

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 5 • 2019

Inside

Celebrating **60** Years of the Mini



Plus

Legislation & Fuels

A final word from our Director - Legislation & Fuels

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Editorial Emma Balaam

Hello and welcome to Issue 5, FBHVC News



Issue 4 announced Wayne Scott as Communications Director Designate, we welcome him into the fold and wish him the very best in adding the Federation to his ever increasing schedule.

The summer has now drawn to a close and we accept Autumn beckons. There is nothing quite like a quick trip out in our vehicles to watch the ever changing colours of the leaves and to enjoy the last remaining days before we tend to hibernate into Winter. It is also a good time to reflect on all the activities we have managed to attend throughout 2019 and to look forward to future events, whether they be the indoor shows over the colder months or planning for Spring 2020.

The Federation, and many other vehicle organisations will now be gearing up ready for the **Lancaster Insurance Classic Motor Show** due to commence on 8 November at NEC Birmingham. Don't forget to order your tickets with the **discount code of CC4210**. We look forward to seeing you there!

Please let me also remind you of a couple more dates for your diary: **Club Expo 2020** due to be held on Saturday 25 January at the British Motor Museum, Gaydon and **Drive it Day 2020** on Sunday 26 April. Have you started making plans? If you have or are due to commence, please don't forget to contact our Drive it Day Co-ordinator Ken Coad who would love to hear from you. He can be contacted via coadspeed@btinternet.com.

For the meantime, I will sign off and look forward to meeting you once again in the near future. Enjoy your read!

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

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.

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General

This is my last column in FBHVC News as Legislation Director. I fear I hand over to my successor at a difficult time.

DVLA & Registration

As you will see from Ian Edmunds's piece we have little good news of any sort from DVLA. Ian has over the months set out the detail of the individual issues we have to deal with, but they seem to me to have a common cause.

We continually discuss internally why matters of registration have become more difficult, as not only the Federation but the club registrars we deal with can clearly confirm. However DVLA consistently denies that they recognise the problem.

We in the Federation do not think that DVLA means us any active harm. But conversely we see few signs that as an organisation it means us any good either. We are simply a part of the increasingly systematised approach to all vehicle licensing. It is very clearly the case that increasing systematisation, in DVLA as in any part of Government, which means fewer people taking less time to deal with the interface with those having business with them, will save expense. And it probably works for the vast majority of their activities.

But it does not seem to work for the historic vehicle community. One of the issues we have is that we really do not know the scale of our problem. Neither the Federation nor its member clubs deal directly with all applications, so we only see the problem issues.

We simply do not know how many applicants are able to meet DVLA requirements and obtain a registration at the first asking.

Only DVLA knows how many V765, age related and reconstructed classic applications they deal with and what proportion of these are rejected. DVLA say they cannot justify the cost involved in finding out and advising us.

The problems have developed in two stages of major change in DVLA, both, sadly, during my tenure as Legislation Director. First, the Local Offices were shut down. The view of DVLA is that among its other benefits, obviously mainly cost

We face a number of both bureaucratic and existential challenges.

- Functionality of the DVLA historic vehicle process
- Clarity of definition of what is a historic vehicle
- Existential issues arising from climate change and air quality

savings, the risk of incorrect decisions by these offices was obviated. This is clearly true.

But Local Offices saw actual people and knew who they were dealing with. Sometimes, although there might be imperfect supporting evidence, a vehicle was nevertheless registered because to do so would do no harm. This will only very rarely have had real adverse consequences. Who is to say these decisions were wrong when they were made?

The problem was exacerbated by what DVLA referred to as "process re-engineering". This was announced without any real advance warning at the notorious "show and share" meeting in September 2015 attended by a limited audience selected by DVLA. At that meeting, the information on change was provided, not in the form of a consolidated set of instructions we could all understand, but largely through flipchart presentations. DVLA refused to provide consolidated post-meeting notes and suggested the Federation create them itself. I was not prepared for us to do that, as I was not sure we fully understood what DVLA were telling us, a position which I consider has been amply justified by events.

What was clear was that the DVLA requirement for documents, and in particular those identifying the relationship between chassis/frame number, age and identity, was to become more rigid. This requirement followed many years, from the earliest days of the motor vehicle, during which this relationship was not seen to be necessary; registration records had been destroyed by Government fiat, surviving registration records had not been required to show the chassis/frame number, and certainly precise identification to within a single calendar year was not necessarily recorded at the outset and was often lost for quite clear historic reasons. This change in approach, which DVLA saw as procedural only, was clearly going to

result in problems. And where we are now is I think, the gradual identification of those problems.

Perhaps the worst aspect of this is the personal.

The Federation knows of applicants, who have spent years lovingly restoring vehicles which there was every reason to think were quite genuine, and for which they are entirely honestly seeking registration, who have found these vehicles simply cannot get registered.

And of course some of these applications will lack some or all supporting documents. They may not have been needed at the time of the commencement of the restoration.

The current DVLA system simply does not appear to see this as a problem. They apply their process and it results in registration or rejection. End of. This may be procedurally proper but it really is quite cruel.

But there does come a time when one has to ask if the process has reached a tipping point, where its effectiveness for a particular purpose has been compromised. It is the view of the Federation that this point has indeed been reached.

We think we will have to establish which way things will go; either that DVLA acknowledges that they must improve the service they provide to historic vehicle owners, or that they tell us directly that their system cannot and does not wish to deal better with registration of historic vehicles. And we might have to recognise that a solution will cost someone some money.

I need at this point to say how much help and assistance I have had from Ian in dealing with this thankless task over the last few years and to express my regret that our joint efforts have not achieved a greater level of success in improving the service the historic vehicle movement gets from DVLA

It is a task I pass on with a heavy heart.

Tyres

Just at the end of my tenure I have been faced with one of the most demanding and complex issues we have dealt with; the proposal to ban tyres over ten years old on large goods vehicles, buses, coaches and minibuses.

To remind you all, this arises from a tragic coach crash in 2012, in which a coach returning home to the Liverpool area from the Bestival music festival suffered a front tyre blowout on a very old tyre and crashed, resulting in a number of lives being lost. At the inquest on the victims, HM Coroner made strong recommendations against the use of old tyres on coaches. One of the victims was a teenage boy, whose mother started a campaign to ban all tyres over ten years old on heavy vehicles.

This campaign, Tyred.co.uk was given more impetus in 2017 when a large van converted to a transporter suffered a blowout, crossed the central reservation of a motorway and caused several deaths in cars coming the other way.

DVSA both commissioned research on older tyres and instituted a fairly robust scheme, based upon recommendations as to the use of tyres over ten years old on steering axles backed up by reference to the Traffic Commissioners in respect of those on Operators Certificates. This did not include a ban as such, but anyone wishing to use such tyres would have to show that he was undertaking a proper tyre management system. The Federation thinks this process, which is very new, would serve to virtually eliminate the risk of a future event similar to these tragic accidents.

However, the campaign got the ear of the last but one Minister of State at The Department for Transport (DfT), Jesse Norman MP, and he decided to go for a ban on ten year old tyres on large vehicles.

The research when published did find some evidence of deterioration as tyres aged, but was not really able to comment upon the relationship between tyre age and tyre use, and found no evidence of delamination.

Nevertheless Michael Ellis MP, then Minister of State, decided to go ahead with the proposed ten year old ban and to extend it to minibuses.

DfT went out to Consultation on that proposal.

We are glad to be able to report that DfT chose to actually speak to a number of stakeholders and that the Federation was in fact the first they saw.

That meant we were actually able to put our concerns across to the people dealing with the Consultation, who we found to be personally able and interested.

But we then drafted a major Response, to which many members of the Legislation Committee contributed. We all owe them much thanks for their efforts and commitment. The Consultation Response is on the FBHVC website. I think you will find it interesting.

The really major issues are on the principle of a ban based upon age, and the definition of the historic exemption they are proposing.

We have stated that the introduction of a simple age related ban on any vehicle component is a major departure in principle which should not be proceeded with until there has been serious discussion of the principle. And if a ban were to be introduced it should be based on incontrovertible evidence that simple age caused failure. This evidence does not as far as we can see exist.

The proposed exemption for historic vehicles is quite unclear. The Consultation document talks about an exemption for vehicles over forty years old, but then goes on to refer to the Guidance on Vehicles of Historic Interest. It rather looks as if they were for administrative simplicity going to incorporate the ban into the same Regulations (on Plating and Testing) as those covering roadworthiness testing.

That creates two major issues, one practical, one legal.

The first, practical, one is that the exemption in the Plating and Testing Regulations is not universally set at forty years old.

Indeed heavy goods vehicles have to be tested if they were built after 1960. So we have objected that this exemption should be applied to all vehicles over forty years old, even if they are not test exempt.

The legal issue is quite important to us as a principle. As you know and as we discussed repeatedly while proceeding to the approach on roadworthiness testing, up to now the principle of what constitutes a historic vehicle has been the date of manufacture, not the originality. We had to >>>



compromise on that principle in order to enable the UK to comply with the terms of the EU Roadworthiness Testing Directive, which demanded more originality of build standard. The outcome was the VHI definition.

But to now use the more limited VHI definition, based solely on compliance with a specific EU Directive, as the bases for an exemption from an entirely

domestically applied ban on tyres seems both wrong in principle and also out of sync with the times we live in. The fact that, at least for the moment, the EU itself seems to have decided that age related tyre bans are pointless from a road safety point of view merely makes it more unacceptable.

So that is where we stand. I will leave others to explain what develops.

It goes without saying of course that none of our arguments mean the Federation takes tyre safety lightly, whatever the vehicle involved. It is always an important duty of the driver of a vehicle to ensure his tyres are properly inflated, are free of visible defects on the tread, the inner or outer tyrewalls or the tyre beads and have tread of the required legal depth.

Environmental Issues

Up until recently, the historic vehicle movement has felt it could rely on the public to be generally supportive of what we do, on the basis of nostalgia and recognition of our cultural, heritage and historic value. In a time when awareness of both climate change and the effects of air pollution on health is growing rapidly, and when criticising the activities of anyone whose lifestyle is not shared is becoming generally more accepted, we really cannot rely on this continuing.

We are becoming aware of a tendency, not yet general but certainly growing, for us to have to make our case more strongly. This attitude is being reflected in the reactions of some of the people actually dealing with the matters of concern, on occasions with greater emphasis than even climate change campaigners. We need to recognise this change, respect the reasons for it, and be sure we justify our activities with politeness and care.

We have quite recently had occasion to comment on a few new Clear Air or Low Emission Zones.

City of Leeds

We have some good news here. When Leeds published its Order to permit the commencement of a Zone, they accepted the arguments of the "heritage" bus operators that their heritage value should be recognised and that their activities could not contribute significantly to overall pollution and created a suitable exemption for them.

City of Sheffield

In our response to the Sheffield survey we asked that they consider taking the same approach to exemptions as has Leeds.

City of Edinburgh

We submitted a response dealing with the issues I raised in the previous edition of FBHVC News. We await the outcome.

City of Birmingham

We should note, though the Federation is providing only indirect support, that as yet Birmingham has not agreed to exempt "heritage" bus operation. This is a real issue as The Transport Museum Wythall has run a bus service to its premises on public open days, thus encouraging visitors not to use their cars. In this case the lack of sympathy from officers is marked. The Federation will keep a watching brief.

London ULEZ

We are aware of a number of problems with the issue of some erroneous PCNs (Penalty Charge Notices) but we have not heard of any exempted historic vehicles being affected. If anyone knows otherwise do please let the Federation know.

Finally on LEZs, I should mention that we have heard no more about the delay I mentioned in the last Edition to their introduction of resulting from problems with the development of the "Checker" software upon which they depend.

Roadworthiness Testing

Generally, things seem to have settled down on roadworthiness testing. Most people have established to their own satisfaction that their vehicles qualify as VHIs and, if they do, have decided whether and if so how frequently they will submit their vehicles to voluntary MOTs.

There seems to be only one outstanding matter. As yet we have not been advised that the software fix which will permit the making of an online declaration to DVLA of being a VHI at the time of annual licensing by the keepers of pre-1960 vehicles has been made. But, as I mentioned, while it is concerning not to be able to do what the Guidance says you must, it is not of any legal significance.

Farewell

I look forward to seeing some of you at the AGM in October, at which point I shall sign off.

It has been an honour to be the Legislation Director of the Federation, though perhaps a bit more work than I had expected!

I hope I have in general met with your expectations and am sure that my successors will carry on the good work.

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TYRE THOUGHTS

Earlier in this issue Bob Owen explains the consultation proposals and our response. Here I give some thoughts which may assist historic commercial owners over the next few months, until government have analysed the responses and shared their way forwards.

As you will have read, the consultation is considering banning the use of tyres over 10 years old on buses and lorries. The outcome may or may not include some form of historic exemption. In this article I use the word 'bus' to also include coach and minibus over 8 passenger seats, and lorry to include all trucks, i.e. former Heavy Goods Vehicles, with a gross weight over 3.5 tonnes, including specialised vehicles such as tower wagons, recovery trucks, military vehicles and cranes. For FBHVC, we speak about vehicles over 30 years of age being historic, which is the internationally accepted definition. It is however worth emphasising that the proposal is only around pneumatic tyres and not solid tyres nor tracked vehicles.

In the short term, there will be people who are planning to purchase new tyres this winter. In addition to the obvious advice about researching different suppliers and examining any offered tyres carefully, we suggest that you may want to pay attention to when the tyres were made. If the date code ends 16 or 17, it may be that you wish to negotiate a discount, for example. On the other hand if the size is scarce, this could well be all that is available and the seller may know this.

Even if your tyres are not due for replacement any time soon (whether on tread/condition or based upon ten years) it may be prudent to start researching suppliers now. If your size does appear obsolete or scarce, you may wish to make the relevant owners club aware, and for the club it could be a useful exercise to start collecting ideas of demand for particular sizes with a view to possible special order in the future – though people should be aware from the start that this is likely to be very expensive. It may be that one particular size gets made in 2021 and 2031, and another size in 2022 and 2032, and so on.

In terms of tyre manufacturers and suppliers, there are a number of different manufacturers able to offer tyres for our historic vehicles. Mitas tyres for example are very well regarded within the movement. One of the importers tells me that cross ply tyres in the same sizes as many British commercials of the 50s and 60s are used to this day on trailers in eastern Europe, where cross-plies (complete with inner tube and flap) are preferred over radials given the condition of the roads over there. Jeremy Price, Engineering and Legislative Trustee to the Transport Museum Wythall, said

"With the significant lack of tyres being produced anymore by the 'mainstream' and well known UK and European manufacturers we have purchased over 60 MITAS (Czech origin) cross ply tyres of various sizes (8.25x20, 9.00x20, 10.00x20) over the last few years and whilst they are slightly more expensive than their Chinese counterparts we have not experienced a single failure, they wear well and have the correct 'period' look."

During the course of pulling our submission together, we were made aware of some tyre sizes that are truly obsolete: the Scammell Mechanical Horse (and later Scarab and Townsman) vehicles used either 8.25 x 10 or 10.50 x 13 tyres. We understand via the Historic Commercial Vehicle Society (HCVS) that both sizes are truly obsolete. The sad fact is that even if the result of the current consultation is to provide an exemption for such vehicles, there will come a point when the tread wears down to the legal limit and it would be a sad day indeed if these vehicles were no longer able to give demonstration runs around a town centre delivering parcels, and so on.

Similarly, obsolete appear to be 1500 x 20 tyres (with the vehicles we were referred to being an AEC Militant tanker lorry and also a Leyland Martian – the latter being a 6x6 truck which when new had uses such as heavy artillery carrier). In this case, 1400s or 1600s do appear to be available, albeit that the vehicle owner will need to make a decision on changing the tyre size which, unless there is some manufacturer

literature in archive, or a knowledgeable club member perhaps with an engineering connection to the former manufacturer, may not be a simple task. Again, we would advise members to defer to the club network in this regard.

Also when choosing alternate sizes for buses and lorries, it is worth reminding people to look at load ratings and speed ratings. This can be a particular concern when looking at tyres intended for plant/agricultural use. The specialist dealers will hopefully be able to advise.

Simon Bromley at the Military Vehicle Trust says:

"Many historic military vehicles will be running on ex-military tyres, usually because we want the military patterns and frequently they are the only source of the unique tyre sizes. This has traditionally forced us into searching out more ex-military tyres when we need replacements, sometimes with difficulty and often at considerable expense. When we do find suitable tyres, they are almost certain to be over 10 years old, but still perfectly serviceable. Whether the new proposed tyre legislation does come into being, with or without some exemptions, this does not relieve owners from ensuring their vehicle's tyres are still fully up to the job. Yes, most of our vehicles only run at low speeds; yes, our vehicles do run without carrying any load; and yes, we do know the limitations of the cross country tyres when being used almost exclusively on tarmacked roads. We are also very aware that tyres play the most important role of ensuring our vehicles steer and brake as they should."

The Federation is also conscious that trade members who deal in commercial vehicle tyres will be left in an unfortunate position of uncertainty, in that the 'new old stock' tyres which dealers have stored according to manufacturer recommendation may soon become worthless. Indeed, if a dealer has some 9 year old tyres on the shelf, should a hefty discount be given to a customer now, or do you wait until next year with the risk that you may not be able to legally sell them at all or

alternatively that we may receive a fair, rolling exemption for buses and lorries. Sadly no one has a crystal ball.

Another possibility (albeit one which is being considered by questions two and three in the consultation) is retread tyres. Modern day PSV and HGV fleets typically use retreads on rear axles and trailers. If the outcome of the consultation is that retreads can continue to be used, it may be that FBHVC visit one of the retreading plants to see what they can offer for the heritage movement, and create a newsletter article if it appears to be something potentially of interest to our readership. Videos online from some of the retread plants from the major tyre brands suggest that the modern process is highly technical and precise – part of the process is called shearography (the use of optical technology to search for air pockets). Some of them have a 'customer own carcass' service which could be of interest.

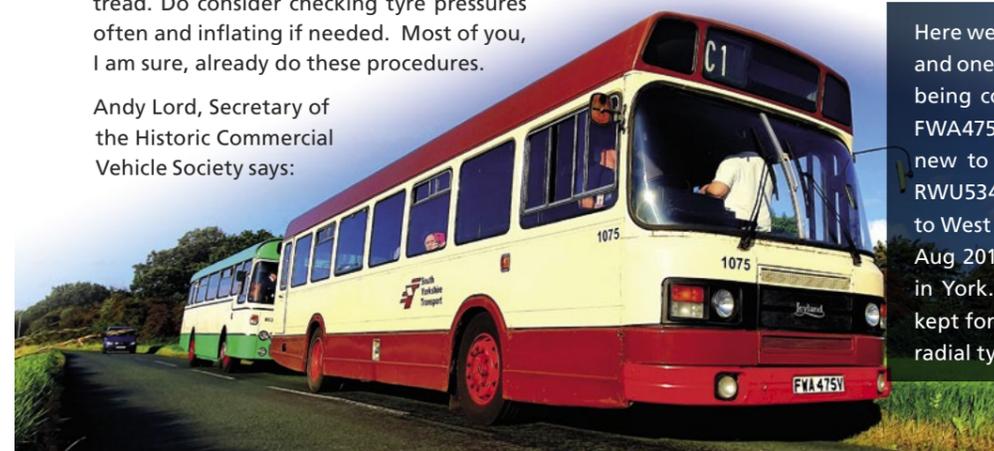
If you are due to attend a vehicle test soon, you should note that you are likely to receive an advisory if the steering axle(s) have a tyre over ten years old. You may wish to consider swapping tyres around, or at least to give some thought as to what you will say to the examiner if he does mention the point.

By far the most important point I wish to convey is to remind you that we in the historic vehicle movement have a good reputation when it comes to safety. Please undertake walk-around checks before heading out to an event (even though, for preserved vehicles, walk-around checks are not a legal requirement) and please carry out visual inspection of wheelnuts and tyre tread. Do consider checking tyre pressures often and inflating if needed. Most of you, I am sure, already do these procedures.

Andy Lord, Secretary of the Historic Commercial Vehicle Society says:

"The Historic Commercial Vehicle Society decided to mailshot our members to specifically respond to question 5b regarding preserved commercials. The response has been fantastic. The tyres issue has really touched a nerve with our members. Many copies of individual letters and emails sent to the DfT have been also copied to us, containing personal thoughts and facts regarding this issue. Some members have also completed a full response to the consultation document. In the meantime, our advice is to keep an eye on your tyres and make sure none of our vehicles is found with suspect tyres on a public road. The preservation movement must continue to maintain high standards of maintenance in all aspects of vehicle safety."

One pre-emptive thing vehicle owners may consider is creating a written 'tyre management policy' for their vehicles. This is not a legal requirement currently (for privately used vehicles) but is a requirement for any Operating Licence holder who uses tyres over 10 years old at present. In general, if we in the movement were to be allowed to continue to use older tyres subject to the creation of a policy and check sheet, this would be regarded as a positive result. The policy document itself would describe how frequent, and by what means, tyres will be examined, and there could perhaps be a check sheet for each vehicle recording tyre make/size/age, with boxes to fill in for whether or not there is any cracking, recording the pressures, et cetera. The content of both are likely to be different depending on the type of use to which the vehicle concerned is put.



Here we have two preserved buses, one just over and one just under the possible 40 year threshold being considered by the DfT. Leyland National FWA475V dates from April 1980 when it was new to South Yorkshire PTE. Leyland Leopard RWU534R dates from August 1976 and was new to West Yorkshire PTE. Both are seen on sat 31st Aug 2019 operating on a small bus running day in York. Both vehicles are privately owned and kept for their heritage interest, and both are on radial tyres. Photo credit: Harry Smith

Date Codes

Four Digits –
made in the 21st century. The first two digits are the week, the last two are the year, so 5217 would mean the tyre was made in the last week of 2017.

Three Digits & a triangle –
made in the 1990s. The first two digits are the week, and the last digit is the year, so 275> would be the 27th week of 1995.

Three Digits without a triangle –
made in the 1970s or 1980s, with the code composed as above.

Different techniques to prolong vehicle tyre life

Recutting or regrooving – an experienced commercial vehicle tyre fitter can use a hot knife to cut a new tread pattern into a tyre that has worn close to the limit.

The following are collectively known as 'retreading'

Top Capping –
replacing tread area only.

Recapping –
replacing tread and shoulder.

Remoulding –
replacing tread area, shoulder and sidewall.

Unfortunately I am not able to report any significant progress on the various topics outlined in my last report, to the extent that the Federation felt it necessary to issue a statement covering the major points. This has appeared on the website and is repeated in this Federation News.

At this stage I have no updates to that statement and can only emphasise that our efforts to understand these problems from the DVLA aspect and to find acceptable resolutions continue. It is not useful to share every step of the process but obviously any outcomes will be reported in the earliest available Federation News.

I can pass on the encouraging news that the owner of another of the vehicles registered on a Q plate and mentioned in the last edition has now reported a successful reregistration with an age-related number.

Many of you probably already know, and he has made it clear in his article in this Federation News, Bob is standing down from the role of Legislation Director at the AGM on October 12th. I would like to formally record my thanks for his help and support and to say I have enjoyed working with him. I just wonder what he is going to do with all his spare time.

Historic Vehicle Registration Difficulties

FBHVC has maintained a good working relationship with DVLA for around 30 years and has contributed to the setting up of the V765 scheme for the reissue of 'lost' registrations and the related arrangements for issuing age-related registrations. During that period a number of issues and difficulties have inevitably arisen and it has been possible to discuss them with DVLA and in many cases mutually satisfactory solutions have been found.

Regrettably that situation cannot be said to exist at present. The DVLA attitude towards vehicles, or registration applications, that don't conform to the normal format has hardened and the majority of historic vehicles fall into this category. The Federation believes this change is due to a fundamentally praiseworthy drive for greater efficiency rather than overt hostility to historic vehicles. FBHVC will continue to make every effort to address these issues drawing on all the support at their disposal, particularly that of the All Party Parliamentary Historic Vehicle Group.

Meanwhile we must draw the attention of the historic vehicle community to a few specific areas of difficulty –

- First registration applications for vehicles originally supplied in CKD form will be rejected unless evidence can be supplied of the date of final assembly or first registration in the original destination country.
- First registration applications relying on a manufacture date stamped directly on the vehicle, or on a plate attached to the vehicle, even when supported by a dating statement from a relevant club are likely to be rejected.
- Satisfactory first registration applications even in a proven format may be rejected at the first attempt. Resubmission will often be successful.

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The Home Straight

As I sit down to put together this column, my final contribution as FBHVC Director – Technical and Events, for FBHVC News the summer seems to be but a distant memory. Our very enjoyable trip to Andorra in our Stag in early July is also just a fading memory as indeed is our more recent 'car-free' holiday to the Isles of Scilly. Sadly, autumn will soon be with us and our thoughts turning away from playing with our 'toys' to more preservative activities over the wetter and colder months. However, before then I'm sure there will be a few more days when we can get out and about to enjoy whatever warm sunshine there is left of 2019.

No doubt a few 'shows' are on the agenda between now and spring 2020. The Lancaster Insurance Classic Motor Show 2019 at the NEC will be a good start in early November with many more listed here - <https://www.classicarevents.uk/> if you are looking for more of something similar.

If events of a competitive nature are more your forte then HRCR's events page here - <https://www.hrcr.co.uk/events/> would be a good place to start. But for pure nostalgia how about this - <http://lombardrallybath.co.uk/>. As next year will be the 55th Anniversary of my first 'RAC' I will try to take part in the 2020 event.

It's too late now for this year but there is always the 'blue riband' event for next year - the Goodwood Revival <https://www.goodwood.com/grr/event-coverage/goodwood-revival/>. Definitely, for me, it is one of the best events of its type in the world.

Enough dreaming, it's time to think about our Federation's main event – our AGM. This will take place on 12th October at the Rolls-Royce Enthusiasts Club, Paulersbury. Details were

in the last edition of FBHVC News but if you've mislaid your copy of Issue 4 please see here -

<https://fbhvc.co.uk/newsletter-archive>.

After undertaking two Directorial roles (as our first Trade and Skills Director followed by Technical and Events) within our Federation since 2007 it is time for me to have some 'me time' and step down to make way for some fresh ideas. I have thoroughly enjoyed my time with the Federation (and FIVA) but I also believe 12 years or so is enough. I hope I have managed to inform and entertain you over the years and look forward to reading my successor's column with interest in the future. I'm sure you will continue to be well informed and entertained (probably more so) by whoever is fortunate enough to take on the role of FBHVC Director Technical and Events.

Thank you for your time and interest over these years and I wish you and yours ever more enjoyment from your passion for historic vehicles.



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Contrasts

We like to think our movement is a broad church. This was brought home to me recently when I read two articles on the same day.

The first, on Facebook, was a reference by my friend Pal Negyesi to an excellent LA Times article¹ on the judging process for the Pebble Beach Concours d'Elegance event. This was titled "Inside the elite, detail-obsessed world of the people who judge the Oscars of classic cars" and described the event as "arguably the most important judged vintage car show in the world, where vehicles already worth seven or eight figures can exponentially

increase in value by winning the best of show award at day's end. And just being invited to compete, let alone winning one of the 28 class awards or 18 special awards, can add to a car's value and cachet."

To add to this view the 2019 best in show award went to Hong Kong billionaire, Sir Michael Kadoorie, with his 1931 8 litre Bentley Gurney Nutting Sports tourer.



The second was by my motorcycling colleague, Rick Parkinson², who is Classic Bike magazine's technical editor. Rick and I have been working together over the last couple of years to encourage young folk to become involved in the wonderful world of old motorcycles. For example, I manage the admissions to the big Vintage Motorcycle Club International West Kent Run event³ and we give a special encouragement to Rick's group of young enthusiasts, some on borrowed machines, which with my terrible sense of humour, I term 'the Parkinettes'! The article, "Give youth a chance" Rick wrote was about a neighbour's 17 year old son, Lewis Perry, who with some guidance from Rick has taken on a project to restore a "ditch-fresh"(!) 1952 125cc Excelsior U1 Universal, which was described as horribly rusty but remarkably complete. Lewis restoration will be the subject of monthly 'step-by-step' pictorial articles.



Talking of two stroke motorcycles, which as a Director of the British Two Stroke Club⁴, I can be prone to do, the chairman of the Transport Trust and long-time Lancia enthusiast, Stuart Wilkinson, has just acquired a 1963 Greeves twin cylinder Villiers engined Roadster. This is a throwback to his own youth and was the type of machine on which he passed his driving licence test. Stuart also remembers riding to the iconic Ace Café in the early sixties.

He and I recently visited the Ace, to meet with owner Mark Wilshire, re arranging for a Transport Trust Red Wheel⁵. This was unveiled at the beginning of September, as part of the Reunion weekend celebrations. This represents the first red wheel I have initiated as a Trustee of the Transport Trust (another hat!).

The criteria for a red wheel is shown on the TT website⁶ and if you are aware of a location that merits one, then please let us know via the Secretary please.

¹ <https://www.latimes.com/lifestyle/story/2019-08-28/pebble-beach-classic-car-auction-best-in-show?fbclid=IwAR1Ulg6c5it1wk-aXybnbQ1VBYwZxFtdap55SrujRwZKopixIXmxfmxIQ>

² <https://www.rickparkinson.co.uk>

³ <https://iwkrun.weebly.com>

⁴ <https://bts2t.weebly.com>

⁵ <https://www.transporttrust.com/events/254-ace-cafe>

⁶ <https://www.transporttrust.com/more-about-red-wheel-scheme>

A Warm Welcome to The Royal Automobile Club

and the many Individual Supporters who have all recently joined the FBHVC. Thank you to all the Clubs and Individual Supporters who have recently renewed their memberships. We hope you all enjoy being members and supporters of the Federation over the coming year.

One of the *many benefits of being a member or supporter* is sharing the articles in FBHVC News. However if you do, we urge you to not change any of the wording and to please give credit to the FBHVC. We are a voluntary organisation just like the vast majority of our member clubs and work very hard in keeping yesterday's vehicles on tomorrow's roads.

Thank You

Thank you to those who have contacted me and offered articles for inclusion we are very grateful for your input. Please continue to send in your interesting information as we love to hear from you. The preferred method of contact is via email to secretary@fbhvc.co.uk

Calling all Clubs, Museums & Trade Supporters

Logos

Some of you may have noticed your logos appear on the new website, however for those Clubs, Museums and Trade Supporters whom we do not have a logo, I kindly request you send it to me at secretary@fbhvc.co.uk so that I can include your image. If we do not hold your logo, an FBHVC one will be placed in the space provided instead. For those organisations we already have logos for, I hope you agree it helps to identify you on the website listing.

News Page

As soon as we receive an interesting piece of news it is placed on the front page of our website. Therefore I also request that if any Club, Museum or Trade Supporter has any important information they wish to share, for example, a press release please send it to secretary@fbhvc.co.uk.

We also hope you share our news pages with your colleagues, membership or within your organisation to keep everyone abreast of the relevant news stories concerning our historic vehicles.

TWENTIETH ANNUAL GENERAL MEETING

REMINDER

Saturday, 12 October 2019

The twentieth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 11am at the Rolls-Royce Enthusiasts' Club Limited, The Hunt House, High Street, Paulerspury, Towcester, Northamptonshire, NN12 7NA on Saturday, 12 October 2019 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 13 October 2018 as made available to members in November 2018 [Copies available on request and are available on the FBHVC website.]
 2. To receive the Financial Statements for the year ending 31 May 2019
 3. Election of Directors. [See note 2 below]
 4. To receive the Report of the Directors
- Notes**
1. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in September.
 2. Nominations for directors to fill the posts of Deputy Chairman, Skills, Research, Heritage, Events and Technical are required by 30 August 2019. The Federation will appoint a Legislation Manager on 12 October 2019 and he will work closely with the Chairman who, in accordance with the Memorandum & Articles of Association, will be the Director responsible for monitoring legislation for the coming twelve months. In accordance with the Bylaws, the Chairman will also be responsible for maintaining International Relations as he is well connected to FIVA and is currently an elected member of the International Historic Commission of the Fédération Internationale de l'Automobile.

CONFERENCE

Saturday, 12 October 2019,
commencing at 2pm Deputy Chairman, David Davies.

COST AND REFRESHMENTS

All tickets should have been ordered from FBHVC secretary by Friday, 27 September.

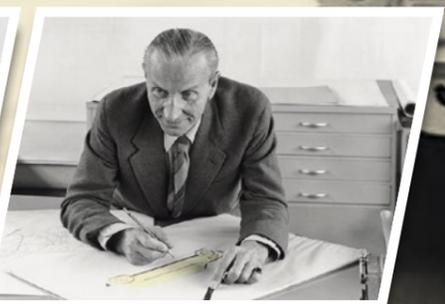
Celebrating 60 Years of the Mini



Few car enthusiasts will not be aware of the Mini. Alec Issigonis' genius is well documented, special suspension, sideways engine with the gearbox under and possibly incidentally, sports car handling, something that John Cooper quickly picked. Rally and race success rapidly followed. This combined with the association with celebrities, like Twiggy, The Beatles, Peter Sellers and many others led to the Mini becoming an icon of the 1960s. All cemented by Michael Caine in the Italian Job film.

Since then it has been a favourite with many variations being produced. Our own chairman has a Mini Moke, which was used at the beginning of the FBHVC Apprentices video, see <https://www.youtube.com/watch?v=GJgodZ-I60Y>

Many events and articles have been undertaken and written this year so we will just celebrate in pictures...



Photos courtesy of London & Surrey Mini Owners Club <https://www.lsmoc.co.uk>



NATIONAL MOTORCYCLE MUSEUM LIVE

OPEN DAY - SATURDAY 26 OCTOBER 2019



Following the massive success of Museum LIVE over the past five years, Saturday 26 October 2019 will see the museum host its 6th annual open day when all members of the public can visit free of charge*. There will also be a host of other free attractions including, new for 2019, Henry Cole's SHED AND BURIED LIVE on stage presented in association with Quest, the new home of Shed & Buried.

Museum LIVE 2019 Timetable

To assist visitors, everyone arriving on site will be given a free timetable with a full list & timings of all the day's exciting, free, events.

FREE Museum Entry

Everyone is invited to visit the museum collection free-of-charge!

Indoor Autojumble & Trade Area

The event will feature a large indoor trade area held within the warm & dry surroundings of both the National Motorcycle Museum and our conference facilities.

The event will also feature trade stands & displays from many well-known names including **Central Wheel Components Ltd, H&H Classic Auctions, Footman James, Triumph, Bonhams Auctioneers** and **Sealey Tools**.

The museum shop will be open throughout the event selling a huge range of classic motorcycling books, clothing & memorabilia.

Meet the Experts

In association with **Central Wheel Components Ltd**

In attendance will be some of the museum's specialist suppliers & craftsmen (including our own restoration team) as well as other classic motorcycling personalities who will be available to chat and answer questions. Don't miss the LIVE wheel building demos by **Central Wheel Components Ltd**.



Shed and Buried Live on Stage

Presented in association with

QUEST

the new home of Shed and Buried

For the first time in the UK, and in association with QUEST channel, we are very excited to announce **HENRY COLE'S SHED AND BURIED LIVE** on stage! This brand new live stage version of the popular TV show will feature all of the popular personalities including **Henry Cole** and **Sam Lovegrove**. Not only that, but there will also be a couple of surprise star guest appearances revealing the secrets of their own sheds-watch this space!

Held on the stage in the museum's magnificent Britannia suite, TT legend & TV presenter rider **Steve Plater** will host these two brilliant new FREE TO ENTER stage shows at 11.00am & 2.00pm.

Other motorcycling personalities from the past and present will also be in attendance including road race legends **Charlie Williams** & **John "Mooneyes" Cooper**.

Henry Cole, Charlie Williams and **John Cooper** will be holding special book signing sessions at the event when they will all be autographing their recently published books.

OGRI Originals Exhibition

We are delighted to welcome the work of famous "OGRI" cartoonist **Paul Sample** with 24 of his original full page cartoon strips which will form a special display at this year's event.

These large pen and ink originals have never before been on public view and are a preview of an exhibition planned for next year featuring over a hundred previously lost strips rediscovered in 2017.



LIVE 'Start Up'

Presented by the **Brackley Festival of Motorcycling**

See & HEAR some of the most famous race machines in the world started up in our LIVE start-up zone, situated in our external fountain courtyard area. Bikes old and new will include some of the museum's famous racing inventory as well as ex-Moto GP bikes courtesy of the **Brackley Festival of Motorcycling & Phil Morris Racing**.



Not only this but genius special builder **Alan Millyard** will be firing up no less than four of his stunning creations including his recently completed Millyard RC374 six cylinder.

Food Court & Bar

Fantastic catering provided by the museum's chefs will be available in our Premier Suite food court & bar area. This area will also be the venue for our live band providing musical entertainment over lunchtime.

Our famous breakfast BBQ will be available, plus the museum restaurant will also be open as normal serving a wide variety of hot meals and snacks from 8.30am onwards.

Plus THE DRAW FOR THE BEST CLASSIC MOTORCYCLE RAFFLE PRIZE IN THE WORLD

Our summer 2019 raffle to win a brand new/old stock **1977 Triumph Trident T160** will be drawn by Henry Cole live on stage during the afternoon of the event on 26/10/19.



You can enter to win this amazing prize with raffle tickets available to purchase on-line from **www.thenmm.co.uk** or by calling the museum on **01675 444123**.

Parking*

Car parking for the event is just £10.00 per car with motorcycle parking absolutely free. Given the events huge popularity, the museum encourages car sharing which makes this nominal parking charge even better value!

For further Museum Live 2019 updates and timetable see **www.thenmm.co.uk**

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Fabulous Farina turns 60

by John Lakey

We've had just over 150 cars on site over the whole weekend, a superb turnout, and remarkable for an international club with less than 800 members devoted to a single family of cars.



The Cambridge-Oxford Owners Club gathered over 150 cars throughout the weekend of 20-21 July for their celebration of the BMC Farina's 60th Birthday at Swanwick Junction Museum preserved railway, near Ripley in Derbyshire.

Lovers of the English fin came from all over the UK and Europe to celebrate all aspects of these humble but much loved cars, all badge-engineered derivatives of the Cambridge and Westminster, which were sold from 1959 until 1971. Activities ranged from a live band doing 60's songs to technical seminars, a slot car tournament using model Austin

Cambridges, period dress competition, the screening of a 1968 documentary about Pininfarina himself and much more, although real life hero and George Cross medal winner, Tony Gledhill, was the weekend's undoubted star.

Chairman Taff Gillingham said, "we've had a fabulous weekend, I really can't believe that 60 years on so many of the cars are here being enjoyed, and in some cases fixed, by other members so their owners can get home! We organised the first anniversary event in 1989, which doesn't seem long ago, yet now the cars are twice the age they were then, and it's great to see so many of the families and cars which were present then here

today as well. We've had just over 150 cars on site over the whole weekend, a superb turnout, and remarkable for an international club with less than 800 members devoted to a single family of cars. We couldn't have wished for better and its testament to just how loved these wonderful cars are by the most diverse range of people; my Westminster developed charging trouble and arrived with a flat battery but I was helped to fix it by an electrical engineer who'd worked on developing Concord in the 1970s and a mechanic who learnt his skills building cars for banger racing, that's the brilliant thing about this club."

www.co-oc.org



Val Davies with a jacket she'd embroidered of her car.

Above: Stephen Green's A55 Mk2 certainly lets people know it's the 60th anniversary of the cars.



Lenny and Jan Sebel drove their A60 Cambridge from Holland for Farina 60.



Longtime COOC member and enthusiast Bob Metzner conducted a model car clinic to showcase his and others collection.



George Cross Hero Tony Gledhill reunited with a Wolseley 6/110 police car for the first time since 1960 at Farina 60



Banger racing may be controversial but it's intrinsic to the history of the BMC Farina and to the club, so banger racer members Ian Lee and Les Dolan brought along an example for those not steeped in the sport to examine. It was of course, towed to the event behind Ian's A110 Mk2 Westminster on Rostyles for that authentic 1970s oval meeting pit vibe.



The Wolseley 15/60 was the first of the BMC Farinas to be announced, somewhat bizarrely on Christmas Eve, December 24th, 1958, so having Tony Spearman and his lovely example lead the timeline display was appropriate.



The A60 Cambridge slot cars had been specially made for the event by the Racing Room who scanned a member's A60 Cambridge specially for the club.

It created an event which all members of the family enjoyed. The eventual winner was regular John Lakey, who's winning margin was 4/100ths of a second!



Most popular car of the show and the BL Heritage Trophy, voted for by all attending, was awarded to Robert Hog for his rare Wolseley 24/80. The 24/80 was a straight 6-cylinder version of the 4-cylinder 16/60 developed by BMC Australia and used the 2.6-litre Bluestreak engine, which was basically a B-series with 2 extra pistons rather than the larger 3-litre C-Series used in the Westminster.

Former Police Constable Tony Gledhill, G.C. was COOC's guest of honour and did two laps of the site in a Wolseley 6/110 police car on blues and twos before giving his talk. Tony was awarded his George Cross, which is the highest honour that can be bestowed on a civilian for an act of bravery, after a chasing a 6/110 manual with 5 criminals in it through South London in the police 6/110 auto he was driving, 'Papa 1', on 25th August 1966, all the time while under fire from both a shot gun and a pistol. The incident ended with 4 of the 5 criminals being apprehended after great personal bravery from Gledhill when the bandits he and his co-driver, PC McFall, had cornered held a gun to his head and stole the police car they had been driving, dragging Gledhill along the road. The citation report ended with the sentence - "Both Gledhill and McFall received injuries and had to receive hospital treatment. They had faced a sustained firearm attack and from the early stages knew the risks they ran of being killed or seriously injured." Meeting this remarkable man and reuniting him with a Wolseley 6/110 police car, a vehicle he obviously still has great affection for was both humbling and fascinating; it proves classic cars are as much about the people and memories they stir as the engineering.

Powell Joybike

Bob Jeffcoat

In the late fifties, a Birmingham cycle shop proprietor, being alarmed by the number of continental mopeds being imported, decided to design and manufacture a machine constructed entirely of British made components.

The result was his 'Joybike'. He started with a Trojan 50cc engine, which he mounted in an inverted position below the saddle, in a frame of his own design, which incorporated his own sprung front forks, and a Sturmey Archer 3 speed hub gear in the rear wheel. To the spokes he attached a large main drive sprocket. This was connected to a small gear on the inside of a v-belt driven pulley, which in turn was connected to the engine drive pulley. The lower pulley was mounted on a frame, controlled by a handlebar lever which tensioned the v-belt, thus acting as a crude clutch.

Once engaged the moving pulley frame was latched and subsequently released by another handlebar lever, attached to the gear lever quadrant. The driven pulley also incorporated a brake shoe which was pressed into the pulley groove when the 'back' brake handlebar lever was operated. This gave an enhanced braking action, due to the reduction gearing incorporated between drive and rear wheel.

The first couple of machines were available in 'Moped' or 'Scooterette' styles, depending on the amount of bodywork attached.

Subsequently Powell commented on the benefits of a larger engine, and then fitted a J A P 80 cc in the same undersaddle position. He also incorporated telescopic front forks, discontinued the S-A gears and fitted a back-peddalling brake, and added paniers and a wider rear mudguard, larger headlight and full enclosure bodywork. He claimed the engine could be removed in 5 minutes, and the back wheel in 3, and that for a shilling a week he would undertake full maintenance of sold machines. The only thing the rider was expected to do was clean the plug every so often.

In the end, his bikes didn't sell well, despite kind reviews in the press, and he gave up the project when he had made only a total of 11 bikes.

Only three machines remain, as far as it is possible to tell, 2 with the Trojan engine and 1 with the JAP and Powell was reputed to have said it was the worst thing he'd ever attempted!

The top image above is believed to be V. Powell talking to a tester from 'Power and Pedal' magazine, presumably prior to the machine being taken for a test ride. This must be the last or last but one of the Joybikes made, as it has no Sturmey Archer gear change control on the handlebars, has the tele front forks, and the right hand pannier and the larger Miller headlight.

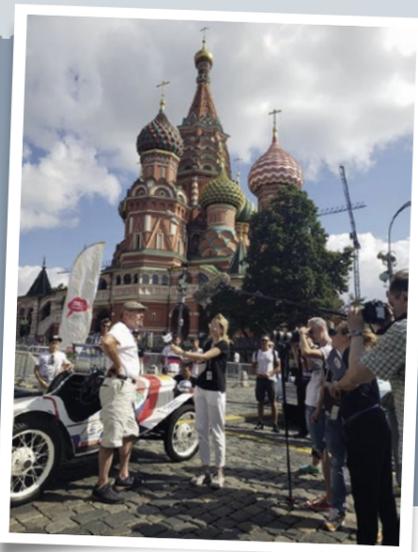
Bob Jeffcoat's machine pictured above was the ninth one made, before Powell removed the 3 speed gear from the back wheel, and added the back-peddalling brake, instead. Virtually all the bikes were different, as far as it is possible to say, cosmetically and mechanically! It is now fully registered by DVLA and back on the road for when he feels brave! He also mentions the ride is very strange, however with practice he should get the hang of it!

The Federation wish you all the very best and hope you enjoy your Joybike for many years to come.



FROM RUSSIA WITH LOVE

Chris Blakey, a member of the Bristol Austin Seven Club, is realising a long held ambition by driving to Japan in his 1937 Austin 7 Special to see the 2019 Rugby World Cup. He drove as far as Moscow accompanied by his wife and son, where they were invited to join a classic car rally which started off in front of the famous GUM store and they were given the rally number "007". They also were feted by the organisers of Russian rugby, mobbed by the Russian media and appeared on local television. From Moscow Chris is accompanied by Russian Ilya Zlotnikov. Their adventures can be seen on Chris's blog: <https://celebratethe7.blog/>



Early Dodgem

by Will Baker, member of the 20-49 Motor Club



This early dodgem car was designed to look like an MG race car from the 1930s and a large fleet of these 'cars' were used on a concrete racetrack at the New Brighton Fairground, near Wallasey on Merseyside, during that time.

Before the well-known electric powered 'Bumper Cars' came to popularity, these sturdy, well-built cars were driven around the track, watched over by attendants who would stand on the running-board-mounted brake to bring the car to a stop, if your time was up or you were misbehaving! They very quickly proved a firm favourite with the young and not so young and the cars were literally run all day long from mid-morning to well into the night.



Lakeland Motor Museum bought this example in 1990 and restored it soon after. Three examples had been saved from the farm building where they had been stored after being taken out of use in the early 1960s. Powered by a Stuart Turner marine-type single-cylinder two-stroke petrol engine, the top speed was just 5mph. At the end of each summer the engines and gearboxes were all fully reconditioned by Stuart Marine ready for the next season, such was the amount of hard use they endured. This one is on display in the Lakeland Motor Museum at Lake Windermere and is well worth a look.

FBHVC Comment

Thank you to the 20-49 Motor Club and Lakeland Motor Museum for allowing us to re-create this article for you. Since the article was featured in the 20-49 Newsletter Lakeland Motor Museum were sent a screenshot of the track at New Brighton Fairground and we kindly have permission from Hiddenwirral.org to use it. Feel free to check out their website <http://www.hiddenwirral.org/new-brighton-fairground/4583718651>

We also hope you can take a moment to visit the Lakeland Motor Museum to view their fascinating collection of over 30,000 exhibits that trace the development of road transport throughout the twentieth century. <https://www.lakelandmotormuseum.co.uk/>

The magazine of the **Model T Ford Register** informs us that a full-size stainless steel (?) replica of a Model T is on display in Ballinascarthy, County Cork, Ballinascarthy is a small village where Henry Ford's father grew up before departing from Cobh on an emigrant ship.

The **North Norfolk Classic Vehicle Club** magazine has an interesting article and a brief biography of some of the participants in the '1000 miles trial' of 1900.

The June issue of the **Mini Moke Club** magazine is dedicated to the South African Moke and its adventures.

The newsletter of the **Traditional Car Club of Doncaster** has an intriguing article on an experimental FWD VW-powered Morris Minor tourer which has recently come to light after more than 40 years in hiding.



Whatever next? A 1938 **Morgan** was a keynote feature in a prize-winning display at the Chelsea Flower Show. The July issue of the Club bulletin also reviews Neville Lear's 'The F-type Morgan handbook'.

The **Velocette Owners Club** magazine always makes a good read and issue 460 is no exception with a useful article on 'fettling a magneto'. This article is continued in the next issue.

The **Sunbeam Motor Cycle Club** magazine for June has a well-illustrated article on the 'Pioneer Run'.

The **Alvis Owner Club** bulletin reports favourably on the Surrenden Press publication of Tony Phillips-Smith's book of motoring cartoons 'Apsley and Old Cars'.

There is a reproduction of the promotional poster for the film '1984' in the Journal of the **Vincent HRD Owners' Club** which featured the 'thought police' on their Series D Vincents.

There is an informative article on motorcycle 'tow bar racks' in the **Vintage**

Japanese Motor Cycle Club Magazine. There is a comprehensive report on the history of the 'All England Heavy Wrecker Championship' which was a part of the 'Rally of the Giants' in the **Pre-1950 American Automobile Club** Magazine.

There is an informative article on 'Hydrogen Combustion Engines' and Hydrogen Fuel Cells in the **South Hants Vehicle Preservation Society** magazine.

Staying with fuel, the **Citroën Specials Club** magazine discusses fuel for winter lay-ups.

There is an intriguing article in the **Ginetta Owners Club** magazine which gives us a brief biography of Beatrice Shilling and her ownership of a Ginetta. Seemingly dissatisfied with the build quality, she stripped and completely rebuilt it. The question is asked; does anyone know if this car survives and where it is now?

The **Southern Daimler and Lanchester Club** newsletter features an article on Richard Trevithick and his 'steam carriage' and a description of the Amberley Working Museum.

The **Austin Cambridge Westminster Car Club** newsletter informs us that there are one billion cars currently in use around the world and makes the observation that is an awful lot to convert to electric.

Congratulations to the **Austin Counties Car Club** on receiving an award for their stand at the Practical Classics Show at the NEC.

The **Double L L Club** (Local Locomotion) newsletter recommends a mixture of sugar soap and soda crystals to remove oil stains from concrete driveways. (Always well worth knowing!)

There is a report on the Citroën Centenary Rally which was attended by 746 Citroëns in the **Deux Chevaux Club of Great Britain (2CVGB)** magazine.

An interesting suggestion in the **Vintage Minor Magazine** for the disposal of used engine oil as proposed in the magazine 'Popular Science' in 1963. Dig a hole and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next oil change. Then cover the spot with soil!

The perils of split pins when used to secure big end bolts are outlined in the **Armstrong Siddeley Owners' Club** Magazine.

A detailed and helpful description of petrol

tank sealing is given in the **Mk 1 Cortina Owners Club** magazine.

This can never be repeated too often. A comprehensive article on workshop safety is a feature in the July issue of the **Traction Owners Club** publication.

The Journal of the **Cumbria Steam & Vintage Vehicle Society** gives us a concise history of the development of Ford's agricultural tractors in their centenary year.



The **Southern Daimler and Lanchester Club** newsletter tells us that Jackie Stewart returned to Silverstone in July to give some high speed demonstration laps to raise awareness and funds for dementia research.

There is a useful article in the **Benelli Motobi Club GB** magazine on tuning your Dell'Orto carburettors.

The **Fairthorpe Sports Car Club** has been awarded £100 and a handsome trophy for the organisation of the 'Specials Day', congratulations!

There is a brief but informative biography of S.C.H (Sammy) Davis in the Bulletin of the **Alvis Owner Club**.

Some hi-tech suggestions for vehicle security are made in the **Midget & Sprite Club** magazine.

An impressive line-up of members' car on the main drive of Charlecote House for the Golden Jubilee Rally is the cover photograph for the **Sunbeam Alpine Owners Club** magazine. Inside is a report on the 28th 'Laon Historique' which attracts more than 800 entries to Northern France at a venue not far from Reims.

The **Pre-1940 Triumph Motor Club** magazine tells us that one Adrian Breeze is running courses on the English Wheel at his Somerset workshop. Don't all rush at once; but have a look at his website: <https://englishwheelingcourses.co.uk>

The magazine of the **Pre 1940 Morris Register** has a well-illustrated article on a differential rebuild for those of you who really enjoy getting amongst it.

The newsletter of the **Vintage Horticultural & Garden Machinery Club** has a full photo reportage of the Wiltshire Steam Rally which features the full range of Vintage Horticultural & Garden Machinery Club activities.

The centre spread of the **Rover Sports Register** bulletin is a reproduction of the 'Eagle' drawing of the Rover/BRM gas turbine car that was driven into 7th place overall in the Le Mans 24 hour race by Graham Hill and Richie Ginther.

The journal of the **Wolseley Register** gives us a useful tip for the removal of those rather delicate dashboard knobs. Using a hairdryer, heat them up in turn until they are just too hot to handle and then with a cloth you can wriggle them off!

Have the instrument lenses on your machine become 'cloudy' with age? The magazine of the **Vintage Japanese Motorcycle Club** recommends photographic UV lens protectors as replacements.

The **Ford Sidevalve Owners Club** journal has a useful article on installing a combined flashers and hazard light system on your 'upright' Ford.

The **1100 Club** magazine suggests a method for de-rusting components involving washing soda and a battery charger.

The **Sentinel Drivers Club**, 'Sentinel Transport News' reports on trials using wood briquettes as a fuel substitute – bearing in mind proposals to eliminate the use of coal for combustion.

'**Morris Monthly**' – the magazine of the Pre 1940 Morris Register – has commenced a series of articles on the 'Fast Females' who featured in the pre-war racing scene with considerable success.



There is a feature on the Louwman Museum in Den Haag, Holland – which does include some 20 or so microcars – in 'Rumcar News', courtesy of the **Archive of Microcars** (formally known as Register of Unusual Microcars).

There is a biography of Joe Ehrlich in the magazine of the **British Two Stroke Club**

magazine which reminds us of not only his contribution to motorcycle design but his involvement in the automotive industry.

The magazine of **The Morgan Sports Car Club** has a piece from the MSA on the rules and regulations governing driving events.

The Journal of the **Austin Healey Club** reports on the St Goueno Hilclimb which is held in Brittany every year.

The **Triumph Roadster Club** review suggests the application of 'quad 'bike' electric fans in duplicate to relieve overheating problems.

In plenty of time for Christmas... Dave Phillips' '**The Land Rover Story**' is now available to purchase at reputable retailers at £25.00 ISBN978 1 910505 35 9



There is a report on the famous 'race' from London to New York involving an 'E Type' and a Harrier Jump Jet in the magazine of the **Jaguar Enthusiasts Club**. Reference is made to the fact that the Harrier had to be refuelled 10 times during the flight. There is no mention, however, that the down thrust from the take-off from St. Pancras Station coal depot blasted rats out of their holes on to the assembled crowds!

The low down on differing camshaft specifications for XPAG engines is given in the **MG Octagon Car Club** Bulletin.

The international bulletin for **Rolls-Royce & Bentley Specialists Association** has been awarded the National Car Club Award for the most outstanding magazine of the year – Congratulations! The current issue devotes a significant amount of space to appreciations of Sir David Plascow, Managing Director of Rolls-Royce from 1971 who passed away on 5 June. This intelligence is shared with the centenary celebrations of Bentley which will have culminated with a 1000-plus gathering at Blenheim Palace on 8 September.

The **1100 Club** magazine has news of two innovations for vehicle maintenance. The autostacker system and the 'quickjack' for more information, try www.vehiclelifts4home.co.uk

The Magazine of the **Military Vehicle Trust** claims that the club is now the world's largest military vehicle club. The current issue contains a fascinating and copiously illustrated feature on the contribution of the HORSE to the German war effort in WW2. It is estimated that more than 1,500,000 horses were lost to battle injuries by the German forces.

There is an informative article in **NECPWA (North of England Classic & Pre-War Automobiles)** News on the genesis of the A30 and the A35.

More than 20 AEC 'Matadors' came together in West Sussex in May of this year. The magazine of the **Historic Commercial Vehicle Society** was on hand to record this notable event.

The **Scottish Austin Seven Club** magazine has a brief article on the 1930 Austin 'Seagull' - a 16 ft motor launch powered by an Austin Seven engine. Do any of these survive?

An interesting article on the replacement of the front cross-member on a 280SE makes an interesting read in the **Mercedes Benz Club** Gazette.

The **Austin Big Seven Register** newsletter points out that electric cars are not as green as they seem. We need to take into account plastic pollution from tyres and brakes- as examples.

The saga of the 'Ruscombe' Gentleman's Steam Bicycle is continued in the magazine of **The Steam Car Club of Great Britain**. We are now into the running and road trials period, and I look forward to the next instalment!



The front cover (and the extensive coverage inside) of the **Jaguar Enthusiasts Club** magazine commemorates the life and times of Norman Dewis OBE whose remarkable career made him 'Mr Jaguar' in the worldwide Jaguar scene.

The Journal of the **Austin Healey Club** has a fascinating article based on the diaries of Donald Healey made during his visit to the USA in 1948.

There is also a report on the 'Chinon Classic' which takes place in Tours. This would appear to be the sort of event where Gallic flair and imagination combine to create that extra-special atmosphere.



The Journal of the **National Street Rod Association** (NSRA) has an in depth feature on the wondrous automobiles that still grace the streets of Havana. As part of the promotion of Junior NSRA members there is a feature of 13-year-old Purdie Hadfield and her half-scale Junior Dragster.

The magazine of the **Morris Commercial Club** informs us that Post Office Telephones purchased 2,000 minivans but only road-worthy examples appear to have survived. Royal Mail had 3,000 minivans. The survival rate is not known. The history of the London Taxi and the 'Public Carriage Office' is the subject of an article in the magazine.

Three other marques are compared against the Phase 3 Standard Vanguard of the late 1950s in the Magazine of **Club Triumph**.

The **Rover P4 Drivers Guild** has an appraisal of the 'Clocks4Classics' kit for renovating your dashboard clock.

A timely reminder in the latest edition of the **Riley Motor Club** publication about diy car safety. With the end of the summer season fast approaching it is always safety first when you're in the garage on your own.

The August edition of the **Surrey Vintage Vehicle Society** magazine have an article on Gordon Murray's book, One Formula - 50 years of car design. Not cheap at £225 but I'm sure it's worth every penny.

Lucky **Railton Owners' Club** members who attend their club AGM on the weekend of 20 - 22 September will have the opportunity to hear Richard Noble provide a talk about Reid Railtons work for John Cobb on the world water speed record.



The **Jaguar Enthusiasts Club** have a fantastic offer to drive the Nürburgring saloon lap record holding project 8 car around Silverstone on 1st October.

Another interesting insight into the world of the motor industry from the **Wigton Motor Club** 'Start Line' magazine. Ford & VW join forces in the world of self-drive & electric vehicles.

ANNIVERSARIES AND CELEBRATIONS

Congratulations to **Sir Greg Knight MP** in successfully piloting his private member's bill through parliament which aims to regulate the activities of car parking operators.

The **Jupiter Owners Auto Club** remind us that 2020 sees the **70th Anniversary** of the introduction of the **Jupiter**. Preparations are well advanced to celebrate.

The **Mini** is now **60 years old**. The launch was 26th August in the middle of a year of serious industrial unrest at Morris Motors. Co incidentally, 1959 was also saw the introduction of the 'Farina' series with the launch of the Wolseley 15/60.

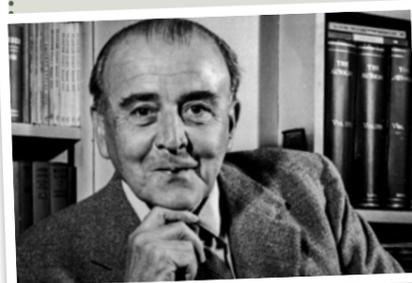
More anniversaries! The **50th anniversary** of the introduction of the **TR6** and the **60th anniversary** of the introduction of the **Triumph 'Herald'**.

Congratulations to the **Highland Classic Motor Club** on reaching **40 years old**. Hope your Ruby Anniversary Social Evening is a success in October.

September is the month in which the **Wartburg Trabant IFA Club** are marking their **50th Anniversary** by taking part in Britain's newest toad trip - the Bryson Line. According to Bill Bryson's latest book 'The Road to Little Dribbling' the longest distance you can travel through Britain in a straight line is from Bognor Regis on the Sussex coast to Cape Wrath on the north western tip of mainland Scotland.

Bentley Centenary

David Burke



The 10th of July 2019 marked Bentley's 100th year. From modest beginnings, Bentley has moved from strength. Bentley's victories at Le Mans in the 1920s echoed around the world, and returned once again in the 21st century.

In 1919 Walter Owen (W.O.) Bentley created a company with a simple objective: to build "a fast car, a good car, the best in its class".

Born in 1888, W.O. Bentley grew up as an engineer enthusiast. By October 1919 Bentley Motors was established and by September 1921 the first production Bentley left the factory and was delivered to its owner, Noel van Raalte, costing him £1,050. The car carried Bentley's hallmark radiator casing and flying 'B' insignia.

The Bentleys of the 1920s are some of the most distinctive cars of the vintage era. Numerous speed and endurance records were achieved. There were legendary achievements by the Bentley Boys. Attaining victories at Le Mans in 1924, 1927, 1928, 1929 and 1930; where Bentley's racing domination echoed around the motoring world.



Bentley Motors was beset by financial difficulty and in 1931 Rolls-Royce stepped in to buy Bentley Motors. Production moved to Derby where a new 3.5-litre 'Silent Sports Car' was produced, mixing the best attributes of both brands - agility with luxury, power with silence.

The move to Crewe in 1946 after World War II provided access to a community of skilled engineers and mechanics. Advanced technologies and a new

approach to manufacturing, enabled Bentley to build a motor car complete and ready to be driven to its limits. One of the first to be built as a Bentley was the Mark VI

In 1952 the Bentley R-Type Continental made its debut, a Mulliner-bodied coupe with a top speed of just less than 120 mph. This made it the fastest four-seater car in the world and very quickly earned a reputation as the ultimate in high-speed luxury. By 1957 Bentley had launched the new highly anticipated four-door Bentley Continental Flying Spur and the Bentley S2 was announced in 1959. It used an all-new 6.2-litre aluminium V8 engine.

The 1960s brought continuous development to the Bentley Motors family. In 1965 the Bentley T series was launched before it was renamed in 1971 to the Bentley Corniche and again in 1984 to become the Continental, as we know it today.

The founder W.O. Bentley died aged 82 in August 1971. During the 1970s, the famous V8 engine was re-engineered to increase the capacity to 6.75 litres - the size it has remained to this day. More financial troubles were caused by the Aero Engine side having major difficulties with Lockheed RB211 engines. This caused the firm to have Receivers appointed. Out of the ashes two new firms were created, Rolls Royce Ltd which made Aero engines and Rolls Royce Motors Ltd which made cars including Bentleys.

The 1980s saw Vickers take over Rolls Royce Motors. The Bentley identity developed and the beginning of the Bentley range and model line we know today. The Bentley Corniche was renamed the Continental in 1984 which became one of the bestselling models to date.



By 1989 half of the cars emerging from Crewe were Bentleys. Ten years after the introduction of the Mulsanne Turbo, Bentley began to outsell Rolls-Royce two-to-one.

The sale of Bentley to the Volkswagen Group in 1998 added resource, new technologies and even greater impetus to the momentum of the Bentley renaissance. It was announced Bentley and Rolls-Royce would be separate companies once again, after 67 years together. Volkswagen AG announced it would invest £500 million in the Bentley marque, its Crewe factory and the building of an all-new Bentley.

By 2001, Bentley relived its heritage with a return to competition at Le Mans, entering two EXP Speed 8s. The team finished third, bringing Bentley back to the podium for the first time in 71 years.

In 2001 Bentley announced it would build the first bespoke design Bentley State Limousine for Her Majesty The Queen on the occasion of her Golden Jubilee. This was the first Bentley to be used for state occasions.

Since 2003, Bentley has delivered almost 70,000 Continental GTs to customers, making it the most successful Bentley in history.

Since the Volkswagen Group acquired the company in 1998, the number of colleagues working at their Crewe site has increased from 1,500 to more than 5,000 today. The Company has an enviable record with their Apprenticeship programmes; these are keenly sought after positions.

Chic & quick!

Super-Rare Unipower GTs at NEC Classic Car Show 8-10 November

The Unipower GT Register will be exhibiting two of their extremely rare Production Specials at the Lancaster Insurance Classic Motor Show, with Discovery, 8-10 November. The recently rediscovered and fully restored pre-production prototype will be joined on stand 3-464 by the superb works race car.

Chic and quick, these beautifully engineered and styled mid-engined sports cars are super-rare. Of the 72 built 1966-70 there are only three on the road in the UK. Be sure take a good look. It may be while before you see another one.



WOLSELEY 1500 / RILEY 1.5 FRONT QUARTERLIGHT RUBBERS AVAILABLE AGAIN

Owners of the ever popular Wolseley 1500 and Riley 1.5 cars, produced in the 1950's and 1960's have been struggling with leaking front quarterlights, due to the original rubbers having dried and perished. New rubbers have not been available for many years, and owners have had to try various ways of 'making do', usually by applying liberal amounts of liquid rubber into the cracks, or by using other new rubbers, (often from Morris Minors), and then having to cut and reshape them to fit. However, none of these solutions ever proved to be truly satisfactory, with many owners asking their clubs if a 'proper' solution could not be found.

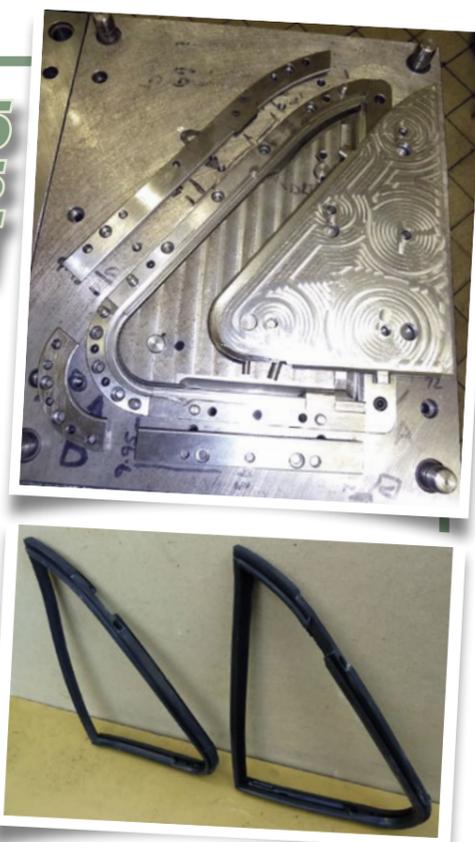
The Wolseley Register therefore embarked on a project to see if quality reproductions of the original rubbers could be reproduced. Research was initially carried out to check whether there was likely to be sufficient demand and that there wasn't already an existing supplier anywhere else the world. Both Wolseley Register members and other owners, via their associated Wolseley and Riley clubs around the world, were approached and sufficient demand appeared to exist. Many leads were followed as to possible other owners of correct moulds, but none of these led to anything, and so it was concluded that no other potential suppliers existed.

Further research into potential companies that could make new moulds proved difficult

Several companies, after seeing examples of old rubbers that they would have to work from, decided that the project would be too difficult, whilst others were happy to create new moulds only if the Register would supply the necessary CAD software diagrams! Others thought they could probably do it by sub-contracting parts of the job out. However, Fairham Mouldings, based in Blackburn, came to our rescue, being able to do the whole job totally in house, with genuine enthusiasm, and at a competitive cost.

The quote provided, although both reasonable and competitive, was still much higher than the Register felt it was able to risk spending on, on its own. We therefore set up a partnership scheme where we approached both our own Register members, and other owners, via their associated Wolseley and Riley clubs around the world, to ask if they would commit their support by putting a 50% deposit down up front and before we signed the contract with Fairhams. In return, our partners would only pay the approporioned cost price of making the moulds plus the cost of each pair of rubbers, with the Wolseley Register keeping ownership of the moulds.

Sufficient numbers did pledge their support, so that we placed the final order for Fairhams to go ahead with the design and production of the moulds. These took Fairhams 12 months to fully develop. They are extremely heavy and



complicated tools and several rounds of prototype rubbers were produced, each being tested in door frames to ensure a perfect fit, before the moulds were finally signed off and handed over to the Register. The only difference between our new reproduction rubbers and the original factory items, are that the new rubbers are made from EPDM rather than fully natural rubber originally used. EPDM is UV resistant, so will not dry or crack over time, yet it looks, smells and feels identical to the original natural rubber.

The Wolseley Register would like to thank our partners in this project for their support and patience, we could not have done it without them. The whole project took 3 years from inception to completion, but we now have top quality moulds that can be re-used to make more batches of quarterlight rubbers should there be sufficient demand. We still have a few pairs in our spares store, which are now available to any owners of Wolseley 1500 and Riley 1.5, with Wolseley Register members enjoying discounted prices. If anyone is interested in purchasing any, please contact Bob Langston, the Wolseley Register Spares Consultant at sparesconsultant@thewolseleyregister.com, or phone 01524 761409.

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