

EXTRACTS

Editorial Wayne Scott Communications Director

A huge thank you to all those who attended our AGM and also for the warm welcome and support I have received in my new role as Communications Director. It was, as ever, an incredibly thought-provoking meeting but one that was full of optimism I felt, especially thanks to the uplifting presentation we had from the enthusiastic Charlie Crawshaw from the TR Register's Youth Group on what that group has been up to.

It was the same optimism I felt following our attendance at the All Party Parliamentary Historic Vehicles Group's Annual Dinner in October. Hosted by Chairman Sir Greg Knight, the group brings together politicians and thought leaders from across the political spectrum with the single goal in common to protect the freedom to use historic vehicles in the UK. Much was discussed including two impassioned speeches from Danny Hopkins, Editor of Practical Classics and TV presenter Quentin Wilson, who argued strongly about "sound and fury – works" to enact changes to legislation.

Whilst there is no denying that there is much work to be done to lay out the case to justify the minimal but essential use of fossil fuels to keep our mobile heritage alive and relevant, it is comforting to know that we are not alone on the journey ahead.

DVLA & Registration

This is a subject that Ian Edmunds will be directly involved with, and Ian provides a comprehensive report later in this newsletter. We remain very much in the position where we are working to improve communications with the DVLA on this topic and ease some of the issues in obtaining registrations. Whilst we may at times struggle to understand the decisions taken by the DVLA, it is also true to say that not all applications are entirely clear or complete. DVLA follow a set procedure in reviewing applications and clear, consistent and well-evidenced applications which follow DVLA guidelines will always have a better chance of success.

Tyres

Bob reported in detail on the issue of the proposed '10 year tyre ban' in Issue 5. The FBHVC did submit a consultation response opposing the proposal and pointing out the discrepancies in the justifications made to support the proposal. We also had the opportunity to discuss these directly with Department of Transport officials.

We believe that understandably, given the current political turmoil, the responses and course of action have still to be considered by the Minister. At this stage the DfT cannot comment on likely

outcomes. **One response passed to us suggests that there will be further consultation if a new draft Regulation is proposed (the original consultation did not include any draft texts).**

MEMBERS SHOULD WATCH OUT FOR THIS.

We have also seen responses from the commercial bus and truck communities. These seem to show that very few modern vehicles are using tyres even approaching 10 years old, which begs the question why have legislation if hardly anybody will be in breach of it. It also seems the Historic Vehicle community would be possibly the largest group affected, although the proposal did include an exemption for historic vehicles, albeit an incomplete one.

We wait to see developments.

Clean Air Zones & Low Emission Zones

We continue to see initiatives to propose charging or banning zones in city centres. The latest is Bath, and we have just submitted a response to their consultation.

In Scotland, where there is a proposal to establish several bans, including one covering the whole of Edinburgh and its suburbs, efforts have been aimed at getting a general exemption for Historic Vehicles into the primary legislation, so that it applies regardless in any zone established. This has not been successful, and like other interest groups, it seems that each and every zone will need to be considered individually. Bob Owen, continues to take particular interest in this area.

In England, the various zones have made mixed progress. The two most advanced – Birmingham and Leeds – have both been deferred over software development and changes in the proposed funding of the charging system. Progress is not likely until the end of 2020. Other councils have made proposals, including Greater Manchester, but these will it seems have the shared software development issues.

At this stage, we will continue to respond to proposals as they emerge.

Roadworthiness

There have been no changes in Roadworthiness testing arrangements, nor any apparent issues arising. When the testing exemptions for historic vehicles were originally published, last-minute Government change meant that some historic lorries were not exempted, and this remains the case. Efforts by the Historic Commercial Vehicle Society (HCVS) to get this changed have been unsuccessful. This has caused further difficulties in that for example, where the exemptions for the '10 year tyre ban' were based on Roadworthiness Testing regulations rather than exemptions from Vehicle Excise Duty, so potentially capturing some historic vehicles in the tyre ban proposal.

Car Cruising

We have found that the Black Country 'Car Cruising' order has been extended for a further period. This covers a large part of the West Midlands. Although originally we had fears that historic vehicles and club rallies might be caught in the wording of the Order, we were assured that this would not happen, and the law would be enforced sensibly. To date, no problems have been experienced and it seems unlikely this will change.

Fuel

There have been efforts to introduce E10 petrol to the forecourt. At this stage, we understand that the only UK refinery for the alcohol additive has closed and the environmental costs of shipping alcohol additives from other parts of the world negates any environmental benefit and fuels on the forecourt remain unchanged.

No doubt this will emerge again as a potential issue for historic vehicle owners so we will keep this under review.

DVLA Ian Edmunds

Unfortunately, despite our best efforts, I cannot report any progress on our outstanding problems with DVLA. The Federation is in close contact with the APPHVG but at the time of writing the situation in Westminster makes it very difficult to progress anything. We have a regular liaison meeting with DVLA scheduled but that is likely to be postponed due the election. We will persevere!

Recent events reported to me by members and, indeed, in one case by a Federation colleague, indicate that it may be beneficial to recap on some information that I have provided previously concerning registration, licensing and insurance.

Some years ago Department for Transport introduced a system of continuous vehicle licensing and of continuous insurance. The entirely praiseworthy objective was to reduce the number of unlicensed and/or uninsured vehicles in use. I believe that it has been successful in doing so.

Inevitably the system was designed for the majority of road users with modern vehicles and, equally inevitably, there are some particular aspects for our minority of historic vehicles.

Before proceeding further it might be worthwhile to be clear on the meaning of the terminology. The process of entering a vehicle on to the DVLA record and issuing a registration number is known as registration. Licensing is the process of obtaining the right to use the vehicle on the public road and paying the appropriate VED. For most of our vehicles the VED payable is nil but the process remains the same.

The basic principle of continuous licensing is that every registered vehicle must be either licensed (taxed) or on SORN. However, this is where the first of the historic vehicle quirks appears. Vehicles

which were not licensed when the SORN procedure was introduced in 1998 and have not been licensed since are not part of this system and are not subject to the continuous licensing regime. This group are often referred to as pre-SORN. Once such a vehicle is licensed it immediately becomes subject to the continuous licensing requirements.

Following from these licensing arrangements was a further requirement that every licensed vehicle must be insured, whether or not it was actually in use. This is policed by a process known as Continuous Insurance Enforcement (CIE). Regular and frequent comparisons are made between the DVLA database of licenced vehicles and the MID (Motor Insurance Database) of vehicles which are insured. The registered keeper of any vehicle shown to be licensed but not insured will receive a standard Insurance Advisory Letter (IAL) which warns that the vehicle is not insured and offers a number of options. If no action is taken the registered keeper will receive a fixed penalty notice.

The provisions described above are long-standing and I believe well understood by most vehicle owners but there is a more recent development which unfortunately does appear to be catching people out.

DVLA now state that the act of registering a vehicle is inseparably linked to licensing it. I do not believe that has always been the case but I cannot persuade DVLA to confirm that or to tell me when it changed or why. Nevertheless it is now the case. This link is not made clear in the published guidance, either on gov.uk or on the forms involved.

Thus a first registration of a vehicle will automatically cause it to be licensed. Additionally, and crucially for us, a change of tax class (typically to 'historic') is treated as a re-registration and will also cause the vehicle to be licensed. As most historic vehicles do not require an MoT and insurance is no longer checked at the time of licensing there are instances where a vehicle has been licensed without the keeper being aware. The vehicle in question then becomes subject to the continuous insurance requirements and the keeper will receive an IAL.

It is worth repeating, if a suitable response is not provided to the IAL the keeper will receive a fixed penalty notice.

Heritage, Culture & Museums Keith Gibbins

My report to this year's AGM focussed on Heritage being the key to survival of our movement in the 21st Century, with for example our latest research report showing some 21 million people see historic vehicles as an important element of UK Heritage.

A key element of this strategy is associating our vehicles with other heritage activities.

I was pleased to see this was succeeding, when at The Heritage Alliance launch of the 'Inspiring Creativity, Heritage & The Creative Industries' report at the Ragged School Museum, I was approached by THA Chairman, Peter Ainsworth to thank me for the support the Federation members had given to the Church Conservation Trust 'Great National Steeple Chase1', where Chief Executive Peter Aiers visited 50 churches in 50 hours and raised over £25,000.

The Creative Industries report, which comprises a number of case studies, can be read/downloaded from the THA website². The report was organised by Hannah Shimko and her forward included the following sentence;

“Our historic buildings, landscapes, traditions, food, transport and museums are part of our unique offer on the national and international stage and should play a central role in the promotion of the UK.”

Which I think reconciles with our strategy rather well. The FBHVC contribution is on page 70 and includes reference to the film ‘Genevieve’ an unexpected hit in the 1950s partly due to the featured Veteran cars. Incidentally, one of the stars, John Gregson, did not have a driving licence at the time!

Roger King and I attended The Heritage Alliance Heritage Debate: Reaching for Net Zero? Which focused on the relationship between heritage and the environment and how we can respond to the existing climate change threats. Roger made the point re the importance of historic transport being an increasingly important part of the UK’s cultural heritage and that our we have a very low impact on environmental change. We were supported by the Association of British Transport & Engineering Museums Secretary, Robert Excell. Also attending were Stuart Wilkinson and Sam Bee, Transport Trust Chairman and member respectively.

***Heritage, Culture & Museums** Roger King – Heritage Manager*

Historic Vehicles & The National Trust

The FBHVC is very pleased to announce that it is working with the National Trust (NT) to promote co-operation between vehicle clubs and property teams for mutual benefit. The NT is keen to find new ways to attract visitors to the large number of properties and sites it manages throughout Britain, and we know that many clubs are equally keen to find suitable venues for displaying their vehicles, to use as a destination for a run out or simply as a stopping point for lunch or afternoon tea.

The Federation has produced a flyer which outlines the variety of vehicles encompassed within our membership, and the ways in which they might work to mutual benefit with NT properties. This has now been sent via the NT’s internal email distribution group to Visitor Experience staff at properties and regional hubs – the people who manage and advise on visitor programmes and events at each property.

The intention is that this will encourage and facilitate contact between properties seeking clubs looking for suitable venues, and vice versa - so if you are looking for a display area, destination venue or just a lunch stop in anything from a stately home with parking for 200 vehicles, large or small, to a historic building in a city with space for 10 motorcycles, have a look on the National Trust website and get in touch!

Would you like to help Willow? *Paul Chasney*

Meet Colin. He takes people for a ride; perhaps you would like to join him?

Colin Newby is a long time Alvis enthusiast and serial restorer of many a lost cause. Before he retired Colin ran a business restoring radiators for many different makes of historic vehicle and even has a TV appearance to show for it!

Starting retirement in 2005 Colin was looking forward to a long and happy retirement driving and restoring the types of cars he loves. However two years ago tragedy struck the family when his then 37 year old son was diagnosed with a terminal illness.

Colin's family is very close but they suffered the inevitable highs and lows of dealing with serious illness. The family were well supported by McMillan nurses and it was one of them that encouraged Colin and his family to contact the Willow Foundation. The Foundation is a national charity whose objectives are to enable young people between the ages of 16 and 40 to enjoy a special day and possibly give them their last chance to fulfil a dream. Colin's son and his partner were able to enjoy a dream trip to London to see a show, go backstage at the theatre and meet the cast, all arranged through the Willow Foundation.

Colin is now working with the Willow Foundation to help enhance some of those special days by providing transport in a historic vehicle, to, from or at the event. Through his work and his support of the Alvis Owner Club, Colin has a range of historic vehicle enthusiasts to call on but he needs more. Would you like to help Colin in his efforts to make the 'dream days' just that bit more special using your historic vehicle?

Supporting community activities such as Colin's work with the Willow Foundation is not only valuable charity work but it enables us as historic vehicle enthusiasts, to show that our vehicles are not 'toys for the rich' but real heritage assets that everyone can enjoy. Why not drop him a line, there may be members of your Club who would be keen to support such a venture.

More information about the Willow Foundation and its work can be found at www.willowfoundation.org.uk

You can contact Colin by email at colin.newby@gmail.com

Heritage Skills Academy Apprentices to rebuild significant Triumph TR2 with the support of Cambridge & Counties Bank

Cambridge & Counties Bank have taken a further step in support for the next generation of historic vehicle engineers, by working with the Heritage Skills Academy on the restoration of a historically significant Triumph TR2. The fifties British sports car will be rebuilt by students at the Heritage Skills Academy as part of their learning, with a view to completion in time to compete in the Rallye Monte-Carlo Historique in two years' time. The students will not only be carrying out all the work required to finish this significant car, but will also project manage the restoration and consult with its owner on sourcing suitable period upgrades to prepare the car for historic rallying.

Club Expo 2020 Back by popular demand!

WOULD IT BE WORTH SOMEBODY ATTENDING FROM NARTM?

Following Club Expo's success earlier this year the Federation of British Historic Vehicle Clubs bring you Club Expo on Saturday 25 January 2020. The venue is the ever popular British Motor Museum Gaydon.

2020 will deliver some new topics as well as provide updates on previous subjects. All discussions will be delivered in a plenary and due to the nature of the information available the lunchbreak will be 90 minutes to enable you to grab a bite to eat in the cafeteria, meet new and existing friends and potentially take time to view the museum.

At the time of going to print we have the following speakers confirmed.

Welcome David Whale

Our Chairman, David Whale will open the proceedings and provide you the audience with the FBHVC's perspective on Club Expo and introduce Tom Caren from the British Motor Museum as Show Manager. Tom will acquaint you with all the necessary information on the Museum before other guest speakers delight you with the following:

DVLA Question Time Ian Edmunds & Wayne Scott

Hosted by Wayne Scott, our very own Ian Edmunds will be answering some of the most popular DVLA related questions you want answered. In order to assist we urge you to forward us your queries via post to

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG or via email secretary@fbhvc.co.uk

Planning For The Future - Preparing Classic Car Clubs For The Next 40 Years Update

Bruce Kelsey – Director of Development, Morris Minor Owners Club

Due to his popularity and the feedback received, Bruce Kelsey from the Morris Minor Owners Club will provide us with an update of how they are preparing for their future with regards to Succession Planning. We all await some further news!

Insurance Question Time Greg Nock – Peter James Insurance Hosted by David Whale

Previously Greg Nock provided us with an insight to the 'Pitfalls of Liability'. This year we welcome your queries regarding the Club Scheme and Product Liability and also any other commercial insurance question. Please forward your questions either via post to

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG or email to secretary@fbhvc.co.uk

Archiving – Is it for us? What can we do? Andy Bye

Our very own newly appointed Director of Archiving, Andy Bye will provide you with an insight into the basics of archiving and how to avoid many pitfalls in commencing the task. You will be provided with the principles and easy to understand knowledge to commence the task of archiving within your organisations. It's not as daunting as you may think and could also be used as a membership incentive tool to recruit more members!

***The Birth of Youth Groups & Their Achievements* Wayne Scott**

Wayne will provide a short introduction to the various Youth Groups within the Historic Vehicle Community and their growing numbers and popularity. You will find out how they were born and what keeps them going.

Charlie Crawshaw

We welcome Charlie Crawshaw from the TR Register to delight us with the details of TyreFest, a new event which has won the Classic & Sports Car Award of "Best Club Show/Event of the Year". This was shared between Charlie Crawshaw, TR Register/ Liam Murphy, Morris Minor Owners Club & Shaun Nelson, MG Car Club.

PLUS

Also featured will be a limited number of Traders whose specialisms are solely for the Club industry. No conflicting businesses will be present.

As well as enjoying the talks we hope for you to meet other clubs and help towards building a community of like-minded historic vehicle enthusiasts. You never know, you may learn something invaluable for your club from another!

How Much Will It Cost?

The Federation and British Motor Museum are offering the service free of charge and will commence at 10am and close at 4pm.

How Do I Book?

Due to space limitations, we can only take a booking for two representatives from each Club or Association. If more representatives from your organisation wish to attend, please contact Emma in the Federation office via secretary@fbhvc.co.uk. To book please send the names, addresses and contact information for each person wishing to attend either via post to FBHVC, PO Box 295, Upminster, Essex, RM14 9DG

Drive it Day Sunday 26th April 2020

Have you started to arrange your Drive it Day event? If so, please don't forget to share the details with us. We will publish your details in a future edition of FBHVC News plus arrange for the information to be included on the Events page of our Website immediately. Our Drive it Day Co-Ordinator is Ken Coad and he can be reached via coadspeed@btinternet.com. Please feel free to copy me in also (secretary@fbhvc.co.uk). Lets make this the best one yet!

Sir Peter Graham Obituary Jim Whyman

.... It is thanks to Peter that the principle that no vehicle should be expected to perform to a higher standard than was required of it when new was established in the 1970s. One exception that had occurred before Jim Whyman retired ten years ago was **the requirement for vehicles with fixed windscreens to have screen washers.**

The magazine of the Model T Ford Register reminds us to check our driving licences upon their renewal when we reach 70. **Unless you apply for a category C1E or you have category BE you are now restricted to a total towing weight of 750 kg (1650 lbs).**

The Journal of the Fire Service Preservation Group is concerned about the **supply of Cross-ply 700/20 tyres.** It is looking for a commitment to purchase an order to confirm a minimum of 100 tyres. Remember that's only 16 – 25 vehicles!