

Federation of British Historic Vehicle Clubs – News 3-2014

EDITORIAL

Drive It Day was again a great success. This year we extended the number of way points to include Brooklands, the Cotswold Motoring Museum, Bressingham Steam and Garden Centre and Lakeland Motor Museum in addition to the Heritage Motor Centre and the Royal Oak in Bishopstone. These venues provide focal points for clubs and individual owners but many clubs organise quite complex events such as the Cornwall Austin Seven Club who had seven start points across Cornwall and North Devon.

We truly did cover all of the vehicles we represent. 18 military vehicles were assembled in one location by the Military Vehicle Trust. Steam was well represented by a 1912 Stanley Steam car at Leith Hall and at Bressingham, a magnificent Sentinel 32-seat steam Passenger Bus, a 1901 Locomobile steam car and several steam traction engines and road rollers. This venue also hosted commercial vehicles such as a rare Barkas B1000 from the East German manufacturer of small delivery vans and minibuses and even Lance Corporal Jones' Ford van from 'Dad's Army'.

The day now acts as a stimulus for historic vehicles venturing onto our roads after the winter both before and after the event. Our past secretary, Jim Whyman, even spotted a front wheel drive Alvis whist shopping in Minehead the day before Drive It Day.

Drive It Day 2015 will be held on Sunday 26 April.

LEGISLATION

Bob Owen

VED Exemptions

The extension of the VED exemption to include 1973 vehicles seems to have gone fairly smoothly. Licence issuing Post Offices were able to issue Historic Vehicle Class Tax Discs and send off the V5C for revision to Historic Vehicle status from 1 April. Processing of V14 Forms sent to Swansea to reclaim rebates also seems to have progressed smoothly. The Federation was unsuccessful in getting the rebate to start from April, though.

Obviously it will take a bit longer for applications in respect of those vehicles built in 1973, but registered in 1974, to get through the system. Members with vehicles which they believe qualify on this basis, but who have not yet applied for Historic Vehicle status are reminded that DVLA is becoming quite demanding in respect of supporting documents, and will wish to see evidence taken from manufacturers' records unless these records can be shown not to be available.

The Federation continues to monitor the process by which the future rolling extensions announced in the 2014 Budget will be processed. It currently appears that DVLA wish to repeat this year's process, which of course does mean owners of vehicles which are entitled to the exemption will inevitably lose rebate for the first month of an unexpired tax disc, because DVLA offer only whole month rebates and application can't be made to change to Historic Vehicle status before the month the vehicle is eligible.

Discontinuance of the Tax Disc in October 2014

DVLA have currently not reacted to our comments on their proposal that on any sale of a vehicle with an unexpired tax disc, the VED registration expires and a new one has to be sought.

The proposal says the existing VED licence (even if it is for a Historic Vehicle and no actual VED is payable) will expire when the Secretary of State is notified of the change of keeper (i.e. when DVLA receives the V5C in Swansea). Neither buyer nor seller will know exactly when that is.

But the seller, because of Continuous Insurance, will need to keep his insurance in place until he is sure the licence has lapsed. The buyer will presumably not be able to get a new licence until the old one has lapsed but will need to have put insurance in place to use the vehicle after sale.

Perhaps worse, on a vehicle in respect of which VED is payable, although the seller will be able to claim a rebate on any existing VED, he will not get refund of that part of the month's VED in which the sale occurs.

Meanwhile the buyer will immediately have to apply for a licence. This seems to have the effect that some VED will be paid twice over. This looks wrong in principle.

The Federation is also concerned that DVLA do not appear to be planning for an owner to possess any actual evidence of his own. DVLA seem to consider that being on their database is enough. We are concerned that others, especially abroad, may wish to see some evidence that the vehicle is licensed, even if only a print of a computer record, and will not be willing to simply be told to visit the DVLA website.

DVLA have not to date explained how, if at all, these problems are to be dealt with. The Federation will keep asking.

London ULEZ

The Federation has now had a most useful meeting with Transport for London about their proposals for a London Ultra Low Emission Zone. The Federation is now recognised as a Stakeholder in this process and the TfL staff made clear that they very much welcome our input. They also explained fully why it is necessary to restrict the use of vehicles, especially those with diesel engines, in London to meet air quality standards to which the UK is committed.

They recognise that their requirements will tend to set a precedent, which might be followed elsewhere in the UK and indeed in Europe.

At this point, three important matters are clear:

- The final options for the requirements for the London ULEZ are being prepared with a view to opening a formal consultation in November of this year. Until then we cannot be specific on implementation dates or on the extent of the zone, though the same boundaries as the Congestion Zone seem likely.
- There will be some sort of exemption for historic vehicles. The Federation will be consulted on how that exemption is to be defined.
- This will be a charging process. No vehicle will be banned from entering the zone. The worst case for any vehicle will be that it to pay a fee to enter the London ULEZ.

Continuous Insurance

Finally a word of warning: we have come across examples of people falling foul of the Continuous Insurance provision because they do not realise its full extent. Owners, who have maintained their VED licence in force and not made a SORN declaration, have for a variety of reasons discontinued their insurance because they knew it would not be needed as the vehicle would either be off the road or covered by another party's insurance. In each case that has seemed to be the correct course to take.

But everyone should be aware that continuous insurance means what it says. If you have a VED licence in place, you *must* have insurance in place for the vehicle as well. While this might occasionally seem perverse, looked at from the point of all motorists and other road users, its simplicity is a justifiable method of seeking to ensure innocent people are not put at risk from uninsured motorists. Failure could get you an enforcement notice and liability to a fine.

EU Roadworthiness Directive

Well, the Directive on Roadworthiness Testing is now in place. From now on its implementation is in the hands of the Member States so FBHVC will be looking to encourage the Department for Transport to apply it sensibly. Following the furore about this legislation it is probably worth us bearing in mind a couple of things.

Firstly, the underlying purpose of the Directive is to improve road safety across Europe. There are of course those who would wish that the UK was not affected by anything across Europe, but that is not a debate into which the FBHVC can enter. It is necessary for us to engage fully with the system in order to achieve the best outcome for our members.

And the Directive is not solely, or even mainly, about historic vehicles. In fact its drafters have tried hard for it not to be about historic vehicles at all. So the Directive permits Member States to exempt historic vehicles from the new testing regime. It does appear that the UK Department for Transport (DfT) will exempt them.

Everyone has laboured mightily over the terms of the definition of what a historic vehicle is, but there are genuinely different views across the EU Member States as to what makes a vehicle authentic and how important actual authenticity is to a historic vehicle.

Of course the FBHVC's position was, to simplify, that if it is old and cherished it is historic, but that does not make the people wrong who think that a vehicle should be fairly unchanged to qualify. And there is a valid question as to whether our fairly liberal regime in the UK permitting wide change to engines, brakes, gearboxes and bodies might not of itself be a safety risk. There, the devil will be in the detail and every example will be unique.

On the definition, part of it really helps us. DVLA already has its 'Historic' tax status, which they will wish to stick with as already being the national recognition of a vehicle as historic that the Directive requires. Their approach is already quite sophisticated in the way, for instance, it assumes buses and HGVs will be classified by what they do, not what they are.

The issue which will face us will be to make sure the DfT finds a practical way to interpret 'substantial changes in the technical characteristics of its main components'.

DfT have already indicated that they will start by looking at safety, and if safety is not compromised they will wish to be as flexible as they can. I cannot guarantee we will satisfy everyone but we really will be making an effort to see that we have thought of as many of the problems as we can, and get them to the DfT.

Then we will be looking at testing. The test requirements set out in the Directive are the minimum standards. The UK may exceed some of them already. We simply don't know how DfT will wish to adapt the existing MoT to be compliant (which is how I am sure they will see it), but we will be concentrating on maintaining the most flexible approach to testing to make it no more difficult to test an old vehicle which has somehow not met the criterion for being 'historic', than it is now.

So this job is just starting. Depending on how DfT deal with their obligation and with their stakeholders, of whom we are just one, it might be massive, purely formal, or something in between. It could last for up to four years which is the maximum time allowed to member states for compliance. We will be taking it seriously.

If anyone thinks they have spotted a possible issue, do let me know. Many already have and I am starting to keep a list to use in support of the task. Don't necessarily expect a rapid reply as it will be a better use of my time to work up a brief for DfT than report back individually.

And one piece of advice; the less you assume that everyone in Brussels, London or wherever, concerned with the Directive is an idiot out to get us, the more seriously your points will be taken. It may interest you to know that a key official in the commission with specific responsibilities for this Directive is a Land Rover Series I enthusiast. Hardly a faceless bureaucrat then.

DVLA

Nigel Harrison has decided to step down from his position of DVLA Liaison, after a much appreciated stint of six years. I am sorry to see him go, and thank him for his patience in bringing me in a short time from a position of little if any knowledge of DVLA processes and procedures to the point where I know just enough to be useful. I understand Nigel is planning to devote more of his time to his Morris Commercial activities. On behalf of the Federation I thank him for the immense effort he has put in to this task, and the relationships he has built with DVLA staff, especially at a time when DVLA is being subject to such changes and perhaps therefore relying on the Federation more.

It is thus with great pleasure that I welcome Ian Edmunds, who has volunteered to take up the position. Ian is well known to many in the Federation, having served in various roles in the past, and has extensive motor industry experience. He also owns examples of such iconic marks as Alvis and Brough Superior, so is well placed to ensure that the issues not only of cars, but of motorcycles, are well understood. I am sure Ian will be able to build on the relationships with DVLA staff which Nigel has so assiduously furthered.

As part of his assumption of the position, Ian will be joining the Legislation Committee so will get his feet under the table pretty quickly.

I therefore look forward to working with Ian and to welcoming him into our team.

Parliamentarians Hit the Road to Westminster

Geoff Lancaster

One of the admirable facets of our parliamentary democracy and one which is so quintessentially 'British' is our system of All Party Special Interest Groups. Not only do these groups benefit from the breadth of experience of a membership drawn from both Houses of Parliament but they are, as the name suggests, entirely non-party political. They provide a refreshing relief from the cut and thrust of partisan daily politics and allow members to pursue their particular interests with those of similar interests sitting in the House.

One such group is the All Party Parliamentary Historic Vehicle Group, chaired by Rt Hon Sir Greg Knight MP. They share many of the aims and objectives of the Federation of British Historic Vehicle Clubs, the body which represents the interests of historic vehicle clubs, and as such has proved a valuable conduit for the Federation into the very heart of our legislative processes.

Each year, the All Party Group gathers together as many of its members and their historic vehicles as are available for a scenic tour terminating at the Palace of Westminster. This year's event took place on the day after Drive It Day (27 April) and chose as its starting point Bicester Heritage, the emerging restoration campus for historic vehicles and aircraft based around the former RAF Bicester.

The Federation, through its close links with the Parliamentary Group, was privileged to be invited to take part in the Run, and three cars and crews took part, the pristine 1974 Range Rover of chairman, David Whale, crewed by communication director, Geoff Lancaster, the splendid Alvis of trade and skills director, Karl Carter accompanied by his wife, and heritage director, Keith Gibbins, going solo in his Morgan Plus 8.

Bicester Heritage had arranged a splendid display and prior to lunch a tour of the site revealed much progress as new tenants move in as each of the historic buildings is lovingly restored and made available for new tenants.

Cars were flagged away from the station guardhouse after lunch at two minute intervals and in pleasant spring sunshine made a leisurely drive to Westminster. Just about every decade of 20th century motoring was represented in the convoy with the sole exception 1900-1910, and they made a splendid spectacle for the many passers-by who waved them on their way.

On arrival the cars were lined up in front of the Palace of Westminster and the MPs, Lords and MEPs chatted with passers-by and tourists keen to know more about the historic cars, many stopping to have their photographs taken with them in front of the House of Lords.

"This was an excellent opportunity to spend a good chunk of time with the legislators who have most influence on our freedoms to use the highway," said FBHVC chairman, David Whale, "Away from the pressures of the House and simply enjoying our shared interest provided an ideal opportunity to discuss the important legislative issues that are of concern to our members."

Banning all cars from rural tracks

Philip Young, Chairman, Endurance Rally Association

There are moves afoot to amend existing legislation that would in effect ban all motorised vehicles including motor-cycles from what are commonly termed 'whites' – the white roads/tracks on the O.S. maps. This follows the loss of RUPPS (Roads Used as Public Paths). The latest move is to exclude all bridle paths that have until now been used in Trials and various motoring events including rallies, of any kind, following pressure from a horse-lobbying group called Peak Horsepower. LARA, the land access and recreation lobby group working on behalf of car clubs, has been very active in trying to defend the status-quo. At stake are some long established

events that have run regularly since before the First World War, such as the Lands End Trial, the Scott Trial and other events.

It is the view of LARA that existing legislation works well enough and is a compromise aimed at ensuring all minority interests are catered for, says John Richardson, chairman of LARA: "We need to keep it working the way it is at present and hope the amendment will be rejected".

I recently organised a meeting with Lord Steel and John Richardson, and Lara are also lobbying others as the discussion is likely to come up as an amendment in the Lords this summer. Lord Steel has competed in numerous classic car timed events including the Monte Carlo Challenge, the Classic Marathon to Morocco, and touring events, driving such diverse cars as a Ford Anglia, a factory prepared Rover 3-litre, and a Ford Zephyr, and currently drives a Jaguar XJS on the more touring type of event – he is down to drive across America next year on the E.R.A.'s Trans-America event. Lord Steel has owned previously several Austin Sevens, his first car was a 1932 Morris Minor bought from a farm in the Scottish borders which was being used as a hen house.

Tyres, a postscript

James Fairchild

As a postscript to my wheel/tyre article in FBHVC News 2-14, I was pleased to hear from several readers.

I have been asked to reiterate that the most reliable way to check tyre pressures is when they are totally cold, and that even a short drive can affect pressures. There are various hand-held pressure devices out there, including some that are suitable for commercial vehicles with their high pressures. Always read the instructions, together with any notes the manufacturer (of either vehicle or tyre) supply.

I was also asked by a couple of readers to expand on the benefits of nitrogen. With respect to historic vehicles, these benefits are (in my own view) peripheral. The notion is that filling with pure nitrogen as opposed to air (that is a mix of nitrogen and oxygen) means that there is less corrosion as there is less moisture and also that there is a slower rate of pressure loss due to a different molecular structure.

For vehicles used for motorsport competition (where the tyres may be pushed near to their limit) there may be advantages including lower internal temperatures and for anything used in extreme freezing conditions, nitrogen can reduce the risk of the air inside the tyres freezing.

More information on nitrogen at: The AA www.theaa.com/motoring_advice/safety/filling-tyres-with-nitrogen.html

Popular Mechanics (US site) www.popularmechanics.com/cars/how-to/repair-questions/4302788

Royal Automobile Club of Queensland (Australian site)

www.racq.com.au/motoring/cars/car_advice/car_fact_sheets/nitrogen_for_tyres

FUEL NEWS

Matt Vincent

Possible sources of petrol free from ethanol

There have been persistent rumours for some time that Murco petrol contains no ethanol, even though this would expose the company to the risk of fines for non-compliance with UK fuel regulations, which require the use of renewable fuel blending components such as ethanol in petrol, and bio-diesel in automotive diesel fuel. However, investigation has proved a disappointment for those who hoped that they had found a guaranteed source of ethanol-free fuel. A spokesman for Murco confirmed that all of their 95 octane unleaded petrol contained ethanol at the normal 5% level.

With respect to the manufacture of the higher octane petrol generically known as 'Super Premium', Murco's 'Super Unleaded' petrol supplied from their terminals and refinery currently does not contain ethanol. The supply area for this product is approximately those Murco fuel-sales sites south of Milton Keynes. There are also a number of Murco fuel sites north of Milton Keynes, which are supplied with Super Unleaded from third party terminals, and 'Super Unleaded' petrol purchased from these may contain ethanol.

So in summary, the situation for the sale of Murco petrol is very similar to that for other household oil company names: 'Premium' unleaded petrol (95 octane) contains up to 5% ethanol, while 'Super Premium' petrol (98 octane) is frequently ethanol-free, but in some parts of the country this product too may contain up to 5% ethanol. It is our understanding that within the petrol industry 'Super Premium' grades are blended to achieve specification without the addition of ethanol, but this product may be added after the fuel leaves the refinery. Because of fuel distribution arrangements, ethanol may be added before sale, making it difficult normally to predict with any precision which blends will or will not contain ethanol. However, the Murco statement that 'Super Unleaded' petrol bought from their pumps located in an area roughly south of Milton Keynes may be of some help at present.

EU LEGISLATION

Registration of motor vehicles – EP continues its deliberations

The European Council has halted its examination of the proposal for a Regulation on the registration of motor vehicles to allow the Commission to undertake an impact assessment of the tax implications. However, the European Parliament has decided to continue with its work – it is scheduled to agree its First Reading Opinion before the May elections which means that it will go for an agreement with the Council at Second Reading during the next parliament. The Internal Market Committee adopted compromise amendments (designed to take on board some of the points previously made by the Council in their deliberations) during a meeting in March which changed one of the amendments relevant to FIVA. However, the change only relates to the application, and not the impact, of the intended effect of the amendment. The amendments are designed to address the situation where a historic vehicle does not have any registration papers and allows documented evidence concerning the date of manufacture or prior registration in another Member State to be considered to assist and permit re-registration. The definition of a historic vehicle is to be the definition in the Roadworthiness Testing Directive previously published in these pages.

The Committee also dropped the amendment which would have allowed Member States to refuse to re-register any vehicle (other than historic vehicles) which has been denied access to an environmental zone in a Member State or which has failed to comply with EU environmental standards as provided for in applicable Union and national law.

FIVA welcomes the amendments, because they address the difficulties importers of historic vehicles experience from time, and increase the chances for registration on the base of vehicle specific documentation. FIVA also welcomes the EP's dropping of the LEEZ amendment. While it had helpfully exempted historic vehicles from the provision, had it been adopted, it would have impacted negatively upon vehicles which will become historic in coming years.

DVLA Nigel Harrison

New Historic tax threshold

The method for 1973 vehicles to claim the new Historic tax threshold was detailed in the last FBHVC News. Subsequent to the publishing deadline, two things have occurred relating to this:

1. The Government announced that this would be a rolling 40 year threshold, which is of course good news. However what needs to be borne in mind is that under the present legal arrangements, there needs to be an annual amendment to the legislation to advance the threshold by one year. In these changing times, nothing can be taken for granted.
2. DVLA published the information leaflet INF34, called Taxing Historic Vehicles, dated 3/14. There are a number of differences between what the Federation had been informed in writing, and information contained in the document. These differences have been highlighted to DVLA.

Location of First Historic Tax Transaction

The INF34 leaflet indicates that when you tax a vehicle for the first time as Historic that you must apply to DVLA Swansea SA99 1DZ. The method as detailed to the Federation by DVLA was as explained in the last Newsletter:

the initial Historic Vehicle tax disc can be obtained at a motor tax Post Office, provided the V5C, V10 form, and proof of MoT are produced. This method has been proved to work. It would appear that the initial Historic Vehicle tax disc can be obtained either direct from DVLA, or from a motor tax Post Office. The advantage of the latter is that the MoT can't be lost in the post.

Incorrectly dated vehicles

The INF 34 leaflet indicates that the year of manufacture can be corrected by means of a dating letter from a vehicle enthusiast club. However, the Federation's understanding is that any dating letter needs to be backed up by either an extract from the manufacturer's record, or an extract from the relevant Glass's Check Book. If these are not available, then other contemporary information can be accepted.

Insurance certificate

DVLA is now taking over the responsibility for vehicles in Northern Ireland, so DVLA leaflets are now starting to be also applicable to Northern Ireland. In mainland Britain there is the Motor Insurance Database (MID). Because of MID and the monthly comparison with taxed vehicles, there is no need to produce an insurance certificate when taxing a vehicle in mainland Britain. However, when a vehicle is taxed in Northern Ireland, there is still a need to produce a certificate of insurance. The text relating to producing a certificate of insurance though correct, is confusing. It does not apply in mainland Britain.

Refund of remaining PLG tax disc

The INF34 leaflet appears to make the assumption that owners will wait until the PLG tax disc has expired before moving over to the Historic tax class. There is no need to wait until the PLG tax disc has expired before claiming a refund for each full calendar month. DVLA has indicated that even if the Historic tax disc was claimed on 1 April, it will not be possible to claim the unused PLG refund for April, and that the refund would only be for May onwards so the refund for April is lost.

DVLA responses to emailed enquiries

The threshold for Historic is that the vehicle needs to be built before 1/1/1974. Midway in the INF34 leaflet, it indicates that the V5C must clearly show that the vehicle was *'first made or first registered before 1/1/1974'*. The same wording, but with 1/1/73 was used on previous versions of the leaflet.

The reason that the *'or first registered before 1/1/1974'* phrase is so important, is because for vehicles where the DVLA record is derived solely from the old style RF60/VE60 logbook, which did not have a pigeon hole for the year of manufacture, there is no year of manufacture printed on the V5C and the only year recorded on the V5C relates to the date(s) of registration.

DVLA appear to have been struggling a little with the application of this policy, with applications to change the V5C being rejected in some cases with little, or incomplete, explanations.

When one owner of a 1973 vehicle emailed DVLA asking about the new Historic Vehicle tax class, the DVLA response included the following: If the taxation class is not already shown as Historic Vehicle on the V5C for your vehicle you must apply by post to DVLA, Swansea, SA99 1DZ. The V5C must show a date of manufacture prior to 01.01.1974. If this is not recorded on the V5C but the vehicle was manufactured prior to this date you will need to produce dating evidence.

The email went on to say that acceptable dating evidence can be obtained from an extract of the manufacturer/factory record or an extract from the Glass's Guide. In actual fact it is the appropriate Glass's Check Book.

As indicated above, a significant proportion of historic vehicles don't have the year of manufacture recorded on the V5C. Just working on the misleading email from DVLA an owner could reasonably assume that they would need some form of acceptable dating evidence before the vehicle could be changed to Historic. In actual fact, a date of registration before 1/1/1974 is sufficient.

Also mentioned on the DVLA email was that further information could be found on leaflet INF34, Taxing Historic Vehicles. That was a helpful nugget of information. The only problem was that as late as 2 April DVLA was still issuing a version dated 10/13, which was still had the 1/1/73 threshold date.

Fortunately the owner contacted the Federation for advice, and an historic tax disc was obtained at the Post Office.

Reincarnated Vehicles

Vehicles with a documented history – in motorsport or driven by a well-known personality - can be typically recognised by their registration numbers, and/or chassis numbers. The value of these vehicles can sometimes be on the high side. Some of these vehicles were written off in severe crashes subsequent to their moments of fame. Occasionally one these vehicles is 'found' again in a remarkably intact condition. I would expect that the majority of specialist clubs will be somewhat wary of these 'found', formally written off vehicles, and would treat any claim for that number in the appropriate manner. Possibly an age-related number application could be more appropriate.

If specialist clubs come across suspicious cases like this it would be helpful if they could send in the V765 form to DVLA with the rejection box ticked, together with an explanation on how this conclusion was deduced. This could then stop DVLA accepting a later recommendation for this number from a non-specialist club, who may not be quite so knowledgeable.

The Federation is keen to maintain the reputation of the V765 scheme. If a club is aware of any potentially reincarnated vehicles, they may wish to pass this information on to the Federation, together with some background information. The Federation will then pass this information onto the appropriate section at DVLA.

Stepping Down

Having been the Federation's DVLA liaison person for six years, and having seen how the position has evolved, I will be stepping down from the Federation once I have handed over to my successor. Hopefully the DVLA section of FBHVC News has contained useful and helpful information. Stepping down will give me more time to devote to my other interests and responsibilities relating to historic vehicles.

INSURANCE Motor Insurance for Young Enthusiasts

Peter James

Peter James is the Managing Director of Peter James Insurance and Stewart Miller Insurance and may be contacted on: 0121 506 6005.

Let us begin by stating the obvious: affordable motor insurance for teenagers and young drivers in their early twenties is an age old problem. If youngsters kick a football or rugby ball around, play cricket, tennis or any other sport their enthusiasm is universally encouraged and usually the worst that can happen is they break a window or occasionally an arm or leg. Unfortunately, when those youngsters get behind the wheel of a motor vehicle statistics demonstrate that accidents of varying degrees of seriousness will follow and however unfairly, all young drivers are tarred with the same brush.

The only way that the insurance industry can help in this situation is to try to identify the genuine young enthusiasts who will have an informed and responsible attitude towards their driving. It is vital that we do this because these youngsters represent the future for motoring interest in general and historic and classic vehicles in particular.

At Peter James Insurance and Stewart Miller Insurance, after a great deal of effort and negotiation, I believe we can at last provide competitive motor insurance premiums for driver/rider enthusiasts as young as 17 years of age. Let me make it clear, however, that having served the classic vehicle movement for nearly 40 years, this policy is unashamedly designed to help young people from within the historic and classic vehicle movement and certain fundamental conditions must apply.

These conditions stipulate that the young driver must hold a full UK driving licence and their vehicle must be at least 30 years old. They must also be a member of a recognised car club which is always to their advantage and their car may be their sole vehicle in which they will be allowed daily use to commute to their place of work or study. Limited mileage options with agreed value are both available.

For young motorcyclists, their bikes must be over 20 years old and they must be at least 21 years of age. All other conditions apply.

I do feel this approach provides a genuine step forward as we seek to help young enthusiasts. May I invite all young drivers or riders who qualify to give us a call to discuss their individual circumstances and we will do our best to set them safely on the right road forward."

HISTORIC VEHICLE THEFT – A CRIME OF OUR TIMES

Alan Colman

Alan Colman is social media manager in the communications team at FBHVC. As well as being a serial classic car collector Alan is a serving officer with the West Midlands Police Motorway Patrol Group, and the star of the reality TV show, Motorway Cops.

As we see the classic car-following community increase, virtually week after week, and the prices of the more popular classics rise dramatically, sometimes beyond belief, even the most mundane unappreciated classic is propelled into a new era of collectability and ever increasing values.

Although this is good news for our community of car-loving petrolheads, unfortunately it appears to have attracted the criminal element ready to reap the rewards of fairly easy pickings. Why?

We all know that, certainly amongst the '80s hot hatches, theft was relatively easy and many housing estates in Britain witnessed the dangerous and idiotic game of joy riding, seeing XR3s, MG Metros and Astra GTEs being flung round public roads to the acclaim of unruly teenagers in a scene reminiscent of an RAC Rally stage with the added 'entertainment' of a Police Traffic car in hot pursuit. Some of these cars are now targeted for theft a second time and this time not for fun (if such a dangerous pursuit as joyriding could ever be called that), but for easy monetary gain either by breaking the vehicles for the lucrative hard-to-get parts market or stolen to order. Sadly, I have to say, the thefts are not limited to the '80s era of classic but, as my figures suggest, vehicles ranging from 1933 to 1986.

On modern cars, entry needs to be gained to your property to locate the car keys before the thief steals your vehicle. The sophisticated electronic immobiliser and alarm systems for the most part preclude casual or roadside theft. More recently however we have seen the advent of high value vehicle thefts (Audi/BMW etc.) using easily obtainable electronic gadgets via the internet which clone keys immediately: a worrying trend. The historic vehicle usually lacks a security feature of any strength and in a vast majority of cases entry is gained and the car started using basic tools with minimal damage, although my research seems to suggest most of these thefts are by the use of a recovery type vehicle, or in some cases the cars have been towed away simply using another vehicle and a towing rope.

In the 10 months from June 2013 to April 2014 the statistics show that 243 classics were stolen with an estimated value of nearly £2.2 million and types ranging from early Austin Tens to Sierra RS Cosworths. It would appear nothing is sacred. My list includes an early Porsche 911, Jaguar E-Type, Rolls-Royce and even a Robin. It would appear everything has a value.

In this feature I'm concentrating on the four-wheeled classic, but to put this into the context of all vehicles within FBHVC's scope, a total of 973 vehicles remain unaccounted for currently for the 12 months January to December 2013. This includes cars, motorcycles, tractors, buses and a milk float (!) all registered prior to 1986.

We have already seen an increase this year in thefts of classic vehicles but it's too early to interrogate those figures. What I can tell you is that the Midlands and the South East feature quite heavily.

The Midlands in particular suffers with classic Mini theft, accounting for over 80% of the thefts nationally within the last 12 months. This prompted a BBC Crimewatch appeal by West Midlands Police last year.

The South of the country, in the counties around London, appear to suffer from a larger than average amount of RS Escort thefts. Nationally both the VW Beetle and Campervan (all types) are taken, as are Land-Rover models. Interestingly the two models which used to hold the record for being most regularly stolen over the years do feature but not in great numbers (the MGB and Triumph Stag). I have also noticed spates of theft over

short periods of a particular model: the Escort RS Turbo S1, a relatively rare vehicle, losing five of its number in a six week period.

Living and owning a classic in Wales or Scotland seems to reduce the chances of a theft as the results are quite low in comparison to England.

Sadly the owner of a beautiful Mk2 Ford Escort RS2000 lost his vehicle over the weekend of the Classic Motor Show at the NEC last year. The cherished car taken whilst parked unattended in the main car parks.

So who do we think is committing these crimes against our community? Well in some cases, as with the Mini thefts, it is certainly the work of an organised group of criminals. We can conclude this purely by the numbers of thefts and other clues which we can't divulge for obvious reasons of security. I would certainly say most are committed by at least two people purely dictated by the need to get the attacked vehicle away from the scene quickly. The offences are mostly committed during the night but quite a few are committed during the day, certainly more so with driveway or garage projects - and some have even been taken when left parked in a public car park whilst the owner spends the day shopping or at work.

The police are trying to do what they can and are now aware of the growing problem of historic car theft. As an enthusiast and a volunteer with the FBHVC communications team, I have taken a lead in the West Midlands Force regarding vehicle crime prevention and in particular reporting details of stolen classics in the social media. That's all very well and good but we need to help ourselves with some basic common sense measures as well.

Look at your car, think like a thief, think about how you would steal it, then... think about how you would prevent it or delay the offender. Yes, I appreciate that the critics will say if they want it they will have it: correct, but at least make it harder for them. Try to put the thief off.

Much of my research indicates that cars have been taken from farms or lock-ups and in one instance the vehicle hadn't been checked for a number of years before the owner realised it had been stolen. Check your car regularly - at least it will shorten the between 'last seen' and 'stolen' window. You may also discover that your car may have been prepped for theft. Typical signs are obstructions moved to prepare access, or tyres pumped up, even moving it towards a more secluded position - the list goes on. You need to check your car regularly and take action if you spot anything even vaguely suspicious.

For all owners the most basic deterrent is the Stoplock or Krooklock. These are mechanical security devices which have been around for years. Yes, they can be removed but not as easily as you think and they will force the offender to remain at the scene longer than they would like, causing more noise than they would like, and therefore increasing their risk of being disturbed and possibly apprehended.

Removing items from your car can work. Plug leads/caps or even wheels are popular components to remove. I read recently of a chap who used to remove his gear lever, an ingenious but a simple deterrent which would fox the thief. Not necessarily proof against your pride and joy leaving on a recovery truck however!

Fit an immobiliser or tracking device. Tracker, although police approved, and I can evidence some excellent results with more modern vehicles, is quite costly - but is it not worth it for the value, both monetary and emotional, of a car which you may have spent years restoring?

I have also had very good results with mobile phone type tracking systems which use cheap 'pay as you go' phones linked to a tracking/GPS site via the internet. This is a very cheap alternative but you must ensure the phone has a good battery life and you will need to have a routing for ensuring it is kept charged. If you do have cause to use it your window for recovery is limited by the battery life, a bit like the black boxes in airliners.

Now on to forensic deterrents. Two companies are approved by the Police under the Home Office Secured by Design Scheme, SelectaDNA and Smartwater. Both use a chemical substance which can be wiped or dabbed onto a vehicle, including exhaust and engine parts, and are very resilient. These products show up under UV light inspections. A sample can be tested in situ with the right equipment, or sent to a forensics lab

for analysis. This will quickly reveal the rightful owner's details, which are held on a central secure database. Each marking kit has a unique chemical code, just like the DNA in all of us, except this is a synthetic version.

Working on behalf of West Midlands Police, I have liaised with SelectaDNA to develop and tailor their product for use on historic vehicles. Each kit has sufficient fluid to mark between 50-60 different locations on a vehicle, and it comes with plenty of stickers to apply in and around your car to discourage the thief. If the vehicle is stolen and recovered, either complete or in parts, the police will most probably be able to quickly identify it through the forensic substance.

Criminals really do not like this stuff and it may be the presence of the warning 'forensically marked' stickers that is enough to prevent a theft. It has been adapted from a product designed for use on 125cc motorcycles. Look at the abuse they get in all weathers. If it's durable for the 125cc motorcycle it's definitely suited to historic vehicle use. Beaulieu and Coventry Transport Museums both use the SelectaDNA marking kits on their exhibits.

The factor with which only ourselves as historic owners can empathise, is the emotional issue attached to historic vehicle theft. Many of us have collected our cars over many years. They are cherished almost as family members since as long as we can remember. They have been a labour of love over many years and all of a sudden the memories are all you are left with!

Sue Belcher, a lovely warm lady from Birmingham, had her 1990 Mini 25 stolen from right in front of her eyes, off her drive, whilst washing the dishes in the kitchen. She had owned the Mini for 25 years and her family had many happy, and some sad, memories attached to the Mini - all taken away in a split second never to be seen again. A very sad story. On my advice, following the purchase of a replacement Mini, Sue has fitted appropriate security measures, including a tracking /immobiliser system.

Another example which is interesting is the case of a Ford RS 1800, one of just nine road cars ever made and valued probably in excess of £100,000. It was stolen in September last year, clearly not a car to be broken because of its rarity and the difficulty of passing the parts on. We have to conclude that, not unlike unique artworks, this has gone to a private collector to be hidden away. If this is so, it could be a sign of things to come, and implies that even museum collections could become a target. Beaulieu and Coventry clearly think so.

So are these historic vehicles being recovered? The answer is unfortunately that none of the 243 stolen to date this year none have been recovered. I can only assume they have been broken for parts, to enter the lucrative parts market, or shipped complete abroad to satisfy the needs of the booming classic car market in Eastern Europe or further afield. Until we have evidence to suggest otherwise, these are the only theories we have at present.

Let me finish, and this is not a lecture but an appeal to your integrity as historic vehicle enthusiasts. You need parts for a restoration and an internet auction produces those said parts. You go to pick them up and it's an Aladdin's cave of rare parts at good prices. You think it's downright dodgy and the seller is cagey about the origins of those parts. What do you do? After all, it could be your parts they are selling one day! Just like the drugs market, if the supply of buyers dries up then the thefts diminish. Products like SelectaDNA also make the business of receiving stolen parts very hazardous especially now that sentencing tariffs for receiving are as severe as those dished out to the original felon.

We need to be vigilant and help each other look out for cars being collected by recovery trucks. Maybe take a picture on your phone, especially if it's in the middle of the night. And if you see something suspicious phone 101 or 999 and report it. If it's a bona fide recovery it doesn't matter. At least you did something about it. If the police can't get to you, then at least the call is logged somewhere and your statement may be a vital piece in the jigsaw later down the line. Use your internet forums and social media to get thefts of classics publicised and try to use pictures with the posts, it really helps. Forums have successfully been used to good effect in the recovery of stolen classics.

I hope this all this helps you not to become a victim of this growing trend. Below is a link to the story of a very interesting theft, of an extremely rare car, the Ford RS 1800 to which I referred above.

<http://www.surreymirror.co.uk/Valuable-Ford-Escort-stolen-Smallfield-garage/story-19916808-detail/story.html>

If you have any questions drop me an email at alanjcolman@googlemail.com or call me on 07888 655102

Federation Adopts SelectaDNA as Approved Vehicle Security System

Geoff Lancaster

Following tests and desk research the Federation of British Historic Vehicle Clubs has endorsed its first vehicle security device. At its heart, SelectaDNA uses traceability and deterrence as its weapons against car thieves.

Each SelectaDNA kit is unique to the vehicle to which it is applied, can be applied by even the most inexperienced home mechanic, and in only a matter of minutes your cherished historic vehicle and its component parts will carry a unique DNA code for life.

This DNA code is held on a central database to which all UK Police forces have access. These forces can identify the presence of SelectaDNA on a vehicle by simply exposing it, or components from it, to ultra violet light. Having established by this means that SelectaDNA is fitted there are two ways the stolen property can be traced to the owner. The kit includes a small pot of colourless fluid into which is suspended tiny microdots. These microdots carry the DNA code and can be quickly read by the police. If for some reason a microdot is not present, the fluid itself carries the code which can be retrieved under forensic analysis.

This level of traceability is very powerful in deterring a criminal from touching a SelectaDNA marked vehicle. Moreover with sentencing tariffs for receiving stolen goods now the same as those for the original felon, those unwise enough to acquire components that have been marked could be in for a very nasty surprise when the boys in blue come knocking with their UV torches.

The kit also includes window stickers announcing the presence of SelectaDNA. Once applied it is very hard to spot the marking other than under UV light and the manufacturer recommend applying some of the fluid in hidden areas such as behind bumpers, inside doors and in inaccessible areas of mechanical components., so the stickers serve to warn potential felons to move on and find an easier, less risky target for their unwanted attentions.

FBHVC chairman, David Whale, busily restoring one of the pre-production Mini Mokes in time for the vehicle's 50th anniversary this year, has applied SelectaDNA during the rebuild, "By applying the fluid to components as they are assembled I have been able to comprehensively secure every major assembly" he says, "Should the vehicle be stolen and broken for parts, I have every prospect of recovering the components and absolutely no problem identifying them as mine as the DNA code will link them to me through the national database."

In fact it is extremely unlikely that David's Moke will be stolen in the first place. As Federation social media manager, and serving West Midlands Police motorway patrol officer, Alan Colman adds, "Through national press and TV promotion, the power and effectiveness of Selecta DNA is well known to the criminal fraternity. In addition there have been a number of high profile convictions and news of these travels in the underworld. In fact, says PC Colman "Of all the cases brought to court where evidence has been based on Selecta DNA, there has been a 100% conviction rate."

The product has an impressive list of endorsements including the Home Office Secured by Design accreditation, and it has been tested by Thatcham Research (they maintain quality assurance procedures) and personal details are held on an LPS1224 database, as recommended by ACPO (Association of Chief Police Officers). If further endorsement was necessary, the product is used by UK Police forces themselves on their own vehicles.

Having reviewed most of the available products in the market place, the Federation concluded that this product offered the best combination of security and value for money. It truly is a 'fit and forget' system with no annual subscription, as with other products, and it is even transferrable to a new owner should you sell the vehicle. I'm pleased to report that our president, Lord Montagu, was so impressed with it that he has had it applied to all his cars, and he has, as you undoubtedly know, one or two quite rare ones down in Beaulieu!

FBHVC has been so impressed with the potential of Selecta DNA to reduce crime in relation to historic vehicles, that it has negotiated a special price for members of FBHVC affiliated clubs. You can apply for as many kits as you want so if you have a collection of vehicles they can all be protected. So for less than £30 (including postage and packing) you can have the reassurance of one of the most sophisticated anti-theft systems available. We truly believe that this product can play a major part in curbing the current growth in historic vehicle crime.

Simply complete the form below and return it to FBHVC with your cheque, debit card or Mastercard/Visa credit card.

Footnote:

Many thanks to Brian Harris for allowing us to use his lovely Mk5 Jaguar and for demonstrating how easy it is to add security to your cherished classic. Brian has a collection of historic and modern vehicles and plans to take advantage of the FBHVC offer and will mark all his vehicles. He is a member of several FBHVC member clubs.

**SelectaDNA Advanced Forensic Marking
ORDER FORM**

Please send the form with your payment to FBHVC Sales, Holly Berry House, Hamstell Ridware, Staffs. WS15 3SQ or *sales@fbhvc.co.uk*
NOT THE FBHVC OFFICE ADDRESS

Please supply units at £29.90 each (inclusive of VAT, post and packing). Total £.....
Your order will be delivered by 'Signed for' post.

Name:..... Club name and membership no.....

Address:.....
.....

Daytime phone number:.....

I enclose a cheque payable to FBHVC for £ or please charge the MasterCard/Visa card noted below with this amount. (We can only process MasterCard or Visa debit and credit cards.)

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TECHNICAL AND EVENTS

Tony Davies

The good weather seems to have arrived at last and events seem to be better supported this year than they have been for a few years now.

The recent Scottish Malts had 56 cars entered and the Three Castles (4-7June) had around 80. The HRCR one-day series is also doing well with most events fully subscribed well before the closing date for entries.

If something less adventurous is for you then try the Cotswold Economy Drive (10 August) or have a look at the HRCR website (www.hrcr.co.uk/Scenic_Tours) and the Retro-Speed website (www.retro-speed.co.uk) where you will find information on these and similar low-key, but nonetheless very enjoyable, runs.

In addition there are plenty of other events on which to get out and enjoy ourselves. These include HERO's Summer Trial this month (www.heroevents.eu/Events/SummerTrial), a straightforward introduction into classic rallying especially designed for beginners to put a toe in the water. Or if you prefer the near continent, maybe the French Revolution (<http://conquestevents.co.uk/site>) is more to your liking. Both of which are good social events as well as providing a level of competition.

Another new event this year is HERO's 1000 Mile Trial for pre-war vehicles in July (www.heroevents.eu/Events/thousand_mile_trial) that sets out to emulate the original 1000 Mile Trial of 1900. The original version took 23 days to complete but this year's re-incarnation will take only seven. How times have changed!

Looking a little further ahead to the return of the darker evenings why not give the Classic Rally Association's Rally of the Tests a try in late October/early November (www.craevents.eu/Events/rally_of_the_tests/rally_of_the_tests_2014). It's a great event with a mix of navigation styles and some driving tests thrown in to keep the drivers happy.

Changing tack a little I have been asked to join the Technical Inspection Team for this year's Mille Miglia in May so keep your eye out for the next Newsletter where I might have a tale or two to tell!

Meanwhile also on the technical front a few competitors seem unaware of the recently introduced requirement that drivers must have a spill kit as part of their portfolio of bits and pieces during events. These are now required in case oil leaks on to a car park whilst the car is parked for any length of time. Hotel or pub owners cannot be expected to foot the bill for our oil leaks so be warned that scrutineers will be checking to see that you have one.

Scenic Tours, Social Runs and Touring Assemblies

Chris Hunt Cooke

The Motor Vehicles (Competitions and Trials) Regulations 1969 forms the basis under which the MSA (formerly the RAC MSA) is given the power to authorise events on the public highway, and the Secretary of State is given the power to make this Statutory Instrument by s.13 of The Road Traffic Act 1988. This refers to 'competitions and trials' so if an event does not fall within that description, the Act and Regulations simply do not apply. The Act does not define the words, so we have to fall back on ordinary English usage. Collins Concise Dictionary defines to compete as 'contending for profit, an award etc.', and defines competition as the act of competing. 'Trial' in this context is defined as a competition.

Called by whatever name, scenic tours, social runs, touring assemblies etc. are one of the most popular activities of all vehicle clubs, consisting of an assembly at one or more points and following a prescribed route to a designated finishing venue. FBHVC is often asked what permissions, if any, are required to organise one of these events. The answer depends on whether the organiser is a club registered with the Motor Sports Association (MSA) or not.

MSA Registered Clubs

Provided that there is no element of competition involved in the event, and certain other conditions laid down by the MSA are followed, the event is exempt from MSA regulations and no route authorisation is required. Clubs may be granted a Certificate of Exemption from Regulation provided application is made to the MSA no later than four weeks prior to the announcement of the event. Application is very straightforward and may be done electronically; a fee is payable.

A flow chart of whether a CoE is required is available both on the FBHVC and MSA websites and has previously been published in the FBHVC News.

Other MSA conditions are: while pre-arranged check points may be provided, there must be no requirement to visit them, other than a requirement to report at the final destination no later than a certain time, and no individual timing except for the purpose of preventing vehicles going too fast or too slowly. There must be no awards given of any kind, other than for activities arranged at the finishing point.

Other Organisers

Provided there is no element of competition, there are no formalities at all.

Competition

For all organisers, it is therefore very important that no type of competition is involved. Obviously this would include classifying vehicles according to adherence to a time schedule, or distance travelled or anything else resulting from their performance on the road, problem-solving events, or treasure hunts. What it is not so obvious is that finishers' awards should not be given out, because this too is distinguishing between participants based on whether or not they have successfully arrived at the final destination. If there is to be some memento given to participants it should therefore be given to all, and the most practical way of doing this may be at the start of the event.

Any road event that is competitive must be authorised by the MSA which has been designated by the Secretary of State for Transport for that purpose, this applies to both MSA registered clubs and other organisers. Events restricted to twelve cars or fewer and some other events are automatically authorised but MSA clubs do have to comply with some MSA requirements. Any person organising or taking part in an event which has not been duly authorised is committing an offence under the Road Traffic Act 1988 and is liable to a fine of up to £1000 on conviction.

TRADE AND SKILLS

Karl Carter

Craft Apprentice of the Year Award

There is still time to get your application submitted if you have an outstanding trainee/apprentice. In conjunction with The Worshipful Company of Coach Makers and Coach Harness Makers the competition is open to all trade members with an award of £3500 for the most outstanding entry and circa £1500 for the runner-up.

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

FBHVC Vehicle Restoration Apprenticeship

Since the last report two months ago the new vehicle restoration apprenticeship has been making excellent progress and we are now very confident that the course will get full accreditation in time for colleges to launch the course in September this year.

The apprentice framework has now been completed and the expert group from restoration businesses has met for the final meeting to sign off the documentation before submission to OFQUAL which is the government accreditation body.

The course content is also nearing completion and the modules are being reviewed by the specialist group that has been involved with the course content since November last year.

The plan is to complete all the documentation for submission to OFQUAL by mid-May and we get the approval for the course by mid-June.

FBHVC attended the Practical Classics Restoration Show at the NEC on 12-13 April and it was very pleasing to get lots of interest from both traders and possible future students for the apprenticeship course. Danny Hopkins, the editor of Practical Classics magazine interviewed us on the stage at the show and this was well received and followed by more inquiries about the scheme.

Look out for the announcement about the accreditation which will be the start to providing the skills we need for the future of our business.

FIVA Research project

FIVA, the Fédération Internationale des Véhicules Anciens, which represents the historic vehicle movement globally, and of which the Federation is the UK member, is in the course of undertaking a research survey in 15 EU countries. This survey is now drawing to its close at the beginning of June. All member clubs who receive press release will have been alerted to it some time back.

Research has long been a fundamental element of the Federation's strategy; it enables us to value the historic vehicle movement in monetary, social and political terms and provides data to inform political debate and discussion.

Members will be familiar with the research and impact studies conducted with the University of Brighton and Historic Vehicle Research Institute and we regularly use the data valuing the historic vehicle movement in the UK at £4.3 billion annually and supporting 28,000 jobs.

Readers will also have seen reference to the Federation's initiative to launch an OFQUAL accredited course in historic vehicle restoration and we will announce this programme very soon. In order to meet government criteria we commissioned research earlier this year by a member of our Trade and Skills Committee, Dr Cedric Ashley, to determine the specific information required to support our apprenticeship application.

It may be argued that with all the work undertaken by the Federation - is it necessary to participate in more research? The answer is "yes", the FIVA programme will be critical to ongoing discussions with the EU parliament and initiatives such as the EU Roadworthiness Directive have a direct impact on our use of historic vehicles in the UK.

WELCOME Welcome to the following traders who have recently joined the Federation as supporters.
Event Exhibition & Design Ltd
Soda Blasting Ltd
XKJ Independent Jaguar Specialist Ltd
MacPherson Woodcrafts

HERITAGE

The heritage team at FBHVC has launched the first in a series of short videos which will feature museum members of the Federation. Entitled Heritage Matters, the first programme is five minutes long and features the world's first purpose-built banked motor racing circuit, Brooklands. The new video had its premiere on the YouTube Channel and will shortly feature in a new Heritage Matters video archive on the FBHVC website. In the meantime you can go to YouTube and search for 'Heritage Matters-Brooklands'. Work has started on the second video which will feature the National Motor Museum at Beaulieu.

DRIVE IT DAY®

We think this was the best ever Drive It Day®, thanks to support from all our member clubs.

No set route, no times, the day was meant for drivers and riders to use the highways, be seen, and acknowledged by the general public. Brooklands, Gaydon, Cotswold Motor Museum, Lakeland Motor Museum and Bressingham Steam Museum were enthusiastic about supporting the day and were designated 'way points'.

The meet at the Royal Oak at Bishopstone has also become a traditional and much loved venue and this year the landlord awarded a generous cash prize for the 'vehicle you'd most like to take home' – won by the Mercedes 190 pictured.

The way points were manned by FBHVC board and heritage committee members who all reported a very busy day with a huge variety of vehicles. The busiest of these was the Lakeland Motor Museum where the 150 space car park was full right up to 4pm. An unquestionable success all round!

How do we all follow that next year? We'd like your suggestions!

Next year's Drive It Day® will be Sunday 26 April 2015.

CLUB NEWS

David Davies

It is that time of the year once more and I am resigned to my falling for at least one April spoof in the current observations.

First of all, some genuine reasons for celebration. The **Southern Daimler and Lanchester Club** remind us that the Nash Metropolitan celebrated its diamond jubilee in March. The **Routemaster Association** is planning to assemble 100 of these splendid beasts at Finsbury Park on 12-13 July for its diamond jubilee celebration. The **Aston Martin Owners Club** tells us that the 20th anniversary of the DB7 will be celebrated at Silverstone on 25-17 July. The **Vanden Plas Owners Club** is celebrating the 40th birthday of the 1500 this year. The **Wolseley Register** plans to celebrate its golden jubilee by re-enacting the round Britain journeys undertaken by H.V. Morton in the 1920s. 80 years of 'Traction' is to be celebrated at Parc du Chateau, La Ferte-Vidame, Eure & Loir, France, over the weekend 13-14 September by the **Traction Owners Club**. The **Rover P4 Drivers Guild** will celebrate the 50th anniversary of the end of P4 production on 27 May.

It is a sad reflection on the times we live in when the magazine of the **British Two-Stroke Club** considers it important enough to include a useful article on shed security.

Statistics published in the magazine of the **Wirral Classic Car Club** suggest that whilst E-Type Jaguars appear to have a survival rate of some 28% the Austin Allegro and Maxi are on the verge of extinction with survival rates of 0.07%.

The newsletter of the **Vauxhall Owners Club (1903-1957)** reminds us of the International Vauxhall Meeting in Switzerland on 6-9 June.

More on fearsome Christie racing cars from the **BSA Front Wheel Drive Club** who have a photograph of the beast. It would appear that the driving technique was to go hell-for-leather along the straight, then turn off the engine, coast through the corner and then turn the engine on again. Failure to do this usually resulted in carrying on in a straight line due to the lack of a differential

The **Citroen Car Club** magazine has a detailed exposition on hydropneumatics, which have long been a feature and source of myth and legend concerning Citroens.

The **National Street Rod Association** magazine takes us back to 1964 with a copiously illustrated exercise in nostalgia.

The front cover of the **Sunbeam Talbot Darracq Register** has a photograph of the resuscitated 350 hp Sunbeam at the National Motor Museum at Beaulieu. Inside, there are some thought provoking observations on preserving and polishing our steeds.

The **Tame Valley Vintage and Classic Car Club** newsletter tells us that the prototype Cord cars of 1929 had a turning circle of 42 feet. This had to be overcome and the introduction of CV joints reduced this to 21 feet.

If you are the custodian of a 2CV Citroen and you have an itch to travel, there is a very comprehensive list of European activities listed in the **Deux Chevaux Club of GB** magazine. If you do not wish to be so adventurous, the International Rally will take place near Chelmsford over the weekend 1-3 September.

The **Bullnose Morris Club** magazine has a feature on the tool kits provided for these cars. Prominent in the inventories are substantial hammers and cold chisels.

The **Berkeley Enthusiasts Club** newsletter has an illustrated article on the Berkeley Caravette, a micro caravan introduced in the 1950s. How many survive?

Staying with caravans, the **Imp Club** magazine has a review of Roger Ellesmere's book on British Caravans before WW2. We are also reminded of the Imp National Weekend at Huntingdon Racecourse on 31 July-1 August.

Another National Day, this time it is the **Singer Owners Club** at Dover Castle on Sunday 29 June.

The **North Norfolk Classic Vehicle Club** magazine has some reminiscences of the USAAF airfields in Norfolk including the destruction of hundreds of ex-USAAF bicycles at the end of the war. This was done to help the British bicycle industry recover after the War, if these steeds had survived, Raleigh, etc. would have had a hard time.

The **Hare and Hounds Classic Vehicle Club** magazine has a thought-provoking article on whether or not one should apply grease to wheel nuts.

As a follow-on from the last piece, there is more information on automobile fuses in the magazine of the **Bristol Austin Seven Club**.

There is a detailed account of another End-to-End excursion in the **Francis-Barnett Owners Club** magazine. The writer's 225 cc machine used 20 gallons of fuel and six pints of two-stroke oil for the 1451 miles.

The **Octagon Car Club** magazine has an account of a disturbing and potentially very serious incident involving a dehumidifier which caught fire. The magazine also has a useful and informative article on nuts, screws, washers and bolts.

The **Daimler and Lanchester Owners Club** journal tells us that Peter Meyr, of Germany, has produced a 174 page book on the Wilson preselector gearbox - available in both English and German.

The bulletin of the **Alvis Owner Club** has an interesting article on the surprisingly large number of Alvis cars used by the police in the 1930s and also the Alvis cars that featured in some of the most sensational crimes of the period.

There is an article singing the praises of the Ariel Leader in the magazine of the **Ariel Owners Motor Cycle Club** promoting its suitability for the more 'mature' rider.

There is an account of a remarkable tramway that connected the Hellingly Hospital with the main line at Heathfield which disappeared some 50 years ago in the **Eastbourne Historic Vehicle Club** magazine.

Diagrams of those mystical devices, the Autovac and the SU Petrolift appear in the **Riley Register** bulletin.

A bouquet for the DVLA from a member of the **Velocette Owners Club** who imported a motorcycle from Australia and who negotiated the NOVA and registration hurdles with the minimum of hassle. There is also an in-depth article on the various designs of piston that have been inflicted on Velocettes over the years.

There is an interesting article on dry ice blasting as a cleaning technique in the **Gay Classic Car Group** magazine together with a well-illustrated article on the Pan American Airways Clipper of the 1930s, when flying was a thoroughly civilised means of transport. The ultimate version of this was the Boeing 314 of 1938 which carried 74 passengers in unheard-of luxury. A full-size replica is on permanent display at the Flying Boat Museum, Foynes, Co. Limerick

The magazine of the **Association of Singer Car Owners** has an informative article on the high tension magneto and a favourable review of Richard Hoare's new book on George Singer, his life and times.

There is an article on a copy of the Cobb Napier Railton which is nearing completion in the **Classic and Historic Motor Club** magazine.

For those of you who have run into problems with them, there is an explanation of the subtleties of BSA gearboxes in the **BSA Owners Club** magazine.

An observation in the newsletter of the **Colchester Vintage Motor Club**: 'Buy Ordnance Survey maps- they will tell you everything you need to know – except how to fold them up again'.

There is a (brief) account of the 20,000 km 90 day drive around Australia in 2013 in the **Morgan Sports Car Club** magazine.

There is an extremely useful article in the **Morris Minor Owners Club** magazine on what to look out for when buying a Minor.

Minis, and new MINIs, of every marque, model and variant will be welcome at the Beaulieu National Motor Museum on 8 June for the **Mini Cooper Register's** 28th annual show.

To celebrate his 65th year and the 90th year of his bike the chairman of the **Brough Superior Club**, John Wallis will be attempting to ride it around the coast of England, Scotland and Wales. The trip is likely to be at least 4000 miles over 3-4 weeks starting 25 June. The aim is to raise funds for Comic Relief – more information is at www.bs90thcoastride.com. All the money donated will go to Comic Relief. His father, Albert, bought MR403 for 10 shillings (50p) in 1961 after locating it in an allotment in Kettering and dug it up from underneath some rotten vegetables, etc. It was restored and given to John in 1972.

WELCOME

Welcome to the following clubs who have recently joined the Federation
Classic Vehicle Enthusiasts Group
Cornwall Classic Car Club
Essex Historic Military Vehicle Association
Pre-1950 American Auto Club
York Historic Vehicle Group
Z Club

This brings the number of clubs to a record 235, representing over 257,000 individuals.

SUBSCRIPTIONS

Subscription renewals for clubs, museums and individual supporters fell due on 1 June. (Trade supporters all renew at the end of December.) If your newsletter address label contained the words 'Subscription due' please do contact the secretary with your payment as soon as possible – the cost of sending a reminder will only add to our costs and therefore the subscription amount next time! We can accept cheques, credit cards, or better still debit cards, as well as bank transfers. If using a bank transfer please do also send us notification – we are collecting almost 1000 payments and it is very hard to sort out whose is whose sometimes.

Finally a plea to clubs, please do send back the *whole* form to the office, not just the anonymous bottom half, and note that we do need a copy of the renewal form with the declaration of club member numbers whichever payment method you choose.

SITUATION VACANT

Geoff Lancaster's communications team has a vacancy for a webmaster to assist keeping the FBHVC's website fully up to date. Applicants should have a good working knowledge of maintaining a website and also be

available to process urgent updates to the site at short notice and to answer IT related technical queries and solve minor problems. Access to a reasonably fast broadband speed is essential as there are often a large number of photos to upload. Please contact commsdirector@fbhvc.co.uk to apply, or for more information.