



Newsletter No. 38 – The Federation of British Historic Vehicle Clubs – Feb 2021

Dear Members,

I have just received the latest FBHVC News magazine and would like to pass on to Scarce what I consider are important points found within.

Firstly, and maybe most importantly, Scarce is mentioned in the Secretarial News page as a new member and supporter! Whehey! Fame at last!

Also within her page, the secretary mentions the Drive it Day rally plates FBHVC have produced (April 25th) with proceeds going to NSPCC Childline. We are currently awaiting the Boris “Roadmap” for release of lockdown and how this will affect our potential commencement of runs, but live in hopes that we may be able to show the general public our cars on DID and if they are sporting the DID rally plates so much the better! To support Childline in this way and to order your plates go to: <https://www.driveitday.co.uk/>

As an aside, to illustrate the desire to get motorsport and motoring events back on the agenda, VSCC have earmarked that weekend on the calendar for the Herefordshire Trial, in which hopefully Alistair and I will be competing. Time will tell!

Ok, so back to FBHVC. I must say they delight in the use of abbreviations, acronyms and initialisms, making the periodical somewhat hard work for yours truly. However, hopefully I have gleaned the important points!

On environmental matters -the Greater Manchester CAZ (Clear air zone) - FBHVC had made submissions in 2019. The proposals published in October 2020 were welcomed with confirmation that historic VED (vehicle excise duty) class was exempt, albeit with a request for clarification that “younger” preserved lorries and buses inside the zone would fall within the category of Private HGV and benefit from local discounts. I have to say, however, that our club, as per its title, strictly speaking is only concerned with cars and to prevent making this newsletter even longer, and getting involved in general discussions regarding zone charges, it is only relevance to cars that I will relate.

“Car cruising” was mentioned and, as the editor said, at first, he thought this perhaps was in the same category as Sid James importuning young ladies from his Vauxhall Victor in Carry on Cruising! Er, no. It refers to a regrettable craze of large gatherings of “Boy racers” (for the sake of correctness surely it should be Person racers!?! Not quite the same impact maybe)! Meetings take place on the public highway and car parks and stunts are performed, some of which can be dangerous. (sounds like trialling! - sorry – joke). The upshot of this is the production of restraints - firstly a PSPO - I am sure you all know that stands for Public Spaces Protection Order, but more draconian, secondly an injunction under the Local Government and Highways Act. This carries the power of arrest whereas the breach of a PSPO simply produces a fine.

I am sure that none of our members would take part in such an antisocial and dangerous gathering, so why am I mentioning it here? Apparently one of the banning orders includes “driving in convoy.” Cut a long story short, FBHVC have been in consultation with local authorities to ask them to remove these words but have had mixed responses. Most

reactions have been that a “common sense” approach would be taken and that this is not aimed at a Scarce run out (when we can) to the Dog and Duck (shandy only of course!) However, the thought of one of our cars being involved in an accident of some sort on one of our runs has been at the back of my mind (hence the caveat emptor on the navigational notes) and so your committee will deliberate on this and inform you of our conclusions forthwith, but clearly doughnuts in the Cross Keys car park are out!

One matter that has been mentioned in the past by El Presidente is the concern of one of our old bangers (er sorry I mean vintage or classic vehicles) ceasing to proceed (as if) while on a motorway. This is a good point with the advent of SMART motorways. These, I am reliably informed, are referred to in Scotland as “Intelligent transport system!” Really? They employ ATM (sorry I have caught the bug) ie Active Transport Management which is intended to increase capacity on motorways and utilise MIDAS (herumph) Motorway Incident Detection and Automatic Signalling. As we know, this has received a lot of criticism, and sadly, has caused fatalities where the hard shoulder is being used to increase traffic flow, or where there is no hard shoulder at all. As an aside, I wonder if all foreign travellers in the UK know that a hard shoulder is not something used in a rugby scrum? Who knows?

Anyhow, FBHVC had been reluctant to pressurise the government as we were informed that the SVD (see what I mean) or Stopped Vehicle Detection System was going to be rolled out as a matter of urgency. However, a newspaper article published just before Christmas informed us that Highways England (no abbreviation) has failed to switch on any new SVD's in the last 9 months. The article went on to say that CCTV and MIDAS are in operation but only 23.86 miles of almost 500 miles of SMART motorway had SVD. This has prompted FBHVC to pass on concerns to the chairman of APPHVG (prize if you knew this was the All Party Parliamentary Historic Vehicles Group), to raise them with the Secretary of State for Transport (SST). It is perhaps reassuring to know that HV's (you knew that was Historic vehicles) account for only 0.2% of miles driven on UK roads each year.

Shouldn't be discussed here for previously mentioned reason, but the Motorcycle Action Group (you guessed it - MAG) has gained confirmation the ICE 2030 proposed ban on UK sales of new petrol and diesel vehicles does not relate to motorcycles.

FBHVC have a representative on the FIVA (Fédération Internationale des Véhicules Anciens) legislation committee, and hence, we have influence on international considerations. Importantly, at the meeting FIVA LC agreed that they should make a presentation to the 26th UN Climate Change Conference (COP26) later this year to prevent historic vehicles being thoughtlessly swept up in general moves towards less polluting power sources for vehicles and consequent restrictions on use of older vehicles.

FIVA has also submitted a paper to the EU commission (boo) regarding work to create an amendment to the EU End of Life Directive, which covers the issue of dismantling versus destruction and how to limit the inclusion of historic vehicles in scrappage schemes.

An article on Carbon Neutrality and Historic Vehicles discusses the notion of mitigating the, albeit minute, impact of pollution from historic vehicles (0.1% of vehicle emissions) by carbon offsetting. So basically, if you have a historic vehicle plant some trees!

FBHVC is currently evaluating several potential partners who could assist us in this. The likely cost on an individual vehicle basis is likely to be modest. Watch this space.

Safe driving,
Mike