

FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 2 · 2022

# Classic Car

Practical Classics

& Restoration Show

Full feature report from this year's event

**Plus**

**Tree-V Update**

It's been a busy few months

**One Family's Passion**

Amazing fleet of classic British vans & lorries

**Motoring Jewellery**

Restoring the headlights on the 1972 Wings Tour Bus WN0481

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**PETER JAMES**  
INSURANCE



## Editorial Wayne Scott Communications Director

I enjoyed some rare time off over Easter to take part in the historic Lands' End Trial, organised by The Motor Cycling Club, who must be one of the oldest Federation members we have.

They were formed in 1901 and ran the Lands' End Trial for the first time back in 1908 and although it no longer starts in London, much of the route remains unchanged. Indeed, this year one of the sections, known as Beggars Roost – just outside Barbrook above Lynton and Lynmouth in North Devon was celebrating 100 years as a trialling section this year, incredible!!

This year however, some of the most familiar sections were missing, due to a change of policy by land owning authorities that has prohibited this historic event using the forestry areas. Another stark reminder that we can never rest and assume that battles won in preserving our freedoms to enjoy transport heritage remain so. I understand the conversations will continue that front for future events.

If you've never experienced classic trials, you really must go along and watch or better still – compete or volunteer as a marshal. They are spellbinding and the overwhelming sense of being part of history is palpable at every turn.

The first goal of an MCC trial entrant is to win a Gold Medal, and this is done by climbing all the non-stop hills, including some tricky 'restarts' and keeping to the time schedule, regardless of the performance of the other riders and drivers. If you fail just one hill you receive a Silver Medal, if you fail two, a Bronze Medal.

The more competitive entrants in

an MCC event may also be trying to win a Class Award, or even the Overall Award, by posting the fastest times in a series of special tests, but first you must get a Gold Medal. Something I failed to do this year in the Triumph TR7 fondly known as the "Wedgie Warrior". Never mind, I'll be back again!

Getting out and about is what it has all been about recently with National Drive It Day once again raising the curtain on another season of historic vehicle enjoyment ahead. We are hoping to smash our targets on fundraising through the sale of rally plates this year – and judging by the number of journalists and club magazines I've provided information and content for over the past few months; the word is really getting out there. Don't forget dear friends on 2-wheels, that this is about you as well with 'Ride It Day' now very much a part of proceedings. This is a great opportunity to raise awareness for not only the NSPCC Childline's amazing work, but also of our entire movement, so I hope you had a wonderful time whatever you did and wherever you went and spread the word about our amazing community.

Finally, we have had a lot of great questions and interest in the Tree-V partnered scheme to carbon balance historic vehicle mileage through the planting of native woodland here in the UK. I won't spoil the surprise on just how well we are all doing on this, instead I'll leave you to read on and revel in your successes as shared in this issue of Federation News!

Keep riding and driving and most importantly – enjoy your historic vehicles!

President: **Lord Steel of Aikwood**  
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](http://www.fbhvc.co.uk) or sent on application to the secretary.

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## Introduction

*I am not sure what stage the Eastern Europe crisis will be when this column is published; though I no longer practice in international law or the Law of Armed Conflict, I do maintain a professional interest and like most of you I have been distracted by these world events.*

Having understandably thought we were due for some relief from the

awfulness of COVID, new and different horrors have arisen to remind us that nothing can be taken for granted in our lives. For many reading this issue of FBHVC News, events will be a source of great concern perhaps due to personal or family connections; others will experience distress at the media accounts. On a less emotive level, the costs of our hobby will rise whether in terms of POL (the RAF acronym for Petrol Oil and Lubricants) and

everything else including transport costs which depend on those resources. Just as during the pandemic, our movement and the clubs and members which sustain it, will provide a source of consolation, healthy distraction and companionship for many. For all the bad things in the world, there are good things where we think of others like Drive It Day providing an advertisement both for our passion and also support for a Charitable cause.

Illustrated by Lindsay Irvine



## Environmental Matters

### Oxford

Hopefully you will have seen the update on the Federation website that the Oxford zero emission zone (ZEZ) went live on 28 February. The Council boasts that Britain's first ZEZ will operate from 7am - 7pm, all year round. All petrol and diesel vehicles, including hybrids, will incur a daily charge unless subject to an exemption. Zero emission vehicles, such as electric cars, can enter the pilot area free of charge. Quite small in area for now, the ZEZ pilot will allow Oxfordshire County Council and Oxford City Council to gain insights before introducing a larger ZEZ covering most of Oxford city centre next year (2023), subject to further public consultation. The good news is that all vehicles in the 'historic' VED class are exempt from charges and do not need to register or take any other action. For further details see <https://www.oxford.gov.uk/zez>

### London ULEZ

Also in the news is the London Mayor's stated intention to expand the London ULEZ to encompass the whole Greater London area (basically the current LEZ) by the end of 2023.

The Mayor has asked Transport for London to consult on extending the scheme's boundary from the North and South Circular roads to the whole of Greater London in a bid to reduce pollution and congestion. The current ULEZ was only expanded from the Congestion Charge Zone to the North and South Circular roads last October. If the area is further expanded, drivers of the most polluting vehicles which don't comply with minimum emissions standards will have to pay £12.50 a day to drive anywhere in the capital.

Obviously we will monitor the situation, but we do not anticipate that any changes will affect the current exempt status afforded to historic vehicles.

## Road Pricing

It's a couple of months now since the Transport Select Committee under the Chairmanship of Huw Merriman presented its report into the knotty issue of Road Pricing. That report reflects the unhappy history of various governments toying with the concept over more than 50 years. Although toll roads have been around as long as roads have been built, the 'price per mile' concept arose in the UK in the 1960s when the technological possibilities were emerging although the political will was not and public reaction has generally been hostile since. Understandably, as the numbers of EV rise which are Zero VED rated and obviously are not subject to fossil fuel tax, alternative revenue sources are being looked at, in this case by this parliamentary committee. There is no reason why historic or legacy vehicles would be in that committee's mind but road pricing is an issue the Federation will have to address its attention to if it gains political traction. So this is a "trailer" for the next edition of this column when I will set out a bit more about the history of the subject and its pros and cons, together with a few thoughts on how it might sit with our movement.

## HPI GDPR

The unfortunate tale of the 1932 Lanchester in the last Newsletter has prompted some additional interest. One correspondent who wrote in response raised the issue of the General Data Protection Regulation (GDPR) and asked whether a breach of GDPR had been considered in view of the inaccuracies identified and the relative ease with which the owner could be identified given the rarity of the car. A breach would then trigger a right for the data to be corrected.

The question was a very perceptive one and had indeed been identified by the owner and myself and also raised with HPI. However I did not include it in the article mainly because that avenue had not, for now, been successful. I am once again grateful to the owner for permitting me to provide more detail on this aspect of the case.

GDPR is of course concerned

with personal data defined as "any information relating to an identified or identifiable natural person ('data subject'); an identifiable natural person is one who can be identified, directly or indirectly, in particular by reference to an identifier such as a name." An approach on this matter was made to the Information Commissioner's Office (ICO) conveying the argument that the owner was indirectly identifiable, and the data concerning credit and insurance inaccuracies should be rectified. However even after an appeal, the ICO's view was that:

*"Even if an individual is identified or identifiable, directly or indirectly from the data an organisation is processing, it is not personal data unless it 'relates to' the individual.*

*Whilst it may be possible to identify you from the car, the information that is incorrect relates to the car so would not be classified as your personal data."*

That is where the matter rests for now.

## Taking The High Road - DEFRA Landscapes Review Consultation

As you may have seen in the News section of the Federation website, we directed your attention to a DEFRA consultation on the Government's response to the Landscapes Review (the Review). That Review produced a report in 2019 about the future of Britain's National Parks and Areas of Outstanding Natural Beauty and had been commissioned as part of the Government's 25 Year Environment Plan. Although the Review itself did not mention restricting motorcycles or other vehicles from unsealed unclassified roads known as 'green lanes' in the National Parks, in their response to the report, the Government did.

Probably exacerbated by the 'staycation' phenomenon caused by COVID, the Government stated that:

*"Since the review was published, rangers in protected landscapes have observed increased visitor numbers and an increase in anti-social and hostile behaviour. In response, Natural England has revised the Countryside Code, and run a communications campaign to improve people's understanding of the*

*countryside and promote socially and environmentally responsible behaviours. However, providing visitors with clearer information has not been sufficient to fully address these ongoing issues."*

The Government therefore consulted on their response to the Review in which they asked several questions directly addressing the future of recreational motor vehicle access to green lanes. These included asking public views on whether the National Park Authorities, the Broads Authority and local highway authorities should have additional powers to restrict recreational motor vehicle use on unsealed routes. Further up the scale than that, they also asked whether the Government should, *"legislate to restrict the use of motor vehicles on unsealed unclassified roads for recreational use, subject to appropriate exemptions?"*

The Government response recognised that these unsealed routes often provide essential vehicular access for local residents and businesses, and that many people enjoy using motor vehicles responsibly on green lanes without causing damage or disturbance. However

those who have long campaigned for a ban on all vehicular use of green lanes, whether justified or not, may have used this as an opportunity to press their views. We noted that those organisations taking the lead in opposing any disproportionate restrictions include the National Motorcycle Council (NMC) the Land Access and Recreation Association (LARA) and the Green Lane Association (GLASS) and their encouragement of all their members to respond to the DEFRA questionnaire pointing out the benefits to local economies of motorcycling and 'green laners'. Details were provided of their websites where advice could be obtained on how to respond together with a link to where you could give your views on this topic to DEFRA before the 9 April closing date.

Some readers will have thought the Federation should have lent its weight to the campaign. As an organisation with a broad church and limited resource with a volunteering structure, our efforts, however, must be focused on issues which are directly concerned with our mission. So as we said in the news 

feed, we considered that the interests of historic vehicle (HV) owners who partake in off road activities are completely subsumed within these mainstream 'green lane' groups. Unlike other access issues such as CAZ or LEZs, there is no separate carve out for HVs that can be advocated by a separate response on this issue. There will be other HV enthusiasts who would not, in any event, have wished the Federation to lend its support. I suspect the Government will have a lot of legislative priorities greater than this area.

However, we did respond to a different issue in the survey. As well as potentially restricting recreational access to green lanes, the government indicated it is considering another proposal for National Park Authorities and the Broads Authority to have greater enforcement powers to manage visitor pressures. These include powers to issue Traffic Regulation Orders (TROs) to control the amount and type of traffic on sealed roads. Whilst the Federation accepts the case that some form of traffic control may be required to

stop parts of the busier parks grinding to a halt at peak times, it was concerned at the prospect of sealed roads being closed to all traffic by such orders. As well as potentially preventing HV owners visiting parts of the Parks with their vehicles at certain times, shows, Car Runs, Club Rallies and Touring Assemblies could all be affected or even prevented. As well as expressing our concern at this potential outcome, we submitted a case for an HV exemption in any enabling powers or in default a permit system for HV events if a TRO was in place.



**You will recall that in Issue 1, 2022 of FBHVC News I reproduced some interesting stats from the DVLA publication 'Your DVLA'. Since then I have attended another, virtual, meeting of the DVLA Historic Vehicle User Group and amongst the information presented by the Agency were further detail specific to their two departments that most concern the historic vehicle community, that is Kits and Rebuilds (K&R) and First Registrations. I reproduce the text of that information verbatim here for interest –**

### **Kits and Rebuilds** *Overview*

Team of 12 staff members  
4,403 applications received for 2021  
Handling the registration of:-

- New Kit Vehicles and Kit Conversions
- Bike to Trike conversions
- Allocation of DVLA VIN
- Radically Altered vehicles
- Reconstructed classics
- V765 Applications

### **Service**

- 10-14 day turnaround for applications (as per previous Local Office Service Level Agreement)
- Cases actioned within 2 days of receipt on team
- Customer advisory service for rejected applications
- Vehicle Inspections requested
- Maintenance of V765 register

### **First Registration**

- First Registration is made up of three processing teams (38 staff on average each day) whose role is to assess applications and supporting evidence, determining whether to approve and create a vehicle record, or return the application back to the customer.
- When applications are approved, these are passed to staff within two keying teams (19 staff on average each day), whose role is to create the vehicle record
- During 2021 we received in excess of 150,000 applications to register Brand new vehicles 85,571 to register Used vehicles 12,919 to register Mobility vehicles

- If applications present a level of complexity to staff, we have a pool of Subject Matter Experts (SME's) to support decision making with the aim of reducing the need to reject an application back to the customer
- Up to a third of applications received are rejected due to being incomplete. The main three reasons are;

1. **Fees** – not enclosed, incorrect (such as incorrect payee or words and figures not matching) cheques damaged or have been altered/amended.
2. **NOVA\*** –all vehicles except those manufactured in the UK (evidence needs to be provided to confirm this) are subject to making a NOVA declaration via HMRC
3. **ID** – not enclosed, not correct details on the ID do not match the application form or the ID is out of date, (all utility bills must have been issued within the last 3 months)

\* NOVA. As stated this is a verbatim copy from the material provided by DVLA, however since 2020 the circumstances when a NOVA application is required, as stated on the NOVA 1 form, have been extended from '...if you are bringing a land vehicle into the UK for permanent use' to also include '...if you have purchased a vehicle in the UK which is unregistered or if your vehicle has had a break in registration'. At the time of writing final clarification is awaited.

The provision of Subject Matter Experts is encouraging and in keeping with the DVLA senior management

undertaking to take into account all the available evidence so as to build a picture of a vehicle's history. The Federation has stated that it and its member clubs are always willing to assist with information etc if needed.

We have recently concluded a discussion with DVLA Vehicle Policy on the subject of replacement chassis plates, i.e. a plate bearing the chassis number (or frame number for motorcycles) which is then attached to the vehicle. In many cases for vehicles from our period this was the only marking of the chassis number. Although DVLA agreed to re-examine one particular and untypical case their firm position is that if the chassis plate has been replaced the original identity of the vehicle has been lost and it must be registered as such. This is the case even if the vehicle can be individually identified by some other means, for example a via body number which by reference to surviving factory records can be linked to the chassis number.

By 'registered as such' DVLA mean issued with a Q registration which in turn, of course, requires an IVA/MSVA. The majority of historic vehicles cannot obtain these approvals so the outcome is that the vehicle becomes incapable of registration in the UK. Thus the moral is abundantly clear, during any restoration or repair work retain the old chassis plate at all cost, no matter how degraded it might be.

Another recent, and from our perspective rather more constructive, explanation from DVLA concerns the return to the UK of vehicles previously registered here but subsequently exported. Although they will normally regain their original registration any V5 or V5C is considered superseded and cancelled by the foreign registration. In many cases it will have been surrendered to the foreign registration authority. Thus the correct procedure is to complete, as far as possible, a V55/5 and submit it along with any other required documents to DVLA for registration.

## Guidance on the use of Rebated diesel (red diesel) in classic & historic agricultural equipment

The Government has announced changes in the use of rebated red diesel (dyed gasoil) from April 2022. <https://www.gov.uk/government/publications/reform-of-red-diesel-entitlements/reform-of-red-diesel-and-other-rebated-fuels-entitlement>

Historically red diesel is diesel used mainly for off-road purposes, such as agriculture, forestry, fisheries, rail, construction industry, or to power drills for oil extraction. Government figures show that it accounts for around 15% of all the diesel used in the UK and is responsible for the production of nearly 14 million tonnes of carbon dioxide a year. Red diesel used in the construction and infrastructure building sectors was also estimated to have caused 7% of nitrogen oxide emissions and 8% of PM10 emissions (a type of fine particulate matter) in London in 2018.

From April 2022 the use of red diesel has been limited to the following purposes:

- for vehicles and machinery used in agriculture, horticulture, fish farming and forestry. This includes allowing vehicles used for agriculture to be used for cutting verges and hedges, snow clearance and gritting roads
- to propel passenger, freight or maintenance vehicles designed to run on rail tracks
- for heating and electricity generation in non-commercial premises - this includes the heating of homes and buildings such as places of worship, hospitals and townhalls; off-grid power generation;

and non-propulsion uses on permanently-moored houseboats

- for maintaining community amateur sports clubs as well as golf courses (including activities such as ground maintenance, and the heating and lighting of clubhouses, changing rooms etc.)
- as fuel for all marine craft refuelling and operating in the UK (including fishing and water freight industries), except for propelling private pleasure craft in Northern Ireland
- for powering the machinery (including caravans) of travelling fairs and circuses.

The measure will also extend fuel duty to biodiesel, bioblends and fuel substitutes used in heating, applying the rebated duty rate to non-commercial heating and the full rate of duty to commercial heating.

The Government has also recently added further clarification of these measures in an answer to a parliamentary question on 22 February 2022, that:

*“The Chancellor confirmed at Spring Budget 2021 that the Government will remove the entitlement to use red diesel from most sectors from April 2022, other than for agriculture and a limited number of other users. This will help to ensure fairness between the different users of diesel fuels and that the tax system incentivises the development and adoption of greener alternative technologies.*

*Agricultural vehicles will be entitled to run on rebated fuel after April 2022 for purposes relating to agriculture, horticulture, forestry and fish farming. They will also be able to use rebated fuel when*

*cutting verges and hedges that border a road, clearing snow, gritting, and clearing or otherwise dealing with flooding.*

*The activities accepted as falling within the definition of agriculture, horticulture and forestry are defined in HMRC Excise Notice 75. As agricultural shows and ploughing matches provide information and education that benefits agricultural purposes, the Government considers that running or participating in these activities are purposes relating to agriculture, for which rebated fuel may be used in qualifying vehicles and machines, and will be updating Excise Notice 75 accordingly. Rebated fuel can also be used to travel to and from where the vehicles or machines are to be used for these activities”.*

Red diesel can therefore continue to be used in vehicles participating in ploughing matches and agricultural shows and travelling on the road to these events as they are deemed as benefitting agriculture. This clarification by the Government does not extend to charity tractor road runs where road (white) diesel must be used.

The legislation for kerosene remains unchanged.

It should be noted that red diesel is not only dyed red but also contains several invisible chemical markers that can be measured at low levels of dilution. It is therefore important to make sure that any bulk storage tanks and vehicles/machinery switched to operating on road (white) diesel have their fuel tanks and fuel systems thoroughly flushed to ensure there are no remaining traces of the red rebated diesel.



## Events

**I would like to start by thanking all of you who have taken advantage of our new online event submission process List your Club Event – <https://www.fbhvc.co.uk/list-your-club-event>**

The response has been tremendous, and we already have events listed through to December. As I write this there are almost 30 club events listed for Drive it Day alone, and these include events right across England, Scotland, and Wales. Also, cars, motorcycles and commercials are catered for as are many of our museums – so please make use of this valuable FBHVC resource and hopefully you will discover some 'new' events or shows that you can take part in during the year.

Checkout the FBHVC Events Calendar at <https://www.fbhvc.co.uk/events>

Based upon the diversity and distribution of the events on our calendar it indicates that our clubs and their members are feeling much more positive and this 'new normal' is not too different from what we took for granted in the past.

## FIVA

As many of you know I also have the role of FIVA Vice President – Events. Part of this role includes appointing, managing, and operating an international team of FIVA Stewards across the globe. Individual Stewards are appointed to manage and monitor FIVA International Category events for adherence to the FIVA Events Codes. These codes are mostly concerned with safety, legal and compliance requirements. I am currently working on them to embed 'sustainability' as part of the Code.

Being selected as a FIVA International Events organiser is a statement of quality and sets a standard that helps entrants pick and choose events accordingly. Within the UK we have 5 organisers who have reached and maintained this standard. If you or your club organise or are planning to organise international events for 2022 or 2023 – and you are an FBHVC member – then please feel free to contact me via [events@fbhvc.co.uk](mailto:events@fbhvc.co.uk) and we can see if we can help each other to the benefit of our members and the Historic Vehicle movement in general.

Drive and Ride safely - but most importantly, enjoy your historic vehicles.



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**Our museum supporter Great British Car Journey located in Ambergate on the edge of the beautiful Peak District countryside are rapidly becoming the pace you have to visit and the home for all classic car enthusiasts, whatever classic you love!**



Great British Car Journey is proud and active part of The FBHVC with their collection in Derbyshire featuring over 140 iconic British cars, from 1902 through to the turn of the millennium. They also have the Drive Dad's Car experience on-site, where you can choose from 37 British Classics to drive here on our private road route.

They are now offering you the chance to join The Great British Car Club, and as a member you will get:

- 12 months unlimited access to the Great British Car Journey, The Filling Station Café and Gift Shop
- 10% discount on purchases from our Filling Station Café and Gift Shop
- 40% discount off Drive Dad's Car experiences taken by the Club member
- 15% discount on all Autoglym products, Classic oils and associated products
- Exclusive Club access to The Classic Collective car insurance panel
- Member only events, including breakfast meets, club nights and drives out into the Peak District.
- Quality embossed club wallet, personalised membership card and quarterly club newsletter



**The best bit is members of FBHVC affiliated clubs can now join the Great British Car Club for a special discounted price starting from only £28!**

#### **Membership types and cost**

Single membership **£28** – usually **£39**

Couple membership **£45** – usually **£59**

Family membership **£64** – usually **£79** (2 adults and up to 3 children)



For more information look at their website [www.greatbritishcarclub.com](http://www.greatbritishcarclub.com) or call them on **01773 317243**

**Over at the British Motor Museum the hugely popular Gaydon Land Rover show returns for its eighth year on the 7 & 8 May. The show will showcase hundreds of Land Rovers from 1948 to the present day.**



The Jaguar Land Rover Experience will be returning to the show with its daunting obstacles to highlight the technology and capabilities of Land Rovers and Range Rovers and visitors will be able to ride in the vehicles.

Visitors can also enjoy live music from *The City of Birmingham Symphony Orchestra 'Symphonic Six'* who will be playing at the show for the first time as a small troupe on the Saturday. Whilst the popular singing trio 'My Favourite Things' will be returning for another year to perform on the Sunday

Those looking for much sought-after spare parts can browse for merchandise and vehicle parts in the trade area. *The Museum and Collections Centre* will also be open where visitors can view the wide range of Land Rovers in the collection, including the original HUE 166 which is the first Land Rover ever produced.

Anyone wishing to enter their Land Rover into the show can do so online for just £9. This includes entry to the show for the driver and one for the weekend. Additional tickets are available to purchase if extra passengers are required. Advance ticket prices are **£14.50** per adult, **£9** per Child (5-16 years), Under 5 free, **£12.50** per Concession and **£40** for a Family. Camping is just **£10** per person for per night when booked in advance, with two children able to camp for free with a paying adult.



To find out more information about the show call **01926 895300** or visit the website at [www.britishmotormuseum.co.uk/whats-on/gaydon-land-rover-show](http://www.britishmotormuseum.co.uk/whats-on/gaydon-land-rover-show)

## Cloverlands Model Car Museum – the largest historic model car collection in Wales is moving

From Easter it will form part of the Connections Transport Museum at the Llanfair Caereinion terminus (Sat Nav SY21 0SF) of the Welshpool and Llanfair Light Railway ([www.wllr.gov.uk](http://www.wllr.gov.uk))

Founded in 2015, Cloverlands display 5000 models including the earliest car – the Benz of 1886. It features a huge display of historic Formula One and land speed record vehicles. Also Cloette, the inspiration for the television series Brum.

The museum is open Saturdays and Bank Holidays and can be open on other days by pre-arrangement.

Please feel free to contact Bruce Lawson -

[bruce.lawson@btinternet.com](mailto:bruce.lawson@btinternet.com) or call **07891 696844** for further details. [www.cloverlandsmuseum.wales](http://www.cloverlandsmuseum.wales)

Below is a link to where the Cloverlands Model Car Museum was previously located, just to whet your appetite!

<https://youtu.be/51rjrfCXJ8g>



## FBHVC & FIVA mourns Vic Elford by David Whale

Vic Elford sadly passed away on 13th March finally losing his battle with cancer aged 86. Vic participated in many motor sport disciplines; F1, sports cars, rallying, rallycross, Can-Am and NASCAR and was an extremely effective driver, the title 'Quick Vic' was not without justification.



The Federation of British Historic Vehicle Clubs and the FIVA (Fédération International des Véhicules Anciens) global family send their respects to a highly successful competitor.

I last worked with Vic when he participated in The Rally Show at Cornbury Park, Oxfordshire in 2011 but was pleased to catch up with him when he attended Goodwood a couple of years ago.

His lack of an outright win in F1 or at Le Mans was quite rightly overshadowed by his wins in every other hallowed sports car race: Daytona 24 hours, Sebring 12 hours, Nurburgring 1000kms and the Targa Florio.

Born in south London in 1935 his first foray into motor sport started in 1960, co-driving a Triumph TR3A, his talents were quickly recognised, and he became an official Triumph driver until 1963. Three years followed with the Ford Motor Company before his real break came with the move to Porsche.

Vic Elford was one of our most capable drivers in the past century, he is survived by his second wife, Anita, to whom we send our condolences.





Barbara Whale F.C.A

MTD, as I will refer to it, is a key part of the government's plans to make it easier for individuals and businesses to get their tax right and keep on top of their tax affairs. For anyone who already uses accounting software, so long as it is MTD compliant it will do the job for you of speaking to HMRC's computers. For anyone who doesn't already use accounting software you need to talk to the accountants who prepare your annual accounts. All accountants have their favourite software but what matters most is getting the right software for your organisation.

If you don't have an accountant because you have never needed one in the past please don't bury your head in the sand and think "this will not affect our club"; simply find your tax reference and write to HMRC asking if you will be affected and when – it is better to be prepared. If you are going to be brought into the net then you will need to open a Business Tax Account, which is something all VAT registered entities have.

There are four steps in the MTD process:

**The first step** in the MTD plan started in April 2019 with the digitalisation of VAT for any VAT registered business with turnover in excess of the VAT registration threshold, which is currently £85,000, so many of you will already be on the journey.

**The second step** is the digitalisation of VAT for anyone who is VAT registered but has turnover under the VAT registration limit i.e., anyone who had registered voluntarily. There is an option to de-register, but that must be done before the 1st April 2022 deadline is reached. For organisations who have this dilemma they need to decide how much they would lose by de-registering for VAT compared with the cost of remaining in the system.

The next two steps will bring in quarterly reporting of financial data -

Everyone who is VAT registered is well used to having their records up to date, at least once a quarter as they make quarterly returns. However, being up to date for VAT may not mean you are up to date for financial purposes so this could create additional work.

**The third step** is MTDITSA, (Making Tax Digital for income tax self-assessment), which will affect all individuals with property income in excess of £10,000 pa and also sole traders from April 2024, although some maybe impacted from April 2023; with partnerships being brought on board in April 2025, and once again some may be impacted from April 2024. The fiscal year will continue to end on 05 April and whilst that date may be appropriate for individuals it will not be appropriate for business and rules are being created to deal with the fact these organisations will have a 31st March end of financial year.

**The fourth step** in the chain due in April 2026 is bringing in limited companies and other organisations that are within the charge to Corporation Tax. That means being either a limited company, (whether by shares or because you have a guarantee company) or you are a group of likeminded people that are taxed on non-mutual trading profits and interest receivable.

Many clubs and groups have, historically, been exempt from completing corporation tax returns as their tax liability is so small. There is currently no news on whether these exemptions will continue, particularly if the organisation is a limited company. What we do not currently know is whether the software you use to record your transactions will ultimately be the manner in which accounts are not only filed with HMRC but also with Companies House and, if applicable the Charity Commission but it does seem the natural outcome.

## Cost

The big issue for most clubs will be cost, cost of software and cost of an accountant's support. For limited companies there is unlikely to be any free software, for other organisations within the charge to corporation tax it is a case of watch this space as there isn't anything out there yet that I would advise you use.

## Digitalisation of Records

At the moment there is no requirement to maintain online copies of the prime source records; that is your bank statements, membership records, income and expenditure. The requirement is to record your transactions in appropriate software that can communicate with HMRC.

You are not being asked to prepare full accounts every three months but to ensure that all the prime source data has been entered. There will then be a period of time in which to make appropriate year end amendments before a fifth and final filing has to be made.

The input process will be different; however, the output must be consistent with how information has been supplied in previous years as any material changes will be picked up by the Revenue computers and the accounts be thrown out for enquiry.

I have, personally, long held the belief that you don't categorise a cost by what it is but by what it is for. If that is what you have been doing then you do not change your process just to comply with making your detailed data fit the boxes HMRC have said are required to be completed.

Remember, if you are going to be affected in 2023, 06 April that year is only a year away.



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# TREE-V UPDATE

It's been a busy couple of months since our last update in FBHVC news - and we're incredibly pleased to say the FBHVC's carbon capture scheme is going from strength to strength.

The year kicked off with meeting many club representatives at the FBHVC Club Expo in January, it was great to talk through the scheme and spend time understanding how we can best help the movement. We also announced at Club Expo that in support of the FBHVC Drive It Day and Ride It Day we would be making a donation to Childline for every purchase of carbon capture made during April. Childline is another wonderful example of how the historic movement is one that cares and we're proud to play our part.

Those conversations with FBHVC members continued at the recent Practical Classics Classic Car & Restoration Show, where we were incredibly honoured to join the FBHVC on their stand with our Myrtle, thank you to all those who came to say hello and a big well done to those whose stands won an award, all very well deserved!

Behind the scenes, those trees have continued to be planted and carbon dioxide captured. Since launching in December, we've been pleased to

help individuals, numerous clubs and events, museums and businesses. The historic vehicle movement has successfully carbon balanced 668,830 miles through individual contributions alone, which is an amazing statement from our community.

The scheme will also be carbon capturing the Brighton Speed Trials, commonly held to be the oldest running speed event in the world, as well as the MG Car Club Midland Centre's Welsh Touring Rally and Club Triumph's Coast to Coast rally.

Static events are also getting in on the act with The Guernsey Classic Vehicle Club carbon capturing all the exhibiting vehicles at their Annual Show. North Norfolk Classic Vehicle Club, who have committed to capturing all of their events, have even appointed a Carbon Balancing Officer to work with the scheme throughout the year.

The scheme has also extended its reach to Transport Museums as well, with Dundee Museum of Transport and Dover Transport Museum both capturing the miles their collections cover whenever they travel to displays, it's already proved to be an engaging way for museums to demonstrate their green credentials



to visitors and the wider public.

Genus IT, the FBHVC's Digitisation Partner are now capturing their fleet of work vans, Bespoke Rallies are also now offering their participants the chance to capture their epic adventures and the events company Great British Motor Shows are enabling visitors to capture travel to all of their shows.

The whole community really is getting involved and we hope that this helps keep our historic vehicles on the roads long into the 21st century. All that remains is to say a huge thank you from Tree-V and the FBHVC for the support and positive reception you have given this scheme.

You can sign up to the FBHVC's carbon capture scheme here: [www.trees.fbhvc.co.uk](http://www.trees.fbhvc.co.uk) and for any capture purchase made during April a donation will be made by Tree-V to Childline as part of the FBHVC's Drive It Day and Ride It Day initiative.

# Classics

Practical Classics



# Classic Car & Restoration Show

March was a busy month for the Federation in organising and attending the Practical Classics Classic Car & Restoration Show at Birmingham NEC. During the show's 3 opening days (18-20 March) many people visited the stand to learn about what the Federation does, make enquiries about our carbon balancing scheme and purchase Drive it Day fundraising plates. Were you one of them?

One new feature for the show was highlighted by a 1931 Alvis 12/50 called 'Betsy' who posed the question to visitors on whether she should be preserved or restored. Following an overwhelming response from the public and by means of a voting box the result was the majority of

visitors wished for 'Betsy' to be preserved.

Our environmental partner Tree-V showcased their beloved Morris Minor 'Myrtle' whereby visitors took many photographs and learnt about how they can carbon capture the miles they drive/ride for a whole year. In addition clubs and

event organisers enquired about bespoke packages to carbon capture their shows or one off events. For more information please visit <https://trees.fbhvc.co.uk>

Many other enquiries came from our Federation Skills Trust and In Comm Training area. Many visitors went



away learning various subjects. Scheduled throughout the three days live workshops were able to be seen on the following topics:

- Combustion Engine Basics - A detailed look at a cut-away single cylinder JAP engine - head removed, side valves explained, magneto flywheel, principles of induction, timing side cover removed, timing pinions etc
- 2/4 Stroke Engine Cycles - The differences between 2 stroke and 4 stroke operating cycles - comparison between four stroke and two stroke single cylinder JAP and Villiers engines and MG Magnette 4 stroke overhead valve engine.
- Steering Systems - Comparison of steering mechanisms - straight worn, rack and pinion and the Marles design which will be dismantled with rebuilding principles.
- Rear Axle Description - A detailed examination of a Fiat Topolino cut-away rear axle - principles of operation, the need for a differential, drive transmitted via half shafts and drum brakes.

In addition visitors to the show were able to purchase Drive It Day and (new for this year) Ride It Day plates. We even had the resident celebrities taking part too!

During the show it was evident that many Clubs in attendance would also be taking part in Drive it day - here are just a few...







# Introducing Betsy

In one corner of the Federation stand, alone but stately, stood Betsy. Betsy is an Alvis 12/50, a TJ model registered in 1931. The 12/50 was one of the Alvis Car Company's bestselling cars. Production started in 1923 and the final cars in the series were registered in 1933. Although fitted with only a four cylinder engine of 1496cc, 1598cc or 1645cc, depending on the 12/50 variant, the Alvis was a spritely performer. 12/50s fitted with twin carburettors and typically two seater bodywork were seen at most race events in the 1920s and successful at many.

Whilst Betsy was not fitted with 'twin carbs' and as visitors to the show will have seen, her bodywork is far from a light two seater sports, she remains a sprightly performer, her 1645cc being fed by a small Solex carburettor. Indeed records from the 1950s and 1960s show that her guardian at that stage was a keen VSCC competitor.

There is no question that Betsy has been looked after during her life, but she has worked for her living. By the end of 2021, Betsy had changed hands twice in quick succession and whilst she was running she was in need of a large helping of TLC!

Visitors to the show were encouraged to inspect Betsy at close quarters and vote for whether they believed she should be 'restored' or 'preserved', the distinction being a full scale paint, trim, chrome and mechanical refurbishment or a good clean and polish with repairs only to damaged or faulty items. Perhaps surprisingly, the vote in favour of 'preserve' was overwhelming, 75% of enthusiasts voting, to see the patina of Betsy's paintwork and her slightly scruffy trim, preserved for future enthusiasts to see and enjoy. It was observed many times during the show that a vehicle can only be original once. Betsy is not original in the way she left the factory but the more obvious refurbishment that

has been completed was probably carried out in the 1960s – some 60 years ago!

Encouraging as it is to feel that the world of historic motoring enthusiasts would like to preserve vehicles, we must all be realistic. It is not appropriate, for example, to leave Betsy running on 20 year old tyres. The wheels themselves, whilst serviceable around the workshop, would not be recommended for a 60mph dash on the motorway – smart motorway or not! The paint will stay, the upholstery will have a clean, the doors will be fitted properly and a smart, 'not so new' hood from an Alvis Speed 20 will be modified to fit and at least keep the worst of the rain off in the event of inclement weather!

We will aim to post some pictures of Betsy, out and about this summer. Watch out, she may be at an event near you! She is always pleased to see old friends and meet new ones. Perhaps she should start her own Facebook page!



## Donation to the Heritage Skills Academy



Clive and Ann Sibley have owned their 1946 H.R.G sports car since 1989 and, as well as covering a considerable mileage, have enjoyed many events and rallies in the UK and Europe. After 33 years of ownership they recently took the difficult decision to part with the car.

Ian and William Mahany, of H.R.G sports car specialists Roundwood Engineering, who have helped maintain the car for all those years, have helped find a new home for the car.

Instead of a sales commission a donation to the Heritage Skills Academy has been made. Clive and Ann are pleased to donate £300 to the academy's student program to help promote the next generation of enthusiasts in historic vehicles.

## Congratulations to the Volvo Owners' Club

Founded in 1962 this year sees the Volvo Owners' Club's 60th Anniversary with a comprehensive array of events, and some impressive new merchandise to celebrate the occasion. The Club caters for all Volvos from the very first produced in 1927 in Gothenburg to the very latest XC40 recharge and everything in between.

There are National, Southern and Northern Rallies and 'Best Kept Volvo Competitions' at each with trophies for Club members, Rally Plaques and of course a chance to catch up with friends and discuss everything Volvo not forgetting discovering the whereabouts of that hard-to-find part.

It is the people and members behind the Club which make it so successful – Andrew has phenomenal knowledge, and a stunning collection of Classic Volvos with his star possession an OV4, one of the first Volvos ever produced, the only one in the UK, revealed for the first time at the NEC. Jaki and Peter's passion is the Amazon and are the go-to people for buying and looking after your pride and joy. For newer and future Classics John is on hand to help you with those extremely difficult problems and where to get those parts which are no longer manufactured.

Membership brings 6 magazines a year, masses of discounts and savings, shows, merchandise, and everything you would expect from a large Club.

[www.volvoclub.org.uk](http://www.volvoclub.org.uk)

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# BE SEEN SCREEN

**Modern motorists need new and better road safety solutions. The Be Seen Screen is designed as a fast and highly effective warning signal for broken down vehicles on busy roads.**

Placing the traditional warning triangle 45 metres along the carriageway represents a risk in itself. The **Be Seen Screen** is a bright and reflective alternative warning sign that can be in place in moments.

By pressing the powerful suction pads to the rear windscreen or boot you can clearly and securely display the distinctive chevrons and 'broken down' message. This can provide the vital extra seconds of awareness that prevent accidents.

The **Be Seen Screen** is the brainchild of entrepreneur, Richard Edwards, and is endorsed by a former Senior Policing Area Commander of Thames Valley Police, who knows that the dangers and deaths on our roads need to be radically reduced.

The product has taken three years to perfect and has been extensively tested on a range of vehicles, both indoors and outdoors, at the Millbrook Vehicle Proving Ground in Bedford.

The banner has the same reflectivity as emergency vehicles, day or night, to make other motorists aware of your stranded vehicle. It is suitable for use on cars, vans, caravans, and HGVs.

The **Be Seen Screen** uses a micro-prismatic method to achieve high reflective performance in all light conditions, tested at multiple angles. The lime-yellow and red chevron design is immediately recognisable as a warning.

Importantly, the product's design means that motorists can have full confidence in its effectiveness at any time because it doesn't use electronics that can degrade, and an energy source isn't needed.



## Welcome

A very warm welcome is offered to our newest Club Members: **Glasgow Moggies, Exeter Classic Motorcycle Club, Robert William Thomson Memorial Fellowship, Lisburn City Old Vehicle Club** and **Hellfire Motor Vehicle Club**. We have also had applications from a number of Enhanced Trade Supporters too. They are: **Carrott Cycles (Lincoln) Ltd, The 2cv workshop, Fine Cut Group / Dragonfly Design & Flat Cap Classic Cars**. Please all take a moment to view their 'Featured Company' details on our website [www.fbhvc.co.uk/trade-supporters](http://www.fbhvc.co.uk/trade-supporters). Additionally, many Individual Supporters have also recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you and all our members and supporters enjoy your subscriptions over the coming year.

To obtain the most from the Federation why not register to view our Members Area? Inside you will find some great discounts which are for our members eyes only! This free service is available to all subscribers whether you have joined one of our member clubs, are a representative of one of our member museums, are an individual or trade supporter. To register please visit [www.fbhvc.co.uk/register](http://www.fbhvc.co.uk/register) and if you are a member of a club, please ensure you indicate their name where shown.

Once registered your details will be checked and a confirmation email will be sent in return, (during office working hours only, so please be patient).

## Recent Press Releases & Information

Since printing Issue 1 we have issued two press releases. The first on 16 February 2022 announcing the FBHVC partnership with heritage digitisation specialists Genus and secondly on 10 March providing an update to the FBHVC carbon balancing scheme. Hopefully you have all received the important information via email. If not, please let me know and I can arrange to send you another copy.

### FBHVC partner with heritage digitisation specialists Genus to transform archives within the historic vehicle community

The FBHVC has announced a new partnership with heritage digitisation company, Genus – a market leader in the digitisation of historical archives.

Over the past couple of years, guidance around managing, preserving and future proofing archives and records within the historic vehicle community has become an increasingly important area that the Federation has worked on in support of member clubs, museums and heritage organisations.

The work began with the publication of the Federation's 'Essential Guide to Archiving' booklet that can be downloaded from [www.fbhvc.co.uk](http://www.fbhvc.co.uk) which has empowered a number of clubs to take control of their archiving by building effective inventories and catalogues of material that they hold. This process has also helped organisations to understand areas where they have duplications or omissions.

The next step for many vehicle clubs has been to consider the digitisation of that content, both for reasons of preservation and security but also, if they wish, to derive maximum value from artefacts by making them more widely accessible as a benefit of club membership. This is where the new partnership between the FBHVC and Genus creates an invaluable offering for the historic vehicle community.

For more information or to read the FBHVC Press Release please visit: <https://www.fbhvc.co.uk/news/article/fbhvc-partner-with-heritage-digitisation-specialists-genus-to-transform-archives-within-the-historic-vehicle-community>

## Renewal Notifications

Very soon you will all be receiving your renewal notifications for the period 1 June to 31 May 2023. We hope you have enjoyed your membership subscriptions over the last year and wish to continue, so please keep a look in your inboxes (or on your doormats' if you don't have an email address) during the beginning of May.

## FBHVC News Articles

Please keep sending us your interesting features. Sadly we always seem to be very low on articles concerning motorcycles, buses/coaches, military, commercial, agricultural and steam vehicles. Don't be shy, we'd love to hear from you! Details can be forwarded via email to [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) or via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG**.

### Historic Vehicle community rallies in support of carbon balancing scheme

The FBHVC (Federation of British Historic Vehicle Clubs) announced a carbon balancing scheme to the historic vehicle community last December.

Whilst recognising that the carbon footprint of the historic vehicle movement is already immeasurably small, with the entire community accounting for less than 0.25% of the total mileage on UK roads, the offer of carbon balancing has been incredibly well-supported by historic vehicle owners.

The Federation's scheme offers individuals, clubs and those organising events within the historic vehicle community a quick and convenient way to carbon balance their emissions thanks to the planting of new woodland here in the UK. Importantly, that woodland will also be planted using native species to best contribute to the local ecosystem. Planting in this way also brings with it a host of other benefits, including increased biodiversity, creation of recreational spaces and flood mitigation to name a few.

**So far since last December the historic vehicle community has successfully carbon balanced 553,564 miles.**

For more information or to read the FBHVC Press Release please visit: <https://www.fbhvc.co.uk/news/article/historic-vehicle-community-rallies-in-support-of-carbon-balancing-scheme>

## Environmental Postbag

It's great to receive feedback on the various articles within FBHVC News. One to note this month comes from a M. Evans concerning N Cairns article entitled 'A Green Car' in Issue 6, 2021.

Dear Emma,

I saw the item, on the green Y Type MG, in issue 6 of FBHVC news. Green in more ways than one and a lovely car.

His ideas are not that new, the late Charles Ware, on Morris Minor fame, was aware of the benefits of keeping cars going longer, forty years ago. Due to less automation and the parts travelling less far, Minors were built on only four tons of emissions. As an MG Owner myself, I am aware that even the assembly lines, at Abingdon, were human powered, so I don't suppose the Y Type would have been much different from the Minor (Maybe even less automated).

Well done to N Cairns, for raising this issue. As a minority, we make convenient scapegoats for all the virtue seekers, who buy electric cars, claiming they are trying to save the planet but in reality just want a new car, to impress others! Electric cars are not what they seem and that depreciation will mean that new batteries soon become "Uneconomic", thus guaranteeing a constant supply of scrap vehicles and hopefully (From the manufacturers' viewpoint) a consequent demand for new vehicles.

I too walk and cycle (I cycle more miles than I drive, though modern bicycles are not so "Green" as might be presumed) and use the bus (I am a few years off getting a bus pass but will make full use of mine, if and when I get one). I have four cars, two of which belonged to my late father (and which he wanted me to keep). Three are MGs and one is a Morris Minor. My mother has an MGB GT, which has done just under 66000 miles from new. She also uses her bus pass, rather than use the car frivolously.

Regards  
M Evans



## Thomas' Tales: The Massey Family

One of the founders of the farm machinery manufacturers Massey-Harris-Ferguson, now Massey Ferguson

The Massey family originated in Cheshire, England. They were a family who were very respectful of the Christian religion. They were strict Protestants; however they did not agree with the dominate religion in England of those days, which was Roman Catholic.

It was a strict offence for any woman to bear a child if she was not married to a man of the Roman Catholic religion. If a woman deviated from this way of life, and had a child, her son or daughter would be taken from her and placed in a Convent, The mother would be put to work in the 'workhouse'.

Due to their strong Protestant religious beliefs, and opposition to the Roman Catholicism the Massey family decided to emigrate to the new world of North America, to what was later called the new England states in the early 1630s. Over a period of time they eventually crossed Lake Ontario and settled in what is now the province of Ontario in Canada.

As time went on, their family grew in size, and due to the 'outback' style of living they had to make their own tools which eventually evolved into making their own horse drawn implements to work the ground, (machinery such as ploughs, harrows, cultivators, seed drills, mowers, binders, carts and wagons.) This was beginning of what we know today as 'blacksmithing'.

As time progressed more immigrants arrived, mainly from Great Britain plus some from Ireland.

The Massey family, with other families, set up an apprenticeship system of training immigrants the peculiarities of farming. The new settlers were invited to work on their land to serve a type of 'apprenticeship' for a year. The payment the new settlers received after their year 'apprenticeship' was enough basic livestock, (breeding cattle and draught horses) to start their own farm. This practice was carried out for

several of years, however as time progressed, Ireland experienced the Great Potato Famine in the 1800s, when a very bad year of Potato Blight almost eliminated the entire potato crop in Ireland, which caused extreme hardship, and a mass migration of the Irish to the 'New World'.

(Due to the 'Potato Famine', a young lady of a wealthy family in Ireland, gave away six tons of grain to the poor and starving. She was severely punished for committing what the wealthy considered a serious crime of stealing grain. Her punishment was to be imprisoned).

When the majority of Irish immigrants completed their 'apprenticeship' they expected a party, however due to the Massey family having strict religious practices they refused but offered extra cattle instead. To this the Irish rebelled.

In time the Massey family joined with the Harris family, and formed the agricultural company, to be known worldwide as Massey-Harris. They manufactured farm machinery from simple earth working implements to tractors, balers, and combine harvesters. (It was in the combine harvester manufacturing business that Thomas Carroll was involved. He was one of the world's pioneers in this field).

The various models of machinery made in Canada a 2-figure model number the words and or the word 'Canadian'. If it was machine was made in Australia the model number was preceded with the word 'Sunshine'.

If the machine was made in a European country the model number would be preceded by a Figure. That figure preceding the model number would be '6' for a German made machine, '7' for a British made machine, and '8' for a French made machine. This system still stands under the Massey Ferguson banner.

*Thank you Thomas for another interesting tale.*

# Club Expo 2022

Did you attend Club Expo? If not, then why not? Club Expo 2022 was by far our best yet with over 140 delegates in attendance. Once again we thank **Peter James Insurance** for their sponsorship and the **British Motor Museum** for hosting the event in a Covid secure environment.

Many popular topics were discussed such as **'Making Tax Digital'** ( of which Barbara Whale has included a recap of information to assist in this edition), and an update on the **Classic Car Loan Project** by Bob Wilkinson.

The Federation were honoured to host the **Rt Hon Sir Greg Knight MP** who gave a keynote address on **'Historic Vehicles & the Future'**.

In addition to the regular features of **DVLA Question Time** and **Insurance Question Time**, this year from Garry Carlin, Peter James Insurance on 'Selecting an Insurance Partner from a Club Perspective' we also welcomed our new Digitisation Partner **Genus IT**. In addition to providing a presentation, Genus IT provided an archiving and scanning workshop in the foyer whereby they remained fully immersed with questions from clubs and individuals.

Once again, our Environmental partner **Tree-V** provided information to the room, and during their presentation Tom Worthington presented Genus IT with a special thank you for carbon balancing their vehicle emissions for the whole of 2022.

The day ended with a feedback session to enable those in attendance to request the topics they would wish to see presented at Club Expo 2023. Watch this space!

To listen to the audio of Club Expo, view the presentation slides or view the club attendees listing, please visit the members only area of the website ([www.fbhvc.co.uk/login](http://www.fbhvc.co.uk/login))



# One Family's Passion!

by Roy Dowding

There can be few visitors to the Classic Motor Show at the NEC, in November 2021, who did not notice the amazing fleet of classic British vans and lorries on display, all featuring the same exquisite livery.

No fewer than seven vehicles were on display, bearing a distinctive colour scheme and beautifully-executed period signwriting, proudly proclaiming that they belonged to 'Ray Herritts & Sons, Road Transport, Stafford'. I know that several haulage companies retain one or two preserved examples of their early lorries, but to see seven, in one place at the same time, hinted at something rather special.

If you google Ray Herritts, virtually all the entries are photos of the various vehicles (or models of them), but nothing about a transport company. However, in one picture, a Bedford M Type lorry is seen standing in front of a building bearing the name 'RPH Motor Repairs'.

Googling that name reveals they are a Stafford-based garage and are indeed the owners of the fleet seen at the NEC. Contacting the company, I had the most illuminating chat with Mike Herritts, who offered the following insight:

*"Yes, we had quite a few at the NEC this year. It was really nice to have had that little bit of normality again. We keep some of the lorries and vans in the 'toy shed' - the unit next door to the garage - so whenever we have a spare moment we can go and have a tinker. Also in there is my Ford Escort MK2 rally car (wearing the same stunning colour scheme as the commercials) which I use for tarmac rallying and the occasional sprint race."*



Austin A35 'Sedan Delivery'



Morris Minor 5cwt Van



M Type Bedford

*K Type breakdown truck*



*S Type Bedford*

*"The story behind how we got into restoring the old vehicles was through my dad's uncle Basil, who had a haulage company in Leintwardine (Shropshire). He always used Bedford lorries and he gave my dad Ray an old Brown Bedford M Type to restore when Ray first started up in business as a mechanic working for himself. Ray then restored a Maroon Bedford K Type breakdown lorry, so my brother and I would have one old lorry each."*



*Two examples of the Morris Commercial J Type 10cwt*



*"But the vehicles never stopped appearing - one lorry or van after the next. Then I got to an age where I was helping to feed dad's habit of collecting historic vehicles.*

*Ray has had help from his old friend Jim Spink, who was a coach painter and signwriter by trade. Between the two of them they have*

*completed the restoration and refinishing of all the lorries and vans, only out-sourcing upholstery and exhaust repairs to a local business."*

**Missing from the NEC was the Ford Escort, a Bedford TL, Bedford TK and a Bedford OB coach that is currently being restored. There are some others - two O type Bedfords,**

**another M Type and even an Anglia van - waiting in line!**

Apparently, each of the vehicles has a name that bears some relevance to the family's history, but that may have to be the subject of another conversation in the future.

Mike's Bedford M Type had the unusual distinction of serving as the wedding car on

the occasion of his marriage to Fay back in 2017. She is one of the 'small army' of relatives and friends who drive the Herritts' fleet the length and breadth of the country to major shows like The Great Dorset Steam Fair and the Llandudno Transport Festival, as well as supporting local charities and, of course, appearing at the NEC!

# Motoring Jewellery

## Restoring the headlights

### on the 1972 Wings Tour Bus WNO481

by Tom Creaven-Jennings

**WNO481** is a true museum piece with many original parts needing restoration and preservation. Nowhere is this more important than the front or face of the bus. The headlamps are the bright eyes and when new, they were full of beautiful chrome and plated parts. Sadly, now in a bad state of disrepair they required a specialist to take on the mantle to restore them to their former glory. Enter Kam and Joe from Genius Of The Lamp both with a background in jewellery making, restoration and hand engraving. Previously Joe was a silver-smithing lecturer in Malta and both parties originally planned to involve themselves in silverware. Around 20 years ago they decided to start their own business in the 'Jewellery Quarter' of Birmingham bringing their unique skills to the world of vehicle restoration. As you can imagine, it took off, and today their company has an impressive catalogue of successfully completed projects.

Following a long conversation with Kam about the process involved in the forthcoming restoration, his passion shone through, and so inevitably the lamps were entrusted to his care. In this interview we follow the process from start to finish and the philosophy behind their work...

#### Background

**Kam:** "I started by making jewellery and hand engraving, then moved into restoration. That's how I met Joe. He was a silversmith lecturer in Malta and we worked together for some time when we were younger and we thought we'd start a business together. We weren't planning on working on headlamps, we

were planning to get into silverware but sadly we hadn't any work come in. Gradually we started doing a few bits and pieces on headlamps, the next thing we knew we got inundated with work and never looked back."

**Tom:** "So being a musician and a singer for most of my life the opportunity to own Paul McCartney's 1972 Wings Tour Bus WNO481 just tugged at my heartstrings. It's not just the opportunity to restore a beautiful museum piece but also to have the musical connection with my favorite band in the world ever, The Beatles with Sir Paul McCartney, one of my favorite musicians ever. So, there's such a lot of heart attached to this bus. And I could tell when you and I were talking that we shared this passion."

**Joe:** "I'm from Malta and I came to Birmingham, England to study. While I was here, I got involved in this industry. Kam was also involved and that's where we met. He was restoring headlamps for vintage cars. My studies went on and I completed three years of lecturing design and came back to the UK and started the business. My background was jewellery and silver plating and together with Kam with our combined experience we had a good foundation to start a business."

"When I came to the UK I understood all the equipment and technology, techniques were also familiar. We started in 2005 in a very small room, completing our own polishing and then our own electro plating - it developed from there. Lamp restoration became the core of the business, however as word got out people started leaving their radiator shells and we realised our plating tanks

were not big enough, so we started completing the plating ourselves. We had to expand the plating and polishing shop. We do chrome plating, brass plating, nickel plating and a little gold plating.

Silver plating was the first and is one of the easiest electro plating processes to understand. We then moved onto copper because copper is required for many restorations, and then chrome and lastly brass."

#### Working on WNO481

"When we first knew that we would be working on parts from Paul McCartney's bus we were very happy to be chosen to work on the project. Kam is documenting the restoration of such an historic vehicle. When the headlamps arrived Kam inspected them, and discussed what work was required.

Firstly, the lamps were taken apart, including each component, then stripped of their old protective or cosmetic coating. If they were painted we'd put them in a chemical bath, and if chrome plated, we'd reverse the polarity of the electrolysis and strip the layer of chrome off and the layer of nickel under the chrome to expose the bare metal.

Once that stage had been completed, we re-treated the surface. If the material was steel and rust was present it would be blasted then dried. The pieces that required special restoration, for instance repairing maybe broken hinges, lining up catches etc, would all be done in the workshop by the technicians, using, as we explained before silversmith techniques, such as soldering, filing etc. Any detail that needed to be re-engraved, maybe





detail of branding or serial numbers would be re-engraved or restamped.

Then once all components lined up, the buffing process would commence. This is like a preparation of the metal, to highlight any hidden imperfections. Once that process had been completed and we were happy with the product we'd move to the next step. Once the buffing process had been achieved to the required quality the first layer of copper would be added to the items to be chrome plated.

This process would take between one and two hours in the tank depending on the size of the item. After that we'd polish the copper ready for the nickel and chrome deposit. Normally the nickel deposit process takes about 30 minutes and the chrome deposit about 5 minutes. Meanwhile the internal components would follow the same process, but instead of nickel and chrome they would go to be silver plated. Silver plating has the best reflective properties. That's why we still use silver. All holders would be silver plated, rewired, retested etc. to ensure everything was in full working order.

Once all components reached their finished stage final assembly could take place. In the case of WNO481 a few parts were left to be painted, which occurs when customers want to color code the parts with the body paint, so instead the item is prepped. Once assembled, it's tested again and is ready to go.

Tom notes "A lot of people don't realise all the processes that are involved. All the safety aspects that must be observed due to the hazardous chemicals used to strip and clean the metal as well as the care that must be taken. My father was a craftsman, he loved and appreciated other craftsmen and I grew up with that appreciation. One of the biggest compliments that he could pay someone would be to say that they could lose days talking about their crafts. We'd be driving along as kids and he loved architecture and he loved buildings and

building work. All of a sudden, he'd pull up and Mum would say to him, "We're supposed to be going somewhere, we're late." Dad would be looking over at some building and he'd say, "look at that, the architecture, those columns. Remember I showed it to you, remember you saw it here first." Mum would say, "Can we just get to where we're going? Never mind all that." But he loved it.

That's the way the bus restoration and preservation community is, also the historic vehicle community. They want to know every detail and they admire the work, and so to understand the processes is a great thing."

Joe adds "It's a combination of techniques. You are using your hands and hand tools and then you have the technology when it comes to plating and polishing. If everything is completed with passion you get great results and that's all it is."

As we approach the 50th anniversary in July and August of WNO481 living the dream of being chosen as the 1972 Wings Tour Bus, touring with Paul McCartney and Wings over 12,000 km's/7,500 miles, we are happy to announce we are approaching the final stages of our restoration. Still lots of challenges to overcome but to acknowledge that it could only have been achieved With 'A Little Help From My Friends' and thank everyone who supported and helped make the restoration dream a reality. I would like to unveil the design of the forthcoming Paul McCartney's 1972 Wings Tour Bus Restoration Roll Of Honour. The final version will hang in the bus and feature the names of those who were involved underneath the wording: TO THOSE NAMED AND THEIR TEAMS WHO GAVE OF THEIR TIME, SKILL AND PATIENCE WE SALUTE AND THANK YOU.



**Thank you to Tom Creaven-Jennings and Genius of the Lamp, we wish them continued success in completing the restoration.**

**To see WNO481, get a date in your diary for the Classic Motor Show at Birmingham NEC from 11-13 November 2022 where she'll be on centre stage with various guests!**

# The World's Fastest Jensen

TECHNICAL  
UPDATE

by Ian Northeast

## Early 2022 Report.

The start of the year has led to interesting times.

Unfortunately the people at Abbey were not capable of finishing our car so we were very rapidly back to square one.

Luckily, after an appeal to some other land speed racers a new tuner has now been found.

Rich at Redline Tuning has turned out to be the person we have been searching for, for some time now. Rich is a very understated man, but he really knows his stuff.

On Feb 15th Harry and Ian took the car up to see them in Essex. The arrangement was, we would drop the car off and then return at 5.00pm unless we received a phone call before.

As the trip involved the lovely Dartford crossing, which is an infamous traffic hold up, this meant an early start. Once the car had been delivered the boys met up with another friend of the project Steve Dunster.

Steve organised the Horsepower show we attended a couple of years ago and until his health began to fail was planning on joining us in Utah this year.

So leaving the car in Rich's careful hands they all set off to await the dreaded phone call!

For the rest of the day, despite Steve's scintillating company Ian spent the time nervously checking his phone.

The call never came and so as the clock neared five they headed back to Basildon for the news.

The news was as good as could be expected after so much advice from so many different sources.



The car was now running as well as it could in it's current specification but the data has now shown us what we need to change to get more performance from our package.

As it turns out both our turbocharger and fuel pumps are under spec. So we now have to change these for higher performance items and with a few other minor wiring issues to sort we are now well under way to completing our mechanical set up.

During the search for an engine tuner, we were not idle.

Thanks again to our friends, this time at Horley Tyre and Exhaust we were able to make some really good progress on our flat floor.

Whilst we appreciate this looks like a load of rusty tubing, once skinned these frames will be our flat floor. The concept is that any air travelling under the car will pass quickly and without disruption.

The other issue is that the floor needed to be removable so we have made it in four sections to aid fitting and removal as necessary.

This floor once finished, represents the last of our aerodynamic aids and so once the engine is sorted and the floor skinned we will be down to finishing touches.

It's very nice to have some sort of end in sight.

## Tongue Talk

Following on from our first trip to the guys at Redline Tuning in Essex, we were given a list of updates that were necessary to get the car up to speed.

There were some minor modifications to wiring loom to make full use of our ECU. Straightforward cutting and joining.



Old against new



Our old turbo next to a unit from an Audi TT



Our two high pressure fuel pumps were both putting out around 200 litres per hour, unfortunately the data from the first dyno runs showed that we were losing fuel pressure at high revolutions. As a result these were replaced by two more pumps both capable of 400 litres per hour.

In simple terms the engine is now using more than 3½ litres of fuel per minute once running over 5500 rpm. As our peak is at 7000 rpm, with the current cost of fuel, huge power really doesn't come cheap!

We also discovered that our turbocharger was undersize. Those of you that have seen this will find it slightly hard to believe as it is already huge by normal standards.

The main reason for fitting a turbocharger in the first place was to allow what is a slow and 'lazy' engine to spin at the 7000 rpm we need to reach our target speed.

The original turbo was actually causing a restriction above 5500 rpm and was not allowing enough air through to the engine.

So, with our new turbocharger, improved fuel pumps and corrected wiring off we went back to Redline tuning to try and complete our engine mapping and tune up.

As is always the way with these things, when you start to stress parts and mechanisms on what is a complicated system you do end up showing the next weakest part.

The day on the dyno was going well and as the tune was getting nearer to perfection both the measured BHP and torque were increasing rapidly.

We were running minimal boost from the turbo and once the base map was sorted we could start to up the pressure from the turbocharger.

Unfortunately this optimism was then followed by the all too familiar sudden noises and loss of power to the rear wheels.

The big difference this time was rather than wondering what had failed we had information to both point out what had



happened and what we would need to prevent it.

It turns out a by-product of enlarging the engine was that the increase in power also causes an increase in torque.

Unfortunately torque is the enemy of gearboxes.

It turns out that whilst we were producing 600 bhp we are also producing 650 ft/lbs of torque.

After a bit research we discovered that our gearbox, from a ten cylinder Dodge Viper, whilst it is designed to cope with 800 bhp is only designed to cope with 425 ft/lbs of torque.

The difference in power requirements is highlighted in the image above right.

The one on the left, is the first motion shaft from our (not up to it) gearbox, the one on the right is exactly the same part from a Reliant Robin. We appreciate the Reliant is not the most powerful, but it certainly shows the difference.

The first motion shaft is the part that transfers the engine power to the gearbox.

As a result we now have a new and shiny gearbox that is designed to cope with a lot more torque.

Whilst we were organising the gearbox we also took the opportunity to double check the condition and strength of the remaining drive train parts.

As a result the rear axle, clutch assembly and propshaft were all removed stripped cleaned and treated to new lubrication.

We also stripped the engine to make sure all was well inside.

Unfortunately on start-up, the engine still has a disquieting noise. We have since stripped the engine again to see if we can locate the errant part.

As this update is written we still do not know exactly where the noise is coming from.

The mystery deepens, and we will try and keep you informed as and when the answer show itself.

A very frustrating time!

To our project is not simply to see how much time we can spend in a cold cramped workshop, but what we really



want to achieve is to inspire others.

If we can encourage someone else to get any historic vehicle out of the shed or simply get up and do something they wouldn't have done otherwise then we have succeeded.

Racing is not about how fast you get from the start line to the chequered flag. It's about the amazing people you meet, the fantastic places you go and the wonderful things you learn on the way.

Firstly I wish to thank all the Clubs for advertising Drive it Day within your publications. Without you we will be unable to raise the much needed funds for Childline®. - Thank You.

'Morris Monthly' the magazine from the **Pre-1940 Morris Register** details a wonderful feature on 'Reaching 100 - The Austin Seven - A pictorial tribute'. The pages are adorned with a wonderful spread of various vehicles in all their glory.

The **Historic Rally Car Register** featured an article entitled 'The Night Was Dark and Stormy'. Can you guess what it was about? Yes, an event in the dark. Apparently "the wet weather rather decimated the entry as the torrential rain and lake size puddles played havoc with [the] historic cars electrics"!

Fancy reading something different? Denis Chorlton shares an insight to some military books and provides full reviews on each (eight) within 'Windscreen' the magazine of the **Military Vehicle Trust**.

The **1100 Club** provide a full page of content on their Social Media. It's a great idea to share information with those who are unable to use social media channels.

'There are many transport companies that have been part of the Foden history from the early days of steam through to diesel. Some of their stories are remarkable and often one person shines through as being an icon on that journey. One such man was John Werrell.' To find out more you will need to read the April edition of 'Foden Society News' from the **Foden Society**.

The Spring magazine of the **Invicta Military-Vehicle Preservation Society** remembers the Falklands 40 years on. 17 pages of thoroughly interesting material from the military vehicles used on the Falklands, how they were used, to an article on 'The boy who witnessed the horrors of the Falklands War' to 'The Falklands Conflict - It's Lasting Legacy'. Thank you for this slice of history.

The Star National 2022 is on its way! For those who are unaware, that's the **Sunbeam Talbot Alpine Register** National. To be held between 8 - 11 July at the Langstone Cliff Hotel, Dawlish, Devon. Don't forget to add it to your diaries!

One lucky member of the **Devon Vintage Car Club** was approached by a representative from Adrian Flux Insurance as they wanted to produce a feature for their 'Influx' magazine on car clubs and their members living in the South West. After two days of successful filming the operation was complete and should be available to view on YouTube from 16 April.

For anyone who owns an Alvis 12/50

there is an interesting article in 'The Bulletin' from the **Alvis Owner Club** on curing a 12/50 oil leak. 'In the twenties, the science of keeping oil inside engines was very different to what it is now. Engine tolerances were far greater, oils were thicker, and so less prone to leaking, and the requirement for sealing was far less important than it is nowadays, oil leaks were simply an accepted fact of automotive life.'

If your around on Saturday 21 May and live near Somerset the 2022 **BSA Front Wheel Drive Club** will be hosting their Cheddar Run from the Devonshire Arms in Long Sutton, near Langport. Hope they enjoy the day.

Within Jon's Technical Corner inside the **Gold Star Owners Club** magazine, 'Goldie', Jon confirms that engine and chain case screw sets are being offered on eBay with UNC (unified) threads instead of the correct BS Whitworth threads. These are being offered in stainless steel for B31/33 etc. which could include Gold Stars. The vendors claim that UNC are supplied as Whitworth is no longer available and the threads are fully interchangeable anyway. NEITHER OF THESE CLAIMS ARE TRUE although, to their credit, they do state openly that UNC are being supplied. - Many thanks.

Inside the pages of 'Cross Purposes' the journal of the **Vauxhall VX4/90 Drivers Club** is the second instalment of a look through the Vauxhall colour charts. This Jan/Feb/Mar edition details the colours for the VX Series and VS4/90 & Ventors.

Adorning a large section of 'The Steam Car' the magazine of **The Steam Car Club of Great Britain** is chapter XVII from a book entitled 'Through the Alps to the Appennines by P.G. Konody (1911)'. A very interesting read along with some historic photographs.

If you're looking to purchase an AC you may be interested to read the April edition of 'Action' the magazine from the **AC Owners Club**. They detail Auction News from completed lots to those that are forthcoming!

Are you around between 24-26 June 2022? The **Austin Ten Drivers Club** are planning their National Rally at Holt Rugby Club in Norfolk. For more details you are welcome to contact the club. [www.austintendriversclub.com](http://www.austintendriversclub.com)

Over Christmas one member of the **British Salmson Owners Club** acquired a copy of Donald Cowbourne's book "British Rally Drivers, Their Cars & Awards 1925-1939". This is only one of the three encyclopaedic volumes that he compiled before his death in 2008, the lifetime work of a true enthusiast. This volume

contains detailed lists of the entrants, cars, and results of all major rallies in the UK and the Monte Carlo. This was the heyday of British rallying when the competing cars were standard models and the drivers amateurs. The rallies also included "coachwork" or concours classes which were seen as important showcases for the manufacturers.

One member of the **Surrey Vintage Vehicle Society** shares an insight with fellow members what it was like on the London to Brighton Run 2021. His father's 1902 Wolseley 10HP tonneau body had completed many Brighton runs both in his ownership and before. "For health reasons Dad made the decision not to join at the London start line and offered me the chance to drive the Wolseley from London and meet him in Merstham where he would join for the rest of the run down. Driving the Wolseley anywhere, let alone central London, on my own was a nerve-racking prospect." The readers later found out that the vehicle didn't finish, however I'm sure everyone enjoyed the day.

Mallory Park, the historic circuit in Leicestershire, played host to the first of this year's **Jaguar Enthusiasts Club** TrackSport events. The day gave Jaguar Enthusiasts' Club members a unique chance to experience this iconic circuit, both in their own cars, but also as passengers in famous heritage vehicles and race cars from Jaguar's history.

The **Norfolk Austin Seven Club** February club night saw the welcome return of rally-driver Peter Coates (and wife Allison), who gave an interesting and well-illustrated talk on their 2019 adventures with a Lotus Elan in Kazakhstan, Tajikistan, Uzbekistan and Kyrgyzstan.

The **Oxford Bus Museum's** Tiger emblem is a radiator badge from a Black & White Motorways 1929 Leyland TS2 "Tiger". This enamel badge can be seen on the radiator of DF 7555, one of a batch of 19 delivered to the company in 1929. It was withdrawn from service in 1937. The badge and the photograph are on display in the main bus museum.

In the magazine of the **Post Vintage Humber Car Club** readers will find within an interview with Jools Holland OBE DL. Jools is a world renown musician with a history of playing in such groups as Squeeze ('Up the Junction', 'Cool for Cats' etc), has his BBC TV shows 'Later with Jools Holland' and the much applauded annual Hootenanny show on New Year's Eve and playing many concerts up and down the country with his Rhythm & Blues Orchestra. He is also a club member who recently received a book on Post-war Humbers. The author and club were delighted as Jools wanted to personally

thank them for such a kind gesture. Jools liked the book and he followed on by telling how his interest developed.

Inside the (electronic) covers of 'Newsbrief' from the **Trojan Owners Club** is a delightful feature on a vehicle known as the Trojan Utility Car. It went onto the market at £230 in 1923, reducing to £125 in 1925, the same as a Model T Ford.



The **Vincent H.R.D Owners Club** have seen Vincents used in all sorts of sporting and recreational activities. Jeff Holt a rider of a Shadow, was a wealthy pastoralist whose family owned Delny Downs cattle station (some 1000 square miles) located 200 miles northeast of Alice Springs in Central Australia. His particular Black Shadow was used for the purpose of kangaroo shooting in the remote outback of Australia.

Do you own a Panther and re free between 29-31 July? If so, the **Panther Owners Club** are looking for 200 to be on display at their 45th National Rally.

Its great to hear things are getting underway with the updated **Speedsters and Spyderys Club** website. Their objective is to have a fresh modern look.

Do you know what a Micromoteur is? Well the **National Autocycle & Cyclemotor Club** and their members now do! 'In order to generate additional turnover, various Cyclemotor manufacturers also offered their engines for sale as an outboard motor. The Micromoteur was a product of the Labinal Company from Saint-Ouen near Paris. Micromoteur literally means "little engine". The outboard variant was appropriately named Micromoteur, which means "little Rower".'



Congratulations to the **Fiat 500 Club** on reaching their 30th Anniversary. The Fiat 500 Club was formed after a trip to Garlenda, Italy. The first gathering of 25 enthusiastic Fiat 500 owners was held in Wendover on 27 September 1992. Articles in the Daily Telegraph and the Classic & Sportscar magazine helped promote the club and by November 1992 they had 70 members.

The **Vauxhall Victor** is 50 years old this year (1972-2022).

The **National Street Rod Association** is 90 years old! Congratulations.

Happy 40th Anniversary to the **2CV GB Club**.

Did you know 2022 marks the 60th Anniversary of the **AC Cobra**?

The **Reliant Sabre & Scimitar Owners Club** were founded in 1972. Congratulations on their 50th Year!

The **Vintage Japanese Motorcycle Club** turns 40 this year. They are planning to hold their Annual Rally from 1-3 July 2022.

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