

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 3 · 2021

OH, TO HAVE BEEN IN CHICAGO IN THE SUMMER OF '33

A motoring tale from The World's Fair of 1933

Plus

Drive it Day 2021

Members share their photos of this years event

Museum Members

Federation Museum Action Plan lends its support to visitor attractions

Great British Car Journey

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**PETER JAMES
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Editorial

Wayne Scott Communications Director

As the old proverb goes, "Divide to Conquer" which refers of course to the method playing on the differences within a community to manipulate them to gain or maintain power by breaking up larger concentrations of power into smaller pieces that individually have less power than the larger one implementing the strategy.

You will have read in my column a number of times in the past, that now is the time to work together across the historic vehicle community, to put aside the differences in opinions and approaches and ensure that we tackle the challenges that lie ahead as one voice. We must be seen to be pulling together to educate and inform the wider population about the importance of transport heritage, the industry it supports and our freedom to enjoy it. It is about 'singing from the same hymn sheet' so to speak and at every opportunity using the chance to communicate one clear message.

When that situation is achieved, it is clear to see just what power it has. One recent example of this was around National Drive it Day when the movement came together to support the FBHVC. For one day, clubs and individuals alike

purchased and promoted rally plates not only for the purpose of getting historic vehicles out on the road in one day of celebration to raise awareness of transport heritage within society – but also to support a crucial charity.

The NSPCC's Childline® help and save vulnerable children and young adults from all sorts of terrible situations and the great news is that, thanks to the historic vehicle movement's teamwork, the NSPCC's Childline® can fund its actions for one whole 'Unforgettable Day'. Just think how many young lives we may have all rescued as a result of pulling together and raising awareness for what we love. Just look what we can do, despite adversity, when we do it together – amazing.

We should all hold on to the memory of what it was like during the worst of the COVID lockdowns, when we were not able to enjoy our historic vehicles, as it will serve as a reminder of what life might be like if they are taken from us for good. We must all work together - because if we compete, argue and contradict within our public voice – others will have had the opportunity to "Divide to Conquer."

Thank you all for your continued support for the FBHVC and let's hope for a return to normal freedoms very, very soon.

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Chairman: **David Whale**
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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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Introduction

This is a slightly more compact legal editorial for your consumption this month and I am most grateful to Ian, Bob and the rest of the Legislation team for taking up the strain while a post lockdown flow of "mainstream" legal work has diverted me for a while from some of the Committee activities. However I have been kept fully briefed and kept abreast of the current topics including some dropping into the virtual "postbag".

So as you read on, I start with a recap on a familiar issue, SMART motorways, on which I have already written extensively but have been in the headlines once more. On the Environmental front, I provide an additional update on Scottish ZEZs supplemental to the longer item in the last newsletter and summarise the currently suspended proposals for the closing of some Somerset Lanes to vehicular traffic. And you cannot have failed to notice more Government sponsored headlines on autonomous vehicle proposals which I discuss together with the longer term concept of autonomy and potential effects on our activities.

TRAMS...

...In an attempt to avoid another SMART headline, did you recognise that SMART is a heteropalindrome of TRAMS? I return to a topic which I had expected to be the subject of a one off article in a previous newsletter (Issue 6/2020) but has rarely left the headlines since I penned it. In that article, I reflected the reality that the issue had not previously been a live one for the Federation, with many historic vehicle owners choosing to avoid motorways anyway. However, it was important to acknowledge that older vehicles might be more vulnerable in the event of breakdown on these roads with a lack of hazard warning lights, their more modest size and limited crash protection. Although not all would agree, I also recognised that some vehicles are less suited to motorway driving and might be more prone to breakdown. In my last update I covered the intervention of the Chairman of the APPHVG at the invitation of the Federation regarding the tardy introduction of Stopped Vehicle Detection (SVD) cameras and proposed criminal action against the Highways Authority arising from deaths on SMART motorway sections. This additional pressure has produced some real effect and I note the Highways Authority has undertaken to have SVD installed and working on every SMART motorway by September next year.

Clean Air/Low Emission Zones

North Somerset

Many of our readers will be keen consumers of the cider and cheese of Somerset whilst they enjoy the rural lanes and roads of the northern part of the county. However one of our correspondents recently notified us of proposals to be enforced by Traffic Regulation Orders (TRO) to essentially close a network of lanes between Clevedon, Yatton, Nailsea and Backwell. The policy intent was to: *"Increase the number of journeys undertaken by walking and cycling by at least 300% by 2030 with a vision statement of 'Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.'"*

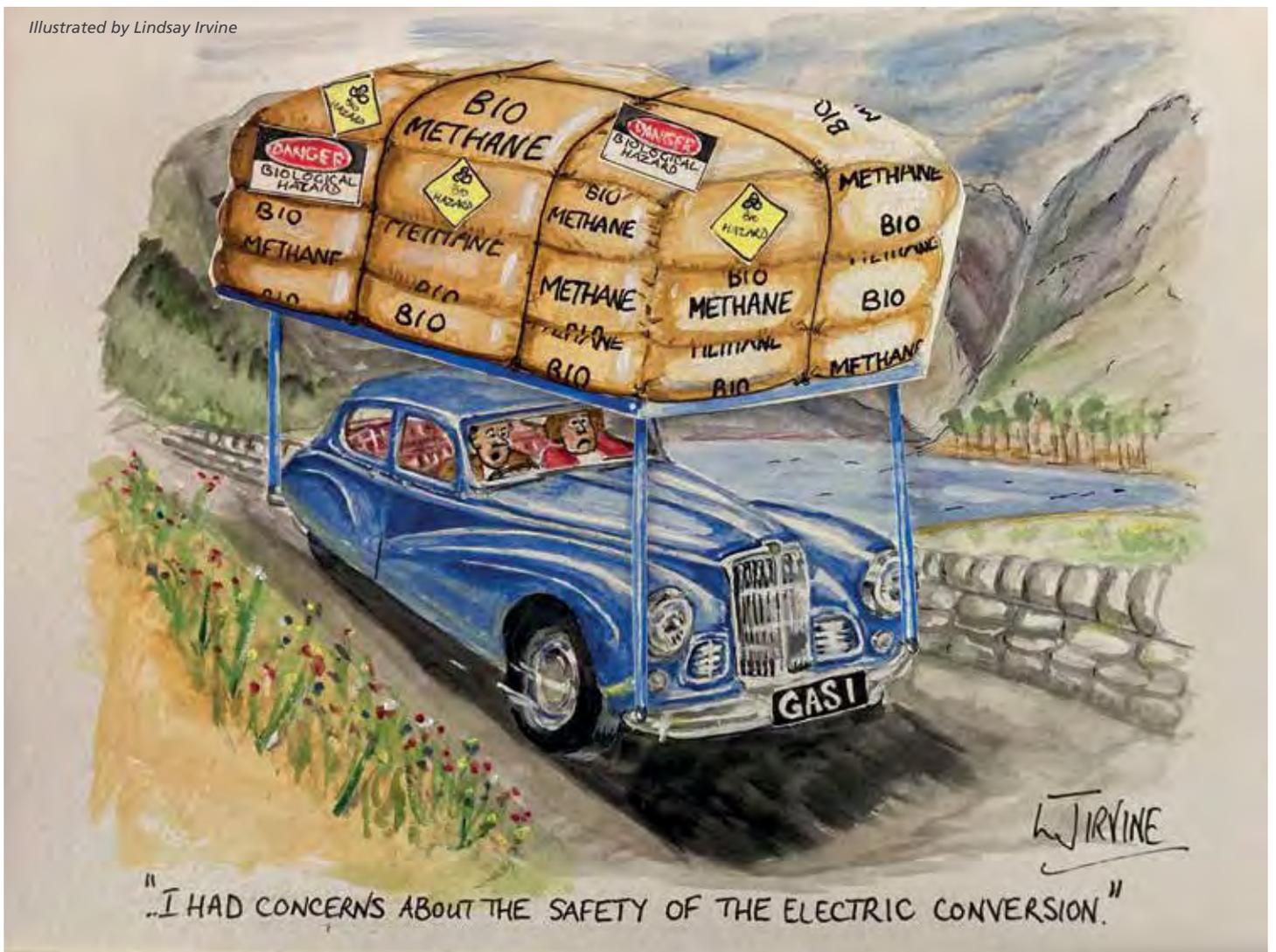
This would be effected by: *"prevent[ing] the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road, facilitate[ing] the passage on the roads of pedestrians, cyclists and equestrians and reduc[ing] the potential risk of HGV's causing damage to the road or buildings on the road."*

It would also have the effect of preventing historic vehicle owners enjoying some picturesque countryside on roads of the type their vehicles would have been used on in their earlier years. (Contrast with SMART motorways!) There is little doubt that this initiative apes some of the more controversial actions in London and other large cities where pop up cycle and bus lanes have effectively removed many miles of highway from vehicle use, encouraged by Government funding. Of particular concern, it plainly signposts copycat proposals by other rural authorities who will similarly wish to attract money from central funds. We

have subsequently been notified that due to considerable outcry in the area, the proposals have been withdrawn for now. They are likely to return once further "consultation" has taken place. I think we can all sympathise with the wish to preserve the rural character of these country lanes and many will have personal experience of inconsiderate drivers using them like World Rally Championship circuits. However prohibition of freedom of movement needs to be considered in a proportionate and careful way which is why the TRO process is such a complex and detailed one. We will keep our eyes open on this one and I encourage you to scan your council website for similar proposals.

Scotland

In the last Newsletter I summarised the effect of the regulations made under the Transport (Scotland) Act which will provide exemptions for vehicles defined as historic by the FIVA international standard of 30 years in relation to entry into Clean Air Zones in Scottish cities. However, I overlooked a mention of the Federation's role in achieving that favourable position and indeed the considerable work of my immediate predecessor. Since this magazine will be published after the Scottish elections, it would not be improper to also reflect the assistance of Murdo Fraser MSP in championing the issue during the policy development and legislative processes in the Scottish Parliament. You will recall that the subsidiary legislation has selected a more complex definition than simply that the vehicle is more than 30 years old. Instead it utilises one based around the EU inspired definition of a Vehicle of Historic



Interest (VHI), which creates challenges for the implementation process as 30 years is not a matter of significance in DVLA registration records. Because of the additional qualification criteria for being a VHI, I have written to Transport Scotland noting the DfT guidance on the definition and offering our assistance with the application of the criteria. Let us hope for a smooth introduction of the provisions.

Who is in charge...?

Coincident with the government's release of the results of its "call for evidence" consultation into automated lane keeping system (ALKS) technology, you may have seen the resultant heavy media coverage on the subject. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980742/safe-use-of-automated-lane-keeping-system-alks-summary-of-responses-and-next-steps.pdf

I was pleased that broadly the Federation's concerns expressed in our detailed response (see FBHVC website) were reflected and indeed supported

in the replies by other respondents. However one of our principal sources of unease was the intended certification of ALKS as self-driving technology rather than driver assisted. The government has confirmed in its response that (ALKS) technology could be legally defined as self-driving, despite concerns around safety. The Department for Transport has indicated that ALKS technology, once awarded "GB type approval" – a certificate of conformity showing that a product meets a minimum set of regulatory, technical and safety requirements – and proven "there is no evidence to challenge the vehicle's ability to self-drive", it could be used on British roads for the first time later this year. Still ongoing is a consultation on Highway Code changes to reflect this autonomy <https://www.gov.uk/government/consultations/safe-use-rules-for-automated-vehicles-av/rules-on-safe-use-of-automated-vehicles-on-gb-roads> and a Law Commission review of driving legislation to "enable the safe deployment of automated vehicles on our roads". We will obviously monitor and respond as necessary to ensure the

safety and freedoms of historic vehicle community is not compromised but the will and intent of Government is clear to at least clear the legal and regulatory path for the use of this technology, if only in a limited way in the next couple of years.

...maybe not the driver!

You will not be so naïve as to believe that permitting self-driving cars to pootle along at 37mph in the inner lane of a motorway during periods of congestion will be the end of the story. The previous Legislation Director, Bob Owen, recently attended a virtual conference on the longer term aspirations for Connected and Autonomous Vehicles (CAVs). You can expect a longer article on this once the conference papers are available but I will briefly summarise the headlines.

It is obvious that there are powerful industry and consultancy advocates for a fully automated future. What that means is that they believe that to achieve the full safety, economic, environmental and strategic potential of automaticity, the driver must be



removed entirely from the loop. That is, non-autonomous vehicles will ultimately not be permitted on the roads. One conference speaker mused that non-autonomous vehicles would first be excluded from “the strategic road network” which is at least the Motorways and probably some A Roads, with a potential ban of non-autonomous use of the roads by 2040. Not only would there be implications for cars and other vehicles but pedestrians and cyclists would not be able to have the “uncontrolled” access to roads they had previously had. (Autonomous motor bike anyone?!). The impression gained at these conferences is often of a dystopian “Robocop” big tech corporate oligarchy in league with government to “control the customer. Bob considered that there was little thought being given to human beings save as the passive beneficiaries of being able to be taken around at will by machines. The idea that people like driving seemed to be overlooked.

Some reality crept into the proceedings

with a recognition that there would need to be common standards across countries, which requires compromise. A cybersecurity expert suggested the vulnerabilities of these systems are multiple and serious and the ability of the 5G network actually to reliably support all the required connectivity was also open to question.

So there is clearly a fair way to go on the route to an autonomous nirvana, but ALKS in the UK is probably the starting pistol and we need to be aware and alert to certain ideas (by no means fanciful) that, as I have previously stated, amount to an existential threat to our freedoms in the medium as opposed to long term. There are certainly some technological mitigations which might allow a “mixed” CAV and driver controlled environment. In the light aviation sector, general aviation pilots are being encouraged with government grants to procure “electronic conspicuity” devices not only to enhance the “see and avoid” method of avoiding aerial collisions between aircraft, but

in the future to allow UAVs or drones to operate in the same airspace. For motorists, it is conceivable that conspicuity devices might be on mobile phones. At any rate, as well as the electrification of the vehicle network, we have this additional big issue to keep the lights burning (if that is still allowed) at FBHVC HQ in order to find solutions for our community. We will do our best!

And finally

Last time I introduced our new Legislation Committee member, Nigel Elliott, as our highly qualified fuels advisor. I asked you to allow him a little time to settle in and undertake the vital task of update the Fuels guidance page on the Federation website. In record time he has completed this task and the fruits of his labours are available to read now. I commend it is an excellent highly authoritative piece of work which should prove invaluable to those with concerns about their vehicle. Happy motoring!

DVLA Ian Edmunds

There continues to be very little progress on DVLA matters and although many registrations of historic vehicles are still processed without difficulty we do still have concerns with some particular aspects of DVLA's decision making. One result of this, of course, is that I have very little to fill these pages with!

However, we took advantage of the publication by DVLA towards the end of April of the ‘DVLA Strategic Plan 2021 – 2024’ to respond to Julie Lennard, the CEO, acknowledging the success of the progress made by the Agency in many areas but also drawing her attention to the unfortunate result of some of the systemisation decisions which impact unfavourably on individual historic vehicles whose history and documentation do not always follow the standard pattern. At the time of writing, it is too soon for DVLA to have responded.

Also reproduced here for interest is this page from the Strategic Plan which serves to illustrate the sheer quantity of the tasks that DVLA perform.

In the last edition of FBHVC News I mentioned the possibility of DVLA removing a ‘scrapped’ marker from a vehicle record in some circumstances. I am pleased to report that in the case of one of the vehicles that prompted the original question that change of status has been satisfactorily accomplished.

There are not very often driving license topics to report in these pages, but it may be worthwhile to remind those of you over 70 that if your UK licence expired between 1st February and 31st December 2020 during the Covid restrictions, it was automatically extended for 11 months. As these extensions expire the license must be renewed in the normal manner.

It is now possible in many cases to renew your driving license online, go to - <https://www.gov.uk/renew-driving-licence-at-70> and you can renew your licence online at any time before the extension ends.

The online renewal facility is not available for the renewal of C1 or D1 licenses as in these cases additional information is required and the application must be made by post.

DVLA by numbers

Every year, we...

Issue more than
10 million
driving licences

Issue nearly
13 million
registration certificates

Collect
£7 billion
in vehicle excise duty

Respond to over
600,000
emails and
webchats

Answer more than
18 million
phone calls

Deal with over
1 billion
online
enquiries

DVLA Strategic Plan 2021-24

Events

Back on the road again – at last

A significant number of formal and informal events were finally able to take place due to the approval by the Department of Culture, Media and Sport for Drive-It Day to go ahead in all its 'outdoor' forms. In my case, that meant we had around 10 days to put together a Drive-It Day event in conjunction with Brooklands Museum and the NSPCC. As Brooklands would be closed on the 25th, we got special permission to run Drive-It Day on Saturday 24th April. It was well worth the effort as we assembled some 100 Historic Vehicles, mostly cars but also some commercial vehicles and some motorcycles. The weather was glorious (which always helps), but it was just great to meet so many enthusiasts and enjoy catching up with them – in a socially distanced and socially parked manner.

Even with the necessary restrictions such as entry by pre booked ticket only (to control numbers onsite), timed entry slot (to minimise queues at the gate) and everything being 'outdoors' we all enjoyed the day and raised a tidy sum for Childline® too!



I know that some clubs have postponed their 2021 Drive it Day events until later this year, so please be aware that Drive it Day rally plates can still be purchased from our website – while stocks last! www.driveitday.co.uk

Please also support our Transport Museums. Details can also be found on our website www.fbhvc.co.uk

Motorsport UK Update

Brexit & overseas events

A consequence of the UK becoming a Third Country as regards the EC/EEA, we thereby forfeit our rights to freedom of movement for our vehicles. As a result, questions have arisen for those wishing to take their UK vehicle(s) to events within the EU and EEA. The reverse is also true in that EU/EEA citizens wishing to compete in UK events have raised the same concerns.

For Competition Vehicles (e.g., not road legal) both MSUK and the ACU have setup an arrangement with the Greater Birmingham Chamber of Commerce to provide a discounted Carnet Service for its member clubs. The latest information for these organisations is available below.

Therefore, you will need an ATA Carnet for your competition vehicle(s) whether trailering or trucking them to mainland Europe. In effect, your vehicle is classed as 'goods' and is being temporarily imported into the EU/EEA. You can do this yourself (see links below) or you can appoint a specialist handling/transport company to manage the whole process on your behalf, but this can be expensive.

However, if you are driving your own (Road Legal) vehicle through customs, then, as a tourist, an ATA Carnet is not required.

The situation is fluid as the UK Government advice (on their website) has 'expired' and so we will keep monitoring developments and provide further updates and clarifications whilst these 'teething issues' get resolved.

<https://www.motorsportuk.org/the-sport/brexit-transition/ata-carnet-to-europe-faqs/>

<https://www.motorsportuk.org/movement-of-motorsport-vehicles-post-brexit/>

ATA Carnet | *What is a Carnet?* | *Carnet Application Form* | GBCC (greaterbirminghamchambers.com)

<https://www.londonchamber.co.uk/export-documents/ata-carnet/>

Take care and drive safe.

Peter Ainsworth

The unexpected death of Peter Ainsworth in early April came as a shock to all who knew him.

It seems like only yesterday that Bob Owen, Roger King and I sat behind Peter at Heritage Day 2018 when he was nominated as Chairman of The Heritage Alliance.

One of Peter's many capabilities was the ease with which he could move around the corridors of power, as shown by Boris Johnson's tribute, see *Peter Ainsworth: Boris Johnson leads tributes after death of former Tory MP - BBC News*

He did this with a great sense of humour, something required when dealing with the many, many ministers that pass through the Department of Culture, Media and Sport!

Peter also chaired the Churches Conservation Trust and, in that role, wrote a sonnet which was placed in all CCT churches after first lockdown in 2020. It can be seen here *Obituary: Peter Ainsworth (churchtimes.co.uk)*.

A great loss to the heritage movement. Condolences to his wife Claire and their three children.



Peter taking questions with Sir Tim Laurence at Heritage Day 2019 held in the Tower of London.

Archives

Over recent weeks many Clubs have been reviewing the Archives they hold and utilising the checklist we produced at the end of last year to help evaluate their current position.

As a result of this activity, I have joined a couple of club committee meetings to help facilitate a discussion on what next steps they should take to preserve and protect their archive material, but it is clear that every club has their own unique circumstances and there is most definitely not a single solution which can be applied across the board.

I have some other club sessions planned and hopefully I can offer the encouragement and guidance to help committees to make decisions that suit their club needs.

Museums

The Federation has now engaged with many more museums who have become Federation members and we should not forget that they have had a very bleak 12 months with their doors shut and no income coming in.

We therefore took the decision to lend our support to these businesses and in early April launched the FBHVC Museum Action Plan. We have joined the Association of Independent Museums and are actively working within the sector.

We have over 500 subscribing organisations representing a total membership of around 250,000 historic vehicle enthusiasts.

Clearly with this high number of vehicle enthusiasts we represent we can offer a

perfect promotional base for Museums and can help promote the events they have planned for the remainder of the year.

Our website has averaged a fantastic 597 hits per day over the past 12 months as enthusiasts use it as the “go to” place (with a massive number of hits over lunchtimes) for details of what is happening in the classic vehicle world and we have also recently launched a museum locator on the website as another great source of information.

As Step 3 of the Government’s road map is implemented transport museums alongside all similar venues reopen from the 17th May and we are quite sure enthusiasts will value the opportunity



to get out in their vehicles and seek COVID-19 compliant venues.

During lockdown, the Federation launched its interactive map of transport museums in the UK. At the same time, we have been inviting museums to join our directory and tell transport enthusiasts of the exciting displays and activities they offer. The directory continues to be continually updated and if you are looking for an interesting day out just take a look at what our collection of museums has to offer: fbhvc.co.uk/museums but just to tempt you:

Bo’ness Motor Museum

The museum has famous film & TV cars, ‘The Spy Who Loved Me’ promotional road going Lotus Esprit S1 and exhibits from Harry Potter, Dr Who, Only Fools and Horses, Thunderbirds, Star Trek, Land of the Giants, Monsters Inc.

Bradford Industrial Museum

Close to where the Jowett company was once located. Jowett’s on display include a Javelin, Jupiter, Pick-up, Ice Cream Van, fabric covered saloon and a Bradford Van. Also see, Nelly, the museum’s wool fat powered steam locomotive.

Buckinghamshire Railway Centre

A heritage railway museum with three railway lines and full of memorabilia. A large, hard standing car park welcomes car and motorcycle clubs on Steaming Sundays.

Grampian Transport Museum

Making a welcome return to our listing which currently features ‘The Guy Martin Collection’ and ‘It’s Electric’ which gives an in-depth look at the past, present and future of electric vehicles.

Great British Car Journey

A brand-new museum and has something completely different: Drive Dad’s Car gives you the opportunity to get behind the wheel of over 30 of the most popular cars ever made in Britain. Choose from an Austin Seven to a Rolls Royce Silver Spirit.

Oxford Bus Museum Trust

Telling the story of 130 years of transport in and around Oxford plus the Morris Motors and Historic Cycle collections. Awarded the Queen’s Award for Voluntary Service, the first time this award has been made to a road transport museum.

Rootes Archive Centre Trust

A great example of the growing number of marque specific collections. Saving a warehouse full of old documents and engineering drawings, the archive of the Rootes Group was created.

The David Brown Tractor Club Museum

A new addition and our first tractor museum. Only open on five occasions during the year it is still well worth a visit.

Transport Museum Wythall

One of the most significant collections of preserved public service vehicles in the country, two City of Birmingham fire engines and the finest collection of restored battery electric vehicles in the world. Their bus fleet operates free rides out into the countryside on open days.

We also work with the National Association of Road Transport Museums (NARTM) and their details, accessible via fbhvc.co.uk/museums lists many bus museums.



Please do not forget the well-established museums like the British Motor Museum, Brooklands Museum, Haynes International Motor Museum, National Motorcycle Museum and National Motor Museum that offer spectacular collections too.

Why not log onto our website and see for yourselves? fbhvc.co.uk/museums

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Great British Car Journey

Perhaps an unusual name for an exciting and different car museum, GBCJ focuses almost exclusively on the popular cars from the 1920s onwards. Cars that brought a transformation in mobility, the cars that the vast majority of families regarded as their everyday transport.

GBCJ is situated in Ambergate, 12 miles to the north of Derby on a site between the A6 and River Derwent.

The display of around 150 vehicles follows a relaxed format in the style of motor shows of the past with manufacturer names proudly displayed high above the vehicles and incorporating the very large marketing posters that were a feature of the period with strap lines like that for the MGB... proclaiming "Your Mother wouldn't Like It"!

A key element of your tour will be an audio commentary device which breaks the displays into 9 chapters but there are many additional elements if you choose to search the memory of your personal interactive assistant.

But GBCJ has a unique offering, the option to drive, on site, one of a fleet of about 30 cars. These span from 30s Austin 7 through to a Rolls-Royce Silver Wraith and actually evoke many memories of early journeys in Mum or Dad's car!

Andy Bye and I attended the opening ceremony alongside a number of journalists who drive historic and classic vehicles as part of their everyday job and the opportunity to reminisce by picking vehicles to drive was a welcome relief from a world of COVID-19 and the pandemic. I drove a Vauxhall Viva HC and Andy, who has spent his working life in the Rootes world, a Hillman Imp. The cars feature an inboard camera and you bring away a USB stick recording your driving experiences!

We heard of one club who have already booked a group activity for 60 members.

David Whale and Andy Bye



THE SUMMARY HAS ARRIVED!

As this edition of FBHVC News arrives on your mat or in your 'inbox', Summer should have arrived but the Summary, the 2020/21 National Historic Vehicle Survey Summary has already arrived and is available to download from the Federation's website.

In recent months you will have seen in the press and in previous copies of FBHVC News, summaries of the key findings arising from our most recent National Historic Vehicle Survey. The newly published Summary seeks to bring together the already published survey results and place them in the context of the whole historic vehicle movement.

The Federation will be using the results of the 2020/21 Survey to support its work lobbying Government and law makers to ensure we will all be allowed to continue to use our vehicles on the public roads in the future. If you are one of the almost 700,000 owners of a historic vehicle or one of the 4.6 million people in Britain who would like to own one, then you will certainly find some interesting information in the Summary Report. The Report may not help you win your local pub quiz, now they are going again, but it will help you support your arguments with sceptics who would have us scrap our vehicles or consign them to a museum forever!

The Federation's research forms an important part of its work and it is pleasing to see how widely the results are quoted in both specialist and national press and in Government circles. Our next National Survey is not due to be undertaken until 2025/26 but in the interim there will be a number of smaller studies designed to find the facts behind the use, preservation and maintenance of our vehicles. If you have an interest in our research work and possibly have the skills or enthusiasm to help run a project, please get in touch. As the world of historic vehicles comes under more and more pressure we need all the help we can get! Drop me a line on research@fbhvc.co.uk and help us develop our research work to protect the movement for the future.

A downloadable copy of the 2020/21 National Historic Vehicle Survey, Summary Report can be found on the Federation's website, fbhvc.co.uk under the Research tab.

OH, TO HAVE BEEN IN CHICA

During the various Covid-19 restrictions imposed last year, I spent some time catching up on several books I had been given that had received only scant attention up until then.

One title – “American Classics” – published by the magazine Classic & Sports Car, featured an article on one of the two magnificent black 7.3 litre V12 Sport Sedans made in 1933 by Packard in its heyday.

The bodywork was styled by Raymond Dietrich, who had learned his craft as an apprentice at the Brewsters Coachworks and a spell working with LeBaron, before founding his own company in 1925.

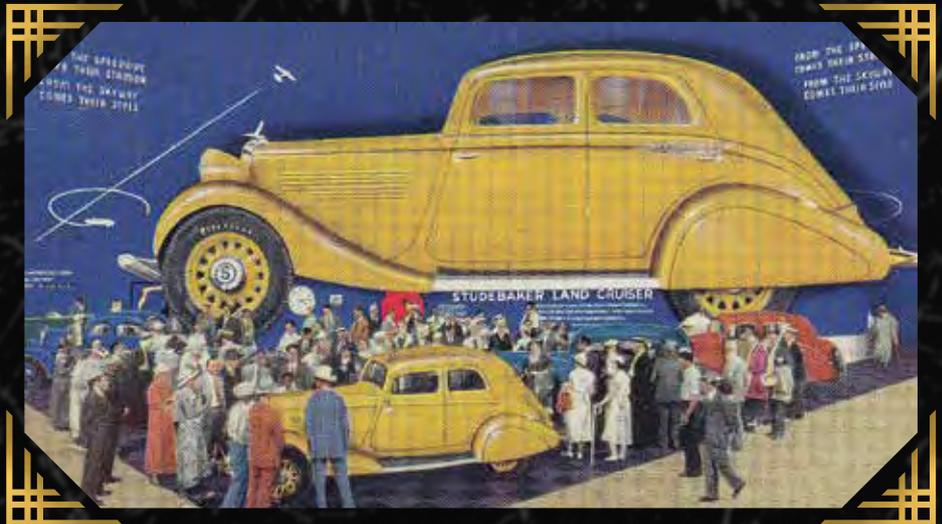
I was intrigued by the mention of a third example (in fact the first one made) christened “The Golden Packard”, which had been built in a secret project area of the factory for a very special purpose...

The period 27th May to 1st November 1933 saw ‘The Windy City’ play host to the World’s Fair. Nothing extraordinary about that, you might say. Expositions and Fairs had been held in major cities around the globe many times before and have continued on and off ever since.

But this event was made more notable through the many fantastic display halls erected, including stunning examples from GM, Chrysler, Ford and Nash, while Cord, Studebaker and Pierce-Arrow had stands within what was perhaps the most futuristic pavilion – the Travel and Transport Building.

Highlight of the Studebaker stand was a 40ft long model of their semi-streamlined 1933 Land Cruiser.

Inside the GM building (left) was a working production line assembling the 1934 model Chevrolet Deluxe (far left).



GO IN THE SUMMER OF '33

BY ROY DOWDING



Chrysler's pavilion (above) had an outside test track, where Dodge sedans were driven by eminent racing drivers of the day, including Barney Oldfield.

Ford, not to be outdone in the 'futuristic' stakes, exhibited John Tjaarda's Briggs Prototype (above right) which gave a foretaste of the 1936 Lincoln Zephyr, and the Dymaxion (below right), an extraordinary three-wheeled vehicle powered by their 'flathead' 3.6 litre V8 engine.

Centre-stage in the 427 acre site was the extraordinary 10 storey 'Travel and Transport Building' housing, among other things, arguably the most sumptuous [American] automobile that had ever been created up to that time.

Four of the USA's most respected manufacturers had responded to a simple enough challenge – who could make the most luxurious car?

Cadillac crafted the Fleetwood Aero-Dynamic 2-door Coupé in-house, with a 7.4 litre V-16 engine, as a one-off example specifically for the contest.



Cadillac Fleetwood Aero-Dynamic 2-door Coupé



Pierce-Arrow Silver Arrow



Arlington Torpedo Sedan

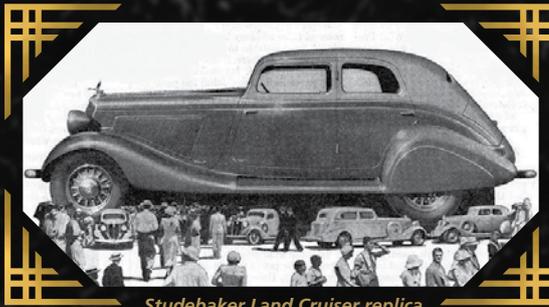
Pierce-Arrow tendered a "Silver Arrow" with flamboyant Art Deco body, powered by a 6.5 litre V12.

Five examples were made in total.

Duesenberg produced a 6.9 litre straight eight 4-door Arlington Torpedo sedan. Utilising the long wheelbase Model J chassis, it was called the "Twenty Grand" - so named as that is what it would have cost had it been offered for sale! It remained the only example until the building of a 'Tribute', begun in 2000 and completed 12 years later.

Any one of those cars could have been considered a worthy contender, but the car selected for the exhibition was that secret project - Dietrich's masterpiece - "**The Golden Packard**"





Studebaker Land Cruiser replica



Under construction



Rejuvenated Nash Tower

POSTSCRIPT

The Chicago World's Fair was held again the following year, with all the motor manufacturers exhibiting their latest (in most cases merely visually updated) models. Nash had rejuvenated their 1933 tower to display more of their current products, now incorporating the Lafayette name. A decade earlier this was a separate prestigious marque, albeit a commercial failure, but for 1934 the once-proud brand was merely a range of Nash variants.

Chrysler, however, displayed the radical Airflow sedans, first unveiled in New York in January 1934. The Chrysler-badged version sported a 4.9 litre straight eight engine, the cheaper DeSoto having to make do with a 6-cylinder power plant. After disappointing sales, the DeSoto Airflows were dropped in 1936, and Chryslers in 1937, in favour of more conventionally styled bodywork

Studebaker were back, somehow surviving being placed into receivership and the suicide of their president during 1933. Adopting the old adage "you ain't seen nuthin' yet", their display featured an 80ft long, 28ft high and 30ft wide replica of the '34 model Land Cruiser (above). It was so big it doubled as the 'roof' of a full-size movie theatre.



The Golden Packard



Chrysler Airflow

Welcome

A very warm welcome is offered to our newest Members & Supporters: **Marston Sunbeam Club & Register, Furnace Motor Club, Lutterworth MOT Centre Ltd, Favells Garage Ltd, Auto Heritage** and **R & G Motors Ltd.**

We have also had many Individual Supporters who have recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you all enjoy your subscription over the coming year.

Historically, our Trade Supporter subscriptions ran from 1 January to 31 December each year, but our other membership options, such as Club, Museum and Individual packages run from 1 June to 31 May annually. We decided to bring our Trade supporter subscriptions in line with these dates. Plus, we have launched an additional Enhanced Trade Supporter option, not only can our Trade supporters continue with their existing package, to receive an electronic only version of FBHVC News and a basic listing in the Trade Directory on the website, our new Enhanced Trade Supporter benefits include:

- A 'Featured Company' entry in our interactive listing, fully searchable by business category. With one page of copy (up to 400 words) in association with their listing so they can describe their business in more detail along with a copy of their logo.
- If a press release is issued and is relevant, it can be published on our News page of the website: <https://www.fbhvc.co.uk/news>
- 6 hard copies and the link to the electronic copies of FBHVC News each year.
- The offer of a Peter James Insurance/FBHVC exclusive Motor Trade Policy is available, which may save some funds.
- Access to historic vehicle specific material such as copyright law; what was called GDPR but since we left the EU is now the Data Protection Act 2018 etc
- Principally we can offer the benefit of the communication opportunities of our website with an average of 597 historic vehicle enthusiast visits every day over the past twelve months.

Many of our existing and some new Traders have taken the enhanced option. Maybe you'd like to take a look at the website as to who they are?

<https://www.fbhvc.co.uk/trade-supporters>

FBHVC News Articles

Thank you very much to all the members and supporters who have sent in items of copy for Federation News. They seemed to have slowed down, but please don't stop! We especially need interesting features on motorcycles, buses and coaches, military, steam and agricultural vehicles. We have received many which we have not been able to publish yet, but please keep your eyes peeled for future issues! Details can be sent via email to secretary@fbhvc.co.uk Alternatively you can send them via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG.**

DRIVE - IT DAY[®]

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS IN SUPPORT OF

childline
A life-changing NSPCC service

The Federation of British Historic Vehicle Clubs created Drive It Day (DID) in 2005 to celebrate the One Thousand Mile Trial organised in 1900 to prove the viability of the new invention, the motor car!

Drive it Day is always held on the Sunday closest to 23rd April when the trial started, 65 vehicles initially travelled from London to Edinburgh and it took until 12th May to complete the journey returning to London, 35 vehicles completed the course.

The event was a major logistical challenge as petrol stations did not exist and petrol was purchased from blacksmiths, village stores and bicycle shops in containers holding 2 gallons, about 9 litres.

The principal supplier was Carless, Capel & Leonard, in 1899 they had 178 agents selling their petrol (19 in London, 147 in the provinces, 4 in Scotland, 5 in Wales and none in Ireland!). By 1904 the company had 1,260 stockists including 4 in Ireland.

The 2 gallon can was the main method of purchasing petrol for 20 years.

The original event was organised by The Automobile Club of Great Britain and Ireland which later became The Royal Automobile Club.

The FBHVC National Drive It Day in support of Childline[®] held this year on 25th April 2021 was a huge success for the historic vehicle community across the UK, both in terms of getting historic vehicles seen on the nation's roads to raise awareness of our movement but also in raising money to support the vital NSPCC Childline[®] service.

Whether it was small, socially distanced groups or individual journeys, the UK was graced by thousands of enthusiasts collectively hitting the roads to show off our nation's transport heritage and support a cause that supports many young lives across the UK every day.

The FBHVC can announce that the funds raised so far (14th May 2021) now exceeds £30,000, with Childline[®] plate sales continuing for postponed or delayed events later in the year. The money was raised mainly through the sale of the official FBHVC Childline[®] Plates and donations.

David Whale, FBHVC Chairman explains, "The amount raised means that the historic vehicle community will join together to fund 'One Unforgettable Day' meaning that the NSPCC's Childline activities will be completely funded by our community for a whole 24 - hour period, which was our ambitious aim when we started this journey a year ago."

The One Unforgettable Day has been earmarked for 12th November 2021, the opening day of the Classic Motor Show at the NEC in Birmingham, where both FBHVC and NSPCC representatives will be on hand to explain more about what the NSPCC's Childline[®] does and offer help and advice for clubs wanting to run events in 2022.

If you missed out on a Childline® plate, or you have delayed your Drive it Day activities, the FBHVC still have a small number available and, of course, you can still donate via www.driveitday.co.uk. Sales and donations pages will remain open into the summer.

Thank you to everyone who has uploaded their images if Drive it Day to the gallery. Maybe you can spot yours? www.driveitday.co.uk

In addition, the Federation has have received many reports from members and supporters on their activities for Drive it Day. Here are just a few:

“Milling Around in Suffolk” with East Anglian Practical Classics

by Roy Dowding

Suffolk is blessed with dozens of mills, many of which are still working, powered by water, wind or the tide.

Taking advantage of this fact, our Secretary, John McFarland, came up with the inspired concept of setting the members the task of visiting as many of them as possible on Drive-It Day, taking a photo with their vehicle at each spot.

And to make it more interesting, a ‘mill’ sighting could include road signs, houses, shops, schools, pubs - even an estate agent – that included the word in their name. Thus the possibilities were huge!

With no set route, social distancing was automatically observed, and provided each crew with the perfect opportunity to discover odd corners of the county not normally visited, to build up their tally.

Though a tad chilly, the weather was otherwise sympathetic to our ‘cause’, and a good time was had by all.



MPs Back Federation’s Drive it Day

Chair of the All-Party Parliamentary Historic Vehicle Group Sir Greg Knight MP has joined in the spirit of the 2021 ‘Drive it Day’ despite having to work. He decided to use his 1972 Jensen Interceptor Mark III to take a trip to post his weekend’s Parliamentary mail.

Sir Greg said: *“Drive it Day is supported by MPs of all parties in the All-Party Parliamentary Group”*. Praising the Federation, he adds: *“The Federation and the All-Party Group work closely on many issues as we share a common objective – to preserve the right of classic vehicle owners to use them on public roads”*.

“The work of David Whale and his team at the Federation plays a vital part in helping us keep issues of concern to owners of older cars at the forefront at Westminster when transport policy is being developed”.

He added: *“Drive it day helps to show our remarkable motoring heritage to the general public, it gives the vehicles a healthy run and it also raises money for a good cause”*.

Sir Greg has owned his yellow Jensen for 38 years and he is still thrilled with the car after all this time. *“It really is a delight to drive”* he says.

Pictured is Sir Greg Knight MP with his 1972 Jensen Interceptor Mark III. The car has a 6.3 litre V8 engine.





Cavalier & Chevette Club



Cavalier and Chevette Club members Colin and Marilyn Scott led a group of local all-marque classic car enthusiasts from the Strathspey area on a trip up Cairngorm Mountain to see the snow! They reached the base of the ski area at Cairngorm Mountain Café, approximately 2,150 feet up, before going

down to the lower car park for a socially-distanced picnic, walk, and return home. Taking part were 2 x Vauxhall Cavalier Mk.1, 1 x Opel Manta B, 1 x original Mini, 1 x Austin Allegro, 1 x MGB, 1 x MGA, plus 3 "moderns" with owners whose classics were not on the road for DID. A great time was had by all.

Cavalier and Chevette Club member Graham Johnston purchased his white Cavalier Mk1 1600 from Kent in December 2020 and had it shipped up to his home in Shetland. He decided to do something with the car to celebrate Drive it Day 2021, and settled on a trip around Mainland (the largest of the Shetland Islands), visiting the extremities of the Shetland Mainland Sandvoe/North Roe, Melby/Sandness, Sumburgh Head. He describes this as *"180 trouble free and most enjoyable miles"*.



The MG Car Club

The MG Car Club, South East Centre had 60 cars on their run between Denbies Vineyard near Dorking and Rottingdean Village on the South Coast held on Saturday 24th April. The run raised £450.00 for Childline® which they donated via the JustGiving page on www.driveitday.co.uk

Mr & Mrs Jenner enjoyed their Drive it Day which took them on a route to enjoy Nethy Bridge in the Highlands. Pictured here are 3 MGs enjoying their day!



Traction Owners Club

West of England, National Drive it Day,
Cranmore East Somerset Railway *by J & M Taylor*



The partial easing of Covid restrictions enabled people to meet outside and a forecast of fine weather gave us the opportunity we had been waiting for. A couple of hours of phone calls and emails and everything was arranged for a picnic at the East Somerset Railway Steam Gala Day at Cranmore in the Mendip Hills. This small railway heritage railway was founded by the artist David Shepherd and was the home for his beloved engines, Black Prince and Green Knight.

Sunday was a perfect spring day with warm, blue skies and a light breeze. We had large area of a sheltered field to ourselves providing the perfect venue. We all enjoyed being able to meet up, relax and chat with other TOC members. Seven cars came; sadly only 3 fully functional Traction could be mustered, early season problems including brake failures and major oil leaks kept the four other Traction in their garages. Traction owners 'alternative cars' were a DS, a Morris Minor Convertible, a Jaguar XK150 plus an MGB provided additional interest.



Old Timers

Old Timers organised their drive in North Yorkshire. The group met in Stokesley High Street to take on the 13 mile loop trip around the North Yorkshire Byways. Their youngest driver was 32 who was driving the oldest car, a 1930s Rolls Royce and their oldest driver (77) drive an AC Cobra! A great day was had by all.



South Hants Vehicle Preservation Society

Keeping to Covid rule of 6 the South Hants Vehicle Preservation Society went on 20 mile drive ending up at a local airport for coffee outside.

The County Durham Preservation Group

The County Durham Preservation Group took part in the Drive it Day and undertook a tour around the North East of England with several buses from their group.



Turweston Aerodrome

Mr J L Broad decided to take his 1989 BMW R100RT to Turweston aerodrome where he meet up with a friend who owns a Willys jeep. It seemed there was quite a gathering of Willys Jeeps and other WW1 USA military vehicles!



Brooklands Museum

Although Drive it Day was planned for Sunday 25th April, Brooklands, for very good reasons, held their event on Saturday 24th April. Due to the museum's strict Covid restrictions, tickets could be purchased in advance to control the number of people onsite. These proved very popular and soon sold out. A terrific day was had by all.



Drive it Day in Alderney *by David Nash*

Fiat 500 enthusiast Peter Bennion, organised Drive it Day on the roads of Alderney. Peter led the circular round-island drive around the three mile long island's perimeter avoiding the town cobbles at a gentle pace in his lime-green Fiat 500 Isabella.

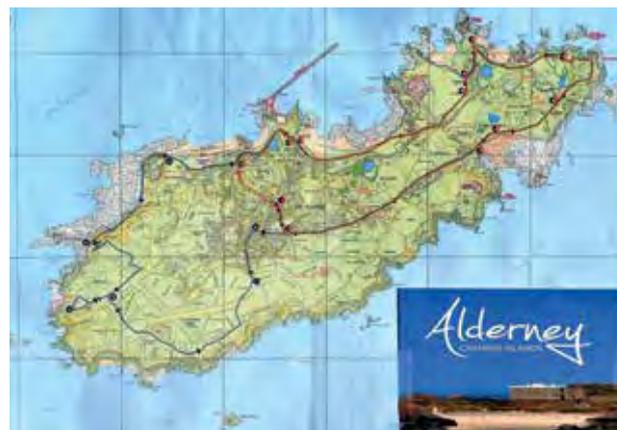
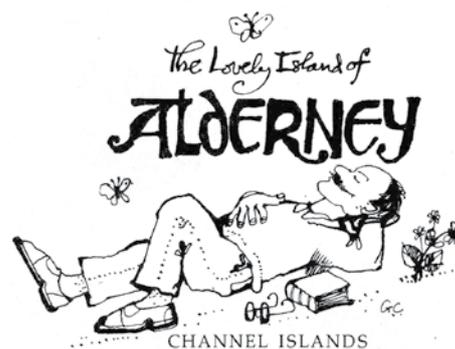
Peter had a history of being a navigator and organiser of car rallies and knows that Alderney has a treasure trove of lovely old vehicles tucked away in snug garages, so when the opportunity to commemorate the One Thousand Mile Trial organised in 1900, Peter suggested Alderney take part and advertised the island run.

Counting the Fiat, twelve vehicles turned up at the start point in the harbour including two motorcycles: a Yamaha and a BSA plus two Morris Minor saloons, a

Morgan three wheeler, an MG Midget, a Lotus 7, a Heinkel 'Bubble car', a concours Toyota Land Cruiser, a Triumph Herald convertible and a Citroën 2CV.

Alderney has many superb old cars as well as some beautifully maintained Harley Davidson motorbikes all hidden behind the closed doors of garages across the island.

The drivers all agreed that when the Covid restrictions are lifted fully, and normal service is resumed, perhaps in Alderney Week in August, another Childline® run can be repeated with a lot more of the hidden classic vehicles coming out of their garages to raise even more funds. The participants of the Alderney run raised £295.00 which has been donated directly to Childline®.





Mr A J Giblin

Mr A J Giblin took his E27N Fordson Major P6 tractor, which was manufactured on 8/7/95 at Ford in Dagenham, which was fitted with the Perkin's P6 engine on the assembly line, enjoying Drive it Day in Good Easter, Chelmsford, Essex.

Strathendrick Classic Car Club

Strathendrick Classic Car Club organised their Drive it Day run on Wednesday 28 May so that they could dine inside due to the amended COVID restrictions two days earlier in Scotland. They had a good turnout of interesting vehicles, from a couple of Jaguar V12 E-types to modern Porsches. The club boasts an eclectic mix of vehicles, although they state their "original core of spanner wielding enthusiasts with ancient cars is reducing". They proceeded to meet for coffee in Gartocharn and wended their way to the Knockderry Country House Hotel for lunch at Cove, overlooking the Firth of Clyde. They raised an amazing sum of £220.00 for NSPCC Childline® Scotland.

Thank You

Thank you to everyone who participated in Drive it Day 2021 whether it be in a small group or on an individual basis to raise the much needed funds for the NSPCC Childline® charity. Don't forget you can still participate in either purchasing a rally plate or donating. Please visit www.driveitday.co.uk. We hope you enjoyed getting behind the wheel or on the back of your beloved machines. Long may it continue!

A VIENNA TALBOT

by David Roxburgh - Club Secretary, Talbot Owners' Club

What does a vintage motorist do on New Year's Day when all the pub meets are cancelled? One option is to watch the New Year's Day Concert on television, broadcast live each year by the Vienna Philharmonic Orchestra from the Golden Hall of the Musikverein in Vienna. And this year there was a particularly interesting interlude during the interval. Under the Treaty of St Germain, signed in 1919, the region of Burgenland was ceded to Austria by Hungary. The actual transfer took place in 1921, and to mark the centenary we were taken on a visit by film to many of the Burgenland castles and villages near the Hungarian border, all accompanied by local bands and chamber music groups.

And as the scene shifted from location to location, the audience had the spectacle of a suitably period-attired photographer/surveyor delightfully travelling in a 1924 Talbot 10/23 Tourer. To the watching members of the Talbot Owners' Club this was a special pleasure – promoting the marque to an audience of 30 to 50 million people in over 90 countries.

So, as soon as the programme ended the investigations got under way. Through the credits on the broadcast, the owner was traced, who confirmed that the car, chassis number 17653, had been in Austria since 1979. Having then passed through the hands of four Austrian custodians, it has been in the collection of the current owner, Dr Jakob Barnea, for over 20 years. This delightful light car has appeared in a number of films, of which the Burgenland Centenary celebration is the latest.

Chassis 17653 was erected in the Clement Talbot factory, Barlby Road, London, on 1st April 1924. Finished with a coachbuilt four-door touring body, the car was delivered to Warwick Wright on Invoice 128/5979 on 12th June 1924 and is now thought to be one of only four survivors of this model. Dr Barnea tells me the car is currently for sale (early 2021), and with a recent massive global television audience one could not want for a better sales promotion.





Our 1930 Ford A Tudor

by Rita and John Buckley

Well, here's a Model A that certainly isn't going to win any concours events!

We bought this Model A a couple of decades ago specifically for touring in Europe. It is a Danish Model A and had been in a museum in Denmark before being purchased by Roger Phillippo prior to our purchasing it from a dealer in Kenilworth. Other than that we know nothing of its previous history.

It's a 1930 Tudor and as tough as it looks. Travelling more than 40,000 miles, though 20 European countries has been a wonderful life adventure.

When touring we remove the back seat entirely; this reduces the weight and increases the carrying capacity. The travel rug makes a good cover to keep everything out of sight in the back. In the floor compartment over the differential is stored some of the essential spares for touring with a plywood cover so that anything greasy (like the obligatory grease gun and spare cartridges) doesn't contaminate sleeping bags and other

camping paraphernalia. Also fitted is a "Tudor Basement" I don't know if these are still available, but they are a very useful storage facility that simply involves cutting an opening in the rear plywood floor and attaching the metal compartment which straddles the torque tube, into position.

We fitted lap seat belts but I really don't know if they would be much use in a crash. We fitted them prior to visiting Morocco when we read that all vehicles there had to have seat belts (I assume, but don't know, that like elsewhere historic vehicles are actually exempt from this regulation. Whatever, it saves arguing with Mr Plod).

The roof can be rolled back when weather permits. The fabric and fittings for the roof were purchased from Woolies. If I ever made a rollback roof again I would probably leave the rear section unmolested and just have the front section openable. Legacy Products in the USA sells a proprietary opening fabric roof

kit for the Model A, but I have never seen one fitted.

The starter is a modern high torque Powerlite (but we always carry a spare original type starter with us on tour as well). Attached to the exposed roof ribs above our heads is a complete gasket set and Hi Viz jackets (as required by French law). Also at hand is a rechargeable hazard warning light, though this has been superseded by my eventually succumbing to safety concerns and fitting a Logo Lites indicator system a couple of years ago.

The interior trim side-panels in the front compartment have been removed and this gives enough space for a fire extinguisher each side and a map pocket for the navigator.

The car is now 12 volts with an alternator, but the alternator can be quickly swapped for a dynamo when entering VSCC events. As well as the usual battery under the floorboard a second one is fitted in the



»»» box on the left running board. The two master switches by the driver can isolate either, or both of them, as required. A cycle speedo is fitted as the original speedo has never worked during our ownership. Again, this has to be removed for VSCC events so it's dead reckoning only for us; we never win!

Also, on the running board are tool boxes (old ammo boxes from Army surplus store are ideal), and three 5-litre jericans, one for each of the trinitities of vintage motoring – Oil, Water and Petrol.

Attached to the bulkhead in the engine compartment is a spare coil and spare condenser both of which can be deployed in a couple of minutes. Also on the bulkhead is an easy to access 2-litre container of engine oil for topping up. The radiator brace rods carry spare fan belts, and water hoses.

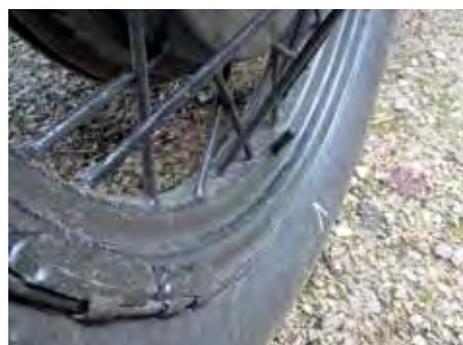
Between the front bumper and the radiator is yet another metal toolbox. The number plate is affixed to the bumper bar, surely on the headlight bar it will marginally impede radiator cooling?

The trunk at the back carries the camp

stove, kitchen and brew-up kit. The tent (with its outer bag distressed so nobody pinches it) is carried clipped to the running board.

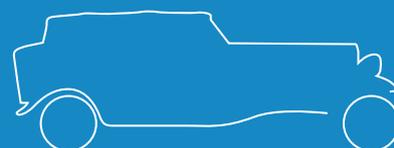
We experienced several years of frequent punctures, until we eventually followed Doug Cawley's advice at Longstone tyres and fitted Michelin tubes. Since then (fingers crossed) punctures have been a thing of the past. The 19-inch Michelins have offset valves so the wheel rims had to be drilled to accommodate the valve stem and the original valve hole sealed. I always have the wheels balanced, though many say it not necessary on a Model A. Firestone tyres seem to last about 12,000 miles, cheaper brands don't go this distance.

Our original choice of a Model A has been confirmed over many tours. Furthest south has been Morocco; furthest east Turkey, and furthest north North Cape. The Ford Model A Tudor is surely the perfect vintage touring car, reliable, tough as old boots and, and like a friendly old dog - everybody wants to say hello to it... be prepared to make friends!



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Thank you to all the Clubs who send their printed and electronic material to the Federation. Due to the vast quantity of publications, it is very difficult to read every single issue, however we do try our very best. Please keep sending them to us. One common theme is the number of clubs who report on FBHVC matters within their own publications. We admire you for doing so and thank you for including the vital information for your readership.

Members of the **1100 Club** are treated to 'Tips from Down Under' in their 'Idle Chatter' magazine. The latest edition explains what to look out for when selecting replacement displacers for the Morris 1500 and Nomad.

'47 Year Wait Comes to An End...' is a feature within the **British Two Stroke Club** publication whereby a rare 1951 Ambassador Popular is back on the road after a considerable length of time. We hope the owner has great fun using it.



Inside the **TR Register's** 'TR Action' magazine, Graham Robson's feature on Giovanni Michelotti is extremely informative. He writes....'As we continue our series looking at 60 years of the Triumph TR4, in this issue we tell the story of the man that changed the face, quite literally, of Triumph through the 1960s. He brought sophisticated Italian design to the rugged British-engineered Triumph TR and, as we know, the results were astounding.' A must read for any Triumph enthusiast!

On a double page spread within 'Multicylinder' from the **Pre 50 American Auto Club** you will find some fabulous sepia images of vehicles in their heyday.

Pictures include Toll Booths on the George Washington Bridge in 1951, a New York Car Park in 1937, a Toronto street scene and an ice cream peddler serving cars which had been stopped in traffic near Holland Tunnel, New York City in September 1951. Thank you to Mr C Rogers for supplying them.



Old Stager Magazine from the **Historic Rally Car Register** pays tribute to Hannu Mikkola who sadly passed away earlier this year. A personal tribute has been written by Graham Robson, with some stunning images.

Another club which features a 'News from Down Under' section is the **Ford RS Owners Club**. Regular contributors Stephen Roser and Tom Chaplin provide much needed updates on all the relevant information.

One member of the **Talbot Owners Club** has discovered two Talbots residing in a museum in Saudi Arabia. They are apparently in the Nazer Museum in Khobar, an Eastern province, which boasts a collection of over 50 cars, of which "Vintage Cars 1900-1920" is the largest category. More details can be found here: www.nazermuseum.com

Ray Newell, from the **Morris Minor Owners Club** continues with his technical tips by reporting on the final stages of the restoration of the last factory-built saloon that involved reupholstering the seats and fitting the interior.

If you need to fit seat belts to a Traction, then look no further than 'Floating Power', official magazine of the **Traction Owners Club**. Inside is a detailed explanation on how to do it!

The **Ford Y & C Model Register** delight their members with an article on The L.M. Ballamy Ford E93a overdrive gearbox.

Did you know that Helen Armstrong was the first female bus driver in Scotland? **The Scottish Vintage Bus Museum's** magazine treat their members to this interesting story.

Adorning a double page spread inside 'Distributor', the magazine of the

Southend & District Classic Car Club

is a restoration story on a rare wartime tractor, a rowcrop version of the John Deere model 'B', made in Iowa, USA, in about September 1941. It was shipped over to the UK as it was needed to introduce more mechanisation to help increase the food production in WW2.

Members of the **Citroën Specials Club** are helped with more technical knowledge in re-wiring a Lomax. It all looks pretty complicated to me, but then it's something I have never before tried!

The **Singer Owners Club**, in their 70th Anniversary year, reflect on the rich heritage and diverse range of car models that Singer & Co and subsequent iterations of the Singer Company gave us during 65 years of car production.

The **Messerschmitt Owners Club** are planning their International Rally to be held at Sycamore Farm, Nether Alderley, near Macclesfield, Cheshire, SK10 4TU from 5th to 8th August 2021. Maybe you'd like to visit?



In September 2013, a Mr D Whyley devoted a whole edition of Austin Torque, magazine of **The Austin Counties Car Club**, to the topic of Austin key rings. That article prompted some members to contact Mr Whyley to discuss the topic further and since then he has written a subsequent article. Members will enjoy reading it in the March/April 2021 edition.

All members of the **Alvis Owner Club** would have received notification to participate in their Car Census. Some interesting reading on the models which their members own, I'm sure! For any members who are yet to respond, please don't forget your replies would be gratefully received.

Another note for your diaries, 26-31 August 2021. This is the date the **Wolseley Register** are holding their National Rally in Norfolk. For more information, please email eventsteam@wolseleyregister.co.uk

An extensive parts list has been included in **The Armstrong Siddeley Owners Club** Magazine. Great news for all those owning such vehicles!

E-Baywatch is a feature inside 'The Mascot', the **Singer Motor Club's** publication. What an interesting report on all Singer related merchandise found on eBay!

In the **Bullnose Morris Club's** magazine is an article on Frederick Hindle, on how he took his Bullnose Morris Oxford to battle in 1914. Mr H Heys, the author, unearthed the story in his hometown of Darwen, Lancashire, while researching material for a book on the area. Frederick Hindle converted his Morris 10hp De Luxe into a light ambulance. His story lovingly featured.

The **London Vintage Taxi Association** report on the history of taxi licence plates in London and stencilled marks which adorn vintage cabs. A remarkably interesting read.

Adorning many pages of the **Historic Commercial Vehicle Society News** are various interesting reports on commercial vehicles, however one great photo reportage comes from a feature entitled 'Brighton at War' part 2 by Mr R Peskett. On the double page spread are four early images of vehicles owned by the Corporation as seen on the streets of Brighton during the latter part of WW2.

Another club completing a statistical analysis of their club database is the **Lakeland Historic Car Club**. Their research concludes that 64 members have one car compared to 87 members who have at least two, 34 have three and 13 members who own at least four. One conclusion made, is that one historic vehicle is definitely not enough!

The **Morris Marina Owners Club** asked their members to complete a questionnaire, and many took up the mantle! The results are documented for all to see within the pages of their 'Understeer' magazine.



Ever needed to know 'What to do with a Floppy Stalk?' Well, if you're a member of the **Reliant Sabre and Scimitar Owners Club**, you now know! Included within the technical section is a detailed explanation on how to repair a SE6, GTC & Middlebridge Indicator/light stalk.

The D Type is featured within 'Recalling' the **Morris Commercial Club** magazine. The D Type, a 30cwt and 2 tonner 6 wheeled truck, was introduced in May 1926. The fashion for 6 wheeled civilian vehicles of such a small payload was quite short lived, most probably driven by the war office subsidy scheme for such vehicles. In 1932 production ceased with the closure of the Soho works.

In the Autumn of 2019, the **North Staffs & Cheshire Traction Engine Club** was alerted that Burton & South Derbyshire College had an Aveling-Barford DX8 diesel roller which they wished to re-home. The story of such collection is featured inside 'Steaming', the magazine of the National Traction Engine Trust.



The **DeLorean Owners Club** have just announced a photography competition for 2021. They ask members to share their best images on the theme of DeLorean motor cars, but are ideally looking for: original views, unusual angles, well-thought-out compositions, and anything which is, a bit different to the norm! Would be great to see some entries. Good luck everyone.

Inside the **Bristol Owners Club** publication, a six page feature on 'Bristol Cars: the company, the history, the people, the legacy.' Mr C Balfour offers some personal insights and reflections on his motoring life and the major milestones and key players from the Bristol company's history.

In 1961 the Targa Florio was run using the 'Little Madonie Circuit', 72kms in length (44 miles) through the twisty mountain roads of the Madonie mountains in Northern Sicily. The story of one battle-

scarred Giulietta SZ took part, and the details are contained in the **Giulietta Register's** Spring issue.

One ten page feature inside 'Built 2 Last' the official magazine of the **Series 2 Club** showcases a handful of Series 2 Club members taking advantage of a brief gap between lockdowns to enjoy a socially distanced run on Salisbury Plain. Looks like they had a great deal of fun!

To celebrate 110 years of Benelli, the **Benelli Motobi Club GB** are planning 'The Grand Festival' to take place between 9-11 July 2021 at Arosa Caravan & Camping, Seamer, North Yorkshire.

One fantastic article adorns the pages of the **Francis-Barnett Owners Club**. 'Confessions of a Factory Trials Rider' is written and features Mrs Gwen White. Her first trial was the Sunbeam MCC's Novice Trial in 1950 on her husband's 'Flying Flea' Royal Enfield. Gwen White (1931-2018) was an honorary member of the Francis-Barnett Owners Club.

More technical information inside 'Tailwagger' the magazine of the **Allard Owners Club**. Their editor-at-large, in the latter part of 2020, created some replacement 'waterfall' cheek pieces for his 1949 Allard L. The story of how he accomplished it is featured.



Thank you to Les Brown, editor of the **Rochdale Owners Club** magazine who has been meaning to send their publication to the FBHVC office for a while. One interesting feature is the astonishing range of Rochdale projects at Ellesmere Port. Models featured include Rochdale Mk11, Rochdale MkVI, Rochdale Type C, Rochdale Type F and Rochdale Olympics. Another feature which has and continues to be vital to our lives is Well Being. One common factor across many households during lockdown is the much needed companionship from our pets, especially the four-legged variety! The Rochdale Owners Club provide a Canine Conundrum for their members to answer.

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