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### **About FBHVC**

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

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

There are over 540 subscriber organisations representing a total membership of over 245,000 in addition to individual and trade supporters. Details can be found at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) or sent on application to the secretary.

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### **EDITORIAL**

Geoff Lancaster

This issue of the FBHVC News is rather later than scheduled. We have done this consciously as just prior to the planned date for publication events surrounding the registration of historic vehicles and the issuance of age related numbers took quite a dramatic turn. We therefore took the decision to delay publication until after two key meetings. The first was a scheduled meeting with DVLA, but coming as it did immediately after DVLA had sent out over 100 requests for verification of vehicle age to owners who had previously been issued an age related registration, the outcome of this meeting was obviously of immense interest to our members. The second meeting of significance came less than a week later and was between FBHVC and our Parliamentary interface, the All Party Parliamentary Historic Vehicles Group. This was a particularly timely meeting coming as it did so soon after our DVLA meeting. Both meetings are referred to at length in the Legislation reports in this issue but it is worth recording that our volunteers, particularly the members of our Legislation Team have worked tirelessly and continuously on the detailed research and preparation for these two highly significant meetings and on the preparation of the reports in this issue.

The small delay in publication has allowed these meetings to take place and also provided the opportunity for us to report back to our members in some considerable detail. Prior to this comprehensive reportage we have attempted to keep you informed through our electronic channels, the website and our Facebook page. The statistics showed a huge spike when we started reporting on this issue which is a measure of the strength of feeling out there. We will continue to report as the situation develops so if you haven't already started using these electronic channels, now would be a good time to enrol. [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

## **UK LEGISLATION DVLA**

### **Correcting Registrations**

Bob Owen

The Newsletter is a little late this time, because we have delayed it so we can report properly on the issues arising from the letter, which many of you will already have seen and which is reproduced below.

I am afraid I am going to go on at some length but I feel in view of all that has happened it is essential that you all understand where we are and how we have got to this position.

We have to start from some principles. I have had to read up on some archived papers fully to understand the whole situation, and here is what I have found.

The record shows that the Federation first agreed to become involved in what became the V765 Scheme in 1990. We did so because the setting up of a formal scheme to enable vehicles to be reunited with their previous registrations was very much in the interest of our members, not only of prestige vehicles, but of all the rest as well.

As the scheme developed it was expanded to permit vehicles which could not, for a variety of reasons, obtain a previously held registration, but were clearly historic, to be allocated a registration which generally reflected its antiquity.

Authenticity was very important from the outset. It has always been clear that the Federation does not and will not support the representation of modern replicas, however well produced or true to the originals, as being actual historic vehicles. They are not.

I think I should quote verbatim from the last paragraph of an internal Federation note dated 30 April 1990 defining the basis of our involvement, because it is very relevant: *'the above [Federation involvement in the scheme] is necessary because ... problems could arise if registration numbers are issued in any way that is not absolutely above board and able to withstand any investigative scrutiny...'*

I wish to make it clear to all members that the Federation's actions in the recent past have been totally in accord with our obligation to support this position, which we clearly undertook in 1990 on behalf of all, not just a section, of our members.

Two circumstances would appear to have come together to create the position the Federation now finds itself in.

Firstly, the DVLA decided to close its Local Offices in the cause of efficient government and centralised its records, including records of V765 and age related registration applications. As a consequence it was able to work to ensure consistency in its approach to the subject of the allocation of historic registrations.

Secondly, a specific example came to the attention of DVLA which suggested that, in at least one case, a registration had been issued based upon information which was not totally correct. They examined their records and were of the view that there might possibly be a pattern concerning a single marque of vehicles. They were also of the view that the problem they thought they had identified was unlikely to be limited to a single marque. They thus involved the Federation through their usual channels.

The Federation at the direct request of DVLA took two actions. Firstly it recommended an FIA qualified scrutineer who examined one vehicle in the presence of a representative of the club concerned with the marque.

Secondly, we advised DVLA that, from a publicly available source, a number of examples appeared on the face of it to be worthy of examination.

The outcome of the inspection does not concern us here, nor did the Federation get involved further in any detail of any of these examples.

The Federation takes the view that both of these actions were required of us in pursuance of the position of a 'guarantor', on behalf of the historic vehicle movement, of the V765 and related schemes. We are aware that there are those who disagree but our conscience on the matter is clear.

We were briefed by DVLA that they had taken account of the examples which we had noted, and found a significant number more on their own account, and would be contacting the keepers of these vehicles. We don't know who these individuals are.

We are bound to note that, rather than work with us, the marque club has taken steps to limit our involvement in the general question. In view of the certainty that the DVLA investigation will expand to other marques this might be thought questionable from those who clearly have a sectional interest.

DVLA has kept the Federation aware of the generality of its investigations and the course of action it was proposing to take, which, it will be recalled, was expected to affect owners of other marques and was therefore the proper business of the Federation.

We have, perhaps unfortunately in the light of events, not kept our members as fully aware of our discussions with DVLA on this matter as we might have, in an attempt not to embarrass clubs which might be directly involved.

At the end of June a briefing note was widely circulated by the marque club warning of the DVLA letter, which no one other than DVLA and the club had apparently at that time seen. The note summarised fairly accurately what we understand to be the policy approach of the DVLA. It also stated that DVLA would write to the keepers of all their vehicles. It did not include any detail of the letter.

The note was addressed to 'Owners of ... and Historic Vehicles' which strongly suggests that the club had taken it upon itself to become the negotiator with DVLA on behalf of the entire historic movement. This possibility had most certainly not been discussed with the Federation despite the Federation's obvious involvement through its formal position in the schemes.

Addressees were invited to seek confidential briefing from the club. According to at least one forum reporting on a briefing, it was suggested that DVLA were planning to send the letter to the keepers of all historic vehicles as a method of creating a definition of historic vehicles for the purposes of the EU Roadworthiness Testing Directive. We must assume that the person briefing was reflecting a view expressed from within DVLA or DfT, but it most certainly did not represent any policy promulgated by either of them in any official way.

This suggestion, from wherever it emanated, has received very wide circulation and has caused a high level of concern among our members.

On 3 July we finally received the text of the letter from DVLA. This was the same day as it was sent to the keepers of first marque investigated.

The text is clearly designed to be capable of being sent to other marques. We will not speculate why, but we need to make absolutely clear that the Federation had no prior knowledge of either the general approach or the precise terms of the letter. We think this very unfortunate and will continue to try to establish how it came about.

On 9 July we had a planned meeting with DVLA.

Obviously the first item on the agenda was this letter. We made clear we were commenting having had no prior knowledge of, nor input into, its terms. We asked directly if there was any intent to send a letter in these terms to all keepers of historic vehicles.

They assured us that there is no current intention in DVLA to send this letter to all keepers of historic vehicles.

In DVLA Policy's view the letter was entirely focused on the sorting out of 'incorrect' registrations. They did not identify any connection between this letter and the EU Roadworthiness Testing Directive.

As you will know, one of the ways the Federation looks after the interests of its members is that we are the body invited to have regular meetings to brief them on the development and applications of laws and relations with the All Party Parliamentary Historic Vehicles Group. We have just had our first meeting with APPHVG since the General Election.

We discussed our concerns fully with the Group. We can assure our members that the Group were clear that sending a letter in these terms to anyone except the keepers of vehicles which might have been incorrectly registered would be to open up a great number of questions about the propriety the questions it implies and to create an immense problem in DVLA as to how it would deal with the many and varied responses which would be received. We know they will be taking the matter further on our behalf within Government.

Any attempt to create a new definition of vehicles of historic interest in the UK would clearly be a major issue on any such consultation and the Federation would expect to be fully involved in the planning of any exercise to do that. To date it has not been suggested to us.

Just to be very clear, the Federation is fundamentally opposed to the issue of such a letter to all keepers of historic vehicles, especially if it were to go to the keepers of vehicles which have always had their registration and have thus, right up to today, been subject simply to the usual obligations of roadworthiness and to keep DVLA advised of any changes which are needed to keep the V5C Registration Certificate correct.

We know that the concern of members about this alarm was that if the letter were to have been sent, it could have resulted in many cherished vehicles, which had over the years been perfectly legally reconstructed, restored, reconstructed and improved suddenly being retrospectively deemed unworthy or at worst illegal and banned from the roads. And this might have happened on grounds established by DVLA of which no one has any knowledge.

Be assured the Federation would be out there leading the fight against any such proposal.

As we mentioned, one of the suggestions was that this was connected with the EU Roadworthiness Testing Directive. For this to be the case, it would have to be included within the overall work on Roadworthiness Testing, which we know is being progressed in the Department for Transport.

The entire proposals on the application of a changed Roadworthiness Testing regime to apply the Directive will have to be the subject of a full formal consultation, in which the Federation, and indeed any other interested body, will be fully entitled to participate.

So any implication there may have been, or that members may have formed, that the Federation is not involved in the overall question of 'incorrect' registrations, or that it has not been doing all in its power to protect the rights of all of its members, is simply incorrect.

## **A DVLA Problem**

Bob Owen

Ian writes at length in his pages on the detailed aspects of evidence for V765 and age related registrations and its interpretation in DVLA. But I wish to say something more general.

Sometimes it is only after a little while that one realises there might be a problem. And I think that time has come.

The Federation absolutely understands why DVLA have felt a need to tighten up their procedures and ensure consistent approaches following the shutting of the Local Offices and the other much publicised problems I have referred to above.

But I know several members, especially those used to approaching DVLA to obtain registrations for their members' vehicles in a completely honest and open manner, are becoming distressed at not being quite clear what they are supposed to do, whether what they have always done will still be acceptable and, worse, whether DVLA trusts them anymore. And we have not always been able to advise them as clearly as we would like.

This has most certainly arisen from changes being produced in a piecemeal manner and not always promulgated in DVLA paperwork in as clear a manner as members of the public dealing with Government have the right to expect. We have taken this up with the All Party Parliamentary Historic Vehicles Group and we will shortly be approaching the people we deal with in DVLA to ask that we work together to get everything put onto a clear and unambiguous basis. The Federation really wants to work with DVLA to get the best and fairest possible responses for our members and we feel this will be the way to do so.

## **Report From the Regular Meeting Between DVLA and FBHVC**

Ian Edmunds

*According to some surveys Swansea is the wettest city in the UK but nevertheless it was a beautiful warm and sunny July day when your Legislation Director, Secretary and DVLA Liaison person converged there for our regular meeting with DVLA. You will recall that this meeting had to be postponed due to the constraints placed upon Civil Servants in the run up to a General Election. We received the usual warm welcome from our contacts there and a very useful meeting ensued. We have attempted to summarise this for you in these pages.*

## **Show and Share**

We were mystified by this item on the agenda, distributed before our regular meeting, but delighted to discover what it was all about.

**On Wednesday 23 September the Driver and Vehicle Licensing Agency will be holding a Historic Vehicle Event at Swansea. The three hour event aims to provide guidance on various matters relating to the registration of historic vehicles including the V765 scheme, reconstructed classics and age related registrations. There are limited places available and invitations to FBHVC members and V765 representatives will be sent out by the Agency soon. Places will be restricted to one representative per club.**

Many of you will recall the club meeting held at the then Local Office of the DVLA at Theale, Berkshire in 2011. This too was a mid-week event and just over 20 clubs were represented as well as a few of the classic car press. At the last meeting questions had to be submitted in advance – and these ranged from transferability of registration numbers, queries on engine numbers and the allocation of correct age-related numbers, consistency of Local Office decisions, VIN numbers, driving licences, vehicle inspections plus many other related topics.

For this Show and Share meeting we understand that DVLA personnel will be giving presentations and these can be followed by question and answer sessions. Questions to DVLA will not have to be submitted in advance this time. Members of the FBHVC team will also be in attendance.

We were very pleased with this development as we felt, along with those clubs that attended the Theale meeting that it was, and this 2015 meeting will also be, a very valuable exercise and an opportunity to put a friendly face to an otherwise faceless government agency.

Please do not apply to FBHVC for a place at the meeting – it is DVLA who are solely responsible for the organisation in Swansea.

### **V765, Evidence for Applications**

Many of you have contacted the Federation in the last few weeks with various comments and questions relating to changes in DVLA policy with regard to the evidence required to support V765 applications for the reallocation of original registration numbers. We were able to discuss this with the relevant staff and to understand the situation. It was stressed that the basic requirement is, and always has been, to demonstrate a clear link between the chassis/frame number (i.e. the identity of the individual vehicle) and the registration mark being claimed.

The preferred documents to demonstrate this link are either the original RF60 brown or green log book, or an authenticated copy, or extract from the old county registration records. This latter is only valid where those records show the chassis or frame number and unfortunately not all of them do. However DVLA do recognise that there will be cases where neither of these is available and are prepared to consider other valid documents which provided the necessary link, these can include Bills of Sale, factory records or similar. Where appropriate heritage certificates issued by manufacturers or organisations with a clear connection to the manufacturer will also be considered.

However items like old tax discs, whilst they may be useful corroborative evidence, are not acceptable evidence on their own as, apart from the registration number the information is generic rather than specific.

The DVLA position, which we do not entirely accept, is that this is not a change in policy but rather the correct rules being more consistently applied now that services are centralised. They do acknowledge that certain of their guidance is now potentially misleading, for instance V765/3 with regard to tax discs, and they promised to get it changed.

On the subject of old style log books we were informed that DVLA are now seeing a number of forged books, so club officials are asked to be particularly vigilant in this area and to be understanding of requests for original documents etc.

We also discussed the V765/3 Guidance Notes document. You may remember a few months ago I enquired if anyone had been aware of the September 2014 revision to this. The replies were all in the negative which I can now explain. This document is only sent to the nominated V765 club signatories and the original procedure was to send the latest version of the Guidance Notes to the clubs together with the annual V765/1 return used to maintain the list. DVLA admit this procedure has lapsed but it will be reinstated in the near future. I am told there may be some revisions to the Guidance Notes to make the evidence requirements explained above a little clearer and that there may be a request for additional information on the V765/1 return which will in turn lead to some enhancements to the list itself.

DVLA now have a dedicated email address for all queries relating to the authorised V765 clubs and the V765/1 list. This is [V765clubs@dvla.gsi.gov.uk](mailto:V765clubs@dvla.gsi.gov.uk)

### **Replacement Bodies and Other Matters**

It became apparent from our conversation that some of the terminology that we have all been using, e.g. rebuilt, restored etc. can lead to misunderstandings of what has actually been done to the vehicle. For example a motorcycle purchased dismantled in boxes and reassembled may be described by the owner as 'rebuilt' but to DVLA a rebuild can imply something more fundamental to which different rules have to apply. It may be beneficial to provide a short description of the work done, such as 'reassembled from previously dismantled original parts'.

On the thorny subject of replacement bodies DVLA explained that, although they fully understand that the traditional coach built wooden framed body has a finite life which is undoubtedly shorter than that of the metal components of the chassis etc and that as such replacement bodies are unavoidable, within the rules to which they have to work a major change of body style is not acceptable. A newly built body true to the original should not be a problem. We enquired about cases where nothing remains of the original body, or

where there were many options available when new or if a vehicle is rebuilt to represent a particular, possibly well-known, example of the marque. The DVLA response is that they will consider all such cases individually and do their best to assist but that certain rules still had to apply. I believe more discussion is needed on this topic and the opportunity for this will present itself – see ‘Show and Share’ elsewhere.

### **Vehicle Inspections**

It has always been the case that in some circumstances DVLA have required a particular vehicle to be inspected and since the closure of the Local Offices this has been delegated to DVSA (was VOSA). From the 27 April this year this DVLA examination process for GB vehicles changed to a new service provider, SGS UK. For Northern Ireland the service will continue to be provided by DVA.

SGS are a Swiss based company operating all over the world providing inspection services. For the DVLA service they will come to the address where the vehicle is stored and there is no charge to the keeper.

### **Non-Reflective Number Plates**

At every meeting with DVLA we learn something completely new! In this case it is that the end date for black and white (or silver and white) number plates is linked to the historic tax class date. So we were told that non-reflective plates are now permitted on vehicles built before 1 January 1975.

### **Age-Related Registrations**

We were informed that DVLA intend to align the standard of proof required of date of manufacture for all forms of ‘first registration’. In this context, and for historic vehicles, ‘first registration’ means the first entry on to the current DVLA system. Thus it applies to applications for age-related registrations for freshly discovered vehicles where no evidence exists to permit the reclamation of a previous registration or for imports never previously registered in the UK. It also applies where the date of first registration shown on the V5C needs to be corrected to permit first registration in the historic tax class. A similar level of evidence is required for exemption from the MoT.

The practical effect of this is that for all applications for age-related registrations and for all applications to amend the date of first registration the basic requirements are either foreign registration documents (for imports) or authenticated data from manufacturers’ records or data from the appropriate Glasses Check Book. This means that unsupported club dating certificates are no longer acceptable for any category.

However DVLA are fully aware that there are circumstances where none of these sources are available, and that some types of vehicles (e.g. ex-military) pose particular problems. In these circumstances they will continue to assess each application individually on a case-by-case basis. Contrary to the impression that some of their recent correspondence may have given, DVLA are not inherently opposed to dating information obtained from the internet. However they, like most of us, are fully aware that not everything that can be found on the internet is necessarily reliable and it is necessary for the applicant and/or the supporting club to provide enough supporting information and evidence to give confidence in the internet data. Information gleaned from Wikipedia alone is not acceptable.

We were also reminded that all first registration applications, including new vehicles, are dealt with by the same department and that as a result the personnel do not have the same level of historic vehicle understanding as their colleagues in a different location who deal with the V765 applications. The details of any first registration application that is rejected are entered on to a data base to which the Customer Service Team in the Contact Centre has access. Thus any queries should be directed to the Contact Centre on 0300 790 6802 or at Vehicle Customer Services, DVLA, Swansea, SA99 1AR.

### **Incorrect Make and Model on V5Cs**

We have initiated discussions with DVLA about a mutually acceptable procedure to enable owners to have the V5C amended, and in consequence the DVLA record, for vehicles where the ‘Make’ and ‘Model’ entries are incorrect, for example where the ‘Model’ has become included in the ‘Make’ line. I know that, especially since the Vehicle Enquiry Service has become the first way of checking whether a vehicle is properly registered, this is a topic of great interest to a number of people and we will of course keep you informed as this develops.

## **DVLA Vehicle Identification Numbers**

Judging from my correspondence many of you have been somewhat puzzled, as have we, by the apparently arbitrary allocation of DVLA issued VIN to rebuilt vehicles even where an original manufacturer applied frame or chassis number was present. The explanation comes in two parts, firstly where there is any doubt about the identity of the vehicle a new VIN will be issued and secondly the same applies if the vehicle is considered to be a rebuilt vehicle (see comments about terminology under 'V765' elsewhere). In these days of a single centralised and computerised record it has become apparent that the old numbering systems are such that the same number will reappear on several vehicles made by different manufacturers. Thus to avoid any risk of subsequent confusion DVLA issue a unique 17 character VIN.

Incidentally, the term VIN (Vehicle Identification Number) should only be applied to the specified format 17 character identification which started to appear in the 1970s and for the UK and Europe became one of the Type Approval requirements later. Other forms of chassis or frame number are not, strictly speaking, VIN.

## **UK LEGISLATION**

Bob Owen

### **Roadworthiness Testing**

We have encouraged the All Party Parliamentary Historic Vehicles Group to continue its support for the Joint Paper on the implementation of the EU Roadworthiness Testing Directive, which was presented to the Minister, Claire Perry, on 3 March. They will draw the attention of Andrew Jones MP, who is now the relevant minister within DfT, to the paper and encourage his support.

Following the Election, we have started to try to get briefing discussions with DfT reopened. This is important to ensure that all of our concerns are properly aired and understood at the working level before initial decisions are made and put out to formal consultation.

We have had no formal response from the Department for Transport to our approach on their progress on the implementation of the but they have assured us the work is going on and promised us a progress report in the near future.

## **REACH Regulations**

### **Asbestos**

The work is well under way to put together a persuasive application to the Health and Safety Executive to have them issue a Certificate of Exemption, which will permit us to buy and sell historic vehicles, even where they might contain some asbestos.

We still hope to be able to submit an application by the end of the month though we might miss that by a little on account of the other issues around.

## **Consequences of Discontinuance of the Tax Disc**

Following on our reminder in the last Newsletter that the use by the DVLA of the word 'sale' as the trigger for cessation of the existing tax is misleading we have been advised of a further, even more disturbing circumstance under which the tax might cease without the keeper being aware of it.

We have heard of an example where the Registered Keeper died and a relative sent the V5C to DVLA to change the registered keeper in the normal way. He only found out some time later that the tax had ceased when he did so.

So we would remind you all again. The legal trigger for cessation of tax cover is change of Registered Keeper as shown in the V5C, not sale.

We have asked the DVLA to update their publicity to make the actual situation clearer.

### **Vehicle Enquiry Service**

In the DVLA section of this Newsletter Ian Edmunds provides a detailed update on the DVLA Vehicle Enquiry Service (VES). The Federation continues to be of the view that, now there is no tax disc, it is important that the VES works smoothly for every vehicle, from wherever it is accessed.

Currently that cannot be guaranteed for all historic vehicles. There are still cases where an enquiry using the obvious 'Make' results in a 'no details held' return. Perhaps more seriously, it does not explain why.

The Federation recognises that the problem affects a small number of almost entirely historic vehicles, but we think it simply has to be corrected. We are sure most of the problem arose from early data entry issues at the time that local authority entries were centralised into what was then DVLC. Indeed some may date from a time when no-one had even thought of computers, and local authority entries might themselves not have been as precise as is now required for modern systems use.

We have promised that, if DVLA should wish, we would be only too happy to try to provide a glossary of names on which DVLA could rely to solve most of these identity problems.

We are not quite sure the significance of this problem has been fully taken on board by DVLA. Nor have we yet been able to persuade them that, if our members are going to be required to take actual steps to ensure VES works for their vehicle, there will be an onus on DVLA to make those steps as simple and painless as possible. Bear with us, as this problem might take a little while before we can find a way to make it go away completely.

### **Car Cruising Injunctions**

In the last edition we told you of the position on the Black Country High Court Injunction obtained by Wolverhampton, Walsall, Dudley and Sandwell.

We advised that Wolverhampton City Council had sent us what seemed to be sufficient assurances.

The National Association of Wedding Car Professionals then told us that they have received assurances from Walsall Borough Council that 'common sense will prevail' in respect of the injunction and that their members are not at risk.

Given this further assurance, while we still believe the drafting of the Injunction was unreasonably wide and we ought not have had to ask for these clarifications, we are encouraged that our decision to keep a watching brief, on the basis that there is little real risk, was correct.

But as we said before, do let us know if anything happens to anyone from a member club which puts these assurances in doubt.

## **TRADE AND SKILLS**

Karl Carter

### **Vehicle Restoration Apprenticeship Scheme is one year old!**

It was in June 2014 that we launched the FBHVC Vehicle Apprenticeship Scheme at an event at Bicester Heritage with nearly 100 people attending. In the audience were classic car businesses, college representatives, members of the press and a number of students who came to find out about the course and link with potential employers.

The result was 11 students starting the first year of the course with eight of those students finding employers to take them on as apprentices.

All 11 finished the year at the beginning of July and have been assessed by the IMI assessors to see whether they have reached the standard required to start the second year of training.

There is no doubt this has been a difficult year for all involved and particularly for the teaching staff who are teaching a new course and have not had all the notes from previous years to get them off to a good start. The teaching modules were also late in being issued and whereas this is not unusual for most apprenticeship courses it is very difficult for the college when this course has not been taught before.

This summer we will focus on working with the colleges to ensure the modules are in line with what we need for these new apprentices but there are always challenges on what should be included. For example I was asked my view on whether petrol injection should be included in the syllabus. I thought mechanical injection should be included but not electronic at this stage. The problem with that response is that there are probably classic vehicles with electronic injection and we have not trained the apprentices to work on these. We do have a second year review of the modules when we will get an expert panel to look at these issues and the feedback from the colleges will be essential to steer us in the right direction.

A number of clubs have asked about helping the apprenticeship scheme and we would be very pleased to get clubs and club members involved with the apprentices. For instance three of the trainees have funded the course themselves in the hope that they will find an employer. These are dedicated individuals who only want to work on classic cars and want a career in the vehicle restoration business. Any offers of sponsorship or help will be passed on to the colleges and targeted at the students who need the help most.

A club might consider a prize for an apprentice as an alternative. The Alvis Owner Club has already gone down that road and has done a deal with Snap-On Tools to award a tool chest each year for the next five years to an apprentice on the restoration apprenticeship who designs and constructs the best specialist tool or measuring device as an aid to working on a classic vehicle.

The tool chest is worth £1700 and has been named the Malcolm Davey Memorial Award in memory of Malcolm Davey who held senior positions in the club. Malcolm was an enthusiastic engineer with an interest in seeing young people getting involved in historic vehicles and was always supportive of apprenticeships.

The prize will be presented to the winning apprentice at the International Alvis weekend at the end of August.

The work is now continuing with IMI to find other colleges interested in running the course and there is also interest in using the framework and modules for established restoration businesses to use for their own training.

## **HERITAGE**

Keith Gibbins

### **Heritage Open Days**

**10 - 13 September 2015**

The once-a-year chance to explore the world on your doorstep, unlocked and completely free of charge, otherwise known as Heritage Open Days, will be happening again this year on 10 - 13 September. For the historic vehicle movement it is an opportunity to be associated with the heritage world by staging displays of appropriate historic vehicles at as many of these venues as practical.

To select a venue, go to the Heritage Open Days website at [www.heritageopendays.org.uk](http://www.heritageopendays.org.uk). Then click on 'Go explore' to find details of what's on will be listed together with venue contact details.

As usual feedback via our Secretary would be appreciated - but please note that FBHVC do not organise events at any of these venues and thus do not have the details of what is on around the country.

To see Loyd Grossman's introduction to introduction to Heritage Open Days follow this link: <https://www.youtube.com/watch?v=3lbLQDozlg0>

Examples from previous years include:

The Midland Red S15 bus outside Rugby Library, Art Gallery & Museum. It was the first time that the group arranged for a vehicle to attend on the Friday and it certainly acted as a magnet for extra visitors to our display inside. Visitors on board the bus were given a ticket from a conductor and were free to sit in the bus, chat to volunteers and sit in the driver's seat which was very popular for children, and grown-up children!

The Glenfield Tunnel was over 100 years old when the 1934 Singer was built in Coventry. See <http://www.forgottenrelics.co.uk/tunnels/glenfield.html>

Blyth Battery is a coastal defence artillery battery, built in 1916 to defend the port of Blyth and the submarine base there during World War I, and upgraded for re-use during World War II. It is the most intact, accessible and intelligible coast defence battery on the north east and Yorkshire coast, with individual buildings and features of considerable rarity. A 1940 BSA and rider added to the day. See <http://blythbattery.org.uk>

## TECHNICAL AND EVENTS

Tony Davies

### Events

Well, did you manage to get out on any of the excellent series of HRCR Scenic Tours this summer? They really are for the average classic cars and owners (not that any of you are below average!) as they provide a real social scene and great scenery that can be enjoyed by all. If you didn't manage to get an entry into any of this year's series then make sure you do in 2016. A visit to the HRCR website [http://www.hrcr.co.uk/Scenic\\_Tours](http://www.hrcr.co.uk/Scenic_Tours) will provide you with further information on those events that took place during 2015.

Also I hope you didn't miss HERO's Summer Trial at the end of May. Again if you did miss it put it in your diary now for next year. As a short weekend event it is always an excellent one on which to start some mild competition to see if you enjoy such pastimes. It is ideal for beginners and novices and could be described as a tour with some interesting road sections combined with some mild competition. A visit to [www.heroevents.eu](http://www.heroevents.eu) will give you more details on this event and also the 1000 Mile Trial that took place in mid-July. The latter event is for vintageant vehicles only and as it won the Rally of the Year Award in 2014 I suggest it's an event to be given serious consideration.

Also for next year, the Three Castles Welsh Classic and Heritage Trials <http://www.three-castles.co.uk> are very enjoyable events that are based in Llandudno, north Wales. 'Classic' is for the competitive types and 'Heritage' for those who would like more of a tour. They are very good social events too, so another for your 2016 diary for early June.

The HERO/CRA Classic Marathon in Italy during late June was, as expected, a tough and challenging event. You won't have a chance to enter this one again until 2017 when whispers tell me that Greece will be the preferred location.

September 2015 sees another event that is suitable for those who wish to dip their toes in the water. Based in the Exeter area the HRCR Devon Classic, scheduled for 25-27 September is in the capable hands of Andy Ballantyne. Information, regulations and entry form are available on [www.hrcr.co.uk](http://www.hrcr.co.uk). Sadly (?) I shall be in the US so will miss what will certainly be an enjoyable weekend.

If you fancy something different and a little further afield then have a look at <http://www.15-50ac.org/index.html>. An event in France in November without time schedules apart from ensuring you are back in the overnight hotel in time for dinner! This again is very popular so may already be fully subscribed but you may be lucky and, if so, I'll see you on it!

Maybe more events to your liking can be found at [www.classicrallytours.com](http://www.classicrallytours.com) with events in France and Italy during September (Italian Lakes Classic Rally), October (Champagne Classic Rally Tour) and November for the Beaujolais Classic Rally Tour.

### FIVA Technical Code

Turning to technical issues again I am pleased to report that the FIVA Technical Commission's new Technical Code has now been approved and is scheduled to be introduced later in 2015. This new Technical Code has a direct bearing on the issuing of FIVA ID Cards so something to keep your eye on later in the year. The final version is expected to be on websites by mid-September. No doubt Paul Loveridge will be able to give you chapter and verse if you would like more details.

On the topic of FIVA's strategic review of its structure, governance and business development, further meetings have taken place recently with some progress made, even if it was slower than I would have liked. Nevertheless, the proposed new Statutes and Internal Rules were circulated to all members in July seeking their comments and observations by the end of August. A further FIVA General Committee meeting is scheduled towards the end of September at which we will make the necessary preparations for the FIVA general meetings in Krakow, Poland where, hopefully, the new Statutes and Internal Rules will be adopted.

The objectives are to make FIVA more fit for purpose in the 21st century, cater more effectively for all of its stakeholders and to get this modernisation in place to be effective from October this year. I'll keep you posted as to further progress.

## DIARY DATES

### 2015

5-6 September International Autojumble, Beaulieu

10-13 September, Heritage Open Days with most activity predominantly on 12-13th. See [www.heritageopendays.org.uk](http://www.heritageopendays.org.uk)

17 October FBHVC AGM, Paulerspury

13-15 November Classic Motor Show and Bike Show, NEC

## CLUB NEWS

David Davies

The **Morris Marina Owners' Club** is celebrating its 30th anniversary this year and the **Austin Counties Car Club** has its 40th anniversary – congratulations. The latter's magazine has an account of a 5,620 mile round trip undertaken by three A40 GS3s some 25 years ago and nineteen years later, one of the three cars repeated the journey.

In September **Clacton Classic Car Club** will be celebrating their 10th anniversary with many special events.

The journal of the **Wolseley Register** reminds us that we are celebrating 120 year of Wolseley Cars and 50 years of the Wolseley Register. To this end, the National Rally will take place at Staunton Harold, Ashby-de-la Zouch, in August and two of the earliest Wolseley vehicles in captivity are being allowed out of the Gaydon Museum for the occasion. The **Triumph Razoredge Owner's Club** remind us that this summer's rally at Kimbolton in July celebrated 40 years of the club while the **Bristol Austin Seven Club** celebrated their golden jubilee with a rally in June. The **TR Register** reminds us that 2015 marks 60 years of the TR3, 50 years of the TR4A and 40 years of the TR7.

The **Biggar Albion Foundation** have published 100 issues of the magazine - congratulations! Inside is a photo-reportage of the largest fleet of Albion CX19 buses in the world, which could be found in Sydney, Australia up to and including the late 1960s.

The **MG Car Club** magazine tells us that the 40th anniversary of the MGB GT was celebrated in Abingdon in May and that a MGB that contested the 1968 London-to-Sydney Marathon has been rescued and is to be restored by Bicester college students. Anyone with details of UMD 534F's history should contact the club.

The theme of the **Norfolk and Norwich Rover Owners Club** Bressingham rally this year was 'Rover Through the Years' with a special display was put on showing the key models from 100 years of car production.

The magazine of the **Ariel Owners Club** has an 'illuminating' article on the application of HID systems to motor cycle headlamps. There are also some useful tips on resuscitating chronometric speedometers – including the warning against using WD40 as a lubricant.

What is the connection between a preserved railway engine and the Greeves Motor Cycle Company? You will have to read the **Greeves Riders' Association** Newsletter to find out

The **Dellow Register** Gazette gives us strong photographic proof that Dellow owners take off-road competition very seriously indeed.

There is an interesting article on the history of the wheel in Octagon, the bulletin of the **Octagon Car Club**. And that Fred Duesenberg originated hydraulic brakes on his racing car in 1914 and later applied the technology to his production cars in 1921. Meanwhile, Malcolm Loughheed (who changed his name to Lockheed) had developed his hydraulic brake system in 1918.

The magazine of the **Midget and Sprite Club** informs us that repair kits for the mechanical fuel pump can be sourced from agricultural machinery dealers; it seems that several makes of tractor still use it.

A few words of great moment from the late Sir Terry Pratchett (a Jowett enthusiast) appear in the newsletter of the **Jowett Car Club**: “Inside every old person is a young person wondering what happened”.

In a similar vein, the **Morgan Three-Wheeler Club** bulletin tells us that: “Everyone wants to live forever, but nobody wants to be an old man”.

The magazine of the **Deux Chevaux Club of Great Britain** has a useful article on the art of brush painting your restoration project and also tells us of pupils and staff at Rednock School who have restored a 1978 Citroen Dyane as a part of the school’s drive to promote STEM – Science, Technology, Engineering and Maths- in education.

The **De Dion Bouton Club UK** magazine has a comprehensive photographic coverage of the 2014 Emancipation Run. There is also a question-and-answer article on the subject of ‘What is petrol?’

The **Crayford Convertible Car Club** remind us that May 2016 sees the 50th anniversary of ‘the greatest car competition ever’ where 57 unique Crayford Wolseley Hornet convertibles were the prizes provided by the sponsors, Heinz 57 soup. How many survive?

An atmospheric glimpse into the past with a photograph of the 1932 Autocar caravan rally at Minehead appears in the magazine of the **Historic Caravan Club**. The club would dearly like to know if any Raven Argonette caravans survive. There are also details of three roofing paints which might solve the problems of leaking canvas roofs on historic caravans. Remaining with camping matters, the journal of the **Dormobile Owners’ Club** has a useful list of spares and sundries suppliers.

The **Bullnose Morris Club** magazine has an illustrated article on obscure but interesting accessories that could be purchased for your motor car in the 1920s.

The newsletter of the **Allard Owners’ Club** has an article on the Craigantlet Hillclimb in Northern Ireland. This 1,460 yard course looks like a grand day out.

The Journal of the **Fire Service Preservation Group** has an article on water cannon and riot trucks built by HCB Angus for cuddly foreign governments.

There is an explanation for that atmospheric photograph on the cover of the **Pre-war Austin Seven Club** magazine – but I am treating it with extreme caution as it appeared in the April edition. Staying with Austin Sevens, the **Scottish Austin Seven Club** magazine has an informative article on tyre ageing and the DOT code.

There is a tip for motorcyclists who are experiencing heavy or stiff clutch operation in that excellent magazine published by the **AJS & Matchless Owners’ Club** – fit a Venhill cable.

The Journal of the **Midland Vehicle Preservation Society** gives us some advice on repairing capillary tube water temperature gauges.

There is a warning in the bulletin of the **BSA Front Wheel Drive Club** against using EP140 oil in differentials which employ bronze or phosphor-bronze gears. It recommends D140 or EP90.

The **Scottish Vintage Bus Museum** magazine informs us that the museum has taken delivery of a vintage cast-iron bus shelter for preservation.

The **Bean Car Club** magazine is featuring reproductions of an album of cigarette cards produced by WD & HO Wills (of Woodbine fame) with the message of Safety First, road safety, in the early 1930s by the style of the illustrations.

In addition to a splendid centre spread photograph of the Armstrong Siddeley dealership in Bristol in the 1930s in the magazine of the **Armstrong Siddeley Owners' Club** there is a brief but interesting biography of John Davenport Siddeley himself.

The journal of the **Austin Healey Club** contains a fascinating article on the 100/4 team in 1953 Le Mans 24 hours race written by one of the team members. There is also a thought-provoking article on driving in heavy rain. The use of *sunglasses* is recommended! The club have sourced throttle linkage ball joints manufactured to their exactingly high standards. Perhaps if you ask them nicely, they might just sell some to a non-member.

The **Citroen Car Club** magazine has an important article on tyres – with emphasis on the correct applications for the D-types.

A disturbingly radical solution to the problems in stripping paint, etc. from bodywork is described in the journal of the **Daimler and Lanchester Owners' Club**. You need a wide open space – well away from habitation, a small mobile crane, a high volume air compressor - and then you blast the paint, underseal and rust away by power blasting with soda. The next problem is getting the blasting medium out of all the nooks and crannies in the bodywork...

The quarterly journal for **Speedsters and Spydere** enthusiasts has a melancholy photograph of a Porsche 'graveyard' somewhere in the USA.

I suppose it had to happen... There is an article on installing a car satnav on a motorcycle with a six volt electrics system in the journal of the **Vincent HRD Owners' Club**.

There is a fascinating article on the newsletter of the **Vauxhall Owners' Club (1903-1957)** in the form of the Chairman's Address to the Institute of Mechanical Engineers in 1962 by one H A Dean, Vauxhall's assistant chief engineer, which gave details of the 1922 three litre TT Vauxhall and the prototype four-cylinder motor cycle.

The **Gay Classic Car Club** magazine has a well-illustrated article on the concept cars of 1950s America. One cannot help wondering what the designers were smoking during those years. There is also a feature on the extraordinary Markham Moor filling station on the A1 designed by the wayward architect, Sam Scorer, of Lincoln.

The journal of the **Ford Sidevalve Owners' Club** has an intriguing cover photograph of a producer gas installation on an Australian Ford in the 1940s. Also featured is the application of the 1172 power unit in pre-war ultra-light aircraft – including a twin-engined Childern which employed a pair of supercharged Carden-Ford SP1 engines. Does anyone have one of these tucked away in a barn – somewhere?

There is an article giving useful tips on restoring leather upholstery in the magazine of the **Rover P5 Club**. The magazine also gives a favourable review to John Willrich's book, *Did You Notice the Road Signs?*

The **Colchester Vintage Motor Club** newsletter has a light-hearted explanation of the origin of the standard railway gauge and the dimensions of the solid rocket boosters used on the Space Shuttle.

The magazine of the **Morris Commercial Club** has a magnificent feature on Royal Mail vans of the pre-war period, including photographs of survivors. The magazine also reports on the Prees Heath Garage – an unmolested structure dating from the early 1930s which is now up for sale.

The **Land Rover Series One Club** magazine has a feature on really serious off-roading in New Zealand's North Island and a photograph of Winston Churchill's Land Rover UKE 80. Where is it now?

The magazine of the **National Vintage Tractor and Engine Club** has an account of the achievement of Manon Ossevoort who drove a Massey Ferguson 5610 to the South Pole (and back again) in December 2014.

There is a report in the **National Street Rod Association** journal on the swap meet in February plus a feature and a centre spread on the reincarnation of an Austin Dorset into something rather fierce.

There is an illuminating article on chains and sprockets in the magazine of the **British Two-Stroke Club** – including a warning about the correct way to install and to remove the split link clip.

There is a detailed account of participating in this year's Monte Carlo Historique in the **Mini Cooper Register** magazine.

The world as we know it is coming to an end: the **Routemaster Association** magazine tells us that East Yorkshire Motor Services have sold their very last Routemaster to Holland. The company has gone to the dogs since they dropped their distinctive dark blue colour scheme.

There is an in-depth article on the incredibly tortuous history of the genesis of the Gorky GAZ 67 - the Soviet interpretations of the Jeep in the magazine of the **Military Vehicle Trust**.

The **Manchester Historic Vehicle Club** magazine has an informative article on sparking plugs – commencing with a report on running engines on laser sparking plugs.

The **Register of Unusual Microcars** news reports on some of the extraordinary prices being asked for (and achieved) for microcars both at auction and on the web with the remarkable sum of £22,378 being realised for a BMW Isetta 300 in the USA taking the biscuit.

The **Southern Daimler and Lanchester Club** magazine tells us all about tyres and what all the sidewall marking means and explains why the majority of tyres are black.

The **DAF Owners' Club** magazine reminds us that serious damage can occur if roller brake tests are attempted on a DAF; a Tapley Meter must be used. The magazine also sings the praises of Contralube as a protective for electrical connections and as a conclusion, there are some provocative thoughts on the driverless car.

There is a photograph in the **Horsham Historics** newsletter of a 1:40 scale model of RMS Queen Mary made up from 250,000 Lego Bricks – which must prove something...

It is the period adverts that catch one's eye in the magazine of the **Pre-'50 American Auto Club**. Inside is an article on the manufacture and transporting of moonshine with illustrations of some of the cars which have survived in a sort of Moonshine Museum in the Appalachians. Electric cars are always in the news these days and it is interesting to read the article on the Baker Motor Vehicle Company of Cleveland, Ohio who were in business from 1899 until 1916 producing electrically powered cars – some of which were purchased by the White House. Do any survive anywhere?

There is an in-depth article on the development of Army motor lorries before and during the Great War in the **Historic Commercial Vehicle Club** news. A comparison of two traffic censuses carried out at Putney Bridge in 1905 and 1916 makes very interesting reading. You are also reminded that as from Monday 21 August 1921 it was illegal to whistle for a cab. The rear cover of their magazine has a photograph of a 1930 Foden Steam tractor - known as Ikanopit which is noted for its turn of speed.

The magazine of the **Reliant Sabre & Scimitar Owners' Club** tells us that new replica Raymond Mays cylinder heads are now available. The writer owned a Mk I Ford Zephyr which had one of the originals fitted – terrifying...

The photographs in the **Ford RS Owners' Club** magazine graphically record the dedication and enthusiasm of their members in the cars on display at Santa Pod recently.

The Journal of the **Aston Martin Owners' Club** comments on the increase in the number of elderly drivers, with 232 being over the age of 100.

There is a feature on the KB Minor Sports Specials of the late 1920s in the magazine of the **Morris Register**. Do any survive? There is also a photo-reportage on the HVCS London-to-Brighton Run with photographs of 18 Morris cars that took part.

The newsletter of the **East Anglian Practical Classics** has two informative articles – the first being an account of the rather fruity origins of the Rolls-Royce Spirit of Ecstasy and the second a brief biography of the Facel Vega – France’s last high performance luxury car. By a co-incidence, the magazine of the **Association of Singer Car Owners** also has a feature on Rolls-Royce mascots.

The **Sentinel Drivers Club** Transport News tells us that the centenary celebrations of the Shrewsbury Sentinel works will take place in August at Onslow Park. There are two photo-reportages – one on the Sentinel railcars much beloved by the LNER and the other on the passenger vehicles (powered by internal combustion engines) produced after WW2. Do any of these coaches survive?

**Rover Sports Register** member Tim Moore, who lives on Skye had to wait until 3pm on Drive It Day for the snow to clear. The bulletin also reports on the annual wake to commemorate the closure of Longbridge which this year attracted some 400 cars to Crofton Park.

The **Tame Valley Vintage and Classic Car Club** explains the origins of terms such as ‘Boot Hill’, ‘Red Light Area’, and ‘Maverick’, - should you need to know.

Inside the journal of the **Velocette Owners’ Club** are two pocket biographies of personalities who had a marked influence on the Veloce Company, Ernie Thomas and Harold Willis, whose untimely death in 1939 had a significant effect on the company’s fortunes. The club also announces the publication of the definitive list of all single-cylinder Velocettes, some 9,000 entries, contact the club to obtain your own copy!

The **Riley RM Club** magazine recommends a visit to Madeira when the Reid’s Classic Car show is held. In the same magazine is a reproduction of an advertisement for Runbaken oil coils and renewable fuses. Does anyone still use them?

The substantial magazine of the **Model ‘T’ Ford Register GB** has a photograph of a warning sign that accompanied temporary traffic lights in Yorkshire: “Eh-up. When’t red light shows, ow’d thi horses”

An article in the Journal of the **Ford Sidevalve Owners’ Club** enlightens us to the application of Ford engines in the platelayers’ trolleys as used on the railways (before Transit vans). The same publication tells us that Patrick Moore, the astronomer, had a Ford Prefect for many years GPN 924 - is it still out there?

The magazine of the **Jaguar Enthusiasts’ Club** has a report for the rivet-counters, did you know that there are two different styles of mascot used on the Mk 7 Jaguar - one longer than the other. Beware of cropped long mascots posing as originals. You have been warned!

There is a detailed article on the 1955 Monte Carlo Rally which was probably the high point in Sunbeam’s competition history in the magazine of the **Sunbeam Talbot Register**.

Visual proof that Vincents get everywhere: the cover of their Vincent HRD Owners’ Club news shows Ruben Niro transiting the Argentine and Chilean Patagonia on his 1948 Rapide.

Another one of those striking photographs for which the magazine of the **Traction Owners’ Club** can be relied, this time it is a trio of taxis in the History on Wheels Museum at Eton Wick.

The magazine of the **Ford Classic and Capri Owners’ Club** has photographs of a Ford Classic jigsaw – has anyone got an example of this promotional tool?

The **Borders Vintage Automobile Club** magazine tells us that a fully restored Bedford mobile cinema is up for grabs – if you fancy something different.

The **Ford Y & C Model Register** has an article on Henry Ford's Peace Ship initiative of 1915 and a feature on the introduction of the Model Y in 1932. This is of especial interest to the writer, who came across a Model Y, owned by one Tom Jago, of Church Stretton, in the early 1960s which *did* have a scuttle-mounted petrol tank.

The **Rover P4 Driver's Guild** magazine has an article based on a contemporary advertisement for a Phillips Auto-Mignon a player for 45 rpm records to be installed in your car. Has anyone got one that still works?

The journal of the **BSA Owners' Club** has a reproduction of an advertisement for 'speed equipment' available for purchase in the USA. How much of this was available here?

The **H&H Classic Vehicle Club** magazine lists some of the fantasy cars which have featured in films and in television programmes. On the same topic the newsletter of the **Southend and District Classic Car Club** recalls the Bentleys driven by Steed in the Avenger'. They also remind us of the Lotus Elans driven by 'Emma Peel. Where are they now? They also feature the Old Car Rescue Centre which was operating in Basildon in the 1990s. Is it still there?

There is a really in depth article in the **Bullnose Morris Club** magazine on paints and painting at the Cowley Morris works.

The newsletter of the **Double LL Cub** tells us about the 'Birdie Horn' – manufactured by Northumbrian Products of Newcastle in the early 1950s. Has anyone out there got one?

The **British Made Car Club** magazine has a feature on the clothing worn by early motorists. Problems to be overcome were not only rain, but cold and, most importantly, *dust!*

**Welcome to the following new trade supporters:**

Alex E Carr Engineers Ltd

Peter Martin

**Welcome to the following new club members**

AJS Nine Car Club

Light Industrial Truck Club

**SUBSCRIPTIONS**

There are still a few individual supporters, museums and clubs who have not yet renewed the subscription for 2015. If your address label showed 'SUBSCRIPTION OVERDUE' then we have not yet received your payment and this will be the last newsletter that you receive. Please remember that we have been processing around 1000 renewals at this time and an anonymous payment by internet banking may not be traceable to you, or your organisation, without a remittance advice of some kind.

**SIXTEENTH ANNUAL GENERAL MEETING**

**Saturday, 17 October 2015**

The sixteenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1100 in the C S Rolls Wing of the Hunt House, Paulerspury, near Towcester, Northants. NN12 7NA on Saturday, 17 October 2015 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 11 October 2014 as made available to members in November 2014. *[Copies available on request]*
2. To receive the Financial Statements for the year ending 31 May 2015.
3. To consider the Board's proposal for the addition of Bylaw 3.1.7 *[See note 3 below]*
4. Election of Directors. *[See note 2 below]*
5. To receive the Report of the Directors.

### **Notes**

*1. Changes to the Articles of Association were necessary last year in order to comply with the Companies Act 2006. For the purposes of the Companies Act the member organisations that are incorporated can vote on resolutions at the meeting as a legal entity. An unincorporated organisation does not have a legal persona and, in the eyes of the law, is not able to hold a position of member - but only the person given as the 'nominated contact' on the FBHVC database may vote. Any organisation may appoint a proxy other than the FBHVC nominated contact if they so wish, though for an unincorporated organisation the Form will have to be signed by the 'nominated contact'. The financial statements, directors' reports and the proxy form will all be distributed to the club nominated contacts in September.*

*2. Nominations for directors to fill the posts of Research, Heritage, Legislation, Events and Technical, and Trade and Skills are required by 5 September 2015.*

*3. In accordance with Article 15.14 and Bylaw B3 the board wish to add a new post of Director for Research to reflect the high importance that the Federation places upon this activity. Responsibility for International Relations will be taken by the current Federation Chairman, David Whale, in accordance with Article 3.1 and Bylaw B3.2. David Whale is senior vice president of FIVA, additionally there are five other Federation board and committee members holding posts on the FIVA General Committee and Commissions and thus this activity is well supported. By the addition of Bylaw 3.1.7 the post of Director for Research may be created.*

### **CONFERENCE**

Saturday, 17 October 2015, 1400

#### **Chairman, David Davies**

Topics will include historic vehicle parts remanufacture, auction trends, together with screening of FBHVC Apprenticeship Scheme and museum videos.

### **COST AND REFRESHMENTS**

**Attendance only** tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others.

**Attendance & Refreshment** tickets include morning coffee, buffet lunch and afternoon tea and are available at **£15.00** each to nominated delegates from FBHVC subscriber organisations and to FBHVC supporters but are £25.00 to others.

Tickets should be ordered from FBHVC secretary by **Friday, 9 October**.

The address is Stonewold, Berrick Salome, Wallingford OX10 6JR. A SAE would be appreciated. E-mail: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk). Payment may be by cheque payable to FBHVC, or by card.

If paying by card, please quote expiry date and security number.