stamped clearly, or might include -, /, or spaces, which can cause difficulties in interpretation – for example is it a '1' or an 'l'.

However, the registered keeper does have a copy - on the V5C. An example of a correctly recorded chassis number is shown below.

If the number as recorded by the MoT inspector is not the same as recorded by DVLA, this can generate a query letter from DVLA, which on occasions has led to a DVLA inspection.

Where there is more than one number stamped on the vehicle, or if the number is unclear, it has been agreed by DVLA and VOSA that the best person to advise the MoT inspector of the physical location of the chassis/frame number as recorded by DVLA for the vehicle, is the vehicle presenter.

Help your MoT inspector to record the correct chassis/frame number on the MoT database and certificate.

RESEARCH

2011 Survey

The results of the 2011 survey of the British historic vehicle movement will be announced to the press and politicians at a reception in the House of Lords on 6 December, shortly after this newsletter is due to be published.

Hard copies of the report will be sent to all subscriber club and museum main contacts as well as to all traders who participated. An electronic version will be available at www.fbhvc.co.uk and extra hard copies may be ordered from the Secretary at £5 each to include postage.

The early November deadline for this newsletter makes it impossible to say anything about the survey results, but the research team would like to pay tribute to the clubs, traders and many individuals who took the trouble to respond to the time consuming questionnaires. It was clear that many, especially traders, had gone to great pains to provide the information requested and all those we contacted when we had queries on particular survey returns were helpful.

One other group of people deserves special mention: those club secretaries, individuals and traders who provided photographs. Everyone we asked bent over backwards to provide suitable shots. We were unable to use everything that was sent, but the spirit of co-operation and help that we found on all sides was much appreciated.

TRADE AND SKILLS

Tony Davies

Now we have completed our Federation's five-yearly 'State of the Nation' national socio-economic survey we can resurrect our more specific trade and skills survey during 2012. The key objectives of this survey are to establish historic vehicle enthusiasts personal opinions on the availability, or otherwise, of relevant restoration skills.

You may recall that, during the first half of 2011, we launched a web-based survey for our clubs, seeking to identify club opinions on the availability of skills related to historic vehicle restoration. As well as the more detailed feedback I gave at our recent AGM one of the very early lessons learnt was that, as clubs, you do not undertake much restoration work. Hence we now need to direct the survey to your club members as individuals to solicit their opinions. Therefore I seek your support and ask you to promote the forthcoming 2012 survey to your members in your magazines, newsletters and websites.

The 2012 questionnaire for individuals will be slightly shorter and less complex than the initial version and I reckon it will take about 10 minutes or so to complete. Nevertheless, I am planning 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!

April 2012 is the target date for going live with this web-based questionnaire and I ask and encourage all members of our clubs to respond as individuals; understandably individual members will have much more experience of vehicle restorations. So please point your members to the Trade and Skills section of the FBHVC website early in 2012. As reminder the target date for launch is April 2012. In the next Newsletter I will provide you with the website URL and password to enable individual access to the questionnaire.

The original questionnaire earlier this year eventually provided a total of over 2000 replies, (a response rate of about 10%) predominantly from Belgium, Netherlands and the UK, with the Belgian and Netherlands Federations' responses outnumbering ours by about 30 to 1 (hence my encouragement to you for your club members to respond individually from April 2012). A 10% response from the UK's members should provide about 25,000 responses – a significant response that I believe the UK should be able to provide as one of the prime movers in automotive history.

You may also recall that earlier this year I proposed that a series of one to one interviews with some of our trade professionals should be undertaken. The hard-copy questionnaire for this survey will be similar to the web-based version but slanted towards the professional practitioners. This exercise too will be re-launched in 2012 with about 50 of our trade supporters to enable us to understand the trade's viewpoints on the same subject of skills availabilities.

On the FIVA dimension for this work I am also planning to launch the web-based and hard-copy questionnaires world-wide during 2012 in a number of different languages. It will be very interesting to see how opinions differ on the availability of restoration skills round the world.

CATERHAM CARS - SEVENS FOR SCHOOLS

The FBHVC Trade and Skills Survey will continue from January 2012 and in the meantime here are details of a new initiative designed to encourage young engineers to use spanner and organisational skills they may not realise they possess!.

Most schools offer a wide selection of co-curricular activities for their students, ranging from rock band clubs and choral societies to sports teams and dance classes. But not many students can leave school saying that, in their spare time, they built a car.

That is precisely what the scheme 'Sevens for Schools' achieves - and not any old car, at that, but a Caterham Seven. Each year, pupils take delivery of one of these kits and spend a school year gradually putting the vehicle together with the help and supervision of school staff.

The initiative gives participating students a unique insight into practical subjects such as mechanical engineering and physics, as well as imbuing a sense of discipline and teamwork in the pupils, not to mention the satisfaction of seeing the result of their labours – a fully-working car. This kind of initiative is much more than just an engineering club; it provides an outlet and a sense of achievement for pupils who may not obtain that from other, more mainstream, clubs.

"We launched Sevens for Schools for a variety of reasons," Andy Noble, Marketing Director explained. "We wanted to get youngsters involved in Caterham Cars and give them a grounding in engineering. Plus I wanted to give something back to the schools – I would have loved to do something like this when I was a kid so it's great to now be able to give these youngsters that opportunity. On top of that, employers are finding it increasingly difficult to find young starters of the right calibre and with the right, or at least some, experience to demonstrate their potential. Having 'built a Caterham Seven' on their CV can only convey a positive message for potential employers!"

The Caterham Cars logo appeared on the Team Lotus Formula 1 cars for the British Grand Prix of 2011 driven by Jarno Trulli and Heikki Kovalainen and negotiations are underway for the name to be seen again on the F1 circuits in 2012.

HERITAGE

David Whale

We make no apology for focusing on Heritage Open Days for a second successive issue of the Newsletter. From a Heritage perspective this event provides a perfect, second, opportunity to build on Drive it Day as a means of demonstrating historic vehicles in all their guises to a very wide audience.

Heritage Open Days celebrates England's architecture and culture by allowing visitors free access to interesting properties that are either not usually open, or would normally charge an entrance fee. Heritage Open Days also includes tours, events and activities that focus on local architecture and culture.

Heritage Open Days was established in 1994 as England's contribution to European Heritage Days, in which 49 countries now participate. An omnibus survey carried out five days after this year's event revealed that 5% of England's adult population outside London (Heritage Open Days covers England's regions, with the exception of London, which holds an independent Open House weekend) visited a Heritage Open Days event this year. This equates to some 1.7 million visitors, an all-time high.

Heritage Open Days 2011 took place from 8-11 September. Over 40,000 local organisers and volunteers opened up and staged a fantastic programme of 4,421 sites and events.

The survey also highlighted that one in three or around 11 million people in England are aware of Heritage Open Days. The findings confirm Heritage Open Days as Britain's largest and most popular grassroots cultural event.

From a very humble pilot in 2009, when a display of Standard and Triumph cars supported a HOD event in Baddesley Clinton, our success in 2011 is a major step forward and already member clubs are planning their participation in 2012. A number of clubs have said they need an early indication of date as they plan their programmes and so we are delighted to

announce Heritage Open Days in 2012 will be held over the weekend of 8-9 September. Please plan the dates in your programme now and work with our Heritage Open Days coordinator, Roy Dowding, to choose the most suitable location for your organisation. Contact may be made via the Secretary.

So, what is the scope of venues available? The answer based on our experiences in 2011 is truly diverse: National Trust properties such as Bateman's, Basildon Park, Killerton, Stourhead and Corfe Castle, plus an eclectic range of venues including Rossall School, Underfall Boatyard, Bedford Cemetery, the Surrey Society of Model Engineers, Colne Valley Postal History Museum, North East Aircraft Museum even the village of Middleton in Teesdale. Heritage Open Days venues also offer varying degrees of scale from being able to accommodate several hundred vehicles to one that requested historic vehicle support but could only display a small selection of cyclemotors!

Properties are extremely creative too, at Basildon Park in West Berkshire not only was the house and parkland open but a display of Horrocks dresses was complimented by the Newbury Dramatic Society bringing the house to life as it would have been in September 1958.

From October 2011, there are changes in the coordination of the programme and will be led by a consortium of the National Trust, Civic Voice and The Heritage Alliance. We are delighted to report by the time this Newsletter is published, David Whale and Roy Dowding will have held a strategy meeting with the senior leadership team of the new organisation. Watch this space for news!

In closing, we acknowledge and thank member clubs for their support during 2011 and look forward to even more success in 2012. Don't forget, Drive It Day will be held on 22 April 2012.

AGM AND CONFERENCE

AGM

The FBHVC chairman, Chris Cunnington, was delighted to welcome just short of 100 delegates representing 66 member organisations to the AGM on 15 October and the conference which followed it in the afternoon. Legislation chairman David Hurley fielded questions on many topics including DVLA policy, VED exemptions and possible MoT exemptions, while other directors were quizzed on trade and skills topics, the Charter of Turin and Heritage Open Days. The FBHVC is once again very grateful to the Sir Henry Royce Foundation who generously allowed the use of their superb premises for the meeting.

The minutes of the meeting are available to download from the website www.fbhvc.co.uk along with the notes from the conference and pdf files of the ethanol presentation.

Next year the AGM will be held one week earlier than usual on Saturday 6 October 2012.

CONFERENCE

Ethanol in petrol was discussed in some detail. Much alarmist material has appeared on the subject in various media, and while there are potential difficulties to be dealt with and overcome, the discussions at the AGM on October 15 were useful in answering delegates' questions, and in providing factual information. A summary of the two presentations from Matt Vincent and Steve McArragher, covering Corrosion, Compatibility and Combustion is given here, in order to provide a concise reference which should be of assistance to owners of historic vehicles served by the Federation.

Corrosion

Ethanol in petrol can degrade in storage if not adequately treated with a suitable corrosion inhibitor. If this should happen, stored fuel becomes acidic, and can attack materials such as zinc and zinc-based materials, brass, copper, and lead and tin-coated steel. Traditional materials used in the fuel systems of historic vehicles are thus at risk of degradation if no action is taken. An effective corrosion inhibitor specifically formulated to overcome the tendency towards acidity in storage is very effective at protecting fuel system materials. These products are known in the fuel additives industry, and a selection is now subject to a test programme which should ultimately allow the Federation to issue endorsements for products providing a proven level of protection. Use of a suitable protective additive product at the time of refuelling will thus provide a low cost and effective solution to the problem of potential corrosion of historic vehicle fuel systems.

Compatibility

Ethanol in combination with petrol can attack a range of traditionally used non-metallic materials. Various types of rubber used for fuel pipes, seals and gaskets may prove to be incompatible with petrol containing ethanol, leading to leakage problems. The same is true for many resins used in fibre-glass fuel tanks on motor cycles and in some tank sealant materials. Fibreglass tanks are very vulnerable to damage if the medium holding the fibres in place, the resin, is attacked. Also, there have been cases of consequential damage resulting from the dissolving of tank sealant materials which are incompatible with ethanol, allowing unwanted viscous or gelatinous deposits in carburettors for example.

Unfortunately the only real solution to the problem of incompatibility of elastomers, plastics and rubbers with petrol containing ethanol is to replace the offending items with compatible materials. A list of these has already been published by the Federation, but in summary, use of Neoprene and Buna-N for hoses and gaskets, and Viton for seals should produce a satisfactory result. A key message is to ensure that compatible replacement items are bought, by asking about this aspect before purchase. Tank sealant materials compatible with petrol containing ethanol are available, and it would be a wise precaution to use this type of product when treating a petrol tank.

Combustion

A number of concerns have been raised about potential combustion problems in using petrol containing ethanol. In fact ethanol is potentially a good fuel for use in spark-ignition engines, with a flame speed slightly greater than that of most hydrocarbons used in petrol. Ethanol was widely used in racing in the inter-war years, for example at Brooklands Track. However, ethanol does have effects which should be recognised; addition of ethanol increases the vapour pressure and volatility of petrol, which may exacerbate hot fuel handling issues (sometimes called 'vapour-lock' problems), for example. Ethanol has a high latent heat which cools the air-fuel mixture in the inlet manifold, and while this improves charge density and can increase power output in a fully warm engine, the same property can degrade cold weather driveability (i.e. cold start and warm-up characteristics). Ethanol also contains oxygen and will make the air-fuel ratio leaner. This last aspect has been assessed and linked with increased exhaust valve temperatures, although the effect is fairly modest, typically in the region of 20°C. However, the combined effects of some mixture leaning, coupled with increased vapour pressure and fuel volatility could produce noticeably unsatisfactory operation, with more 'vapour lock' incidents for example, in warmer weather. As a result, petrol containing ethanol may have received a worse reputation than is perhaps deserved in respect of combustion. A number of relatively simple measures can be put in place to assist satisfactory operation with petrol containing ethanol in historic vehicles.

Compensation for leaner air-fuel ratio can be achieved with most carburettors by enrichment. Where hot fuel handling issues, also called 'vapour lock' incidents, are experienced, it is a wise precaution to take steps to keep fuel cool. Fuel feed lines should be routed away from heat sources, electric pumps should be kept as cool as possible, and mechanical pumps should be mounted on a thermal break where possible. It may be necessary to mount carburettors on a thermal break as well. Where the inlet and exhaust manifolds are on the same side of the engine, heat shields for carburettors can be very effective at overcoming hot fuel handling issues, and need not be intrusive. For so-called 'cross-flow' engines where the inlet and exhaust are on opposite sides of the combustion chamber, vapour lock incidents are much less common, but cold weather effects may be more of a problem with petrol containing ethanol. It may in fact be necessary to take steps to get more heat into the inlet manifold to overcome cold operation symptoms.

Overall however, it is felt that the challenges of operating with petrol containing ethanol are not insurmountable, and with some sensible precautions, together with a number of material changes and some practical heat management under the bonnet, owners of historic vehicles can continue to use and enjoy their vehicles for many years to come.

EVENTS

Colin Francis

I have been a steward on two events this year; one for the FIA and one for FIVA. The steward's function is difficult to explain but the main ones are to ensure the event complies with the laws of the countries through which the event passes and the second is to ensure that the event complies with the regulations and instructions of the international or national bodies. In the case of regularity events both FIA and FIVA lay down that no sections should exceed 50kph. There are minor exemptions to this rule, for example if the section includes motorways etc. But the main point I want to make is that, while most people are unaware what a steward does, one should only attend an event where there is a steward. Other events may be legal but there is no jurisdiction other than that of the organiser and he can do anything that he wishes. So beware of events where there is no steward or higher authority mentioned in the regulations of the event.

I went on the thirteenth running of the Cotswold Economy Run in late August and it was a most interesting and enjoyable experience. I recommend you should try it next year by contacting the organisers Lin and Peter Baker on www.pwb@retro-speed.co.uk. Essentially it is a one day tour covering 110 miles in the Cotswolds and one must estimate the MPG that one does. The real skill lies in what one estimates so it pays to have some idea getting to the start - but not many of the 30 cars which started did that. The best car was a 1960 Jaguar XK150 (3400cc) with an estimate of 17.20 which achieved 17.075 mpg, an error of 0.275 %. Other examples were a 1968 Triumph TR5 (2500cc) estimate 27, achieved 25.873, error 4.1786 % which was placed tenth and a 1936 Triumph Gloria Vitesse (1250cc) estimate 23.9 which achieved 18.932, an error of 20.788 % which finished 27th. I am sure many clubs and makes can do better. If anyone would like my roadbook etc the first to ask me by email on colval0@btinternet.com will have it sent to them.

I have just returned from doing the advance car on the re-enactment of the Liege-Rome-Liege. The current organiser, Bart Rietbergen, is Dutch and only acquired the rights in the spring so it was very brave of him to organise it so quickly. It ran almost flawlessly and was quite an experience, so keep your eyes open for it next year.

If you are interested in events, mostly in the UK, then go to the HRCR's open day at Gaydon on 15 January 2012 as many events are represented there and this year it will feature ex-Monte Car rally cars.

CLUB NEWS

David Davies

Spotlight, the magazine of the **Austin A30/A35 Owners Club** tells us that if you are searching for a pickup truck that Chile is the place to find one. www.austina30a35ownersclub.co.uk

There is an informative article in the **Morgan Three Wheeler Club** magazine on speedometer history – especially Watfords. www.mtwc.co.uk

Yet another 'London-to-Brighton Run' – the **Jaguar Enthusiasts Club** made the pilgrimage on 17 April for the 13th time. An anniversary was celebrated in grand style at Silverstone with more than 750 Jaguar E-Types gathered together for the golden jubilee of the model. For those of you seeking 'spire nuts' in the course of restoration, it seems that they can be found at your local B&Q under the heading 'tee nuts'. www.jec.org.uk

Those were the days! Two photographs in the **Imp Club** magazine of the Imp Special, an overnight train which carried 100 Imps at a time from Linwood the Midlands www.theimpclub.co.uk

The **Tame Valley Vintage and Classic Car Club** newsletter reminisces over enigmatic exhaust notes of the past and quotes the late Tony Vandervell as saying that if all the power produced by an engine was used to propel a car the exhaust would be silent - comments, please!

There is a recommendation for Molycote, a thick silicon grease in Jampot, the Journal of the **AJS and Matchless Owners' Club**. This grease is used on moving seals such as shuttle valves. It is proving highly effective in sealing motorcycle primary chaincases. www.jampot.com

There is a very interesting article on the Scammell Commander in the **Scammell Register** magazine outlining their outstanding contribution to the British Army over a twenty year period. The classifieds in the magazine suggest that it is still possible to acquire an awful lot of machinery for your money. www.scammellregister.co.uk

There are two quotations attributed to Henry Seagrave- the pre-war racing ace: "If you are always going faster than other cars no-one can run into you from behind" and "Always cross intersections at top speed in order to minimise time in the danger area." Could this philosophy have contributed to his death at the age of thirty-four? From the **Cambridge and District Car Club** www.cdccc.org.uk

The **Rapier Register** News suggests that you check your magneto for any swelling of the fibre bush on the rocking lever – this is most likely to occur after a long period of inactivity. It is pointed out that this may delay the closing of the points and will tend to advance the ignition

For those who are unaware of the fact, **NECPWA** News tells us that the name HRG is derived from the surnames of the founders of the company: Major Edward Halford, Guy Robins and Henry Robert Godfrey. www.necpwa.org.uk

The weighty tome from the **Citroen Car Club** advised us that car import rules will change as from 2013. Vehicles entering the country for permanent use in the UK will have to be notified to HMRC on line *before* the vehicle is registered with the DVLA. www.citroencarclub.org.uk

The **AC Owners Club** reminds us that 2011 is the 50th anniversary of the AC Ace 2.6. www.acownersclub.co.uk

Two photographs of an unusual participant in the Prescott Hillclimb: an Austin 12/4 van appears in the **Austin Ten Drivers Club** magazine. www.austintendriversclub.com (I am looking forward to a steam-powered road roller next year!)

An extraordinary application of the Model T is described in the magazine of the **Model Ford T Register of GB**. The conversion into 'sea cars' from Model T chassis fitted with lifeboats from scrapped liners. These contraptions ferried

holiday makers down the beach at Cleethorpes in Lincolnshire and then took them into the sea (and brought them back...)
www.modeltregister.co.uk

Remaining in Lincolnshire, the **H&HCVC** magazine has a reprint of a 1936 article on the Lloyd car, of Grimsby. Do any of these curious vehicles survive? www.hhcvc.moonfruit.com

The **Bugatti Owners' Club** magazine comments on a 50 year old model of a Type 35, produced by Lesney which sold for two shillings and eleven pence and is now for sale on the internet at £60. To put this in perspective, a Type 43 was sold in 1961 for £250. www.bugatti.co.uk

The magazine of the **Austin Counties Car Club** reports on the 70th anniversary of the death of Sir Herbert Austin being marked by a short service in the graveyard of Lickey Church, near Bromsgrove where he is buried. There is also a report that the Flight Shed at Longbridge, a building designed by Sir Barnes Wallace, which has the largest unsupported roof area in Europe and which was used to assemble many types of aircraft in WW2 as well as many models of cars. There is a petition to save it for posterity.

The **Bond Owners' Club** magazine has a photograph of Donald Campbell on a Bond Power Ski taken in the 1960s - do any of the 1,000 that were produced survive? www.bondownersclub.co.uk

The magazine of the **Vintage Horticultural and Garden Machinery Club** has ventured far afield with an account of the Ransomes MR tractors that were used on some Antarctic expeditions - we assume that they are still out there?
www.vhgmc.co.uk

The **Fairthorpe Sports Car Club** inform us that the singer Petula Clark owned a pink Turner with the registration number PET 1. It must have been quite a striking ensemble with its white interior trim. Is it still out there somewhere?

An article in the **London Austin Seven Owners' Club** magazine reminds you of the need to ensure that replacement HT coil is connected the right way round. On a negative earth vehicle the contact breaker should be connected to the negative on the coil and on a positive earth vehicle the 'plus' is connected to the contact breaker and the 'minus' to the ignition switch.

The **Austin Big Seven Register** claims that the average railway carriage is home to as many as 1000 cockroaches, 200 bed bugs and 200 fleas...

There is to be a re-enactment of the photoshoot of 1960 at RAF Cosford when it is planned to assemble a group of Messerschmitts under the wings of the ME 410 once more. If you are interested, please contact the **Messerschmitt Owners Club** at kabinews1@yahoo.co.uk

The golden jubilee of the TR4 has been celebrated in style at Harrogate and the cover of TR Action, from the **TR Register**, has an impressive photograph of the gathering.

There is a brief but informative article on the remarkable Tatra T87 cars in the magazine of the **Southern Daimler and Lanchester Club**.

A detailed and beautifully illustrated feature on disc brake conversion for a Morris Minor is included in the October issue of the **Morris Minor Owners Club** magazine, Minor Matters' www.mmoc.org.uk

The official journal of the **Daimler and Lanchester Owners' Club** contains a photograph of Chernoke Place in Winchester. This was the residence of Major-General Hugh Parker Montgomery of the 60th Rifles and it is claimed that he was the first person to purchase an English motor car, a Daimler Wagonette, for £350 - unless you know better.
www.dloc.org.uk

Membership of the **Historic Commercial Vehicle Club** can be justified by the fascinating subjects covered by the speakers invited to their area meetings around the country – truly amazing.

The **Fiat 500 Club UK** reminds us that 2012 is the 20th anniversary of the club. Originally founded by a small group of likeminded Fiat 500 lovers, it currently averages 500 members.