

EDITORIAL

This year's AGM and conference will give all members the chance to find out exactly what it is the Federation does and how it is done. The conference topic is 'Your Federation' and will cover legislation, the strategic plan that is being developed for the next few years, and research. We'd also very much like feedback from member clubs – and there will be plenty of opportunity for questions.

Volunteers are very much in the news at the moment and no club could function without them. The Federation is not immune to this need either and would welcome volunteers to help us continue our very necessary work on behalf of this £4.3 billion industry of ours.

We look forward to seeing you on 6 October.

WELCOME

Roger Wrapson

In this column I usually take the opportunity to question authority, giving a tongue in cheek view of issues which appear to be at odds with other chosen routes. This month, the joke seems to be on me and although I'm not sure that I'm wrong, I'm equally unsure that I'm right.

A month or two ago I chose to take my old car to a Rotary Club lunch. Nothing odd about that you might say. However on the way home I heard the sounds of Blues and Twos behind me and pulled over to wave the Ambulance through. Unbeknown to me a photographer was on the scene and photographed me (and the car) in the act of signifying with a hand signal my readiness to be overtaken. Still nothing remarkable so far, in fact quite a good shot of me, the car and the ambulance. However, the picture, for reasons best known to the photographer then appeared on one of the social media web sites, and one of the comments was: 'What is the driver doing?'

This has somewhat shaken my faith in human nature. You see, I've always been a fan of hand signals – I appreciate that few people know what they mean, but I've always worked on the basis that a hand signal from the driver of an open car must mean that he was planning to do *something* and should thus be given a wide berth. Clearly my view only holds good in daylight and is unthinkable on motorways.

However, with such apparent uncertainty from everyone perhaps it's now time to fit flashers to the old motor although how I could signal that I was prepared to be overtaken by an Ambulance will still remain a mystery.

While I'm pondering this don't forget the Federation AGM and Conference on 6 October.

UK LEGISLATION

David Hurley

ROADWORTHINESS TESTING: NEW PROPOSAL FROM THE EU COMMISSION

When the European Parliament Historic Vehicle Group (EPHVG) met in May, Szabolcs Schmidt the head of the EC Road Safety Unit, mentioned that proposals for revisions to the Roadworthiness Testing Directive, following a 2010 consultation, were expected 'in the summer'. In July, the European Commission published the detail which turned out to be a proposal to replace the current Roadworthiness Testing Directive (2009/40/EC) with a completely new Regulation.

The difference between a Directive and a Regulation is that each Member State must adopt a national law to implement a Directive while a Regulation is binding in its entirety and directly applicable in all Member States.

It was unfortunate that the editorial deadline for the August newsletter closed on 9 July and this important item was issued four days later. Subsequently the Department for Transport issued a 'Request for information circular' to assist them in negotiations with the Commission. On such an important matter we decided to issue a press release on 23 August to make our views widely known and included on the mailing list were all the member clubs for whom we have email addresses as well as our press database.

The draft of the new Regulation has implications for all motorists, not just historic vehicle owners. Amongst other things, the draft includes requirements to test all trailers (which in turn implies a registration system) and requires tests to make reference to a vehicle's original 'technical characteristics'. The meaning of this expression is not defined. National governments are granted the right to make their own testing arrangements for 'vehicles of historic interest'. A vehicle of historic interest is then defined as one that

- *Was manufactured more than 30 years ago*
- *Is maintained by use of replacement parts which reproduce the historic components of the vehicle*

- *Has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension; and*
- *Has not been changed in its appearance.*

FBHVC considers this definition to be unworkable and completely unacceptable. FBHVC also rejects the suggestion that Roadworthiness Testing should relate to a vehicle's 'technical characteristics', whatever the age of the vehicle. Modifications, alterations and improvements are all part of the history of motor vehicles and the older the vehicle, the more likely it is that it will have been altered at some stage. At present the basic tenet of a UK MoT test is that it is one of mechanical fitness. There is no database of original specifications for UK vehicles, so testing to original 'technical characteristics' is simply pie-in-the-sky.

Earlier this month, the Department for Transport asked stakeholders for comment on the proposals. FBHVC will be responding formally to this request when further analysis of the detailed proposals has been completed. FBHVC will be discussing the implications of the proposal with the international organisation, FIVA, and through them with the EPHVG group as well as with the All Party Parliamentary Historic Vehicle Group in the UK.

It should be remembered that this is still just a proposal. It has to have approval by each EU member country before it is adopted. Some media commentary on this topic has tended towards the 'we're doomed' end of the scale. It is certainly a serious issue and FBHVC is treating it accordingly.

Since the above was circulated the Federation has formally replied to DfT's information request within the short deadline allowed. We pointed out that the proposed definition of a 'vehicle of historic interest' is unworkable, explained why, and offered a suggestion for a simpler two-stage definition of a vehicle of historic interest that would not change the status of any vehicle considered historic under the current Roadworthiness Testing Directive. We also pointed out that testing of trailers would require the establishment of costly registration and testing systems for little road safety benefit (it is understood that most trailer related accidents occur as a result of tyre failure) and objected to the notion, inherent in the proposal, that conformity to original technical characteristics has any bearing on roadworthiness.

We anticipate a continuing dialogue with DfT as the EU debate continues. Certainly the FIVA Legislation Commission (of which I am a member) is unhappy with the restricted nature of the definition of a 'vehicle of historic interest' contained in the draft.

UK MOT EXEMPTIONS

As recorded previously, on 18 November 2012 vehicles manufactured before 1 January 1960 will become exempt from the MoT test. This exemption is permitted under Article 4 of the current Roadworthiness Testing Directive (2009/40/EC), and was decided before the proposal described above was published. There are a number of circumstances where, at present, an MoT is required, for example, as part of the V765 procedure, but it has still not been made clear by DfT what the new rules will be, despite repeated approaches by the Federation. The Federation has called for an urgent meeting with the DVLA on September 19 to seek clarification on all such points from the key policy maker, who will also be attending the meeting.

We have received a number of queries about voluntary MoTs and the possibility of setting up a 'roadworthiness test' for pre-1960 vehicles. Our response to the original MoT consultation, backed up by the completion of the on-line survey, deliberately included the option of voluntary tests – something which had originally been opposed by DfT. The voluntary test is likely to be the same as the statutory test with all the component and performance exemptions as allowed at present and there is thus no need to reinvent the wheel – the test is there and will remain in the VOSA manual.

To enable members to find a suitable testing station the Federation has carried a list of garages known to be sympathetic to our vehicles on the website for some considerable time. There are approximately 400 testers listed, all recommended by historic vehicle owners.

TAXI AND PRIVATE HIRE SERVICES

The Law Commission consultation concerning consolidation of control of taxi and private hire vehicles was covered in depth in our last newsletter. The Federation has made a formal response to the Law Commission which included our view that the traditional use of historic vehicles for weddings should be able to continue unfettered by bureaucracy. It should be remembered that before any enactment can take place, DfT will have to undertake a further formal consultation exercise.

IMPLEMENTATION OF THIRD DRIVING LICENCE DIRECTIVE

There are new age restrictions coming into force on 19 January 2013 which apply to driving licences. If a driving licence is currently held, the existing entitlements to drive the different types of vehicles shown on the driving licence

remain. However where the licence holder wishes to drive or pass a test for additional vehicles on or after 19 January 2013, the new rules will apply.

The main changes are:

- Category D – Any bus designed and constructed for the carriage of more than 8 passengers in addition to the driver, with a trailer up to 750kg, and
- Category DE – As above, but with a trailer other 750kg

The minimum age is increasing from 21 to 24, although the lower age limits of 17 (Armed Forces) and 18 (PCV/CPC) remain.

The EU have allowed the UK to continue long-standing practices of the use of normal Class B (car) licences for some steam and private preserved buses over 30 years old (with the existing conditions of use).

There are 3 new categories:

- Category A2 - A motorcycle of a power not exceeding 35kW, with a power to weight ratio not exceeding 0.2kW per kg and not being derived from a vehicle of more than double its power – minimum age 19.
- Category AM – two or three-wheeled vehicles with a maximum design speed of not more than 45km/h or a light quadricycle with an unladen mass of not more than 350kg, not including the mass of the batteries in case of electric vehicles, whose maximum design speed is not more than 45km/h – minimum age 16.
- Category Q - Motor vehicles with less than four wheels which are propelled by an internal combustion engine, has a cylinder capacity not exceeding 50cc and, if not equipped with pedals by means of which the vehicle is capable of being propelled, has a maximum design speed not exceeding 25km/h – minimum age 16.

The full list of licence categories runs to many pages and can be found on the DVLA website:

www.direct.gov.uk/en/Motoring/DriverLicensing/DG_201206

FUEL NEWS

INTRODUCTION OF E10 PETROL

The FBHVC and member clubs have previously been led to believe that the widespread introduction of E10 fuel was unlikely before 2015. However, following a recent Stakeholder meeting at the Department for Transport it does seem that this has changed and E10 could be with us as early as 2013.

The BSI committee (the Federation has a representative on this committee) is working on the E10 fuel specification for the UK which is expected to be in place by the end of 2012 and fuel retailers are to be given guidance over the introduction of E10 petrol. There is currently no planned national roll-out for E10 and not all fuel terminals have ethanol blending facilities, so a piecemeal introduction of E10 can be expected.

A DfT vehicle compatibility working group will be compiling a list of modern E10 compatible vehicles and this should be in place by early September. There is also a working group subset which is concerned with classic or historic vehicles, including motorcycles, to which the Federation is invited.

We are already well aware that E10 is not suitable for historic vehicles, unless steps have been taken to proof fuel systems for this blend. Members should be aware that E10 may start to penetrate the UK retail fuel market early in 2013, and they should avoid it unless they have adopted measures to ensure compatibility with E10 petrol. Pumps selling this fuel will be clearly labelled E10, and also will carry a warning message. It should also be noted that super grade petrol will continue to be the 'protection grade' and will not have more than 5% ethanol.

LEADED PETROL

A list of garages selling leaded fuel can found on the FBHVC website: www.fbhvc.co.uk/fuel-information/ This list has recently been updated and there are now very few places left to fill up with leaded petrol. The list is laid out in post code order.

| | | |
|---|----------|---------------|
| Dawson Engineering (Burley) Ltd | BH24 4EB | 01425 402388 |
| Maple Garage | HU11 4NA | 01964 670392 |
| Redhall Garage Ltd | LE67 8HG | 01530 222323 |
| R E Mills Motor Engineers | LE7 7NU | 0116 230 2295 |
| Renlut Properties Limited | LL12 8DY | 01978 352428 |
| Stoke Row Garage | RG9 5QL | 01491 680411 |
| Park End Motor & Engineering Co. Ltd | SE13 6TR | 020 8697 2865 |

Platts of Marlow
H J Taylor

SL7 2NJ 01628 890909
WR12 7PL 01386 852338

DVLA

Nigel Harrison

New MOT exemption threshold

As has been already reported, from 18 November vehicles manufactured prior to 1 January 1960 will be exempt from the MoT.

For a proportion of historic vehicles DVLA don't have a record of the year of manufacture. This is typically because the source of the information was the RF60/VE60 old style logbook, handed in during the tax renewal process in the 1970s. The year of manufacture was not recorded on that document, so could not be transposed to the DVLA computer record. These days when an historic vehicle is registered, the year of manufacture is also recorded, typically from a V55/5 form and the sponsoring clubs dating letter or V765 form.

Although some historic vehicles don't have a date of manufacture recorded, all vehicles will have a date of registration. To illustrate how DVLA cope with the situation where legislation relates to the date of manufacture and DVLA only have the registration date, it will be helpful to look at the taxation class for historic vehicles. Historic vehicles are exempt from vehicle excise duty if they were manufactured before 1 January 1973. DVLA state that provided a vehicle *'was registered from 1/1/1973 up to and including 7/1/1973, we [DVLA] will let you register it as an historic vehicle, based on the assumption that the vehicle would have been made in the previous year'*. (DVLA leaflet INF34.) If DVLA follow the same logic with the pre-1960 MoT threshold, vehicles registered on or before 7 January 1960 will be exempt from an MoT.

There will be a small proportion of vehicles manufactured before the end of 1959 but registered after 7 January 1960 where DVLA don't have a year of manufacture recorded, and examples would include second-hand imported vehicles, and vehicles disposed of by the military.

Sometimes it is not clear from the V5C if DVLA do have a record of the year of manufacture. One source of information is via the RAC website: www.rac.co.uk. Scroll down to 'Other Services', and click on 'Car Checks'. On the 'Car Data Check' page, it infers that there is a charge for checking a vehicle record, however, there is no charge for just the display of the basic 'vehicle details', which is a copy of DVLA data.

As an example, using one of my own vehicles, input the registration number 748 UPF and click on 'Buy Now'. A page will be displayed headed 'Vehicle Check'. In this example, there is no value against year of manufacture, so DVLA have not recorded the data.

There is also vehicle information on the DirectGov web site at www.taxdisc.direct.gov.uk, which can sometimes be misleading. If DVLA don't have a declared value for the year of manufacture, for some vehicle records, there is an entry generated and displayed for the year of manufacture. Sometimes, although not in this case, it can be incorrect.

If your vehicle was registered after 7 January 1960, but made before 1960, and there is not a year of manufacture recorded (as indicated on the RAC website), for the vehicle to be exempt from the MoT, DVLA will need to be notified of the correct date. The appropriate specialist vehicle club should be able to produce the necessary dating letter, once they have carried out the necessary checks, which could well involve an inspection, and a fee for the dating letter.

Vehicles most likely to be affected by this missing data are ex-military vehicles under 3500 kg GVW, and second hand imported vehicles, first registered by local registration authorities in the 1960s or 1970s, but manufactured in the 1940s or 1950s.

NEWS

INSURANCE MATTERS

Insurance salvage

In response to members' questions the Federation has been making enquiries into specialist classic car insurers who have amended their policy regarding salvage rights in the event of a total write off and appear to be using terms that apply to modern vehicle accident conditions. Obviously many owners of historic vehicles would be unhappy to see their cherished vehicle crushed when several of the body panels, interior trim, or mechanical components could be salvaged and re-used to good, safe advantage.

It does seem that it *is* possible for an owner to discuss a write off with the DVLA but success is most likely if the vehicle is a genuine older vehicle with proven rarity or historic value. The Federation has heard of a case where a vintage car, due to be crushed as a result of being submerged in a flood (the worst sort, from the drains) was saved when DVLA agreed that it was worthy of preservation. In another case a similar vehicle, badly damaged in an accident, was going to cost more than the insured value to repair. The insurers paid the owner a generous amount, agreed not to declare a write off and the owner kept the salvage. The car was rebuilt and is back on the road.

This does give hope that insurers and the DVLA can be persuaded with the right argument.

Young drivers

There is a growing concern among some member clubs, particularly those clubs who are fortunate enough to have significant numbers of young members, that classic car insurance policies for drivers under the age of 25 are becoming increasingly hard to obtain. Brokers and underwriters are reported to be either refusing cover to young drivers, or offering cover but with a dramatic increase in the premium.

Regrettably, the reluctance to cover young people is mainly centred on third party claims these days rather than vehicle damage. The claims for injury, real or made up, are escalating wildly and insurers cannot do anything but reserve large amounts for even the smallest of likely claims. Also it has been the case that young, non-enthusiast drivers could insure a 20 year old car on a classic policy far more cheaply than a current small hatchback on a standard modern policy.

The Federation's research has found that those insurers who are most experienced in this field are willing to listen to cases involving young drivers who have been around historic cars owned by parents all their lives. In such cases a reasonable premium can be obtained probably with an increased excess. If the parents are convinced of the ability of their offspring they will have to take at least £1000 excess and if they won't, then insurers will be less inclined to cooperate. The rates charged will be nothing like the multi-thousands of pounds quoted for young drivers of modern cars. Youngsters who are accompanied by parents, which is often the case with classics going to events etc, tend to get a very small charge and a reasonable excess – usually around £300 over the 'normal' policy excess.

Generally experienced insurers agree that the parents know the young drivers better than they do. Less experienced brokers may just offer a rating from the book.

NEWS

CALLING ALL VOLUNTEERS

The Olympics and Paralympics have shown off all that is best about our country - but reserved for special mention by all those lucky enough to have tickets for Olympic venues has been the outstanding contribution played by volunteers. These are people that gave up many days, unpaid, to make a contribution to a great event. It does take a special type of person to keep smiling and doing a thankless task for no reward other than the warm feeling generated by a job well done.

All clubs, large or small, rely on volunteers. The larger clubs have a small paid staff but still need unpaid help to run smoothly. Small clubs could not exist without voluntary help. A contribution to the running of your club need not be large but it will always be appreciated, as will a few kind words of thanks or praise at the conclusion of a job well done.

The Sunday Telegraph with Waitrose have launched the Volunteer Awards scheme to celebrate unsung heroes and a panel of judges will pick 20 winners who will each receive £500 for the organisation they represent.

An application form can be found in the newspaper or can be sent by email to volunteerawards@telegraph.co.uk. Your contact details are required as well as those of the nominee and a 200 word explanation to include information about what difference the nominee's work has made to the community and the nature of this work. More information is at www.telegraph.co.uk/volunteerawards.

TRADE AND SKILLS

Tony Davies

We are now moving towards the close of our web-based trade and skills questionnaire for 2012. The responses are still coming in but the UK is currently only third in the league table with 154 responses, well behind Spain (265) and Belgium (437) and just ahead of Ireland (147). To date (mid-August) the responses have totalled around 2000.

The Questionnaire will be finish during September so if you haven't already completed it you may only have a few days left! Hopefully I can report some further progress at our AGM in October.

The key objectives of this questionnaire are to establish the personal opinions of you the historic vehicle enthusiasts on the availability, or otherwise, of relevant restoration skills. If we think about our heritage of automotive engineering I believe the UK should be amongst the leaders on such issues. Indeed, it will be interesting to see how our opinions compare to those of other nations around the world.

On a more general note I will be attending a further meeting in September at the Department of Education to discuss apprenticeships and opportunities for skills training. We hope to make further progress in bringing to the Government's attention the needs of the historic vehicle movement for the future and I look forward to a continuing dialogue with the appropriate Departments and eventually some positive results.

Welcome to the following traders who have recently joined: Globe Garage, Roxby Garage.

NEWS

GOODWOOD ROAD RACING CLUB JOINS FBHVC

We are always delighted to welcome new organisations to membership, but it is not often that a new member publishes a press release to mark the occasion. The following release was issued by Goodwood on 5 September to the national and motoring press in the run up to the 2012 Revival meeting.

As the finishing touches are being put to the preparations for this year's Goodwood Revival (14-16 September), Goodwood is delighted to announce that the Goodwood Road Racing Club (GRRC) has joined the Federation of British Historic Vehicle Clubs.

The FBHVC is a grouping of 500 vehicle clubs and museums, plus around 1,500 trade and individual supporters. It aims to uphold the freedom to use old vehicles on the roads without any undue restrictions, as well as supporting its member organisations in whatever way it can.

The Goodwood Revival annually attracts over 138,000 visitors, many using old vehicles to drive to the event and proudly display them in the pre-1966 Revival Car Show parking area. The Revival is also supported on-site by a sizeable fleet of pre-1966 vehicles delivering essential supplies for catering, fuel, retail goods, competitor back-up, and so on, in addition to the 300+ vehicles racing or parading on the Goodwood track each day.

Handing over the cheque to FBHVC Vice President Geoff Smith, GRRC Secretary James MacNaughton said; "at Goodwood we recognise that a significant part of the attraction of the annual Revival Meeting is the fascinating display of cars of all ages that can be seen in the car parks. It is thus hugely important for the continued success of our event that nothing is done to deter enthusiasts from driving their families and friends to Goodwood and other venues in their treasured historic vehicles. We support the FBHVC in its work in ensuring that there are no restrictions on the use of such vehicles in the UK."

Simultaneously it was announced that in conjunction with the University of Brighton, the FBHVC will be carrying out an independent research programme for Goodwood to determine the economic benefit that the annual Revival meeting brings to the local area. The Revival is widely considered to be one of the best known and most prestigious events in the international historic vehicle calendar and continually attracts over 130,000 supporters from both the UK and overseas to Goodwood each September.

By the time this Newsletter has been published, the Revival meeting will be over for another year. The survey questionnaire, which can be accessed via <http://fbhvc.co.uk/revival-impact> will remain open until the end of October and anyone who attended the 2012 Revival in whatever capacity is encouraged to participate. Work on analysing the results will start in November with a view to reporting in mid-2013.

CLUB NEWS

David Davies

Sackcloth and ashes department: I wrongly attributed articles in the magazine of the **Association of Singer Car Owners**, Mascot, to another Singer club - unreserved apologies. To compound the felony, I have given the impression that the late Eric Barrass was president of the **Bentley Drivers Club** when he was, of course, the highly respected president of the **Rolls-Royce Enthusiasts Club**.

The **Imp Club** remind us that the Hillman Imp will celebrate its Golden Jubilee in May 2013 and a massive celebration is planned in Coventry. As part of these celebrations, Terence Tracey will be setting off from Johannesburg on Valentine's Day 2013 for Coventry to arrive in time for the celebrations and to raise money for the RNIB. *Minor Matters*, the magazine of the **Morris Minor Owners Club** gives us an up-date on preparations for the centenary celebrations in June 2013 at Charlbury, in Oxfordshire. More information can be found on www.morriscentenary.org.uk. Congratulations to the **Buckler Car Register** on its 40th anniversary and to the **BMW Car Club** on its 60th anniversary. The **National Vintage Tractor and Engine Club's** magazine, *Vaporising*, is celebrating 40 years of publication with a (very) brief history in the summer 2012 edition and there is a rallying call for support from the **Leeds and District Traction Engine Club** in its 50th anniversary year. The **Jawa CZ Owners Club** have started planning for their 60th anniversary in 2014 and are proud to be one of the earliest one make clubs in the UK.

The **Western Desert Recce Group's**, 1943 Ford GPW Jeep, dressed in desert garb as used by the Long Range Desert Group and early SAS recently won the Scottish Vintage Vehicle Federation Champion of Champions for Military vehicles and was then crowned 'Supreme Champion of Champions'. They also received second prize for the military vehicle class. The event was hosted by the **Borders Vintage Automobile Club** in the Scottish Borders.

Did you ever wondered how the petrol pump 'knows' when to shut off as you fill up your pride and joy? Well, the magazine of the **Jupiter Owners Club** tells you in the latest issue of their magazine. The club celebrates its 50th anniversary this year.

We are pleased to be able to inform you that the steam-powered Land-Rover has been successfully steamed. Barry Herbert, editor of the magazine of the **Steam Car Club of Great Britain** tells us that it has a monotube steam generator, a Doble-style triple expansion engine coupled to the original Land-Rover gearbox - development continues...

There is a delightful photograph in the **Autotruck Club** magazine of a Lister autotruck in use in Cornwall to delivery paraffin door-to-door in the confined streets of Liskeard. Where is it now?

The **Keighley Bus Museum** is appealing for more volunteers to come forward to support them in the maintenance and operation of the collection. If you live in the area and are interested, you can contact them on rgm@dockroyd.co.uk

A full report on the extraordinary achievement of the team who successfully prepared a supercharged Austin Seven for the 2012 Historic Mille Miglia appears in the magazine of the **Pre-war Austin Seven Club**. There MUST be an award for this sort of achievement?

There is always something of interest in the magazine of the **National Traction Engine Trust** and the July issue has the reminiscences of a member of a threshing team in the 1940s and notice that the Traction Engine Museum Guide and The Traction Engine Register are available through NTET Sales.

The advantages of fitting an air filter to a motor cycle carburettor are discussed in *Jampot*, the magazine of the **AJS & Matchless Owners Club** and for those concours judges who do not out very often, there is a detailed run-down of the variations of dip-switch and horn buttons used on AMC machines from 1936 to the cessation of production.

An extraordinary story about 'steam men' - steam powered automatons - can be found in **the Steam Car Club of Great Britain** magazine, *The Steam Car*. The challenge is to build a 21st century model...

The **Bond Owners Club** are delighted that the Company demonstration Bond three-wheeler which made the round trip from Bournemouth to Belgrade in 1959 has survived and is undergoing restoration.

The **Sunbeam Motor Cycle Club** knows of seven machines that took part in the 1930 Pioneer Run, and are looking to increase this for the 75th event on 24 March 2013. Any owners with machines of proven history in the 1930 run should contact the club before the end of November.

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS LIMITED
(a company limited by guarantee and not having a share capital)

ANNUAL GENERAL MEETING
6 October 2012

NOTICE is hereby given that the thirteenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place in the C S Rolls Wing of the Hunt House, Paulerspury, near Towcester, on Saturday, 6 October 2012, starting at 1100 hours for the following purposes.

1. To receive and consider the report of the directors for the year ended 31 May 2012.
2. To receive and consider the accounts for the year ended 31 May 2012.
3. Election of Directors. *[See note below]*
4. To consider any other business notified in accordance with the company's Articles of Association.

Nominations for directors for the posts of chairman, deputy chairman, finance and planning, and communications were required by 24 August 2012.

CONFERENCE

Saturday, 6 October 2012, 1.30 pm

YOUR FEDERATION

Chairman
David Davies

Speakers
David Whale, FBHVC Director for Heritage
FEDERATION STRATEGY, THE NEXT DECADE

David Hurley, FBHVC Director for Legislation
UK & EU legislation, how it is formed and manipulated

Geoff Smith, FBHVC Vice-president
Research

COST AND REFRESHMENTS

Attendance only tickets are free to delegates from FBHVC subscriber clubs and to FBHVC supporters but are £5 to others.

Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at **£13.50** each to delegates from FBHVC subscriber clubs and to FBHVC supporters but are £18.50 to others.

Tickets should be ordered from FBHVC secretary by **Friday, 28 September 2012**.

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 Ltd, or by card. Prices are inclusive of VAT.