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

EDITORIAL

We often get asked by club members what exactly the Federation does. Most people know about our role monitoring UK and European legislation and representing the interests of historic vehicle owners in Westminster and Brussels. Certainly this is a vital part of our activity, but we represent the movement and its supporting industry in many other ways.

This year more than most epitomises the variety of forms this support takes. We have already seen the biggest ever Drive It Day. This is more than just a season opening opportunity to blow the cobwebs off our vehicles. It symbolises the historic vehicle movement across the country exercising their rights to use their cars, motorcycles, trucks, buses and ex – military vehicles (and others for which I apologise for excluding) on the highway. This is a right which we fight hard to protect.

The focus this year in our legislation programme will be the European Directive on Roadworthiness Testing. Put simply this is the European Union's attempt to harmonise roadworthiness testing across Europe. The Directive is now in place and the UK's Department of transport has three years to enact it in domestic legislation. The Federation is already engaged with DfT over the implementation and I urge you to read Bob Owen's report of the initial meeting in this issue.

Finally, we have launched a Government recognised and funded apprenticeship in vehicle restoration. This apprenticeship has the potential to fill the skills gap that our research showed was looming. Enjoy the issue!

UK LEGISLATION

Bob Owen

Following a plethora of activity over the last few months, there is less to report in this Newsletter, though there may well be rapid development in the next little while.

Roadworthiness Testing

Readers will have noticed that the question of Roadworthiness testing moved from EU to UK legislation from last month. This change reflects something very important, which may not have been fully understood.

The EU Directive is adopted. It is now binding on all Member States. This includes the UK to exactly the same extent as the others.

The UK Department for Transport (DfT) has now got a couple of years to work out how to apply it here. But they must work within the constraints and in accordance with the Directive.

DfT held a briefing session on 2 July, where the Federation and several other groups were represented. The purpose was to get initial ideas about how the historic vehicle movement would prefer the Directive to be applied. In truth we had barely enough time to get our thoughts together, especially given the process DfT had chosen to adopt for the meeting.

The good news is that DfT propose to open up a website to get input from everyone. As of now the Federation has had no sight of its intended format. We will both let you know when that site is opened and also tell you our views on it.

We established that DfT do intend to establish some level of exemption from general testing for historic vehicles. But they are clear they will need to apply the 'substantial change' rules, and one of the issues over the next few months will be to work out how that ought to be done, both in terms of the standards to be applied and the process by which these standards will be applied to individual vehicles.

DfT are of the view that they will be able to set up the regime for general testing so that it will be capable of testing all old vehicles which do not meet the stricter 'historic vehicle' definition.

Some concern was raised by those representing larger vehicles that care must be taken to avoid geographical limitations of testing. Already, it was pointed out, some vehicles in Cornwall had to travel halfway across Devon to be tested. Any new regime must not be allowed to make this worse.

Interestingly we had little consensus among the various organisations represented over whether or not exempted vehicles should be tested at all, or remain, as at present, free from testing. On the one hand, some felt nothing should be on the road without some sort of test, while others felt all available statistics suggested that setting up a special testing regime for historic vehicles would simply not have any measurable effect on accident rates. There was some agreement that a vehicle coming off SORN ought probably to undergo some sort of testing. It will be interesting to see how DfT come down on this issue.

There was also little consensus on when the cut-off date ought to be. The Federation supported the position in the Directive and the view of FIVA that a thirty year rolling date was suitable. Others, with different and perhaps more specific interests, had some difficulty in seeing 1980s vehicles as 'historic' and preferred an earlier date.

Finally, I think I should provide one little warning. DfT are clear this whole exercise must not create new cost for Government. That does mean that in some way, whether through fees to DfT/DVLA/DVSA, or higher test fees to testing stations - motorists, and in particular owners of historic vehicles, will be paying for any changes made.

Wedding and Funeral Cars

The Law Commission issued its Report on Taxis and Private Hire in May. Accompanying that Report is a draft Bill, setting out proposed legislative changes. While this is still not legislation in force, recommendations of the Law Commission often move fairly smoothly into legislation.

The Law Commission, following a great deal of response to their earlier consultation, including from the Federation, proposes that the existing exclusion from the definition of 'use as a hire vehicle' of wedding and funeral cars be retained. This is very welcome.

Members should note that the exclusion in the proposed legislation is very precise, being 'used in connection with a wedding or a funeral'. This does clearly mean that the use of vehicles for hire for events such as school proms would *not* be exempt. This is not merely an oversight, as these matters are specifically covered in the Report.

But the constraints on use of vehicles for such events as proms would not appear to apply where provision of the vehicle is made purely as a favour. Of course this depends on the assumption, set out in the Report but not explicitly defined in the draft Bill, that the word 'hire' necessarily implies a financial return. The Report discusses this in the context of discussing cessation of the use of the term 'plying for hire'. This is a matter the Federation will need to explore as new legislation appears.

REACH Regulations

Asbestos

Some time ago limitations in dealing with asbestos came under the ambit of the EU REACH Regulations. Previously the UK had its own legislation on the subject. It has taken some time for the Department of the Environment Food and Rural Affairs (DEFRA) and HSE (Health and Safety Executive) to get round to replacing the exclusions previously in place under domestic law. Thus they have not ensured that selling a vehicle which happens to contain asbestos components remains legal, as it was previously under the national legislation.

HSE are now working to rectify the position by implementing derogations permitted under the REACH Regulation though there cannot be a straight replacement for what was there before, as that would not be REACH compliant.

They decided to use sales and loans by museums as the best starting example. Accompanied by our vice-president David Hurley, I attended a workshop on the subject. We were very concerned at the level of detail and qualifications required to enable a transfer to occur. These principles would themselves be quite demanding on management of museums, especially of the smaller ones, and the representatives of even large national museums expressed concern.

We made clear we did not see how the same rules could practicably be transferred to an individual owner who wished to sell a historic vehicle containing asbestos, nor to any private individual wishing to buy such a vehicle.

In a very useful meeting, the HSE representatives clearly understood our concerns, and agreed to take them back for consideration. We will keep you posted as to developments.

Chrome plating

Chromium trioxide, used in chrome plating, has become what is known as a 'candidate substance' for inclusion in REACH. There are major industrial concerns regarding particularly the use of chrome plating for hardening purposes on bearing surfaces which are being dealt with through such bodies as the European Vehicle Manufacturers Association (ACEA) in Brussels, supported by FIVA.

The ACEA activity concentrates on the need to maintain the capacity to supply spares to existing vehicles. However the Federation is also concerned about the continuation of the business of chrome plating existing parts, on which so many of us rely, primarily of course for cosmetic purposes on vehicles which have many external chrome trim parts, but also in some cases for refurbishment of bearings. We have not been sure that the major organisations lobbying in Brussels have properly taken account of the need to get protection for these businesses. We are having a little difficulty accessing DEFRA in the UK to make sure these points are considered. We have sought and been promised the support of the All Party Parliamentary Historic Vehicles Group to get us some access. We will carry on.

Discontinuance of the Tax Disc

I advised in the last edition of our concerns with the arrangements proposed to enable the UK dispense with tax discs. We have now heard from DVLA, who are not convinced of the validity of these concerns. The DVLA website contains a section dealing with what they propose to do in October.

This issue goes well beyond historic vehicles. To remind everyone, our particular worry is that when a vehicle is sold the licence will have to be surrendered by the seller and a new licence obtained by the purchaser. This is

to apply even where the vehicle is VED exempt. A major flaw is that the point of time of the change is to be when DVLA receives the V5C, something which neither seller nor buyer will know precisely. No one has explained how buyers and sellers are supposed to deal with vehicle insurance in this case, nor how buyers will know when or how they can apply for tax when the records will show another keeper.

We have not pointed out, but it is the case, that someone selling a vehicle privately can hardly give up the licence before sale, because to do so without the vehicle being regarded as ready for scrapping, he or she would have to do a SORN declaration. This would prevent the buyer from having a trial run or taking the vehicle away.

As DVLA had not responded to us at the time of our last meeting with the All Party Parliamentary Historic Vehicles Group, and so we raised this with the Group. They were conscious of the fact that the effect of what we had raised extends well outside our historic vehicle interests and they promised to ask that the matter be looked into.

DVLA latest response says they are setting up an on-line method of advising of the sale, which would clearly help with the issue of uncertainty. It is not yet clear to us how the proposal would deal with the three-way match involved in signing off Section 8 of the V5C. We will continue to look into this and take it up directly with DVLA.

VED Exemptions

Hopefully, the issues on what constitutes proper evidence of date of manufacture are now largely behind us and most applicants for Historic Class now have their nil rate tax in place. We did have a small issue with DVLA accepting the provenance of BMIHT Certificates as the best available evidence of the vehicles for which they hold the manufacturers' records, but that was easily sorted out.

Next April, when the extension to the end of 1974 is planned to come into force, the rerun of the process will presumably be less trouble both for our members and for DVLA and we expect it to run smoothly. We will be sure to remind members affected of what they have to do to get into the Historic class and, if their vehicle was manufactured in 1974 but not registered until 1975, demonstrate that fact to DVLA.

DVLA

Ian Edmunds

There is very little new information from DVLA at this time but we are beginning to see how some of the recently introduced changes are working out in practice. We will of course continue to keep you informed as these procedures unfold.

Whilst the closure of the local offices and the movement of their work into DVLA in Swansea does not signify any changes in policy it does inevitably lead to some changes in procedure and the introduction of some new staff into the process. We seem to be seeing two trends resulting from this. Firstly there appears to be some shortcomings in staff training in some instances but I have no doubt these will resolve themselves over a period of time. Examples that have come to our notice include an initial insistence from DVLA that *all* parts of a vehicle must be original for the issue of an age related mark and the refusal to accept a BMIHT certificate as proof of date of manufacture. Both were satisfactorily resolved, so please remember if something of this nature happens to you, it is more likely to be a genuine mistake than DVLA being out to get you! Query the issue politely with DVLA and if you have no success we are here to help. Secondly, perhaps predictably, DVLA apply their policies a little more strictly that has always been the case in the local offices.

One matter has caused a little concern but we have been assured by DVLA that there is nothing sinister afoot! Our attention was drawn to a number of cases in which, on receiving a V5C during a change of keeper, DVLA questioned the validity of an existing reclaimed historic, age related, or cherished registration mark. This issue was raised with DVLA and they reaffirmed that their commitment to support the Federation, and the keepers of historic vehicles generally, is ongoing and there is no active campaign to search historic paperwork when a V5C comes up for change of keeper. FBHVC obviously accepts that there will always be specific cases when the circumstances raise issues, and that is as it should be.

To avoid any chance of unpleasant repercussions, everyone making an application to register a motor vehicle should be aware that the Vehicle Excise and Registration Act lists a number of offences in respect of incorrectly registered vehicles regarding false or misleading declarations and information. These offences can lead to fines or even imprisonment. So, please bear that in mind when completing the paperwork for your historic vehicle and don't let your enthusiasm run away with you at the expense of accuracy!

Almost finally, something that is new, so new in fact that we do not yet have much detail. In March Stephen Hammond MP, Parliamentary Under Secretary of State for Transport, announced that the administration of vehicle registration and licensing services in Northern Ireland will be transferred to the Driver and Vehicle Licensing Agency (DVLA) and centralised in Swansea. In general terms the intention is that these services will operate in exactly the same way for Northern Ireland as they have for many years on the mainland. However at the time of going to press some details of the procedures applicable to historic vehicles, age-related marks etc. had not been finalised. We will bring you the full story as soon as we have it. The changes are scheduled to come into effect before the end of 2014.

And finally... many of you will be aware of Glass's Check Books. Not to be confused with Glass's Guide which provide retail values for vehicles the Check Books list frame/chassis numbers against manufacture dates and are accepted by DVLA when the original manufacturers' data is not available. There are three series of the Check Books: motorcycle, car and commercial vehicle. I am now trying to assemble a complete set of these books for the Federation's archive and the use of the DVLA liaison person. At the moment we rely on the personal collections of several individuals. So, if you have any Glass's Check Books for disposal please contact me on vehicles@fbhvc.co.uk

INTERNET VEHICLE CHECKLISTS

James Fairchild

With the demise of the tax disc fast approaching, we thought it useful to recap some of the online sources of data about your vehicle, which owners/keepers/drivers can check themselves for free at any time. Over the past ten years, DVLA have made a range of data available for people to use for free, some about their own vehicle, others available for anyone to use.

1. What marque does the DVLA think your vehicle is?

Visit <http://www.rac.co.uk/products-services/car-data-checks/> and enter your registration plate, then click 'buy now' but note you are *not* committing to a transaction. The next screen will give three pieces of information: make (in DVLA speak, and note any spaces), year of manufacture, and engine size in cc. There is also a field 'model' which only seems to be populated on certain more recent vehicles. It is important to type this verbatim into the next website. Checking three similar Ford Cargo trucks of the 1980s shows marques recorded as FORD, IVECO-FORD and IVECO FORD (the latter with a space).

2. Does DVLA think your car has Vehicle Excise Duty and an MoT?

<https://www.gov.uk/check-vehicle-tax> is a new site, currently in beta (trial) format, which allows you to click the green 'check now' then enter registration number and vehicle make, and click search. You are then presented with two coloured boxes. On the left we have VED status (the options are: taxed until xx xx/SORN/untaxed expired xx xx) and on the right the MoT status. The options here appear to be (tick); 'MOT expiry date xx xx', (cross); 'no MOT expired xx xx'; or 'no details held by DVLA'

3. Previous MoTs

Previous MoT attempts can be checked at <https://www.gov.uk/check-mot-history-vehicle>

To use this service you need the registration mark, and either the serial number of the most recent pass/fail certificate or the reference number from the most recently issued V5C. This allows you to view all fail and advisory items from previous MoT attempts, all at a glance.

4. Insurance status

This can be verified at <http://www.askmid.com> where there is a free check intended for vehicle owners/drivers, as well as the option to pay £4 for a more detailed report which names the other insurer (intended for checking the other vehicle involved in a car accident).

5. When buying a vehicle, it is always prudent to undertake a HPI check.

Your author has used <http://www.autocheck.co.uk> many times (which is a service from Experian) which currently offers five checks for £24.99 or one check for £19.99. Doing a HPI check is the only way to see whether a vehicle record has a 'scrapped' marker or not. There are other providers available (though note that some require the VIN to be inputted before they display information - the Experian site listed does not mandate this).

We would encourage vehicle owners to undertake steps 1 to 4 in respect of all vehicles you currently own, and in respect of a discrepancy to contact either DVLA or their own insurer as a matter of urgency. When buying a vehicle, we would also recommend that step 5 is undertaken.

For those who do not use a computer

- For people without a computer, public libraries will usually offer free internet access.
- Alternatively family and friends should be able to assist.
- In particular, children (even younger ones) are likely to have such a level of computer literacy that they can undertake steps 1 to 4 at lightning speed for you.
- We would urge club members to talk to others (particularly those without a computer) about these changes and to offer to assist with checking

Limitations

There are some limitations with the DVLA data. We are working with DVLA to address these, but in particular:

- A vehicle which hasn't been licensed or SORN'd for a long time appears to have its record on an archive system and displays a 'year of manufacture' of 0001.
- Presently, there is no recognition for a vehicle which is now MoT exempt. These display a red box and a cross and the expiry date of the last MoT. Again, we are discussing this with DVLA.
- There is also no recognition for the handwritten MoTs as issued by VOSA for PSV and HGV MoTs. Again we are requesting this change, as the MoT pass for such vehicles does appear in the system that allows one to purchase a tax disc (VED), so the field must be there in the dataset somewhere.
- We have also become aware that a number of long-term off the road vehicles (those that are pre-SORN) have had a phantom 'taxed' status applied, usually with a date of expiry in the middle of the month.

If readers encounter a discrepancy other than the above four items, we would be grateful if they could get in touch via the FBHVC office.

EU LEGISLATION

Extract from EPPA, FIVA EU lobbying service

Group structure of the new European Parliament

A low turnout of voters across the EU elected a new European Parliament at the end of May. The negotiations over the past month have resulted in seven political groups. The largest is the centre-right EPP (221 seats), followed by centre-left S&D (191), then the conservative ECR group (with 70 seats) so pushing the ALDE to fourth place (with 67). The GUE/NGL group of the European United Left and Nordic Green Left have 52 seats, the Greens/EFA (50) and, finally, the Eurosceptic EFD group (48). There are 52 non-aligned MEPs including members of the France's Front National, which was unable to find enough allies to form a group. Alongside the

formal group structure, the ALDE announced it had joined the EPP and S&D in an alliance designed to create a stable majority in the Parliament and counter Eurosceptics.

FIVA has scheduled a meeting in early July with Bernd Lange (the past chairman of the MEPs' historic vehicle group) with a view to reforming the European Parliament Historic Vehicle Group and to discuss an event in the Parliament in September to announce the new research results. FIVA is still keen that all ANFs provide the Legislation Commission with names of any MEPs (returning and new) known to be historic vehicle owners or enthusiasts.

EU acts to reduce the regulatory burden

The European Commission is considering how it can reduce the regulatory burden of REACH and environmental laws. REACH is the 2007 EU Directive for the Registration, Evaluation, Authorisation and restriction of Chemicals which replaced the previous European regulatory system for the marketing and use of chemicals. REACH applies to substances manufactured or imported into the EU in quantities of 1 tonne or more per year. Generally, it applies to all individual chemical substances on their own, in preparations or in articles. A consequence of REACH is that some chemicals which have been historically used (including for the manufacture of vehicle parts or in the restoration process) are now not permitted or may be banned in the future because of the potential harm they present to human health or the environment.

The greatest impact of this new initiative is expected to affect REACH with the Commission considering less frequent updates of the candidate list and annex XIV on substance authorisation, and considering whether the authorisation process can be simplified where the socio-economic benefits of continued use outweigh health and environmental impacts. Specifically it is looking at these moves in the context of 'legacy spare parts, recycled materials and biologically essential uses'. A key consideration is the impact of REACH on small and medium sized enterprises. The environmental legislation being looked at includes the Directives on carbon capture and storage, fuel quality, volatile organic compounds, flood risks and asbestos.

FIVA welcomes these actions which coincide with FIVA's recent call on the Commission to exempt spare parts and materials used in processes for restoring repairing or renovating historic vehicles on the grounds that the negative impact on the restoration and repair business and on the historic vehicle movement outweigh any health or environmental benefits.

The effect of the regulations in the UK on asbestos and chrome is reported in the UK legislation section of this newsletter.

LED LIGHTS CONVERSION Victor Smith

The following article is reproduced from the MG Car Club magazine, Safety Fast! with the kind permission of club's V8 Register

Fitting LED bulbs as a direct replacement for the original filament bulbs results in a brighter more intense light than a filament bulb and a significantly lower power consumption too. Typical figures are 0.07 amp for a 5 watt equivalent bulb and 0.21 amp for a 21 watt equivalent bulb, a useful benefit with an ageing wiring loom. The bulbs use Light Emitting Diodes (LED) and most of the bulbs supplied by Classic Dynamo & Regulator Conversions use an LED called an SMD (surface mount diode) to emit a brighter more intense light than a filament bulb. They light instantly and have no filament to 'blow'. They are also good with vibration.

Can LEDs be used on an MGV8?

Lighting on the MGB ranges from barely adequate to adequate when measured against modern cars, but MGV8 enthusiast Roger Parker says it is not enough to state simply 'this is the way the cars are' as the reality is we drive amongst today's traffic. With comparatively weak lighting we can become invisible to many drivers. That could be to our cost.

When you see many superb classic cars leaving an event and it is dark and often raining, Roger worries that all may not make it. Looking at them driving away you see their rear lights disappear, often long before you lose sight of the car, which on a modern car is just the reverse. That begs serious questions about visual safety.

Roger has a book coming out later this year which covers vehicle lighting regulations. He notes that until 1969 the MGB, MGC and Midget shared a common rear lamp that has a soft output from the tail light, but better with the brake light and indicator. This was clearly seen as a problem by MG because for the 1970 model year a more angular lens design was introduced which projects more light even though the bulb and reflector is the same. Some years ago he changed his 1968 car's rear lights for the post 1970 type for safety reasons, but has always been looking for other ways of improving the rear lights.

Now what follows is specifically related to UK road traffic law, but it is likely that other countries, especially in the EU, will have similar local legislation and as such any recommendation here relates to the UK. Fortunately for the MGB family of cars only the RV8 is heavily restricted in that all lamps on cars first used *after 1st April 1986* have to use traditional filament bulbs and these have to be approved and carry approval marks. So how do so many newer cars now legally use LED and HID lamps I hear you ask? Simple really as these cars pass European Type Approval requirements and are certified as such so any car that has European Type approval can't be refused to be registered in the UK (or elsewhere in the EU) and the approval overrides the existing legislation for all other cars.

So what about the majority of the MGB family of cars first used *before 1st April 1986*? Well the UK Road Vehicle Lighting Regulations cover all lamps with various requirements after various cut off dates. Cars first used after those dates must comply with various requirements as listed in the many schedules in those Regulations.

Below is a brief listing of the cut off dates after which all lamps must have approval marks and that currently means using approved filament bulbs carrying that approval.

Front side lamps	1st January 1972
Rear side lamps	1st January 1974
Brake lamps	1st February 1974
Direction indicators	1st April 1986
Headlamps dip/main beam	1st April 1986
Front fog lamps	1st April 1986
Rear fog lamps	no cut-off date so always need approval marks
Reverse lamps	1st April 1986
Number plate lamps	1st April 1986

What this means is those types of light on cars first used before those dates are not required to have approval marks so that can open the door to alternative lighting sources such as LED and HID Xenon. However other requirements still apply such as wattage, colour of light, angles of visibility, fitted position and so on, but most importantly that no lamp shall cause dazzle to other road users. Many readers will feel so many modern cars' lights do seriously dazzle other drivers.

For MGBs, MGCs and Midgets LED replacement bulbs are an available lighting upgrade option.

Side light bulbs: A white BA15S LED bulb is a direct replacement for a standard parallel pin 5w filament bulb GLB989. It shines white outwards and is a direct replacement ultra-low power consumption bulb. They are currently £12 a pair.

Combined stop and tail lamps: A red BAY15d LED bulb is a direct replacement for a standard 21/5w stop/tail filament bulb GLB380. The LED bulb has an excellent light spread. It has a 15mm cap with staggered pins and two contacts both being live. The cap body is the earth. This bulb is used in lamps where the bulb faces outward. They are currently £15 a pair.

Reverse lamps: A white BA15S 12V 21w LED is a direct replacement for a standard 18 OR 21w filament bulb BFS272. This bulb is used in lamps where the bulb faces outwards. They are currently £15 a pair.

Bulbs for flashing indicators: An amber BA15S 12V 21w LED bulb is a direct replacement for a standard 21w indicator filament bulb GLB382. It is an ultra -low power consumption LED bulb which provides a bright amber light behind a clear or amber lens so it can restore colour to faded amber lenses. This bulb is used in lamps where the bulb faces outwards. They are currently £15 a pair.

LED compatible flasher unit: You will need an LED compatible flasher unit to flash LED bulbs. These direct replacement units will flash up to a 1- 30 watts load at the legal flash rate. They are not load sensitive unlike standard flasher units. Available in 2 or 3 terminal units, they are currently £9.95 each.

Dashboard panel bulbs: Available as LED bulbs – the BA9s is a 4w 9mm bayonet type with a 140 degree light spread and is a direct replacement for the 2.2w filament bulb GLB987. It replaces parallel pin dash panel filament bulbs and is the same size as original bulbs. They are currently £5 a pair. Also available are MES screw in bulbs. Currently £4 a pair.

Number plate illumination: An LED bulb is a direct replacement for original filament bulbs – the 5w GLB207 (early cars) and the 4w BFS233 (later cars). They are currently £6.95 and £2.95 each respectively. These LED bulbs are supplied by a specialist company, Classic Dynamo & Regulator Conversions with a 10 year guarantee – see them online at www.dynamoregulatorconversions.com or call on 01522 730193 option 2.

TRADE AND SKILLS

Karl Carter

Europe's first apprenticeship in historic vehicle restoration

The UK is to get an OFQUAL accredited apprenticeship programme in Historic Vehicle Restoration. This new qualification was launched last month to an audience of historic vehicle press, key industry principals and potential students at Britain's centre of excellence for historic vehicles, Bicester Heritage.

This means that through the initiative of the Federation of British Historic Vehicle clubs, the skills gap which had previously been identified by FBHVC research (carried out in conjunction with the University of Brighton Business School) will be filled by a whole new generation of craftsmen and craftswomen who will replace many of the specialist technicians now approaching retirement.

FBHVC have been working with the Institute of the Motor Industry (IMI) to develop this new apprenticeship in vehicle restoration. It has been supported by Bicester Heritage, MG Car Club and McGrath Maserati Ltd to develop an apprenticeship framework which was submitted to the government in May this year. A team of industry experts reviewed the first draft of the framework and the final document is available on the FBHVC website.

The framework document was sent to the Office of Qualifications and Examinations Regulation (OFQUAL) for approval, and this was granted early in June. Following this approval the vehicle restoration apprenticeship scheme can be adopted by any college that has the necessary facilities and teaching staff.

The entry level of the course is level 2 which gives a general training in all aspects of vehicle restoration skills. This includes the theory, practical work and finally the competence to perform the task. It is anticipated that it will take two years to achieve level 2. Students who complete level 2 can then elect to specialise in specific aspects of vehicle restoration and this will take a further 18 months and will result in a level 3 qualification.

The government is generally funding colleges who take 16 to 18 year old students on to apprenticeship schemes. This drives colleges to prioritise this age group to ensure they are fully funded, but it does make it more difficult to find places for older students. Other funding for older students is possible but it will depend on the local college as to how many older students can be accommodated.

Colleges can now run the course but they must comply with the framework and deliver the course syllabus. No changes can be made to the course without FBHVC approval. The Federation is therefore the guardian of the framework and will be responsible for upholding the standards of the training and therefore the quality of the craftsmen and women graduating.

There are likely to be two courses offered by colleges. Both options deliver the same course content and both achieve the level 2 qualification in a two year period.

The first option is to run a full apprenticeship course from the start, with employers recruiting the apprentice and then sending them to college on a block release basis. The apprentice is an employee of the business and has to be paid at least the minimum wage for an apprentice which is dependent on age. It is also usual for the employer to pay travelling and accommodation costs if required. By working directly for a business the competence of the student can be monitored and at the end of the two years the level 2 qualification would be awarded. Students could then continue to level 3 still on block release to specialise in a chosen subject. The other option for colleges is to run an extended learning course. This is a full time college based course for the first year with the candidates remaining as students for this period. The course follows the same framework and syllabus as the block release course but is unable to complete the competence part of the qualification until they find an employer in the second year. Having found employment in the second year they complete the course doing block release at college and completing the competence requirements of the course. The student is then awarded the level 2 qualification in vehicle restoration.

Overall FBHVC know from a recent survey that the industry needs nearly 1000 new apprentices over the next five years and we are now working with a number of colleges who are interested in running our vehicle restoration apprenticeship.

Further details on the FBHVC Historic Vehicle Restoration Apprenticeship can be found by going to the Apprenticeship section in the Trade and Skills area of the FBHVC website.

<http://www.fbhvc.co.uk/trade-and-skills/apprenticeship/>

There is more information about apprenticeships in general and specifically this course on both the Government's OFQUAL website and The Institute of the Motor Industry's Award website.

www.imiawards.org.uk and www.ofqual.gov.uk

A full copy of the Framework Document can be found at: <http://www.fbhvc.co.uk/trade-and-skills/apprenticeship/>

Vehicle Restoration Apprenticeship Launch

The last two months have been extremely busy as we submitted the apprenticeship framework and training modules to the government for accreditation.

To our delight all the hard work had paid off and OFQUAL accreditation was received in a record time of less than a week. We had our fingers crossed that we would get an early decision and this allowed us to plan a launch of the apprenticeship scheme on 24 June. Bicester Heritage had very kindly agreed to host the launch and this allowed us to announce the two colleges who will run the course in September this year. The two colleges are Banbury and Bicester and S&B Automotive Academy in Bristol. We are delighted that the two colleges have decided to run the course at this early stage and we will continue to work with both colleges to ensure the success of the scheme.

Invitations went out to restorers, training providers and the press and to our delight we had around 100 acceptances. I would like to claim that they all came to listen to the speakers about the courses but I guess the attraction of looking around Bicester Heritage helped.

On the day we were able to explain the scheme and we were able to get would-be apprentices to talk to some of the restorers who were thinking about taking on an apprentice.

Andy Heywood, the managing director of McGrath Maserati, talked about how an apprenticeship at Colchester started his career and Claire Serrell of Jaguar Land Rover explained why she went for an apprenticeship rather than a university place. Neither have any regrets about doing an apprenticeship and both are passionate about classic vehicles and ensuring the skills are taught to keep our vehicles on the road.

We had the opportunity to thank our sponsors, Bicester Heritage, McGrath Maserati and the MG Car Club for their support in financing the framework cost, which was essential to rapidly get the scheme to fruition.

The day after the launch we got the news that a number of students had already signed up for the course at Banbury and Bicester and one would-be apprentice was being interviewed by one of the restorers who attended the launch. News of a further student signing up to do the apprenticeship in his father's business has given us a lot of confidence that the colleges will get sufficient interest to justify the hard work that has gone into getting us to this point.

We are continuing to speak to other colleges about running the course in September 2015 - so watch this space!

Finally, if you are a restorer and thinking about taking on an apprentice then you have until December this year to claim a £1500 payment towards the cost of wages for the apprentice. The scheme is called 'AGE 16 to 24' and is to encourage employers to recruit their first apprentice. You can see details on the IMI website, but talk to either Banbury and Bicester or S&B if you want to take advantage of this scheme.

Welcome

Welcome to **Malvern Die Makers** who have just joined as a trade supporter of the Federation.

TECHNICAL AND EVENTS

Tony Davies

I hope you enjoyed Chris Hunt-Cooke's piece (and mine too of course) in our last Newsletter: my thanks to him for his straightforward explanations of the requirements etc. for scenic tours, social runs and touring assemblies. You have no excuses now!

You may also recall my planned involvement with this year's Mille Miglia. Having been a FIVA Steward on the event for the past two years it was quite interesting to be a member of the multi-national Technical Verification Team this year. This work concentrated on vehicle checks to confirm compliance with their FIVA ID cards, FIA Passports or ACI (Automobile Club d'Italia) documents. Any one of those documents was a requirement for entry acceptance by the organisers. FIVA ID cards were presented by the greater majority of entrants/drivers of the 450 cars entered. However, circa 6% of them were suspended for a variety of non-compliance reasons ranging from wrong engine numbers as a consequence of fitting a new engine, to wrong categorisation of the car during pre-card issuing inspections by national authorities. Vehicle owners were then given 90 days in which to get any ID card discrepancies resolved with their national authority otherwise a new FIVA ID card application for the vehicle in question would be required.

Since the Mille Miglia I have been involved with a couple of UK events: one as a competitor and one as an official. At the conclusion of both, the podia were, unsurprisingly, occupied by crews who are regularly successful. I wondered how those who are not so experienced or successful feel when they are regularly outclassed by the 'usual suspects'. I think the organisers of such events have a responsibility to come up with formulae to enable less able crews to stand a better chance of success.

I know that a class improvement system is employed (at least for any auto-test sections) by most organisers to try and level the playing field and also a cap is placed on penalties incurred at regularity timing points in an attempt to minimise such penalties. Nevertheless, without a numerous and wide variety of cars entered on which to base a multitude of classes some other form of 'levelling' is needed. On one recent event one auto-test section was completed by cars in one class in a range of 27 – 54 seconds. So even with a class improvement system in place the slowest car had a penalty of 27 on just one test! On some events a scale of 0, 3, 4, 5, to a maximum of 10 is employed in each class for test penalties. This goes some way to level the field but IMHO not enough.

Organisers need to organise their events for the bottom 90% of the field not for the top 10%. Perhaps they should consider putting past successful crews in a class to compete against each other leaving the less experienced to battle it out in their respective classes. Yes the Regularity Intermediate Timing Point penalties

(capped at each point on most events) will still rack up for the less experienced but at least there would be no 'guaranteed' penalties of 0 for each of the experts on every auto-test section.

What do you think?

There is still time to enter Classic Rally Association's Rally of the Tests to run in late October/early November http://www.craevents.eu/Events/rally_of_the_tests/rally_of_the_tests_2014/. Or if you fancy something a little earlier, shorter and further afield why not have a look at the Alpine Challenge www.alpinechallenge.ch based near Geneva. Other events, variable in nature, can be found at www.hrcr.co.uk

Autumn beckons with our AGM in October as does some preparation for my next couple of events - the 1000 Mile Trial and the St. Wilfrid's Classic in Yorkshire. Hopefully our paths will cross on one of them.

HERITAGE

Keith Gibbins

Heritage Open Days, 11 - 14 September

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

From a single trial venue in 2009, dozens of clubs now annually arrange displays of their members' vehicles at a variety of interesting sites. It is, of course, another opportunity to emulate Drive It Day, for us to enjoy, and be seen to be using, our vehicles.

Some HOD venues can accommodate fair sized displays, so they are perfect for larger clubs to use as a single destination. But the majority of the sites only have room for a few vehicles at any one time. So they are ideal for individuals to visit, or in a small group. They are also good as focal points for clubs around which to organise circular tours/rallies in a given district, perhaps briefly visiting several venues during the day, with vehicles arriving at different times to lessen the parking impact.

We do hope that event organisers will have booked out the date in the club's diary and are ready now to fill in the destination(s). Full details of all the participating venues in England and Wales are available from mid-July on the HOD website: www.heritageopendays.org.uk.

For further advice, contact Roy Dowding of the FBHVC Heritage Team on 01728 668100, or email roy.dowding@btinternet.com

CLUB NEWS

David Davies

For those of you who cannot resist the urge to tinker with things, there is a useful article on molesting speedometers in the magazine of the **Austin A30 35 Owner's Club**. There is also a copiously illustrated article on A35 vans as used by the RAC. A line-up of the RAC Heritage Fleet includes a three-wheel micro-car. What on earth did they use it for?

The **Tame Valley Vintage and Classic Car Club** newsletter explores the claim that a criminal can seek sanctuary in a church. The dissolution of the Catholic Church by Henry the Eighth in 1536-40 is generally assumed to the end of the tradition. This was further restricted by James 1 in 1623, who abolished sanctuary for criminal offences and was finally finished off by William III, who did the same for civil offences in 1697.

The **Sunbeam Talbot Darracq** Register has an obituary for John Brama, the manager of Dunlop's Motorsport Division whose dedication to the historic vehicle movement ensured the survival of vintage and classic tyre production up to and including the present day.

There is an intriguing story about the history of the two TRX prototypes built as projected replacements for the Triumph Roadster in 1952 in the **Triumph Roadster Club** Review. Where are they now?

Staying with the marque, did you know that the Rover SD1 was built in India and sold as the Standard 2000? The **Standard Motor Club** Car Review gives us the story.

The **Wolseley Owners Club** magazine has an article on the resuscitation of a Churchill pump as required for pumping up hydrostatic suspension. I'll bet that there are not many of these things surviving...

An amusing little tale about Stirling Moss and the Mille Miglia appears in the **TR Register** magazine. Stirling sought the assistance of Peter Scott-Russell (who was driving a works TR in the 1955 event) to clear the road for him in a particularly tricky village by weaving from side to side, flashing his lights and blowing his horn. Stirling also imparted a useful piece of background knowledge: Kilometre stones painted red means that you should back off, if they are painted yellow it means that the next bend or brow is flat out! I wonder if this still applies? There is also a well-illustrated 'pull-out' section in the magazine on basic TR maintenance.

Fifty years of the Mini Moke are defined in the **Mini Moke Club** magazine with the significant milestones in Moke history being linked to significant happenings in the world at large.

There are some intriguing details of the early history of the Dunlop Pneumatic Tyre Company Ltd in the **Southern Daimler and Lanchester Club** magazine.

For those of you who cannot resist the dubious charms of electronic technology for buying and selling, the **Land-Rover Series One Club** magazine has some very useful advice and recommendations for you to follow.

There is an interesting little tale in The Sphinx, from the **Armstrong Siddeley Owners Club**, on the rescue and resuscitation of an 1897 Panhard for Hull Transport Museum. There is also an revealing story concerning the Unified Standard thread form which came into being in the Second World War which manifested itself in coarse, fine, extra-fine and special forms and has caused problems ever since.

The **Austin Counties Car Club** has a list of significant dates worthy of being celebrated – including the one-millionth Austin (a 16 HP BS1) in April 1946.

For those of you with that uncontrollable urge to 'get in there' the **Octagon Car Club** Bulletin has an article on voltage control units and ways in which you might molest them.

There is a striking cover design on the March edition of the **Citroen Car Club** magazine. Inside, there is the story of how the Lalique car mascots came into being.

There is a detailed and copiously illustrated account of a 540 mile journey from Portland, Maine to Bic, in Quebec, in 1905 which was successfully undertaken by three White steamers in Steam Car World magazine of the **National Steam Car Association**.

There is a well-illustrated article on what the Abingdon works got up to in WW2 in Safety Fast, the magazine of the **MG Car Club**. The photograph showing the almost exclusive female work force on the trim line is a delightful period piece. There is also an account of the survival and on-going restoration of the only four-wheel drive estate car - the MG ZT-T 2.5.

The extraordinary history of the USAF Boeing B-52 is outlined in the journal of the **Cumbrian Steam and Vintage Vehicle Society**. First introduced in 1952, it is expected that the 76 still in service will soldier on until 2044.

You must have noticed them when passing through the Great Wen. But now you can learn all about the surviving London Taxi Shelters in an article in the **London Vintage Taxi Association** magazine. Thirteen shelters survive; they are all now listed buildings protected by law and remain exclusively for the use of London cab drivers.

In Minor Matters from the **Morris Minor Owners Club** there is a warning for website scams for the renewal of VED. Beware of sites such as *www.taxdisc-direct.co.uk*. Such sites are private and have no links to the Government or to DVLA. Look for *www.taxdisc.direct.gov.uk* - the official site - and you could save yourself £40.00 There is also a useful article on identification numbers for your Morris Minor and where you ought to be able to find them.

Staying with matters Morris, the magazine of the **Morris Commercial Club** tells us that in 1917 a two-foot narrow gauge railway was laid from the factory in Hollow Way along Garsington Road to the Cowley main line railway station to transport the mine sinkers that were being churned out at the rate of 2,000 per week. There is also a photograph of what must be the restoration challenge of 2014; a 1926 Morris 'Tonner' used as a static caravan for the last 40 years. Would-be rescuers are asked to form an orderly queue not more than two abreast...

Congratulations are in order to the **Bristol Owners' Club** who are celebrating their golden anniversary this year. The passing of Terence (Tony) Crook- a rugged individualist who was a major contributor to the survival of the Company, will dampen the celebrations, methinks.

There is an interesting article on the 1938 Morgan 4-4 which was driven by one Prudence Fawsett in the 1938 Le Mans in the magazine of the **Morgan Sports Car Club**.

The crowds, the cars, and the sun all came to Beaulieu's National Motor Museum in June to make the most of the **Mini Cooper Register's** 28th annual show which attracted over 3000 visitors and a spectacular selection of rare and valuable Minis. There were three distinct themes to this year's show; one marking the Mini Cooper's rallying revival in the 1994 Monte Carlo Rally, another celebrating the silver jubilee of Paddy Hopkirk's win on the 1964 Monte Carlo Rally and the third dedicated to diversity – demonstrating the variety of different engines used to power Minis old and new.

There is a photograph of a 1993 Mitsuoka 'K11 Vewt' in the magazine of the **Classic and Historic Car Club**. Have any of these Micro Jaguars found their way to these shores?

Two very interesting articles in the magazine of the **Steam Car Club of Great Britain**: the first article goes into great detail concerning differences between the specifications for trailer brakes for American rigs and indigenous trailers. Why does this matter? It is not uncommon for very early vehicles imported from our former colony to come complete with bespoke trailers. The second article is a comprehensive description of almost all the types of timber you are likely to encounter when working on an historic vehicle.

The **BSA Owners' Club** journal has a useful article on the replacement of the Silentbloc bushes as fitted to the swinging arm suspension on the larger BSA's. This is a task which has provided hours of savage amusement to hundreds of BSA owners...

There is a melancholy montage of photographs of a Montego Graveyard somewhere deep in the English countryside in the magazine of the **Maestro and Montego Owners Club** as well as an interesting illustrated feature on the Cowley plant where the beasts were made – including some details of the problems with industrial relations that bedevilled the plant and the refinements to the production processes which contributed mightily to the demise of the company.

The latest issue of the **Historic Commercial Vehicle Club** magazine gives us full report on their annual London-to-Brighton run. The spectacle of so many colourful and superbly restored vehicles on the Brighton road must have been an experience. The same magazine also has a (topical) feature on the Subsidy 3-tonners of the First World War. Interesting statistics include the figures of 66,000 3-tonners, including 33,000 on the Western front by 1918. However, these numbers are dwarfed by the 985,770 (who counted them all?) horses in army service. Excluding munitions, almost half the stores required to support the army were made up of forage for this vast number of dobbins. There is also a report on Mike Fuller's contribution to Global Warming by driving his steam roller from John O'Groats to Land's End. Estimated time for the journey - two weeks.

SUBSCRIPTIONS

By far the majority of subscriptions have now been paid – thank you to all that have done so. If your newsletter address label does still say ‘Subscription due’ please do contact the office as soon as possible to arrange payment: sending out reminders is a costly business at today’s postal rates. Please do also note that for club subscriptions we do require the *whole* form to be sent back with a declaration of the membership numbers even if paying by bank transfer. We have had a couple of cases this year where only the anonymous lower half of the form has been returned and also where a bank transfer has been made in the name of an individual paying on behalf of a club - but with no indication of which club it is. With our record number of members it is very difficult and time consuming to sort this out at times.

WELCOME

Welcome to the following clubs who have recently joined the Federation

Old Skool Ford

Sunbeam Talbot Owners Club

American Auto Club International

Dennis Society

Welcome back to

Oxford Dreamers

Magna Carta Vintage and Classic Car Club

Museums

Myreton Motor Museum

Sir Henry Royce Memorial Foundation

This brings the number of clubs to a record 541, representing nearly 258,000 individuals.

FIFTEENTH ANNUAL GENERAL MEETING

Changes to the Articles of Association are necessary in order to comply with the Companies Act 2006. The FBHVC has taken legal advice regarding the difference between member organisations that are incorporated versus those that are unincorporated bodies. 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 at this AGM 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’. Please be assured that once the Articles of Association have been amended we will put in place a process to ensure that all member organisations, be they incorporated or not, will be able to have equivalent voting rights

The fifteenth 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, 11 October 2014 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 19 October 2013 as made available to members in November 2013. *[Copies available on request]*
2. To receive the Financial Statements for the year ending 31 May 2014.
3. Election of Directors. *[See note below]*
4. To receive the Report of the Directors.
5. To amend the Articles of Association in line with the Companies Act 2006.

Nominations for directors to fill the posts of chairman, deputy chairman, finance, and communications are required by 31 August 2014.

CONFERENCE Saturday, 11 October 2014, 1400

Chairman, David Davies

Topics will include social media, historic vehicle apprenticeships, historic vehicle theft

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, 3 October**.

The address is Stonewold, Berrick Salome, Wallingford OX10 6JR. A SAE would be appreciated. Fax: 01865 400845. E-mail: 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.