



THE AUSTIN SEVEN CLUBS' ASSOCIATION



President: Bob Wyatt
Past Presidents: Donald Doughty, Stanley Edge, Bert Hadley and Freddie Henry

MINUTES OF THE MEETING

HELD AT THE HERITAGE MOTOR CENTRE, GAYDON

AT 11.00 AM ON SUNDAY 4th OCTOBER 2015

Present	Andy Lowe	Chairman A7CA; MA7C
	Bob Wyatt	President
	Chris Garner	Vice Chairman A7CA; PWA7C
	Howard Annett	Magazine Distribution and Back Issues; A7OC
	Phil Baildon	Archivist A7CA
	Graham Baldock	Public Relations A7CA; EA7C; HA7C
	Hugh Barnes	CA7 & VCC
	Nick Beck	SA7C; BA7C
	Roger Brown	Registrar A7CA
	David Cochrane	Pram Hood Register
	Gill Davis	750 MC; CA7VCC
	Hazel Gore	Advertising A7CA and MA7C
	Steve Hodgson	Worthing Gp
	Dave Orange	EA7C
	Ed Waugh	Editor The Grey Mag; PWA7C
	Bob Prophet	Secretary A7CA; MA7C; PWA7C
Apologies	Chris Charles	Website Co-ordinator A7CA
	David Charles	A7 Special Register and Cornwall A7C Rep
	John Cox	Online A7C
	Arthur Davies	MA7C
	Ruairidh Dunford	Gordon England Register
	Bernard Griffiths	Events & Projects Co-ordinator A7CA
	Chris Heeley	Treasurer A7CA; PWA7C
	Paul and Liz Maulden	Norfolk A7C
	Lorna Mountford	Swallow Register
	Roger Price	Online A7C
	Derek Sheldon	Rosengart Register

Action

Welcome

1. The Chairman welcomed the meeting to The Heritage Motor Centre, Gaydon, especially Bob Wyatt, the President. He then explained the problem of the display by Vulcan XH558 which was considered likely to attract huge crowds thus causing jams. It had been necessary, therefore, to restrict attendance to 16 at the A7CA meeting – the number of places which the Secretary had booked months before the

<p>meeting. Howard Annett made the point that the meeting which we were attending was not a committee meeting. He said that those whose names appeared on the inside front cover of The Grey Mag were officers of the Association and that the committee was formed by an indeterminate number of reps from each of the association clubs. The Secretary apologised having never appreciated the situation but pointed out that, as he had to book Heritage Motor Centre months in advance, he had no idea how large a room to book. He said that the question of the composition of the committee would be discussed by the Chairman, Vice Chairman and the Secretary.</p>	<p>Chairman Vice Chairman Secretary</p>
<p>Minutes of the previous Meeting</p>	
<p>2. The Minutes of the meeting held on 12th July 2015, having been previously circulated, were found to contain errors and were not signed. The Secretary was asked to sort them out.</p>	<p>Secretary</p>
<p>Matters Arising</p>	
<p>3. Ed Waugh remarked that he had sent a report which had not appeared in the Minutes. The Secretary apologised and said that he would rectify this omission.</p>	<p>Secretary</p>
<p>Chairman's Report</p>	
<p>4. The Chairman said that he had very little to report. He mentioned Chris Dalby's funeral and said that he had sent flowers on behalf of the Association: details of the funeral were in Grey Mag 2015D. He mentioned the representation at the DVLA meeting by the Hereford club (see reports attached). He told the meeting that it appeared that Mike Ward of HA7C had been hand-picked by DVLA to represent the world of Austin 7. He recommended that all members read the notes at the end of these Minutes for an idea of what was discussed. It was agreed that A7CA should await the Minutes from DVLA and analyse them. Howard Annett offered to go to the FBHVC AGM and report back. He noted that Chip 'n Trac had an offer on both the tracker and camera but that they had missed The Grey Mag deadline for an advertisement.</p>	<p>Chairman et al</p>
<p>5. He then said that he had contacted Emma Airey at Hiscox Insurance about Insurance Premium Tax and received the following reply: "You may be aware of a recent announcement by the UK Government which will affect anyone with a motor insurance policy. I have prepared a summary for your information which you may wish to share with your Association's committee and members:</p>	<p>All</p>
<p>"RH Specialist Insurance - important information regarding Insurance Premium Tax (IPT): Effective from 1st November 2015, Insurance Premium Tax (known as IPT) as levied by the UK government has increased from 6% to 9.5% on motor insurance policies and this will be included in your new premium. This means that, for all UK policies, your premium will be subject to the new rate of 9.5% tax the next time after 1st November 2015 that you either buy a new policy, renew an existing policy or make a significant change to an existing policy that affects your premium (eg change of address). For example, if the insurance premium is currently £100, the rate of IPT will increase from £6.00 to £9.50 - making a total of £109.50."</p>	

<p>Secretary's Report</p> <p>6. The Secretary reported that Dave Orange had complained that RH Insurance, having said that they would not alter any of the terms and conditions of their insurance after being taken over by Hiscox but that they had apparently altered the rules about cover for the over 70s on their Key Facts sheet. This was likely to affect all owners over 70 under Section 7 which stated that personal accident benefits are only given to the policyholder and their husband, wife or civil partner (while under 70 years of age) whereas previously, there was no age restriction. After some discussion, it was agreed that Dave Orange should contact Emma Airey on behalf of A7CA. [He had since reported Emma Airey's reply that "...whilst the policy booklet wording is correct (section 4), the key facts document (section 7) is incorrect. ERS have raised a job with IT to get this fixed asap. <u>In the meantime, they have confirmed that the over 70 cover is still in force and there haven't been any other changes from the previous booklet to the new one.</u>"].</p>	All
<p>7. <u>Swallow Register</u>. The Secretary went on to report having received the following report from The Swallow Register: "Another very successful annual gathering over the weekend of 22nd & 23rd of August. 8 Swallows plus other owners and club members (deterred a little by the torrential rain) met at the Haynes Museum on the Saturday and then again at Barrington Court National Trust on the Sunday with a smashing dinner in between. Sunday afternoon turned out dry and we had a wonderful meeting especially seeing Glenn Sanger's Swallow – 10 years in the restoration in splendid blue and cream colours. Next year we plan to go further north – to Cheshire."</p>	All
<p>8. <u>Acknowledgements</u>. Graham Baldock asked that reports be acknowledged as the Secretary had not done so before the last meeting. The Secretary apologised and said that he would do his best.</p>	Secretary
<p>Treasurer's Report</p>	
<p>9. The Treasurer's report is attached. The Treasurer noted that certain clubs had not paid their subscriptions as the time of reporting and were asked to do so.</p>	All
<p>Information</p>	
<p>10. <u>Magazine</u>. Ed Waugh reported that he had managed to produce Issue D despite more pressing personal events and was congratulated by all present on his wedding.</p>	
<p>11. <u>Website</u>. The Webmaster reported that the website had been idling along smoothly for the last 3 months with very few changes or updates. Shop sales had gone very well with only 32 Warwick DVDs remaining; A7CA has already broken even.</p>	
<p>12. Between July and September this year, the site had received 12,295 page views from 4558 visitors; 70.56% of these visitors were new to the website having not visited before. As usual, the Chassis Register was the most popular page with 1,329 searches using the Online Chassis Register Search. The details of the member clubs and meeting details was the second most popular with 493 views. Interestingly, now that the new website was mobile compatible, 272 visitors on mobile devices had visited the site.</p>	

<p>13. With the end of the year looming, clubs should send details of 2016 events to be included on the Events Calendar page. They were asked to send them in the format of Date, Event Title and Club. Clubs were asked to note that this calendar was for the purpose of displaying club rallies and events which Clubs were due to attend and not for regular monthly meetings or runs.</p>	All
<p>14. The Webmaster reported that he had visited the A7CA Archives with Phil Baildon to set up cataloguing and scanning facilities. This included a laptop, high quality A3 scanner, printer and photocopier, a portable hard drive as a backup device and also cloud storage. This way, there would be 3 copies of everything scanned in: the laptop, the external hard drive (stored away from the archive building) and cloud storage (Microsoft OneDrive).</p>	
<p>15. Finally, Chris asked for any news reports for the website or other updates to be sent in. www.a7ca.org.</p>	All
<p>16. <u>Advertising</u>. Hazel reported that Advertising space for 2015D had taken up 10 pages. Income for Jul, Aug and Sep had brought in £91.88 (of which £26.88 was advance Classified Advertising for Issues 2016 A – D). She reported that invoices were sent out with issue D and paid before Issue A went to print. She reported that total advertising income for 2015 was likely to be some £2988.14 (subject to confirmation with the Treasurer).</p>	
<p>Archivist</p>	
<p>17. Phil Baildon reported that invoices were still going from Triumph to John Wyett: he had told them before but would do so again. He said that he would ask Triumph for an appropriate rebate because the A7CA offices had been unusable for a time. He reported that he had bought a computer and all the ancillaries authorised at the last meeting. He intended to seek advice from Fay McCloud who will advise on how to digitise the archives and how to use the new equipment to best advantage. He explained that Fay McCloud had once been archivist for Aston Martin and was currently archivist for Jaguar. He said that he had also asked Corenna Fry to find him an expert to work on the system. Dave Martin was keen to learn the ropes of computers and would be happy to work alongside the expert when he or she was found.</p>	Archivist
<p>18. Nick Beck then proposed that, when digitisation was complete, all the originals should be stored with a reputable, sympathetic organisation such as a University. Much discussion followed and certain Universities were suggested – Warwick, Loughborough, Southampton – as being good engineering Universities and worth approaching. Hugh Barnes suggested that A7CA should approach Universities now before going too far down the line of digitisation in order to seek advice on the best method of doing what needed to be done. Chris Garner agreed that this was the best approach. Roger Brown suggested seeking advice on how best to digitise and Hugh Barnes said that a strategy must be produced on which the digital archive would be based. Nick Beck said that, when the originals had been stored securely and safely, digital copies should be available in many, easily accessible places – including online. This was agreed.</p>	All
<p>19. Phil Baildon then produced the master copy of Stanley Edge's original drawings</p>	

<p>which had been soaked in the flood and which couldn't be separated by Harwells [the professional Restorers]. It was agreed that they must not be thrown away in case they could be separated in the future. However, he produced a CD which had come to light which was believed to contain a digital copy of those drawings. Hugh Barnes suggested that it might be a good idea to publicise around A7CA what had been damaged and what hadn't as there was a great deal of uninformed speculation. This was agreed.</p>	Archivist
<p>20. Phil Baidon then told of a Swiss Consortium which intended to build ten twin cam engines from the original plans with a view to racing them: there was talk of their giving one of the engines to A7CA...</p>	All
<p>21. Phil then produced a photo of a dinner in France at which Stanley Edge was a guest. He produced, also, the Monza Trophy and Howard told of a Trophy held at Brooklands awarded to Captain A Waite.</p>	
<p>22. Finally, the Chairman suggested that Phil Baidon write a monthly report on Activity in the Archives. This was deemed to be a good idea: it was agreed that the piece be sent to the Secretary who would distribute it to Club Secretaries and Registrars: the webmaster was asked in absentia to put it on the Association Forum and on the Association website.</p>	Archivist Secretary Webmaster
<p>Registrar</p>	
<p>23. Roger Brown told of having processed about 112 applications which had resulted in the recording of some 12 new cars. He said that he would investigate incorporating other versions including the Big Sevens. He questioned, however, the value of colours on the register. After some discussion it was decided to dispense with colours. He then questioned the Constitution which decreed that the Register keep records of cars and owners. Again, after much discussion, it was agreed that the Constitution be looked at for this point and for the composition of the Committee. It was agreed that the information held on the register must not change for the moment because of the provisions of the Data Protection Act. It was noted that HA7C had tried putting photos on their register which could be interrogated for history. The Chairman then suggested that a link be created between Register and Graham's book as a model reference.</p>	Registrar Registrar Graham Baldock
<p>Booklet</p>	
<p>24. Graham Baldock said that he had 27 copies left having sold 90 – 100 copies. He said that, as movement had slowed, he had offered copies to individuals. The Chairman suggested offering the remaining few for sale at NEC. Graham reminded the meeting that he was now working on version 2 with more detail although it would be a couple of years before it appeared.</p>	All
<p>Spares and Supplies</p>	
<p>25. David Cochrane reported that he was not aware of anything new from suppliers.</p>	
<p>Any Other Business</p>	
<p>26. <u>A7CA Committee Meetings</u>. The question of the composition of the</p>	

<p>"committee" meetings was raised again and the Secretary was instructed to ascertain the costs of booking different sized rooms – with and without tea and coffee – at Gaydon [<u>Secretary's Note</u>. Done: answer awaited].</p>	<p>Secretary</p>
<p>27. <u>Cambridge Austin 7 and Vintage Car Club</u>. Hugh Barnes read out a statement submitted by Paul Lawrence, Secretary Cambridge Austin 7 and Vintage Car Club: I have noted the e-mails that have been circulated recently, relating to the Association Meeting on Sunday 4th October. There appear to be a number of issues arising that give cause for concern so I would like to assist by making clear the views of the Cambridge Austin Seven & Vintage Car Club committee.</p> <ul style="list-style-type: none"> • Our first issue of concern is that there seems to be a degree of confusion about the Committee and Officers of the Association and we are pleased to see that there are plans to clear up any confusion about this in the future. • Our second issue relates to the apparent level of detail of the most recent Association minutes. It was understood that a series of proposals were put forward by the Bristol Austin 7 Club and the Scottish Austin 7 Club regarding the action to be taken to secure the future of the Archival material the Association holds. It would seem that those proposals were very clear and specific. It is also understood that those proposals were voted on and accepted, yet the minutes fail to reflect this and, even though a series of amendments were put forward after the draft minutes were issued, these do not appear to have been reflected in the published minutes. With such an important issue as this, the Cambridge Club feel it important that total accuracy and transparency is maintained in the minutes at all times and that decisions made should be circulated appropriately and clearly understood by the entire Austin 7 community. • Finally, in the case of this particular meeting, whilst we can understand the unusual position that Bob found himself in regarding access to the venue, we think that having a committee meeting where all members that wish to attend are prevented from doing so is cause for concern. Although the constitution does not make any reference to a Quorum required for decision making (Items 7, 8 and 9 refer to voting procedure only) it would seem inappropriate to base decisions on votes taken at this meeting where attendance is being limited. 	<p>Chairman Secretary</p>
<p>27. <u>Date of next meeting</u>. The Secretary reminded the meeting that Gaydon was not available for the usual Sunday in January because of redecorating work and members did not want to meet on a Saturday for various reasons. He was instructed, therefore, to cancel the date in January: the next meeting would be on Sun 10 Jan 16 at Lubenham.</p>	<p>All</p>
<p>28. <u>Stanley Edge's Memorial Stone</u>. Hazel Gore mentioned that she and the Chairman were waiting to meet the National Trust to discuss the site (Frankley Beeches, Birmingham) which used to belong to Birmingham City Council and now belonged to The National Trust as the site was now in an untidy state.</p>	<p>Hazel Gore Chairman</p>
<p>29. <u>Chip 'n Trac</u>. Hazel Gore mentioned, also, the Security device which might appeal to members as a Christmas present. Chip 'n Trac Security were offering as a Christmas Special offer: Chip 'n Trac at £69.00, a Digi Cam at £59.00 or the two together at £115.00. Contact Stan Ratcliffe at RBS Ltd on 01474 350883.</p>	<p>All</p>

<p>30. <u>New Book</u>. Hazel Gore mentioned Pam Hunt's new book "MISS DAISY" which will be on sale in time for Christmas: contact Pam Hunt on 014437 899966 or e-mail pamela-hunt@btconnect.com.</p>	<p>All</p>
<p>Date of Next Meeting</p>	
<p>31. The next meeting will be held at The A7CA Archives in Lubenham at 1100 hours on Sunday 10th January 2016.</p>	<p>All</p>
<p>32. The Secretary has made the following bookings for the 2016 meetings (note that, because of alterations being made to the Heritage Centre, we cannot use the place when we want):</p>	<p>All</p>
<ul style="list-style-type: none"> • Sun 10 Jan 16 at Lubenham • Sun 10 Apr 16 at Gaydon (AGM) • Sun 10 Jul 16 at Gaydon • Sun 9 Oct 16 at Gaydon 	
<p>33. There being no further business, the meeting closed at 1.10 pm.</p>	

Chairman:

January 2016

Secretary:

DVLA HISTORIC VEHICLE EVENT

Introduction

1. DVLA invited representatives of Classic Vehicle Clubs and Associations throughout UK to attend a Historic Vehicle Event at the DVLA RL Development Centre, Swansea, on 23 Sep 15. A7CA bid for a place for the Chairman but was unable to secure a place. However, Mike Ward of HA7C was successful and he was, therefore, invited to represent A7CA and its members.
2. As he was unable to get a place at the Briefing, the Chairman submitted four questions of which one was answered by DVLA; those questions were:

"What is the position as regards new bodies being mounted on a rebuilt/reassembled chassis made from refurbished original parts?"

Does the body type have to be the same as the original type if replaced? In the past, it was often the case that vehicles would be re-bodied for another purpose - from saloon to estate car for example.

It used to be possible to buy a chassis from the Works and take it to your own favourite coachbuilder and have your own design of bespoke body fitted. In effect, this is what is happening with the new bodies. Is this acceptable? This was done by companies such as SS/Swallow, which became Jaguar. Also Gordon England did it in the 1920's; these bodies are still being made to mount on period chassis.

What is the position with regard to "Specials"? These are built up from a collection of period parts suitably refurbished and repaired. Often these are then topped with a body built by the repairer - often in the style of his/her favourite vehicle. This is what Colin Chapman did which resulted in Lotus cars."

MIKE WARD'S SUMMARY OF DISCUSSION

3. The meeting was opened by John Vale, team leader, Vehicle Registration Policy.
4. There were eighty delegates present and apologies were given for the remaining one hundred and fifty Club representatives whose applications for attendance had been unsuccessful. FBHVC were represented.
5. The meeting was broken down into three parts:
 - Reconstructed Classics
 - Form V765 Applications
 - Authenticity of a Vehicle.
6. In DVLA terms, Reconstruction is the same as Rebuilding. Restoration is determined by all original parts being used. The Body and Chassis must both be original. Evidence of originality is paramount. A new chassis will attract an age related plate. Perishables, ie tyres etc do not count against losing an original registration.
7. The vehicle must be 'complete' when applying for registration on form V765 to retain its original registration number, not just a rolling chassis. An authorised Club representative must inspect the vehicle, not just see photographs. He or she must be the authorised signatory of the Club. The form

must bear the Club's stamp. A copy of an old style buff log book, authenticated by the Club, is accepted by DVLA. As much information as possible is the key to acceptance of a V765 application. A Dating certificate can be issued by the Club to aid the application. This should clearly state the VIN/Chassis/frame/car number. The date of manufacture must be quoted clearly without doubt. The Club must state what material has been used to date the vehicle, ie factory records. It must be specified if the Club has inspected the vehicle. If the Club Registrar's records have been used, this must be stated. Authenticity by the Club must state that the vehicle has been built from original components.

8. General. DVLA receive an average of 2,822 applications per year using form V765. This is increasing year on year. There is a growing interest in vintage vehicles. This is why each application must be properly made out in order to avoid delay and disappointment.

9. Questions. All delegates had tendered questions prior to the event. Each name had been put into an envelope and drawn at random. There were about eight successful names drawn and their questions were heard. Mine was the eighth! I asked, on behalf of the A7CA, what was the position on 'Specials'. It was said by the DVLA representative that it was 'unlikely that an original registration would be retained, but each application would be considered individually'.

10. Record of Event. DVLA will be issuing notes of the meeting taking into account all the points raised by delegates.

Other Documents worth reading

11. Members were recommended to read the online report on the DVLA Briefing by The Vintage Hot Rod Association reproduced on their website [<http://www.vhra.co.uk/VHRA/News/News.html>] and printed below:

12. On 23rd September, the Vintage Hot Rod Association attended a meeting at DVLA headquarters to discuss matters arising from obtaining registrations for vehicles that are currently lacking in that department. This was in response to the recent news about certain marques receiving letters from the DVLA questioning their provenance. It was a chance for owners' clubs and DVLA to communicate directly over any matters that may concern them.

13. The invitation to the meeting went out to everyone on the V765 list and also to all the member clubs of FBHVC. That was a total of around 600 clubs. DVLA received about 260 replies, which were whittled down to 80 clubs attending, 7 of which, rather disappointingly, didn't bother to show up on the day.

14. There was an introduction from the head of the service, John Vale, who was very plain speaking and upfront about the way things work. He confirmed that essentially the rules haven't changed, they are just being implemented properly now. He also commented on the letters sent to owners regarding their car's provenance, confirming that not everyone will be receiving a letter; it had nothing to do with the latest EU directive and that they would be continuing to write to other owners if they felt there was just cause, such as an anomaly spotted on their records, or if something was brought to their attention from another source.

15. Next up was Julie Risley, a Service Designer for DVLA. A number of salient pieces of information were gleaned from her introduction. The first was that a large number of applications were rejected at the start of the centralisation of services but that has mostly been ironed out now. There are no proposed changes to the current service in the pipeline; if you have an appeal, they should be dealt with by a new person. No, they weren't going to give out contact details, so you're

stuck with pressing keys on your phone; finally, if you have a chassis number and, if there are no legal implications, they should be able to look it up to see if a registration exists against it.

16. The last of the introductions was from Bob Owen, who was there with Rosie Pugh and Ian Edmonds from FBHVC. He said that FBHVC were there mostly as observers and that this was a chance for the clubs to ask questions, though, that said, they would step in if they thought it necessary. He also said that he would be speaking to Julie Risley about the service being provided, mostly to clarify what misunderstandings are still causing rejections. We were then sorted into smaller groups of 25-30 to listen to three different presentations.

Group 1: V765/Late Conversions. Hosted by Nicola Roberts, Donna Kennett & Karen Wing.

17. A V765 and Late Conversion application are very similar as they are to retain a known registration mark, but differ in one way. A Late Conversion means that, back in 1983 when DVLA got their first computers and transferred all currently registered vehicles to the system, there were quite a number of them languishing in sheds that weren't road legal. The owners of those vehicles could register a Notice of Interest to retain the number should it ever get fixed up. This is the first thing the DVLA check for when they receive a V795 application. If there is a Notice of Interest, this means that the number will be transferable, unlike a regular V765 where the number isn't. Last year, they received 2,822 V765 applications, of which 952 were rejected at the first call due to insufficient evidence linking the registration. Of those 2,822 applications, 292 had a Notice of Interest against them at the DVLA offices. For a V765 application to be successful, you need things like an original tax disc, old buff logbook, factory records, magazine features - anything that ties the chassis number to the registration.

Group 2: Reconstructed Classics. Hosted by Beverly Morgans, Lee Davies & Alison Williams.

18. Follow this link for the DVLA definition of a reconstructed classic: www.gov.uk/vehicle-registration/reconstructed-classic-vehicles. It will be a great help in understanding what follows. What they omit from that is that they will assign a DVLA unique 17 digit VIN rather than retain an original chassis number. Parts can be from any year as long as they are over 25 years old but the vehicle must retain true to the marque. We posed the question at the end of the event as part of the Q&A: "When does a vehicle stop being true to the marque?" citing early hot rods, cars made into commercials as part of the war effort and competition cars. The answer that came back, was that they couldn't give a definitive answer, that it was left to the clubs to decide and that their answer was as clear as mud. We took the opportunity to push it a little further after the meeting was over and spoke to Beverly Morgans personally. It was explained that it was common for a V8 to replace a four cylinder engine and that the engine may be twenty years newer, but this was all so common at the time and before people were starting to restore Model A's. She said that there was no issue with this, as long as it was using same make parts and that they were available back in the day. Best advice remains that you try to register things as close to stock as possible, just to save any potential trouble. There are a few flies in the ointment with this scheme, the first being that chassis do still have to remain largely stock and that aftermarket bodies can't be used. The latter, however, is being looked into as they have had numerous requests, mostly from fabric or wood bodied car owners, so watch this space. There's also the issue of them giving a VIN number, rather than using the original chassis number, and the car will be dated as its newest component. The flip to that is that, on the V5, it will state "built from parts", but, on an age related plate, not a Q, so, should you change anything in the future, it would still be encompassed by the wording on the V5.

19. One final point: Beverly said that the reconstructed classic scheme was an attempt by the DVLA to keep cars on the road that fell outside all the other rules. They recognise the rarity of parts and cars and this allows a little mixing and matching to keep cars on the road in one form or

another. It was refreshing to hear that they want to get historic vehicles back on the road, not keep them off.

Group 3: Age Related Registrations/Dating Certificates. Hosted by Sian James, Carla Richards & Leanne Chivers.

20. This is how most of the registrations that VHRA have assisted with have gone through. This isn't very well explained in leaflets and, in fact, not at all on the DVLA website that we can tell. There is a mention of it in the back of a leaflet issued to clubs that issue dating certificates. It has links with the Reconstructed Classics scheme but also stands alone to some extent. This scheme is meant for complete original cars, rather than mixtures of parts, though they did say that, if just a few parts replaced, it wasn't a problem. Clearly, this does blur lines but a little ambiguity is no bad thing sometimes. Much like the Reconstructed Classics, cars need to be complete, use original type parts, and submitted via a V55/5 application. If they believe that it falls into the Reconstructed category, it gets sent across; otherwise it will receive a period registration number and retain its original chassis number, essentially registering it as an original vehicle. In the Q&A that followed at the end of the group sessions, a few more questions, aside from mine that I mentioned earlier, were given good clear answers. The ones that mattered were:

a. Yes, a C&E386 can still be presented as long as it predates April 2013. After that it's NOVA.

b. Cars are inspected at random and more likely to be checked out if a club hasn't inspected them. This is currently contracted out to a Swiss company, SGS. It was said that all they look for is evidence of the vehicle not being a cut and shut and that the numbers match the application. They have no knowledge of makes and models, though it is assumed they do a little homework to make sure they know where relevant numbers should be.

21. So there you have it. Nothing is changing, but it does make it slightly clearer what is meant to be going on. For the VHRA part, we are going to carry on as we have been, and we had this confirmed whilst we were there. As always, we will talk owners through the pitfalls and problems of registering a vehicle. As previously mentioned, the best advice is to register a car whilst it's original. For genuine, unregistered cars, we will continue to do all we can to help. It's also worth noting that this has nothing to do with cars that are already registered. They are still covered by the 8 point system and can be modified accordingly including having replacement bodies fitted as well as parts from other marques.

VSCC REPORT

22. Members will be aware that the President attended the DVLA Historic Vehicle Event last week and are no doubt keen for an update. We had been waiting for the DVLA notes to be sent out to Clubs before publishing any further information. However, it has now been over a week and so we have decided that it is more important to publish what follows than wait for the official report from DVLA – which will be published as soon as it arrives.

Executive Summary

23. The event was very different from what had been expected, consisting of an introduction followed by three breakout sessions, with the attendees being split up into three groups, circulating between the sessions. The breakout sessions were based loosely around a presentation but all ended up in open forum question and answer sessions. Because of this, other delegates may have come

away with slightly different interpretations of the deliberations. The presentations aimed to answer as many of the previously notified questions as possible.

24. There was an acceptance of the difference between a monocoque construction and vehicles with separate chassis and there appeared to be a revised interpretation of accepting new bodies on existing vehicles, either as like for like or bodies of an appropriate style, even if changing from a saloon to a tourer for example. On the other hand, a vehicle built from parts from different donor vehicles would require a Q plate if it had a new body. What was most encouraging was that DVLA are keen to work with the clubs to understand the issues. Useful contacts were made and follow up is possible and will be necessary, but this was a good start. I believe that there is no good reason not to re-commence participating in the V765 Scheme wherever we are the appropriate Club.

Introductions

John Vale - Team Leader Vehicle Registration Policy

25. 80 clubs represented, with over 150 disappointed because of lack of space; John highlighted that the rules had not changed since the local offices closed but, being centralised required more consistency. He stressed that this has nothing to do with the European Roadworthiness Directive. The DVLA do not intend to write to all owners of historic vehicles, but will be writing to those owners where the Agency believe the records may be incorrect.

Julie Riseley – Service Designer

26. The higher number of rejections currently being experienced could be fixed by better communication. She stated that they want to understand the issues. Relationship management is seen as important, but there is no intention to give a single point of contact for any issue. It is the Agency's policy that appeals should not be dealt with by the person who had made the original decision as had happened on some occasions. She asked that, if this happened, the matter should be reported to the Agency. The aim of DVLA is to reduce the burden on their customers (and, by definition, for themselves).

Bob Owen – FBHVC

27. Bob spoke in general terms about the Federation working with the DVLA.

Breakout Session on Dating Certificates

28. For vehicles without a logbook, information should be obtained from the manufacturer wherever possible. If it is not possible, the Agency will accept Dating Certificates from individuals who have specific knowledge or expertise. Dating evidence is only required when:

- The vehicle has not previously been registered in the UK, or
- The original registration number is unknown

29. DVLA ideally require the date to be exact, i.e. Day, Month and Year, and this must be definitive, not about, maybe, etc. The lack of exact dates, i.e. only a year, may be acceptable if it is shown that the exact date is not available and there would be no change during the year. The DVLA will always need to know the source of the date. Dating Certificates are not linked to V765. Dating Certificates only apply to a complete vehicle, not for parts or a vehicle in restoration. There was considerable discussion about this as it was argued that someone buying a rolling chassis may want to be sure that a period registration would be granted, which would be confirmed by having a

Dating Certificate. John Vale accepted this was an issue that the Agency needed to look at. He also wanted to understand how long after that a complete vehicle might be available for inspection, i.e. wanting to know how long a Dating Certificate for an unassembled vehicle should be valid before the vehicle was completed. A figure of 5 years was suggested.

Breakout Session on V765 Scheme and Late Conversions

30. There were 2,376 applications under the V765 Scheme in 2014 and this number has been increasing over the past few years. Over 10% of these applications were for Registration Numbers for which an interest was registered before 1987 (so they have been restoration projects for 28 years!). Vehicles must always be inspected by the club unless they are pre-1987 'record of interest' vehicles, which the DVLA will inspect. The club inspection does not have to be made by the signatory of the club, but the signatory must sign that the inspection has been completed by a suitable person.

31. The club must be satisfied with evidence linking the vehicle to the registration number. They must refuse applications outside their scope, e.g. where there is a relevant one make club. The Agency stressed that, if in doubt, the club should refuse the application and that they had an obligation in such circumstances to inform the DVLA. Some common questions were covered:

Q: Purchased a vehicle without documentation other than an old Tax Disc

A: A Tax Disc is not sufficient evidence, there must be additional clear evidence to link the vehicle to the registration number.

Q: Historic vehicles with a separate chassis may have had a change of body in the past that had not been notified.

A: The Agency would require evidence of the date of the change.

Q: What about where vehicles with a separate chassis have had a replacement body not like for like, e.g. a saloon body being replaced by a new tourer body.

A: In general, it should be a like for like change; however, if the replacement body was of a type (style) in keeping for the manufacturer for the year, this may be acceptable; however, DVLA would need as much evidence as possible and it would be on a case by case basis.

Q: What value does DVLA place on clubs' recommendations?

A: A lot.

Breakout Session on Reconstructed Classics

32. This covers vehicles built up from parts, which is faithful reproduction with parts from more than one vehicle. A change of engine would not be deemed a reconstruction. A reconstructed Classic must be a true reflection of the marque constructed of components which are all over 25 years old. New components made to the original specification are not old, but are dated as the date of manufacture. Reconstructed Classics are given a registration appropriate to the newest component. For Reconstructed Classics, the body (even on cars with a separate chassis) is deemed a component, so a new body would result in Reconstructed Classic being given a Q plate, which would require the vehicle to be subjected to an IVA. DVLA have recognised this as being a particular issue to pre-war cars with separate chassis and body and have agreed to take it away and look at it. A Reconstructed Classic would be given a new VIN number (any original chassis number must be erased) and the log book would show that it was built from parts. DVLA did concede that it was difficult to draw the line between restoration and re-construction, but the underlying rule was that re-construction was for parts from different vehicles.

Question and Answer Session

33. DVLA are aiming to get consistency as soon as possible. They want feedback from the clubs and will try to give an indication when things will be done. If details are recorded incorrectly on a V5, these should be sent to DVLA with an explanation as to why it should be changed. In answer to the question: "What is DVLA's attitude to Specials?" the response given was: "They could be a Reconstructed Classic, but if it has new components (including a new body) it must have a Q plate."

34. A list of attendees, copies of the presentations and answers to questions raised on the day will be issued to attendees.

Austin 7 Clubs' Association
Financial report 1 January to September 30 2015

£ £

Balance 1 January 2015 33,559.45

Receipts January-September 2015

Magazine sales	7,111.25
Sale of back numbers	0.00
Subscriptions for 2015	230.00
Magazine distribution recharged to clubs	166.30
Receipts Identifying Austins Booklet	368.38
Receipts Warwick DVD	261.46
Advertising	626.08
Interest received	31.45
Receipts for Jack French Garage Project	0.00
Sale of binders	16.00
Insurance Payouts	4,500.00
Archive sales	0.00
Other miscellaneous income	128.10
Total receipts	<u>13,439.02</u>

Payments January-September 2014

Printing magazines	4,992.59
Magazine distribution	650.18
Identifying Austins Booklet Costs	870.00
Subscriptions (ie FBHVC)	30.00
Room hire for meetings	751.90
Binders Costs	816.64
Insurance	2,288.42
Archive costs	4,354.04
Archive purchase	797.98
Website cost	78.62
Officers expenses	747.68
A7CA contribution to Jack French Garage project	0.00
Total payments	<u>16,378.05</u>

Balance October 2015 30,620.42

Analysis of Account balances at the end of September 2015:

Lloyds: A7CA Funds	9,038.61
Lloyds: Jack French Garage project fund	1,711.90
Scottish Widows	<u>19,869.91</u>
	<u>30,620.42</u>

Payments June-Sept

CD-ROM creation Warwick A1D	09/06/2015	182.40
Expenses Chris Charles Web related	19/06/2015	78.62
Printer Lavenham Press 2015B	19/06/2015	2,138.47
Chris Heeley Wine April AG M	07/07/2015	19.97
Howard Annett 2015 B mag despatches	12/07/2015	49.86
Howard Annett travel expenses April meet	12/07/2015	70.00
Roger Brown Registrar Expenses	18/07/2015	50.40
BMIHT Room Hire July 2015	05/08/2015	158.10
Midland Resto re Flood Damaged Docs	11/08/2015	3,508.80
Chris Charles reimburse for Archive PC	08/09/2015	471.39
Chris Charles Expenses Travel to Archive	08/09/2015	38.10
Printer Lavenham Press 2015 C	20/09/2015	1,726.81