

President: **Lord Montagu of Beaulieu**
Chairman: **David Whale**
Secretary: **Rosy Pugh**

All correspondence to the secretary at the registered office
Registered office: Stonewold, Berrick Salome
Wallingford, Oxfordshire. OX10 6JR
Telephone & Fax: 01865 400845
Email: secretary@fbhvc.co.uk

About FBHVC

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

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

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

EDITORIAL

As the dust settles on the Federation's very successful Silver Jubilee year I'm looking forward to 2014 with cautious optimism. Already this year a number of developments have given us good cause to view the future of the historic vehicle movement as rather more healthy than we might have expected only twelve months ago. There are good signs the economy has turned the corner at last and sustainable modest growth now seems possible. Within our own area of specialisation, our own survey of trade members, carried out at the end of last year, recorded significant business growth with many restoration businesses looking to take on additional craftsmen.

As we have previously reported FBHVC intends to play its part in stimulating this recovery by facilitating the launch of a national modern apprenticeship in historic vehicle restoration. Later in this issue trade and skills director, Karl Carter, reports on the progress towards this important goal.

On the broader front, legislation still figures right at the top of our agenda and many of us, last year, could see storm clouds gathering in the shape of the EU's attempts to harmonise vehicle roadworthiness testing. Although full details are yet to be published the word from Brussels is that agreement has been reached after many months of lobbying and negotiation, and a major victory has been won in that the terms of the legislation are to be enacted as a 'Directive' rather than, as the Commission proposed, a 'Regulation'. The significance of this is considerable as it permits national governments much greater powers of interpretation. I commend Legislation Director, Bob Owen's article in this issue to you. We are indebted to him and indeed his predecessor, David Hurley, for their diligence and skill in pursuing this issue. At various points in the drafting it appeared to pose a considerable threat to our movement.

Looking further forward into 2014, we are working on a number of initiatives to add value to Federation membership. More details will emerge as plans are formulated but expect to see further enhancements to our communications package with the launch of our social media channel, improvements to our flagship event, Drive It Day, and a big push from the Heritage team to recruit more museum members with the launch of their Museum member's package. Could be a very busy year!

LEGISLATION

Bob Owen

Roadworthiness Testing; moving forward

As predicted in the previous Newsletter, the EU institutions have reached agreement on the final form of the Roadworthiness Testing legislation. This agreement was finalised on 18 December 2013, though at the time of writing we do not have a final text to hand. No doubt it will be published very shortly and we will then study it and do our best to explain it fully to you all.

We may expect formal adoption this April and the UK will then have a total of 48 months (until April 2018) to incorporate it into our laws. That does not of course mean that it will take them that long, but it sets out the longest possible timetable.

But we do know some very important things. Firstly the legislation will be in the form of a Directive. This means that the UK, and of course all other states, will be able to incorporate its requirements into their laws in the way which best suits their existing legislation, institutions, procedures and processes.

The other thing we know is the terms of the definition of a 'vehicle of historic interest'. We understand the definition to be 'any vehicle which is considered to be historic by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:

- it was manufactured or registered for the first time at least 30 years ago;
- its specific type, as defined in national or EU law, is no longer in production;
- it is historically preserved and maintained in its original state and has not sustained substantial changes in the technical characteristics of its main components'.

It is those vehicles EU governments will not have to test. It is in fact up to these Governments whether they do indeed exempt these vehicles from testing. Our own Department for Transport (DfT) is at pains to point out that the exemption is a right they have, not a duty they must comply with.

Indeed there is clearly a body of opinion in DfT that there might be a need for even vehicles of historic interest to have some sort of periodic safety test if they are to use the public highway.

It is no secret that the Federation would have preferred the definition to have been simply age related. We argued our case, and lost. Some other countries had genuine reasons why that would simply not have been acceptable. Now, we could go on arguing for ever about which of the various wordings which have been suggested would have been best. But we are where we are.

The key phrase in the definition of a vehicle of historic interest which DfT will have to decide how they interpret is the third one: 'it is historically preserved and maintained in its original state and has not sustained substantial changes in the technical characteristics of its main components'.

The task ahead now is to work with DfT with a view to their applying this definition in the most favourable way. DfT are keen to have our input, though we must recognise that there may be others who are equally entitled to put their opinions forward about how our vehicles are dealt with.

It is already clear that in setting out their own rules, DfT will probably want safety to be a factor in how exemptions will be achieved, and this will inevitably involve some complexity, not least because safety can be a subjective matter. DfT don't have any preconceptions about how this could be achieved, and will be considering everything from self-certification onwards. They do actively want to achieve the most cost-effective outcome for everyone, including the owners of historic vehicles.

All that said, it seems inevitable that there will indeed be some historic vehicles which simply cannot be exempted, and the aim of the Federation will be to ensure that as testing becomes more modern and automated, it still remains possible to test those vehicles.

There has been some comment that the choice of a Directive means the MoT can stay as it is. This might be a premature view.

It is in the nature of the technical, as distinct from the drafting, aspects of the Directive that they will be the least capable of being massaged to fit existing rules while still meeting the requirement of the Directive. The Annexes in earlier drafts were definitely aimed primarily at the current vehicle population, and could have required significant adaptation to allow for 'manual' testing of old and specialist vehicles. We have not seen the final form of the technical Annexes to the text agreed, so we do not know how prescriptive they might be, or indeed whether they were amended at all in these final discussions.

We will have to see how DfT wishes to deal with the Annexes, and there might need to be extensive discussion with them to ensure that, as far as possible, none of this results in vehicles being unable to use the roads.

We will be continuing to push for the interests of our members to be fully accounted for as the UK adoption of the Directive proceeds. We will keep you posted as to progress, and may indeed find ourselves consulting with you all as we progress and any issues appear. If we do I hope we can rely on you all to help us by getting as many and as complete answers to our questions as possible.

VAT on Storage Charges

At the recent Classic Motor Show at the NEC a number of members raised the same query - why has the storage of vehicles now become subject to VAT?

The subject of self-storage of goods was included in the 2012 Budget and with effect from 1 October 2012 supplies of self-storage became standard rated rather than exempt. However as the subject matter was 'self-storage' this was deemed by many businesses that provided storage facilities not to apply to them.

In August 2013 HM Revenue and Customs were obliged to issue a new document making it clear that the change in VAT status from 1 October 2012 applied to storage of goods not just self-storage of goods. 'Goods' is a generic term covering anything that is tangible ranging from a pen, to a desk, to a motor vehicle or a bus, or a traction engine.

So the business that charges you to store your vehicles in what is termed a relevant structure, i.e. a building, a container, or a unit, is now obliged to treat the supply as one of services rather than the supply of land. The supply of services will incur VAT at the standard rate, currently 20%, whereas the supply of land was an exempt supply and fell outside of the VAT system. The supply of space for storage will incur VAT even if no goods are actually stored, so if you physically remove all your vehicles but continue to rent the space VAT will normally still be chargeable.

In summary VAT is chargeable with effect from 1 October 2012. However should you store your vehicles on a piece of land with no relevant structure then you are unlikely to be charged VAT but that is dependent upon the particular circumstances of the owner of the land.

VED exemption for historic vehicles

At Budget 2013 the Government announced that it will extend the cut-off date from which classic vehicles are exempt from VED by one year. From 1 April 2014 a vehicle manufactured before 1 January 1974 will be exempt from paying VED. Because this is a tax rates and bands related matter no draft legislation was issued for public consultation as part of the publication of the draft Finance Bill 2014 on 10 December 2013. The Government will publish the legislation when the final Finance Bill 2014 is laid in Parliament shortly after the Budget 2014.

FUEL NEWS

Matthew Vincent

Ethanol in petrol

Queries have arisen in the last few months about high octane unleaded petrol (Super Premium) sold in the UK, and whether or not this blend should contain ethanol, as it is supposed to be the so-called 'Protection Grade'. There may be some uncertainty about this issue, so a few words of explanation might be useful. Protection Grade will be limited to 5% ethanol when petrol of 10% ethanol content is introduced into the market. This has not apparently happened yet, although the legal framework is in place, and it can be legally sold but must be labelled appropriately. The higher octane Super Premium fuels are blended to achieve the high octane quality without addition of ethanol. However, they leave the refinery in that condition and move on to distribution centres where ethanol may or may not be added. This highlights the problem of predicting which Super Premium blends will contain ethanol and which will not. There was a time when Shell V-Power petrol was definitely ethanol free, but this changed some years ago now, and it is known that ethanol has been blended into Super Premium blends (Shell and Esso, and possibly BP) in some locations. Provided the ethanol content does not rise above 5%, where a label would be required, there is no breach of law or government intention in respect of Protection Grade. When petrol containing ethanol at 10% volume does reach the market, it must by law carry the label 'E10' and a warning that it might not be suitable for all cars, and the advice to consult the manufacturer. We recognise that the latter advice might be a bit tricky for the owners of some historic vehicles.

Supermarket petrol

A recent invitation to receive Tesco Club Card points when purchasing fuel from an Esso petrol station led to a conversation which revealed that Tesco sell Esso petrol and diesel, hence the Club Card arrangement. As one of the Big Three fuel retailers in the UK, Esso have always been keen to protect their quality image, so the sale of Esso fuel by Tesco is an interesting development which might go some way to refute the popularly held myth that supermarket petrol is of lower quality than that sold by the oil majors.

New petroleum regulations

A document issued for consultation by the Health and Safety Executive this month covers the revision of the rules governing the handling and sale of petrol. The new legislation is mainly concerned with garage forecourts and the like, but it does also cover proposed new rules for the domestic storage of petrol for use in lawn mowers, boats etc., so it is also of interest for the historic vehicle owner. There does not seem too much to be concerned about, as the domestic storage proposal is for individuals to be permitted to store up to 10 litres in plastic containers, or up to 20 litres in metal containers, all such storage containers to be suitably marked. For those who are interested or who would like the opportunity to comment, the consultation document can be found on the following link: <http://www.hse.gov.uk/consult/condocs/cd264.htm>. The consultation period runs until 7 February 2014.

DVLA

Nigel Harrison

Updated V765 documents

Paper copies of the updated versions of these documents with date code 11/13, were posted by DVLA to all primary V765 Scheme club signatories on 22 November 2013. The three documents are:

V765 form: The form indicates in *summary form* the documentary proof required to claim back an original number. The owner completes the first section of this form, and then the club official registered with DVLA completes the final section. This form has widespread circulation, and can be downloaded.

V765/1 List of clubs: This leaflet once again indicates in *summary form*, the documentary proof required to claim back a registration number but its primary function is, as the name implies, a list of vehicle clubs/registers/societies registered with DVLA. It is split up into three sections: cars, motorcycles, and other. 'Other' includes organisations involved with commercial vehicles, steam powered vehicles, tractors, military vehicles, buses, and other vehicles that don't sit well in the car or motorcycle pigeonhole. This information sheet has widespread circulation, and can be downloaded.

V765/3 Guidance Notes: The full descriptive title is 'Guidance notes for those countersigning V765 applications and/or verifying date of manufacture for age-related numbers.' This document contains the full list of documentary proof to claim back an original number. I quote, *'This evidence can be an old style logbook or pre-1983 tax disc/MoT/insurance certificate. If these are not available DVLA will consider other pre-1983 documentary evidence e.g. archive/library records, to show that the vehicle was registered under that number.'* This document is on restricted circulation to V765 Scheme signatories, and is printed on pink paper, but can be downloaded.

Differences between the documents

As hinted at above, there is a slight difference between the widespread circulated documents and the restricted circulated document regarding the evidence criteria to claim back an original number. The widespread version implies that any document needs to have a chassis number, but the restricted version indicates that a document without a chassis number, e.g. a tax disc, can be used. We have been assured by DVLA that documents without a chassis number can be used to claim back an original number.

On the dating letter front there are differences between the V765/1 List of Clubs leaflet, and the V765/3 Guidance notes. The V765/1 list of clubs indicates that: *'If the manufacturer is no longer in existence, you must apply to the relevant club for your type/make of vehicle'*. It is one thing for a manufacturer to exist, it is quite a different matter if they still have the archive records to produce a dating letter for an historic vehicle. A more practical approach, from a different direction, is taken in the V765/3 Guidance notes: *'The vehicle owners club should not be producing dating evidence for vehicles which are less than 25 years old unless the manufacturer is unable to assist.'*

Clubs with a second V765 Scheme Signatory

DVLA have issued the documents to only the first named contact. It is the responsibility of that named contact to send a photocopy to the second or more club contacts. I would also recommend that all club contacts are on the circulation list for the Federation Newsletter, as it is only through the Newsletter that I can communicate to everyone.

Updating of V765/1 List of Clubs

If a club signatory changes then the club will need to fill out a new application to join the V765 scheme. This is form V765/2, which is called 'Vehicle Owner's Club Annual Registration form'. Only DVLA can provide copies of this form. The list is updated periodically and Club officials may wish to check that their club entry on the V765/1 List of Clubs is correct. To contact the V765 team email Vehicle.FormSponsor@dvla.gsi.gov.uk

Bulk Supply of V55/5 forms

The V55/5 is the three page form with the hidden carbon paper, with the descriptive title of 'Application for a First Tax Disc and Registration of a Used Motor Vehicle'. Bulk supplies for clubs are obtainable by doing a request on club headed paper, and emailing it to stores.order.forms@dvla.gsi.gov.uk, or posting it to Graphic Print Unit, Output Services Group, D Basement, DVLA, Swansea SA6 7JL.

Demise of Proof of Insurance Requirement

From 16 December, there is no longer a requirement to provide proof of insurance when renewing VED, or when a vehicle is being taxed for the first time. However, although the insurance certificate is not required to be produced, in the case of an age-related application the owner will still need to inform the insurance company of the allocated registration number, and get an amended Certificate of Insurance.

Quoting the Roads Minister: "We want to make it as easy as possible for motorists to access government services. Getting rid of needless bits of paper, making changes to free up motorists time, whilst saving money for the taxpayer is all part of our commitment to get rid of unnecessary red tape". However, there is still a requirement for a vehicle to be insured if it is taxed. This is picked up under the Continuous Insurance Enforcement (CIE). Under that system, a comparison is made between vehicles that are taxed, and vehicles that are insured. If a vehicle is taxed but not insured, or there is a failed match between the taxed vehicle database, and the insured vehicle database, there will soon be a letter in the post, which needs to be reacted to.

MoT and Exemption Declaration

When a vehicle is taxed, if it is subject to an MoT, then an original MoT certificate is still required. If it is a pre-1960 vehicle, it will be exempt from an MoT. However, DVLA have indicated that if it is exempt and being taxed for the first time, or a tax renewal is being done, (except for online) then there is still a requirement for an MoT exemption form, V112 or V112G to be completed.

Automatic SORN Renewals

Any SORN (Statutory Off Road Notification) which expired after 16 December will be renewed automatically. Previously the default after a SORN had expired was that a vehicle needed to be taxed unless SORN was declared. With the new continuous SORN system, there is still a requirement to notify DVLA of any changes in vehicle or keeper details, including an address change. The consequences of not notifying DVLA of an address change of any vehicle can be quite significant.

There are some desirable vehicles where the registration number and chassis number is in the public domain. If someone wishes to clone that vehicle all they have to do, if they want a V5C, is to fill in a V62 form, indicating the registration number, and chassis number. DVLA then write to the last registered keeper, and if DVLA don't get a reply within *two* weeks of posting, a new V5C is issued to the owner of the cloned vehicle. If it is years later when DVLA is notified of the correct address of the original competition vehicle then it can be quite difficult to unravel things, particularly if the cloned vehicle has been sold on. The cloned vehicle owner suddenly finds out his vehicle is not what he thought it was, and possibly worth a much smaller sum. It would lose all rights to display the replicated registration number, and depending on circumstances could be allocated an age-related number or even a Q plate. It is likely that both vehicles will have to subject to a close inspection by DVLA/the police. There will be a delay in the issuing of a V5C to the genuine vehicle owner. Much of this would have been prevented if the genuine vehicle owner had notified DVLA of his new address, when the change occurred.

Administration of club supported applications

With the demise of the DVLA Local Offices, and the demise of the requirement to produce a certificate of insurance, the opportunity has been taken to update various bits of information on the Federation website.

The following has been updated:

- List of DVLA useful documents.
- Template dating letter. This has been split into two, to reflect NOVA, and non-NOVA.
- Template vehicle inspection sheet, and Guidelines for Inspectors.
- Admin sheet for inspections. This is completely new.
- DVLA Questions & Answers.

With the sample template documents, it is anticipated that clubs will have their own versions of these documents, but there might be benefit in a club glancing at the Federation versions.

Clubs administer vehicle inspections in different ways. Some clubs charge a flat rate for promoting an application, including the inspector's travelling expenses. Other clubs have a standard rate for the admin for the application, with the inspector's reasonable travelling expenses being a matter between the inspector and the owner. Many clubs will have one administration charge for members and another, typically higher, charge for non-members.

On the application admin front for many clubs the admin charges will go through the club books, so owners cheques will be payable to the club, and the V765 scheme signatory uses a club expenses form, to claim back their expenses. Other clubs may not have those systems in place, and owners are asked to make cheques payable to the named club signatory, and not to the club. Club signatories operating that system could be accused of making personal gain from a club activity, which could be subject to income tax, and may, or may not be approved of by the clubs other officials and auditors. It is totally up to a club how it manages its own internal affairs.

Document Vetting Service

When the DVLA Local Offices were around, as well as processing age-related applications, providing forms and information leaflets, and making photocopies of original documents relating to claims for original registration numbers, they also carried out a valuable service of making sure that all the documents were present for a successful application.

I am sure that all club V765 scheme signatories and vehicle owners will want every application for an original registration number, or application for an age-related number to be successful first time, without DVLA Swansea bouncing the application back to the owner just because a particular document is missing.

For an age-related application, these documents are listed at the bottom of the Federation's template dating letter, which can be downloaded from the Federation website. For completeness these documents are listed below:

1. The Overseas registration document, OR dating letter from the manufacturer, OR club dating letter, as appropriate.
2. Completed V55/5 form.
3. Photographs of complete vehicle.
4. Photograph of chassis plate.
5. Photograph of engine number.
6. MoT issued under chassis number*, or if pre 1960 a V112/V112G MOT exemption form.
7. The £55 fee.

8. A photocopy proof of personal ID. Typically either a DVLA Photocard driving licence and paper counterpart, or, a DVLA driving licence, or a gas, electricity, water, or landline phone bill issued in the last three months.
9. If vehicle is subject to NOVA, a photocopy of the HMRC NOVA acknowledgement letter.

The application is posted by the owner to DVLA Swansea SA99 1BE.

*Once the vehicle is allocated a registration mark, DVLA will typically produce a new MoT certificate amended to include the new registration mark.

Note: Although the insurance certificate is not required to be produced with the registration application, the owner will need to inform the insurance company of the allocated registration number, and get an amended Certificate of Insurance.

For a claim for an original registration number a V765 form and pre-1984 evidence is required, plus items, 2, 3, 4, 5, and 9. The club will post these items to MASET, DVLA, Swansea SA99 1ZZ.

It is not necessary for the club producing the dating letter to see the owners ID or MoT certificate/V112/V112G, but it is going to be helpful to the owner to know that these documents are required by DVLA with the application. It will also be helpful to the owner if the club completes the V55/5 form, except for the Date of Birth pigeonhole, and the signing and dating, and at the same time mentioning about the hidden carbon paper. Also for a pre-1960 vehicle, it will help the owner if the club fills in the V112 or V112G form, except for the signing and dating.

TRADE AND SKILLS

Karl Carter

Craft Apprentice of the Year Award

Have you got an outstanding young trainee/apprentice?

In a new joint venture with the Worshipful Company of Coach Makers and Coach Harness Makers we are looking for nominations for the 2014 awards. The award for the most outstanding trainee/apprentice is circa £3,500 with a runner-up award circa £1,500 also being considered. All trade supporters are eligible to put forward candidates aged between 18 and 25 years and who are demonstrating excellent skills, dedication and potential for future development in the industry. Trade businesses have to be very small to medium enterprises with less than 15 employees.

Application forms are available from the FBHVC Secretary and further details are on the website in the Trade and Skills section.

Skills Training Survey

Firstly, a big thank-you to the 100-plus restoration businesses that freely gave their time to answer the questions about future skill requirements for our industry.

Dr Cedric Ashley has now completed the survey and the results are essential in deciding what skills are required in the future. The companies surveyed employ nearly 800 people with 570 of those being skilled in the areas of body, paint, mechanical, electrical or trim. 44% of the car companies work predominately on pre-war vehicles, with 35% of the total skilled employees working on these pre-war vehicles. Motorcycle companies tend to be post-war with only 22% pre-war and this accounts for only 17% of the skilled labour in the motorcycle sector. The shortage of skills both now and the next five years is very similar for both motorcars and motorcycles.

Using the Federation's data about the total vehicle restoration businesses it has been possible to calculate the number of apprentices required in the next five years based on the survey. Over 900 apprentices will need to be trained in the next five years, which is 180 per year, at a time when there is not an apprenticeship in vehicle restoration.

FBHVC Vehicle Restoration Apprenticeship

I reported in the last newsletter that we are working on a new apprenticeship scheme. Our principal partner, Bicester Heritage, and the founding partners, McGrath Maserati Ltd and the MG Car Club, have generously funded the way forward for a new apprenticeship scheme to be available for colleges this September.

The Federation has contracted IMI to write the modules for the brand new apprenticeship scheme and the framework will be submitted to the government for accreditation at the end of May this year. Accreditation is essential to get government funding for the colleges who run the course and trainees will be trained to level 2, with the opportunity to specialise to level 3.

We have had the first meeting with interested parties and 23 people attended that meeting, including representatives from six colleges. An expert group from restoration businesses is now being formed to review and agree the content of the apprenticeship, to ensure it meets the requirements of the industry before being submitted to the government for accreditation. We will also be engaging with the colleges to get commitments to run the course, which will be available for this September.

This is the only Vehicle Restoration Apprenticeship that will be accredited and has government recognised qualifications. We will continue to update all our members as we move closer to our aim of supplying the new skills for the future of our industry.

Welcome to the following trader who has joined the Federation:

John Woods Motor Care

INSURANCE NEWS

Aston Scott Ltd

Ensuring your event runs smoothly

For most vehicle clubs, the annual event or rally is a centrepiece of the year. It's your opportunity to meet the members and to demonstrate the value they receive in return for their membership. That's why it's so important you ensure the event runs smoothly. The old adage that 'proper planning prevents poor performance' holds particularly true when it comes to events, so here are a few guidelines for you to consider when planning your event.

Step 1: Review last year's event

This is probably not the first time you have run this type of event. Is there anything that has happened in previous years that you would prefer to avoid this year?

Step 2: Consider anything different that is happening this year?

Perhaps you have a new display or a different venue. What new risks may arise as a result of these changes?

Step 3: Produce a list of all the risks you have identified and who could be affected by these.

With our knowledge of the type of events undertaken by historic vehicle clubs, we have produced a list of risks that you may want to consider. This is by no means exhaustive but should help you to identify others that may be more specific to your particular event.

Specific risks could include:

- Weather: what risks might arise if you don't get the perfect British summer day? Too muddy to park? Visitors not turning up and the event making a financial loss?
- Slip and trip hazards: cables and uneven ground are the classic risks. If you are also hosting any form of 'boot' sale, there is always a risk the participants are less than thorough with the way they set up their stands.
- Hazardous substances: the motor trade uses many substances over which legislation exerts some form of control. Are any of these being used in a way that is subject to control at the event?
- First aid: what need is there to provide first aid facilities? How will this be done? Does the event bring with it any specific injury risks that need particular consideration – for example driving events?
- Basic amenities: how will these (e.g. water, food, toilets) be provided and managed? Is there any risk to the continuation of these services during the event? What about waste management before, during and after the event? Is the catering provided externally? Have the suppliers been properly vetted?
- Vehicle movement: will any of the vehicles be moved whilst the public are at the event? Are any special controls necessary to keep vehicles and pedestrians apart? What about parking management?
- Crowd management: will there be any need to separate crowds from displays? Are there any high value displays you want to keep people distanced from - concours cars perhaps?
- Cash: will there be any large accumulations of cash? How will this be managed at and after the event?
- Contractors: are you contracting out any element of the event management? If so, have you checked the contractors own processes, controls and insurance protection are appropriate?

Step 4: Establish what can or should be done to mitigate each of the risks.

For each risk, produce an action plan detailing how it will be managed. Remember that it is not a requirement to completely eliminate each and every risk. Rather, it is a controlled approach to identifying and managing risks and dealing with those in a way required by law or common sense.

And finally...

Your insurance policy is designed to protect you from unforeseen events. Like any contract, it will contain terms, limitations and exclusions. Once you have completed your risk assessment and identified the steps to be taken, make sure that you understand what insurance protection you have against the remaining risks and are comfortable with those risks that are not insured. Not every eventuality can be insured, but there are a number of specialist event related insurance products available that can cover many of them. If you are uncertain, please speak with your insurance broker.

Denise Pitwell is branch manager for Aston Scott Ltd (part of Aston Scott Group plc) in Farnborough and has been involved with the insurance of historic vehicle clubs and related motor trade risks for many years.

Aston Scott Group Plc. comprises the commercial insurance skills of Aston Scott Ltd and the risk management expertise of ASG Risk Management Ltd. With a reputation for integrity and professionalism, we are committed to providing tailored risk solutions with a level of customer service that exceeds expectations.

THE FEDERATION AT THE CLASSIC MOTOR SHOW 2013

Geoff Lancaster

The Classic Motor Show at Britain's National Exhibition Centre is a highlight for the UK's motor clubs. Unlike France's Retromobile and Germany's Techno Classica, the success of our show is predominantly down to the enthusiastic band of club members who put together some tremendous displays. The European shows are undoubtedly glossier and certainly bigger with lashings of manufacturer support, but somehow they lack the soul that only dedicated enthusiasts can inject.

For the Federation this is a 'must do' event. Where else could we meet so many of our members in one place over such a short period of time? The Federation board attempts to visit as many of the members as possible throughout the year and is always willing to provide speakers for club events and gatherings but it would truly take a lifetime to visit as many clubs as is possible to meet at the Classic Motor Show over one weekend.

25th anniversary celebrated

This year's show held particular significance as it was the climax of the Federation's silver jubilee year. There were a number of events during the year to celebrate the passing of this landmark and we were determined to use the Classic Motor Show as the icing on the cake.

And our efforts did not go unrewarded. The Federation won an award at this year's Classic Motor Show for its innovative display illustrating the variety of road vehicles it represents. The award, Sponsored by Classic and Sportscar Magazine, and Lancaster Insurance, was for the 'Most Varied Display of Vehicles', and was presented to FBHVC chairman, David Whale, and myself at Birmingham's Hilton Hotel at a reception attended by 300 of the UK's classic car clubs.

Commenting on the award, David Whale said, 'One of our core messages for this exhibition was to demonstrate to our membership that we represent all their interests whether they be cars, motorcycles, commercial vehicles, PSVs, military vehicles, farm vehicles or steam-driven vehicles. With a bit of creativity we managed to do this with live exhibits, so the fact that this award recognises this is particularly pleasing.'

An 'historic' vehicle is simply, by internationally accepted definition, one that has achieved thirty years in existence. So another core message the Federation was keen to convey was that historic vehicles do not necessarily have to be exotic or expensive. This point was well made by a humble MG Maestro taking pride of place on the stand. This model attained historic status this year and was kindly lent to us by BMC enthusiast, Lady Tania Field. Lady Tania had three cars on display throughout the show and indeed her Mini won 'Best Restoration in Show'. 'We defend the rights of owners to use this sort of vehicle just as much as we do the owners of high end exotica,' added David Whale.

Interest in historic vehicles is booming, and something approaching 65,000 people visited the exhibition at Birmingham's National Exhibition Centre.

Press Conference

As well as representing the country's largest gatherings of historic vehicle enthusiasts, there is also a major presence by the press and the opportunity was taken on the first morning of the show to brief them on some of the exciting developments at the Federation this year. The first announcement was that FBHVC is to back the annual Young Craftsman of the Year Award. The award, which is funded through a bequest from the Davy Foundation, was devised by the Worshipful Company of Coachmakers and Coach Harness Makers, one of the ancient livery companies of the City of London.

The two organisations, which share the objective of nurturing and developing skills in vehicle restoration in the younger generation, have forged a unique partnership to make the award the premier prize for excellence and achievement among the restoration industry's apprentices and trainees.

Candidates who will be drawn from the trade supporters of FBHVC will be required to display and present an item, model, or example related to motor vehicle restoration demonstrating appropriate skills. All the skills relating to restoration and preservation of historic vehicles are eligible for consideration.

Selected apprentices and trainees will be judged by a panel consisting of members of the Livery Company and representatives of the FBHVC. The chairman of the judging panel will be a liveryman. The panel's decision will be based on the employer's report on the commitment and performance of the candidate in the workplace, the quality of the display (where appropriate), the level of technical skills involved, the innovative content of the project and the clarity of accompanying reports and documentation. Personal presentation skills will also be considered and the candidates will be required to describe what use he or she would make of any award received.

The award winner and runner-up will be chosen in October and monetary awards will be given to the two selected apprentices or trainees. The winner will be invited to the automotive industry dinner in the following spring where he or she will receive a certificate from the Master.

Nominations from employers are now open entry forms can be obtained from the Secretary, FBHVC, Stonewold, Berrick Salome, Wallingford, Oxfordshire, OX10 6JR. Email: secretary@fbhvc.co.uk

The second announcement, and one which represents one of the most significant contributions of recent years, follows research commissioned by the Federation which has shown that the historic vehicle restoration industry will need an injection of 900 skilled craftsmen over the next five years and yet there is no nationally recognised apprenticeship in vehicle restoration.

Over the last twelve months the Federation has been working with a consortium of partners in the industry and from academia, to establish a modern apprenticeship framework for the UK in historic vehicle restoration. Together with the Institute of the Motor Industry FBHVC has developed a curriculum and made a submission to OFQUAL for accreditation. Our aim is to have a nationally recognised modern apprenticeship course available to colleges from September 2014. Karl Carter, our trade and skills director, reports further on the latest developments in this issue of FBHVC News.

Racing legend drops in for a chat

Sir Stirling Moss, even now in his 84th year still the most famous name in motor racing, visited us on Stand 6-640 on the Saturday at lunchtime.

Sir Stirling met officials of the Federation who briefed him on the current programme of lobbying in Westminster and Brussels aimed at preserving the rights of historic vehicle enthusiasts to use their vehicles on the highway. From previous meetings, Sir Stirling is known to be very supportive of the Federation's work.

And three lucky competition winners went away from the FBHVC stand with unique souvenirs of Sir Stirling's visit. The great man graciously agreed to sign copies of the Federation's 25th anniversary first day covers featuring Royal Mail's classic British cars. Surely a valuable piece of automotive memorabilia in the future, with only 40 covers being produced of which just three will bear the Moss signature.

Each day at the show the winner of the light hearted quiz on the stand was drawn out and presented with a signed and post marked first day cover edition of the stamps.

The winners were: Steve Foden (BSA Owners' Club); Henry Anderson; Sue Airston.

Classic & Sportscar Club Award Winners

Congratulations to Federation member clubs who carried off an award at the show.

Best Club Website The Crayford Convertible Car Club

Most Improved Club Magazine Windscreen, edited by John Carroll, Military Vehicle Trust

Club Magazine of the Year Spotlight, edited by David Walsh, and Sidelights, edited by Paul Lewis, Austin A30/35 Owners' Club

Best Club Show/Event Rover Sports Register Jubilee Rally, with Rover P6 Club and Rover SD1 Club

Most Interesting Selection of Cars Federation of British Historic Vehicle Clubs

Best Themed Club Stand TR Register

Best Medium Club Stand Sunbeam Tiger Owners' Club

Best Large Club Stand Morris Centenary Display, co-ordinated by Morris Minor Owners' Club and Morris Register

Club of the Year Jowett Car Club

Club Personality of the Year Ray Newell, Morris Minor Owners' Club

HERITAGE

Keith Gibbins

Drive It Day, Sunday 27 April 2014

Why not start planning your route to one of the venues promoted by the Federation of British Historic Vehicle Clubs for Drive It Day? Drive It Day is an annual occasion when vehicles of over 30 years of age have an opportunity to collectively show their prowess on UK roads and display them to the public. Any vehicles can take part: cars, motorcycles, commercial, agricultural, and even military providing they are road legal. The FBHVC has arranged a welcome at the following venues: Bressingham Steam and Gardens, Brooklands Museum, Cotswold Motoring Museum, Gaydon Heritage Motor Centre and the Lakeland Motor Museum.

The FBHVC has endeavoured to give reasonable country coverage for participants to either use the venues as a destination, or just a passing-through place to visit. It's also important to note this day also attracts many other vehicles of a newer vintage - often classics in their own right and considered special and well cared for to add to the pageant. This will be a memorable day with so much to see. Sunday 27 April is a diary date not to be missed and should be an occasion to both spectator and participants to get involved and see and visit some interesting transport museums on the way. Members of FBHVC clubs will be given a small memento of their visit.

As has become traditional, the secretary will also be at the Royal Oak in Bishopstone near Swindon (SN6 8PP) to welcome visiting members.

Rally plates are available, as in previous years, from Dragonfly Design: www.dragonflyhouse.co.uk

Heritage Open Days – a new approach?

This year's dates: 11 - 14 September

Since 2009, the Federation has been keen to encourage its members to take advantage of the facilities available during the Heritage Open Days (HOD) period each year. This is a four day period when many of the finest civic buildings, museums, historic houses and gardens in England and Wales, some of which are not normally accessible to the public, throw open their doors to provide free entry to visitors.

From a single trial venue that first year, several dozen clubs now annually arrange displays of their members' vehicles at a variety of interesting sites. The basic intention is, of course, to emulate Drive It Day as another opportunity to enjoy, and be seen to be using, our vehicles. There are a number of HOD venues that can accommodate a fair sized display, so they are ideal for larger clubs to use as a single destination. But given the nature of the majority of the sites, many only have room for a few vehicles at any one time and these are ideal for individuals to visit, or small groups. These also provide a good basis for organising a run that visits two or more venues across the day perhaps involving a circular tour/rally of a given district, with vehicles arriving at different venues at different times.

We strongly suggest that event organisers 'book out' the date in the normal way when the club's diary is drawn up, and fill in the destination(s) at a later stage. Details are generally available mid-year, so things can be progressed further at that time.

Whatever course you choose, help is at hand by way of the HOD website: www.heritageopendays.org.uk which usually lists participating venues by end May, or you can contact Roy Dowding of the FBHVC Heritage Team on 01728 668100, or email roy.dowding@btinternet.com. He has access to information from previous years' entries, from which to gain ideas of possible single or combination sites that could then be contacted in advance of the full listings becoming available

TECHNICAL AND EVENTS

Tony Davies

Although winter is now well and truly upon us there are still plenty of events on which to get out and enjoy ourselves. The three most well-known winter regularity rallies are the Monte Carlo Historique organised by the Automobile Club de Monaco; the Winter Trial organised by Bart Rietbergen's team in the Netherlands and the Winter Challenge in February organised by the UK's Classic Rally Association. All are recommended and the latter is my next event navigating in an MGBGT. I'll let you know how I get on in our next Newsletter.

For less exotic events during 2014 you might like to consider one or more of the Historic Rally Car Register's Clubmans' events. These are usually one day affairs in various parts of the UK but you will need an MSA National B Non-Race Licence to participate.

Maybe a scenic tour or two are more to your liking. I can recommend the Cotswold Economy Drive on 10 August and the MK Classic (http://classic-carshow.com/events-shows/71/details/MK_Classic_Tour?duid=805) on our Drive it Day. Indeed there is a fair scattering of scenic tours available throughout the year. Have a look at the HRCR website (http://www.hrcr.co.uk/Scenic_Tours) or Retro-Speed website (<http://www.retro-speed.co.uk>) for further information.

Moving on to a technical topic now, I would like to focus on Federation International... FIVA ID cards. These ID cards, commonly misunderstood, simply document a historic vehicle and, in the UK, are issued by our Federation on behalf of FIVA. Our FIVA ID card guru, a member of the FIVA Technical Commission, is Paul Loveridge (contactable via Rosy Pugh our secretary who will be happy to answer any detailed questions you may have. FIVA ID cards are required when entering some international events e.g. those on the FIVA International calendar and, once issued, last for 10 years. They are not transferrable to a new owner who has to take out a new FIVA ID card in his or her own name should they require one. The original should be surrendered by the previous owner to the FBHVC for cancellation. In addition if a FIVA ID card is required for any historic vehicle registered in the UK wherever it may 'live' then that FIVA ID card has to be issued by the UK authority i.e. the FBHVC. Applicants should note that, to avoid fraud, the issued card can only be sent to the address on the V5C.

For those about to apply for a card please note that new rates apply from 1 January 2014 and the application form should be downloaded from www.fbhvc.co.uk/fiva as this is the only version of the form that we accept in the UK.

I think that's enough for now and I will cover some more issues and events in our next Newsletter. Meanwhile I encourage you to get out and about even if it is winter time. Our historic vehicles are meant to be driven.

CLUB NEWS

David Davies

Congratulations to the **Steam Car Club** on reaching its 25th anniversary and to the **Cornwall Vintage Vehicle Society** who will shortly be celebrating a golden jubilee.

A striking photograph of a DBS3 body prepared and ready for paint graces the cover of the **Aston Martin Owners' Club Quarterly**. Inside is a feature on the Irish Festival of Speed which was held in Limerick over the weekend of 3-4 August last year which looks to have been a 'grand day out'.

There is an interesting piece in Flutenews, the newsletter of the **Vauxhall Owners' Club**, on the schemes promoted by Lord Beaverbrook to buy Spitfires for the war effort. It seems that the list price was £5,000 as that was considered what the public might be prepared to pay (the actual cost of a Spitfire is quoted as £9,848.95) Mostly, presentations were for a single aircraft but the exiled Queen Wilhelmina of the Netherlands donated £215,000 to buy a whole squadron of 43 Spitfires.

The magazine of the **Association of Singer Car Owners** has an article on the unveiling of a plaque at Kingston Maurward, near Dorchester, to commemorate the birthplace of George Singer.

A thought-provoking article appears in the **Southern Daimler and Lanchester Owners Club** magazine on the prices being asked for 'classics' in the USA. There is also a short biography of Herbert Akroyd Stuart, the father of the compression ignition internal combustion engine. Subsequently developed and marketed by Rustons of Lincoln, it was many, many years before Rustons lowered themselves to mention the word diesel.

Some useful notes on condensers and how they fail appears in the magazine of the **Austin Big Seven Register**.

Staying with Austin Sevens, the magazine of the **Scottish Austin Seven Club** has very brief biographies of forgotten makes of Scottish cars. Anyone know of a Lothian, a Milton, or an Innes?

The magazine of the **Deux Chevaux Club of GB** has some useful suggestions on safely lifting a 2CV when undertaking repairs.

The **Bugatti Owners' Club** magazine has a superbly illustrated article combining the re-enactment of the Cork Grand Prix of 1938 and the original event.

The **British-Made Car Club** magazine gives us a brief history of the taper roller bearing and the claim that the earliest applications of the principle go back to Roman times!

There are a couple of intriguing photographs of prototype P6s in the **Rover Sports Register** bulletin - also a reminder to be aware of the likely presence of asbestos in many post-war cars - used as a sound deadening material inside doors etc.

The **Double LL Club** newsletter reminds us of the Healey Marine products of the Donald Healey Motor Company. Out of the 1400 or so that were produced, do any survive? Now, by a remarkable coincidence, there is an example advertised for sale in the **Lakeland Historic Car Club** Newsletter for December - offers in the region of £6,000 are sought.

The **TR Register** magazine has an extraordinary photograph showing a specially chartered DC7 arriving at Heathrow with 80 American enthusiasts ready to collect their TR3s in preparation for a tour of England and Europe.

The magazine of the **Borders Vintage Automobile Club** informs us that the Lotus submarine car used by James Bond in the film *The Spy Who Loved Me* made £629,000 at auction - a useful return for the vendor who paid \$100 for it in 1989.

There is a striking photograph on the cover of the November issue of the magazine of the **pre-1940 Morris Register** of a line-up of cars outside the Stonehurst Motor Museum. Inside is an account of the travails of Lord Nuffield in his dealings with the Air Ministry in the run-up to WW2.

The **Morris Minor Owners' Club** magazine has a feature on the Metropolitan Police Historic Vehicle Collection which includes a V8 P6 Rover with armour plated floor panels, two-inch thick glass and its own independent oxygen supply. Weighing in at two tonnes it can just manage 10 mpg. There is also photo-reportage on the centenary celebrations of the Morris that were held throughout Europe and the Diamond Jubilee of the Morris LCV which took place at Gaydon in August.

There is an interesting little story about Joey Dunlop and his memorial in Ballymony in the magazine of the **Fairford Classic Car Club**.

An extraordinary photograph is reproduced in the magazine of the **Lancashire Automobile Club** bulletin of what appears to be a 1934 F2 three-wheel Morgan being consigned to the flames by the **Morgan Three Wheeler Club** in the early 1950s.

There is a favourable report on the **Lakeland Motor Museum** in the journal of the **Vincent HRD Owners' Club**, hardly surprising as the centrepiece would appear to be an eye-watering display of Vincents!

There is a description of an extraordinary memorial that has recently received recognition by English Heritage in the magazine of the **London Vintage Taxi Association**. The Melesi mausoleum in St Pancras and Islington cemetery commemorates Letizia Melesi who was run over by a taxi in 1913.

The celebrations of the Imp's half-century at Beaulieu has stimulated the campaign to put the **National Motor Museum's** own Imp back on the road. As a result of a generous donation of all the necessary components by the Sussex area the work will be undertaken in time for the Spring Autojumble.

The **Sentinel Drivers Club** Transport News can be relied upon to have assembled another remarkable series of photographs of steamers in use down the ages - where on earth do they find them?

The magazine of the **Morgan Sports Car Club** reveals the secret of the 12cm high plywood box used by the scrutineers at Le Mans in the early 1960s.

The International Rally of the **Jowett Car Club** will take place at the Bowes Museum, Barnard Castle, 23-26 May 2014.

Details of the almost lost art of cooking with traction engines (and railway locomotives, I suppose) are outlined in the magazine of the **National Traction Engine Trust**.

An example of inter-club co-operation is highlighted in the **Bentley Drivers' Club** Review. The **BSA Owners' Club** provided volunteers for this year's concours and summer rally. There are also some stirring photographs of Bentleys being given some serious rumpo in the VSCC Welsh Trial.

Safety Fast, the **MG Car Club** magazine, draws our attention to MG90 to be held at Silverstone in June. There is also another instalment of the 1933 Mille Miglia story with magnificent period illustrations.

An interesting account of motoring in Jersey between the wars is included in the impressive publication of the **Jersey Old Motor Club**. There is also an ancient observation which is as true today as when it was written: 'The road to ruin is lined with petrol pumps'.

The Newsletter of the **Colchester Vintage Motor Club** quotes Prime Minister Herbert Asquith as advocating a heavy tax on motor cars in 1908, saying: 'A luxury which is apt to degenerate into a nuisance'.

The **Military Vehicle Trust** newsletter informs us that the Collings Foundation in Massachusetts will be auctioning off some 160 historic military tanks this summer from the bequest of Jacques Littlefield – now's your chance to build up your private army!

The **Allard Owners' Club** newsletter contains a brief report on the Bonhams December sale where the Ecurie Ecosse team cars and transporter made serious money - even the Commer transporter needed £1.7 million to take it away.

The **Naylor Car Club** magazine for December has the first part of a history of the background to the Naylor.

There is a useful and informative article on the Amal Mk I concentric carburettor and its funny little ways in the newsletter of the **Greeves Riders' Association**.

There is a cautionary letter in the **Reliant Sabre and Scimitar Owners' Club** magazine on the choice of appropriate stainless steel fastenings to replace ordinary steel.

There is a highly favourable review of Dave Masters' biography of 'Ixion' the well-known pioneer motorcyclist and journalist in the **Sunbeam Motor Cycle Club** magazine.

There is a brief article on Dardelet bolts in the bulletin of the **Morgan Three Wheeler Club**.

If your stable includes a modern car and that vehicle is equipped with plastic outer headlamp covers that are beginning to show their age, the **Citroen Car Club** magazine has a useful tip involving toothpaste to restore them to their original glory.

The magazine of the **Ariel Owners' Motor Cycle Club** has a useful article on that favourite pastime of the motorcyclist - changing a tyre and tube!

The **London Austin Seven Owners' Club** magazine has excerpts from a 1943 edition of The Motor proposing a British Grand Prix to be held in the Isle of Wight with potential circuits identified in the south of the island in the vicinity of Ventnor.

The **Rover P5 Club** has started to supply to members all four heater pipes made from stainless steel for the P5.

As far as they know they are not available anywhere else. The original pipes are made of aluminium and are now corroding. Current thinking is that the coolant should be a 50% mix of antifreeze and water with the aluminium engine (P5B) and heater pipes. This is not what Rover recommended at the time (33% antifreeze) but then they might not have thought the cars would still be around 50 years later.

The **Vintage Hot Rod Association** recently picked up an award for Motoring Event of the Year at the International Historic Motoring awards sponsored by Octane.

It is with great reluctance that the management of the **Vintage Motor Cycle Club** Limited announce that the Festival of 1000 Bikes will not be taking place in 2014 due to the uncertainty surrounding the immediate future of Mallory Park.

Welcome to the following clubs who have joined the Federation:

Wirral Minis

Speedsters and Spyders

National Association of Wedding Car Professionals

Lamborghini Club UK

Opel Manta Owners Club