

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 3 · 2022

Drive It Day & Ride It Day 2022

A round up of the most successful event to date



Plus

Classic Car Loan Project

FBHVC supports young drivers

Salon Privé Concours de Vente

A fine display at the inaugural event

Apprentices are exceptionally motivated

Ofsted report for The Heritage Skills Academy

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Editorial Wayne Scott Communications Director

This edition of Federation News lands right in the middle of peak show season, so I sincerely hope that whatever historic vehicle you are passionate about, you've been enjoying ample opportunity to get out and about and enjoy it.

Because that's what it is all about isn't it? Enjoying our transport heritage on the roads and sharing our enjoyment with others freely.

The situation around us in the world remains in turmoil, but we have our shared interests to ensure that whatever division there is in normal life, we at least can come together for a common cause.

Unfortunately coming together has become more costly in recent months. When I first bought my Triumph TR in 2015, petrol was at 87.9 pence a litre and it cost between £40 - £50 to fill it up. Recently, I took it up to Beamish Living Museum in Northumberland and found it impossible to fill up for less than £100. The round trip from home in Lincolnshire costing over £200 by the time I had returned from a weekend enjoying the roads in that part of the country.

Doubtless that this is going to have an impact on our shows and events, so I would encourage everyone to support events where they can and attend as many as you can reasonably afford to, just to make sure that when things reset and steady – as they will – that we still have some of our favourite club events left to enjoy on the other side.

The costs of running club events have also shot up exponentially this year as well, so before you give your club a hard time over perhaps a small increase in the cost of entry tickets, just remember what they are having to outlay to make it happen and, in most cases, just break even, despite the use of a volunteer workforce.

Last month, I had the pleasure providing the commentary for MGLive! at Silverstone and was met with lots of very enthusiastic MG Car Club members and visitors. It was great to see that event back after its 3-year hiatus. Later this month I will also be commenting on the Classic and Supercars event at Sherborne Castle, Dorset which I'm very much looking forward to. The great news is that both events are reporting excellent numbers on attendance thankfully so it demonstrates that, through all our support, we can all keep all our beloved events thriving through these

tough times and ensure that historic vehicles are being seen and enjoyed by enthusiasts and the public alike.

I was recently asked why it was that we at the FBHVC are so active at representing all forms of heritage transport, rather than focusing on just the most numerous – which would be classic cars of course.

The answer is obvious when you look at it in the context of social history and understand that the importance of what we do is to preserve our transport heritage, as it was in history.

It's easy to wander around our motor museums or up and down the rows of cars at a classic car show and take for granted, through modern expectations, that everyone used to experience ownership of these cars when they were new.

Nowadays motor cars specifically are present in every aspect of our daily lives and ownership has become more akin to the purchase of everyday household utilities or white goods – we expect to have them.

It's difficult to imagine that in the era during which many historic motor cars were built, the ownership of a car was more of an 'ambition' for most than a 'given'. Even the most modest motor car would have been seen as a significant status symbol during those times and for most people, buses and motorcycles would have been the more familiar form of motorised transport. That's why all forms of heritage transport need to be protected together, as a single community to tell the story of our past collectively rather than be split into interest groups.

It's also a reminder that, if we think things are expensive and times are hard now – let's just remember that in comparison to the 1930s for example, when cars and even petrol were almost completely unaffordable for the average person on the street, we still have it pretty good!

Finally, a huge thank you to everyone who came out in support of this year's Drive It Day. We have exceeded the figure from last year, enabling us to fund Childline for another "One Unforgettable Day" thanks to our amazing community. This will fall again on the opening Friday at the NEC Classic Motor Show. Next year Drive It Day will take place on St George's Day April 23rd, so time to get your 'George Cross themed' ideas under way soon!

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

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

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Introduction

I hope you have been able to take advantage of some bright and dry spring/summer days to dust off the cobwebs on your historic vehicle, be they 2, 4 or multi wheeled.

With correspondence in the Federation post box reflecting a degree of pessimism and despondency about the future, making use of your pride and joy should prove a real tonic to many of the

challenges facing everyone. We appreciate that there are problems over availability of E5 (although to be fair there were shortages of all types of fuel due to protests), there are constant reminders about 2030 deadlines for ICE sales and renewed initiatives for self-driving vehicles. However you will see from the Federation website how much we have done and continue to do to alleviate the worry and allow you to enjoy your

passion. As previously promised, in this edition I have a section on Road Pricing, and updates on "self-driving" government proposals and "VNUK". However for those waiting with bated breath for an update on the need for an MOT for HVs going to the continent, I have to confess that despite sterling efforts, we have yet to receive a response. As they say at PMQs in Parliament, may I commend readers to the answer I gave earlier in Issue 4, 2021.

Environmental Matters

I have no significant update on new or expanded CAZ or LEZ in this edition. For a brief moment we thought we had missed the consultation for a new ULEZ carrying a £12.50 charge which would have affected traffic travelling on the A5 through Towcester – until we checked the date for the news release – 1 April 2022! Well done to the AboutmyArea local web magazine and its intrepid reporter, Avril Phool.

VNUK

By the time you read this, the Motor Vehicles (Compulsory Insurance) Bill will have had its 3rd reading in the Lords and be on its way to becoming law. Readers of previous editions of this column will know that this private member's bill, supported by Sir Greg Knight, was introduced to reverse the malign effect of the 2014 Damijan Vnuk case where a Slovenian farmworker was knocked off his ladder by a trailer attached to a reversing tractor and insurers refused to pay out because the accident occurred on private land. The European Court of Justice ruled that the claim should have been covered by a motor insurance policy resulting in the range of vehicles that required insurance to include many used on private land. Along with other organisations, the Federation expressed concern that if not reversed; the need for insurance might extend to vehicles on a SORN and would have a potentially crippling effect on motorsports. The EU took steps to reverse some of judgement but since the UK courts had already applied the judgment to cases arising in the UK before Brexit, separate UK legislation was required. For more of the background see Newsletter Issue 4, 2021. The Government provided support to the Private Member's Bill intended to undo the problem, noting that if not reversed, to cover the additional risk, premiums for all would rise by at least £50 per annum. Those threats are now removed together with the possibility that ride on lawnmowers and other equipment not used on public roads would be subject to compulsory road accident insurance.

Road Pricing

As I trailed in the previous edition of the Newsletter, I thought readers might be interested in a bit more background to and discussion of the concept of Road Pricing (essentially paying per mile) and what it might mean for historic vehicles (HV's). I am grateful to an essay by Stephen Glaister, Emeritus Professor of Transport and Infrastructure at Imperial College London for assistance in providing details of some of the historic sources.

The topic eased into the mainstream news in February of this year when the Transport Select Committee presented its report pithily titled "Road Pricing". The impetus behind this report and a previous one by the Committee was the government inspired shift to electric vehicles and the end of the sale of ICE vehicles in the UK by 2030. The report stated that it "examines the consequences of the shift to electric vehicles, including tackling the decline in fuel duty and vehicle excise duty." If electric vehicles remained exempt from VED and with the decline in revenues from fuel duty, the

loss of revenue from the £35 billion a year generated by motoring taxation would be a significant sum when set against the cost of funding essential public services. Not be overlooked is that electric vehicles are not contributing to road maintenance.

Hence the Committee's considered the alternatives and the knotty issue of charging per mile. They are, however, by no means the first body to wrestle with the topic and previous initiatives are both fascinating and occasionally absurd. The Committee report reflects the unhappy history of the concept; various UK governments have toyed with it for more than 50 years and have implemented sporadically solutions like toll roads which have proven more palatable on the continent. However academic consideration of road pricing goes back even further. The distinguished economist, Milton Friedman, in a 1951 paper, considered the pros and cons of the various ways to charge for the use of roads in the US (including the conventional ones of road tax and fuel duty). His view

adhered to that of most economists; charging should be more closely aligned to **actual** road use, taking account of the type of road and vehicle. Thus would congestion be reduced and fuel consumption (more of a priority than the environment in the 1950s) improved. Such ideas were stymied by lack of technical solutions at that time but nevertheless he applied his considerable intellect to how a charging process might be designed. Even for that atomic obsessed era, his solution was somewhat "far out":

"[One could] incorporate minute traces of radioactive material in the paint used to mark center lines of roads, and that cars could carry sealed Geiger counters that would accumulate the impulses received. A charge could be levied of so many cents per so many impulses to be paid periodically."

Back in the UK, in 1964, under the chairmanship of a Dr. Smeed, of the Road Research Laboratory, a report into the "economic and technical possibilities" of road pricing was produced which was



The (Modern) Man who praised Road Pricing at the Automobile Club

to influence thinking right up to today. Whilst the report panel under Dr. Smeed was enthusiastic about a system which more directly charged for use of the roads, it was constrained in its ambitions by two snags; the first was technical once again and the second, political. In relation to the former, the various systems of measuring and therefore charging for use are definitely "of their time" and somewhat bizarre to the modern reader if less potentially lethal than Milton Friedman's. Only those old enough to remember "feeding" clockwork parking meters would understand one of the ideas which was to install a similar meter in the car, paying according to the different colours assigned to different road locations and with the meters being read every three months at appointed garages. Other ambitious solutions considered included fitting a pickup and receiver device strapped to the outside of the vehicle together with a meter which would be triggered by electric loops embedded in the road. None of these innovations were tested due the second snag; apparently the ambitious Dr. Smeed did not adequately consult the Minister of Transport, Ernest Marples (he of M1 fame), before producing the draft report and therefore it never had a fair wind from the executive.

Its next outing was in 2004 when Alastair Darling was the Transport Minister (later the Chancellor of the Exchequer)

under Tony Blair and he commissioned the Road Pricing Feasibility Study. Although, the London Congestion zone had already been conceived, broadly the only barrier the report perceived was a technological one. In its conclusions it stated that:

"National road pricing is thus not currently technologically feasible in terms of practicality, functionality and cost. But it is becoming so. Our best estimate is that it will be available within the next 10 to 15 years."

The report also appreciated that public resistance would be a factor and advocated that the government needed to "inform and lead a debate to promote public understanding and trust." That this did not happen even though there was still political will, was largely down to an e-Petition in 2007 which garnered 1.8 million signatures (at one point attracting over 100000 signatures a day!) demanding that the PM "Scrap the planned vehicle tracking and road pricing policy". From that time up to the recent select committee report, there have been other formal reviews, but the political fallout in 2007 has plainly been a deterrent to firm action. In addition, at that time the technical problems remained.

Those technical barriers no longer really exist for reasons that readers will appreciate. However political caution remains, and the reason is not complex; the public, you and me, do not trust the government to replace existing vehicle

and fuel taxes with road charging but simply add them to the existing burden. Or, as the select committee said:

"In designing a replacement for fuel duty and vehicle excise duty, the Government must ensure that any new motoring taxes entirely replace fuel duty and vehicle excise duty, rather than being added alongside those taxes, and result in most motorists paying the same or less than they do."

The new impetus is not congestion, pollution or even equity but the transition to Electric Vehicle (EV) and dwindling fuel duty and VED revenues and the fact that EV owners will eventually have to contribute to maintaining the roads. Indubitably the government will tread carefully in reaction to the report and I cannot forecast all the options. However, based on the Committee report they might include:

- Introduce a VED rate for EVs.
- Tax at higher rate the electricity used in EVs (perhaps only from public charging points).
- Introduce road charging whilst leaving fuel duty and VED in place for ICE vehicles.
- Introduce road charging but tapering down fuel duty and VED for ICE.
- Introduce road charging and VED for EV.

I am sure readers will come up with more combinations.

Historic vehicles

It is clearly too early to anticipate how the HV community might be treated or respond. There was nothing in the Queen's speech in May which referred to the topic. Obviously the current recognition of our low mileage and importance to cultural heritage through a zero rate VED for over 40 year old vehicles we would wish to be continued under any changes. So long as HVs pay fuel duty, we can honourably state that we contribute to the maintenance of the roads we use. However, in the very unlikely event of an end to fuel duty and

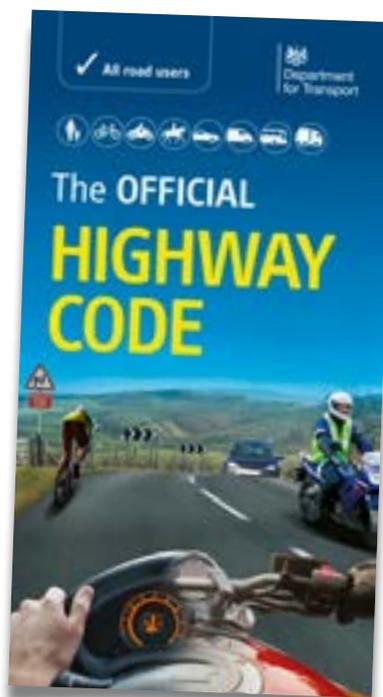
a wholesale transition to road pricing we might be forced to assess our position. One helpful suggestion in the select committee report is that there might be an annual allowance of "free" miles which would benefit most HV owners and act as a discount for others. At any rate given our relatively small numbers and low mileage, I do not anticipate our movement being a target for revenue generation. On the other hand, as has been identified in some specialist media, our colleagues in vehicles over 30 years old might benefit from an option

which scrapped VED and transferred revenue generation to road charging.

So early days, but some food for thought on a topic which is bound to arise in the near future. So long as fuel duty remains in place, an exemption from road charging for HVs would make sense as we are making our contribution to highway maintenance. If that powerful case for a road pricing exemption fell short, I anticipate we could make a strong argument for a quota of "free miles" perhaps up to at least the average set out in the Federation survey.

Self-driving Vehicles and the Highway Code

As I said above, there was nothing in the Queen's Speech about road pricing. However a subject mentioned fairly frequently in this column did arise namely, self-driving vehicles (also referred to as autonomous or driverless vehicles). The DfT announced changes to the Highway Code to cater for vehicles being used in an automated mode and clarifying drivers' responsibilities, including when a driver must be ready to take back control. The media focused on drivers being allowed to watch a film but not use their mobile in automated mode. I will not rehearse the aspirations of the DfT on this front save to mention their intent to allow **vehicles fitted with automated lane keeping system (ALKS)** to use that mode in slow moving motorway traffic in the near future. However, manufacturers have yet to produce a vehicle capable of operating safely to the Secretary of State's satisfaction. We responded to an earlier consultation on ALKS and these Highway Code proposals commenting on some of the inconsistent terminology in relation to driverless vehicles. We note that the preferred solution is to now refer to them generically as "self-driving". They did not accept our recommendation that the need for a driver to be prepared to take back control and not to leave the driver's seat (!) should be expressed as a mandate (i.e. must) but have retained it as "should" notwithstanding the quoted statutory provision (section 3 Road Traffic Act). We'll see how that works out! As you will expect all our responses to proposals in this area have been to ensure the safety and freedom of HVs to operate alongside those controlled by new technologies.



Modernising Vehicle Standards

I know there are those who remain concerned at government proposals on modernising vehicle standards and are very exercised about possible future policy initiatives on tampering and modification notwithstanding action by the Federation and other organisations which resulted in clarification from the DfT. Whilst one can never be complacent about change to vehicle regulations, the recent select committee debate on the Petition regarding the issue largely confirmed the position the Federation adopted when the issue cropped up in November last year and reaffirmed the DfT does not intend to make any new regulations apply retrospectively. That is, the government's principal concern is to ensure the safety and security of autonomous vehicles which, like your iPhone or Android device, cannot be fiddled with at all but avoiding affecting lawful modifications. Read the debate proceedings here <https://hansard.parliament.uk/commons/2022-04-25/debates/F816EED7-62C8-40B4-89E8-1728DFD5F3EE/VehicleTamperingOffences>

Looking for a place to visit with your historic vehicle?



Gilks' Garage Café is not just another 'themed café'. It's run by the same family that originally ran the garage business, sharing the same passion as their forefathers, to deliver honest friendly service to the highest possible standard.

We serve local produce where possible, homemade cakes and of course great coffee in a genuine friendly, fun and funky environment.

Decorated using original signs and features from the garage's heyday as a local Rootes Dealership, the café is popular with classic vehicle owners looking for a pit stop cool destination.

Gilks' also welcomes clubs for breakfast, brunch or lunch, plus pizzas and burgers every Friday and Saturday from 17:00 to 20:00hrs, (limited to approx. 20 cars due to size restrictions).

Situated on the edge of the village of Kineton, it is a gateway to great driving roads in south Warwickshire.

Gilks' Garage Café, Banbury Road, Kineton, Warwickshire, CV35 0JZ why not pay them a visit?

We are pleased to be able to report positively on the continuing recovery by DVLA from the difficulties and backlogs of the pandemic.

Now with additional leased premises both in Swansea and in Birmingham plus the recruitment of significant numbers of new staff at these sites their turnaround times on most of the paper transactions are back to pre-pandemic levels. There are no significant backlogs remaining. By way of confirmation of this encouraging news our Chairman tells me that a recent application for the renewal of his driving license including C1 entitlement was returned within 12 days.

At the last Historic Vehicle User Group forum DVLA shared some data from First Registrations and from Kits and Rebuilds, which are of course the two sections mainly involved with the registration of historic vehicles, although DVLA are not able to extract historic vehicles from the general data. These show a general reduction in volumes compared with pre-pandemic times. K & R response times are at their normal level.

I have no doubt that you will all have read the media coverage of projected cuts in Civil Service headcounts of up to 20% together with the predictable reaction from the appropriate Trade Unions. The Federation has no views on those plans as such but we will watch the situation very carefully as it develops and lobby appropriately to ensure the current services available for historic vehicles remain at least at their current levels.

Understandably when sending important and potentially irreplaceable

documents to DVLA in Swansea many people make use of a Royal Mail 'signed for' mail service. From even before I took on this DVLA liaison role I was aware of many contradictory stories and rumours concerning the efficacy of doing so. This was compounded just prior to the pandemic by contradictory information provided separately by DVLA to our Chairman and to his daughter. As normality returns I have been able to obtain a definitive comment from DVLA. They are very clear – "sending important documents using Royal Mail's 'Signed For 1st Class' service should allow us to track receipt of the application at the Agency".

There are two other important points that need to be made regarding DVLA mail operations. The first is that even with the undoubted success of their digital services they still receive a colossal volume of physical mail, some 80,000 items per day on average! To assist with the sorting and distribution of this there are over 40 different post codes for their various driver and vehicle services. Obviously the use of the correct post code will aid the sorting process and reduce the risk of any mail being mislaid or wrongly directed. A list of those most applicable to the needs of the historic vehicle community is shown with this column. Secondly, several of my FBHVC colleagues and I have seen this mail operation in action for ourselves and it is a very thorough and considered process.

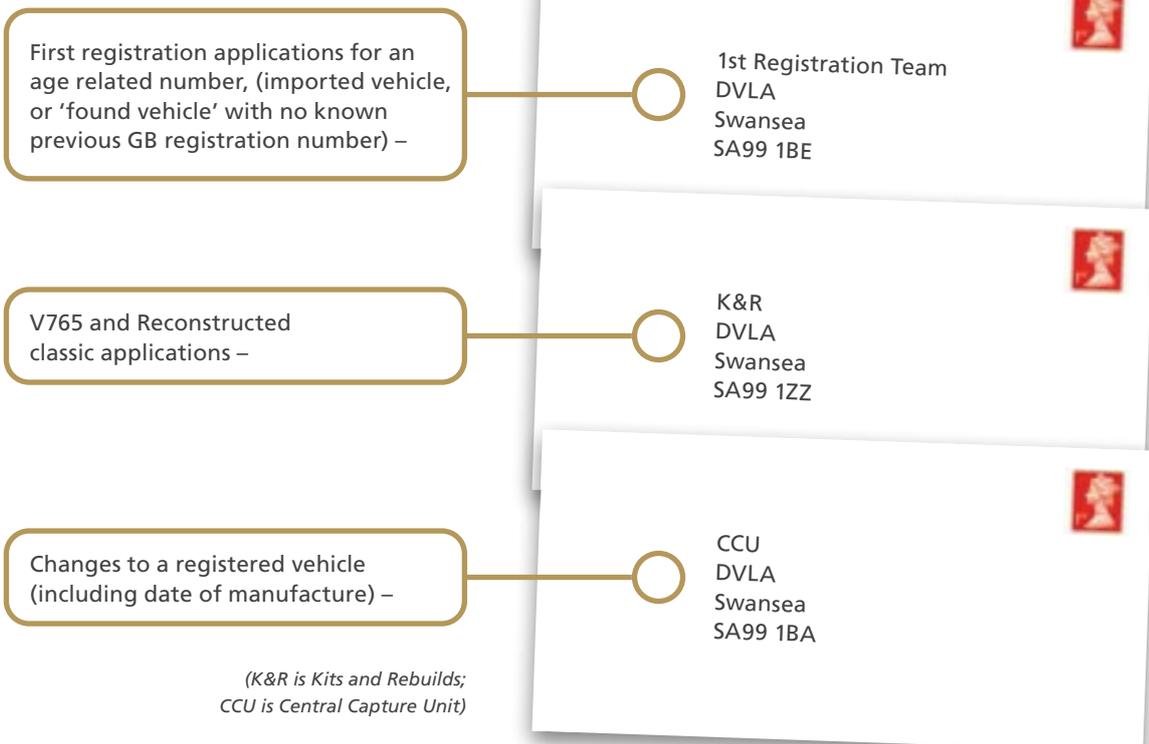
Unfortunately I have to end on a somewhat less optimistic note with reference to one ongoing problem and, possibly worse, the apparent return of a problem we thought we had resolved.

I have written before about 'missing'

chassis numbers, which in practice means any situation where the original chassis number is no longer present in its original form. Most recently this has arisen with regard to replacement chassis plates but it can arise in many different circumstances. In this situation the DVLA position is that the original vehicle no longer exists and that the vehicle now presented is a fresh vehicle which must be registered as such, probably with a Q registration. We recognise that there are some, both individuals and companies, who seek historic status for vehicles which are not entitled to it and that this policy is in part intended to counter such endeavours and in that respect we support it. However in some circumstances we feel the application is unreasonable. This whole issue has been discussed with DVLA on several occasions over some years to no avail and the Federation is currently considering the next step.

Following protracted lobbying and discussions FBHVC believed a few years ago that it had obtained agreement from DVLA that a freshly constructed body on a vehicle with a chassis would be deemed acceptable if it was of a type and style that could have been fitted when the vehicle was first built. Unfortunately it seems that DVLA may have now changed their minds. We know definitively of two cases, and anecdotally of a few more, where applications to register vehicles with what seem to us to be acceptable newly constructed bodies have been rejected. We have raised the issue with DVLA but they do not seem very keen to provide an explanation. We will keep trying!

DVLA Sections & Post Codes



(K&R is Kits and Rebuilds; CCU is Central Capture Unit)

Events

Looking at our Events Calendar it seems that our clubs and organisers are back in full swing and that our new normal is now very close to our old, pre-covid, normal. A wide variety to choose from and it's also good to see so many 'local shows' being featured – so please support them if you can.

If you haven't listed your club events yet, then please do so. These are the details you require:

FBHVC Events Calendar at www.fbhvc.co.uk/events

List your club events – www.fbhvc.co.uk/list-your-club-event

Likewise for Museums, Brooklands has bounced back and now has a record number of Club Memberships, whose subscriptions are a significant, and annual, income stream. Other Museums I have visited recently have also seen a strong resurgence in their visitor numbers, and much needed revenue.

As an event organiser myself, I am making Climate Capture an integral part of my multi-day Touring Events.

I am doing this via our close partnership with Tree-V so that all participants will be able to demonstrate (via stickers) that they are taking positive steps to mitigate any pollution caused by taking part. It will also help promote FBHVC and Tree-V to the uninitiated.

One area of concern is that the continuing increase in prices, e.g. fuel, hotel accommodation, food etc. are causing members to readjust their priorities accordingly. So long distance and multi day events are becoming more expensive for organisers to arrange, and less attractive to entrants. Ultimately supply and demand will determine the outcome here but do support your clubs and the volunteers that put in so much effort to put events on – for your personal enjoyment.

So we are on track for a busy summer, with lots of club events to choose from, plus of course the increasing number of 'informal' breakfast meets that are taking place for drivers and bikers.

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On the 21 April we held our first digitisation training seminar in conjunction with our digitisation partner Genus.

Held at their premises in Nuneaton we welcomed 16 representatives from 14 clubs, and they participated in a series of seminars led by industry experts aimed at demystifying the subject of digitisation by explaining the options available, how to do it, the decisions you need to make before starting and then safeguarding the material you hold.

This was followed by an in-depth tour of their facilities which made the classroom learning come to life as delegates watched the various methods of digitisation being performed and had the opportunity to ask questions of both the experts but also the scanning operators.

At the close of the day delegates went away happy they had a greater understanding and that they were now suitably informed enough to have meaningful conversations with their club committees about how to proceed.

By the time you read this another seminar will have run on 9th June and we will run a third seminar later in year. If you would like to go on the waiting list and get a priority invite to this next seminar, please email your contact details to: archives@fbhvc.co.uk



The new Armstrong Siddeley Centre

It is great to be able to report that another iconic British brand is to have its own heritage centre. The Armstrong Siddeley Owners Club Ltd. and the Armstrong Siddeley Heritage Trust Ltd. have secured adjoining premises for the club's vast stocks of spare parts and records, and the trust's ever-increasing collection of artefacts, photographs and records. Together the premises at Pentre near Shrewsbury will be known as The Armstrong Siddeley Centre, together occupying approximately 8500 square feet.

Since 1972 the club has been the main source of spare parts for Armstrong Siddeley cars and it means they now have the opportunity to bring everything together under one roof for the club and the trust.

The Armstrong Siddeley Heritage Trust was formed in 2005. With an ever-growing collection of artefacts so is absolutely delighted to have found a new home.

The new Armstrong Siddeley Centre will co-site the supply of spare parts with the heritage activities of the trust. It will also allow the club to pass its library and archive into the custodial care and management of the trust, creating a more

accessible and long-term home for both the trust's and club's activities.

The project is currently underway with building works to remodel two adjoining premises. It is anticipated that the spare parts operation will be open before the end of 2022 and the trust's premises will open in 2023.

Keith Dewhurst, chairman of ASOC said *"For a car club to keep a former manufacturer's parts department stocked and ongoing for 50 years is, I think, an amazing achievement and a testament to all those who have gone before us. Over the years the initial emphasis on keeping the cars on the road has been joined by the need to safeguard the substantial heritage of Armstrong Siddeley, and I was delighted to support the formation of the Armstrong Siddeley Heritage Trust. I am delighted that by working with the trust and with the support of our members, we are both able to co-site ourselves in one location and create a new Armstrong Siddeley Centre in Shropshire. This will secure the future of both organisations and give those interested in Armstrong Siddeley a far better experience and range of services in substantial premises."*

Iain Campbell, chairman of ASHT said *"The new Armstrong Siddeley Centre is the fulfilment of a long held vision to have all aspects of Armstrong Siddeley interest brought together in one place. The Armstrong Siddeley Heritage Trust has been growing steadily over recent years making current space a concern. Moving into spacious premises adjacent to the Owners Club is most fortuitous. We expect to display long hidden papers and artefacts, also to help members and others to understand something of our fascination with the lifetime efforts of the pioneer John Davenport Siddeley, the First Lord Kenilworth. This move presents us with the exciting opportunity to recreate a boardroom using the original 19th century Waring and Gillow's furniture along with other fitments from the former AIS Parkside factory as well as a meeting room and work areas for research and cataloguing. The ground floors are ideal for the presentation of medium and larger artefacts. Being enabled to operate so closely together opens up great opportunities which can only add value to the enjoyment of the marque."*

We are pleased to welcome another museum into the Federation – Emsay & Bolton Abbey Railway

The Emsay & Bolton Abbey Railway is a four mile stretch of preserved railway, located a few minutes outside Skipton, and the home of a major collection of British transport history.

The sites, including two period stations and one country halt, host a wide range of locomotives, carriages, and wagons that present railway heritage from the 1880s to the 1960s to the public through a wide range of open days.

They are particularly proud of their sector-leading restorations of carriages. Vehicles on site have been restored to working order over many years, displaying the amazing craftsmanship of their

volunteers, and telling brilliant stories. Included is the London & Southwestern Railway's 1887 Royal Saloon for Queen Victoria.

They are really to welcoming groups, clubs and societies and would offer an invitation to any FBHVC clubs who may like to visit. They are happy to work with clubs about hosting a classic car or commercial vehicle meet or host a stop-off in a beautiful drive of Yorkshire's scenic Dales. Full details of their offering can be viewed at www.emsayboltonabbeyrailway.org.uk

If your club is interested in visiting please contact: office@ebar.org.uk



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“Apprentices are exceptionally motivated”



The statement above is not just my view of the training at the Heritage Skills Academy, it is the wording of the Ofsted report following the full review of the Heritage Engineering Apprenticeship in April this year.

The two day inspection by Ofsted gave a fantastic endorsement for the hard work that The Heritage Skills Academy (HSA) team have undertaken over the last four years.

It has not just been the setting up of the course and the development of the two training facilities at Bicester and Brooklands, but two of those years have been during a pandemic!

With over 150 apprentices now in training at HSA we were all a bit apprehensive about the review by Ofsted which is an important event in any education establishment.

But there was no need to worry as the overall effectiveness of the course was designated as GOOD by the inspectors.

The report also includes five further categories including the quality of the education, apprentices and leadership and management. All those categories were GOOD.

The other two categories were behaviour and attitudes and personal development and both of these were OUTSTANDING.

The following extracts are taken directly from the Ofsted report: *“Apprentices are exceptionally motivated and display very positive attitudes to their training and their job roles. They respond well to the high expectations that training staff and employers have of them. They have very high rates of attendance at their block training sessions and many arrive early and eager to learn. Apprentices are extremely respectful of each other and staff in lessons. They have empathy when talking with car owners, explaining the work they have done on their cars and making them aware of potential future concerns.”*

“Passionate and highly experienced tutors have carefully planned a logical training programme. Apprentices start learning basic hand tool skills and then move on to more

complex tooling and milling skills they need to produce replacement parts from scratch. Apprentices develop the knowledge and skills they need to understand new topics well before moving to more complex work.”

“Leaders and managers have a clear and purposeful rationale for the apprenticeship they offer, which is to provide high-quality training to replace the ageing workforce in the classic, vintage, and heritage vehicle industry. They have established strong links with employers and organisations in the industry to plan and teach a curriculum which is relevant to their needs. The specialist employers that apprentices work for value highly the training that apprentices receive, which many describe as vital to the continuation of their businesses.”

It has not been easy for the HSA team over the last few years and particularly John and Janice Pitchforth and Owain Johns who have worked tirelessly with a fantastic team of tutors to achieve such an outstanding result. Just as important is the demonstration of what a proper apprenticeship can achieve if it is done well and that is exactly what HSA deliver. More employers are now taking notice of what is now available to them and the number of people wishing to become apprentices has grown rapidly as the message gets out there. Even with the present apprentice numbers there is still a big gap to fill as the number of vacancies continues to increase at an alarming rate. There are 85 vacancies on the “Indeed” website alone and many of these are good salaries to attract experienced and skilled people.

Having supported the apprenticeship programme from the start I think we can all be proud of what has been achieved to date and I certainly look forward to seeing the course expand further and expand the skills they are taught. Finally have a good look at the Heritage Skills Academy website, which tells you a lot more, www.heritageskillsacademy.co.uk

Drive It Day & Ride

Where were you and what did you drive or ride? Hopefully you all managed to take part in one form or another. I can honestly say that 2022 was the most successful Drive It Day/Ride It Day to date. The aim of the day was to support the NSPCC's Childline®. I am delighted to announce the historic vehicle movement increased the fundraising by 17% from last year. The funds raised in 2021 allowed the FBHVC to fund a day of NSPCC Childline® operations for One Unforgettable Day which took place on the opening day of the Classic Motor Show held in November 2021.

Our One Unforgettable Day (24 hour period) enabled the historic vehicle movement to achieve the following for our young people:

- A day that 700 children will never forget.
- It was a day where 33% talked to us about mental health, 13% about suicidal thoughts and feelings and 10% about Family relationships.
- A day where there were 5,898 message board views, the most viewed boards were sex and sexual health, creative writing and self-harm. A day where 229 new Childline accounts were created and sports and exercise, drugs and being assertive were highlighted on the Childline website.
- A day where children from all walks of life spoke up, where 71% were girls, 23% were boys and 2% were transgender, and where the majority were 12-15 year-olds.
- For many children reaching out to Childline, 12 November 2021 became the day they found a listening ear, saw a way forward and took back control.

Our community made that day possible.

So, on behalf of those 700 children and everyone at Childline and the NSPCC, thank you for making sure children across the UK had a place to turn.

Our next One Unforgettable Day will be 11th November 2022

Here are some of the events which took place. We're all so glad you had an amazing time. Roll on Drive It Day and Ride It Day 2023. The date for your diaries is 23rd April 2023.

Day It Day 2022



MP Praises Federation 'Drive It Day' Initiative

Chair of the All-Party Parliamentary Historic Vehicle Group Sir Greg Knight has praised the Federation of British Historic Vehicle Clubs for their 'Drive It Day' initiative which has raised money for the NSPCC's Childline and encourages classic car owners to take to the roads in their pride and joy.

Sir Greg joined this year's 'Drive It Day' in his 1963 Jensen C-V8 Mark I, for a tour around his East Yorkshire constituency.

Sir Greg said: "The objectives of Drive It Day are supported by the All-Party Parliamentary Group, which works closely with the Federation to promote and preserve the right of motorists to use historic vehicles on public roads."

"Drive it day helps to show our remarkable motoring heritage to the general public, gives our vehicles a healthy run and raises money for a good cause."

Sir Greg has owned his blue C-V8 for 17 years and he is still thrilled with the car after all this time. 'It really is a delight to drive' he says.

Pictured is Sir Greg Knight MP with his 1963 Jensen C-V8 Mark I, one of only 68 Mark I's made.



Record Attendance for Drive It Day in Cumbria

Over 250 cars drove to Dalemain for Wigton Motor Club's Drive It Day event which traditionally started the season throughout the UK with the Federation of British Historic Vehicle Clubs co-ordinating event on the Sunday nearest to St. George's Day.

There was a wide variety of car from vintage Bentleys, Model T Fords and other vintage cars up to enthusiast cars just 20 years old. The weather was bright although there was a cold breeze. Excellent food was served from the Dalemain kitchen.

The event raised over £1250 for Wigton Motor Club's nominated charities, Hospice at Home (West Cumbria) and Blood Bikes. A spokesman for the Club said they were delighted by the response and that the club had a full programme of events lined up for the season ahead.

www.wigtonmc.co.uk



Drive It Day reaches the USA

Could this be the most westerly Drive It Day gets? This is adjacent to the coastal highway 101 just south of Carlesbad California. 1964 TR4 owner who originated from Surrey now living in California.



Betsy

Do you remember Betsy from Issue 2? She had a starring role at the Practical Classics Classic Car & Restoration Show. Well, she was unable to go out so she had a few friends round for a gallon of 20/50!



Drive It Day on Jersey

Jersey motoring clubs celebrated Drive It Day with a display by the Jersey Old Motor Club, the Jersey Classic Vehicle Club, The Jaguar Enthusiasts Club (Jersey Branch) and the Jaguar E-Type Club (Jersey branch) of some 100 vehicles at the Waterfront. His Excellency, Sir Stephen Dalton, the Lieutenant Governor of Jersey, viewed the superb display and waved the Jersey flag for the departure of the cars, with each Club parting to separate venues. The NSPCC Childline also provided a prize for the best period dressed attire, the judging being carried out by the Connétable of St. Helier, Simon Crowcroft with the award going to Roberto Michieli. All in all, an excellent day.



Langnidd Mountain, Cumbria



M. Evans writes. "Unless on an organised run, I am always out early. This car hasn't done a Drive It Day since 2010. It belonged to my late father and was his overall favourite. (Beating such cars as a Frazer Nash Le Mans Replica and Lotus Elan). I still have his MG Midget, which I used [for Drive It Day] last year. This MGB GT V8 has had the distinction of having had HM Queen pull over to give way to it! My parents were in Scotland, in 1993 and up ahead, on a narrow road, a Land Rover pulled in to give way to them. They were rather taken aback when they saw who was driving the Land Rover!"

Bodle Street Green Drive It Day Charity Gathering & Road Run Raises Over £1500

In the tiny village of Bodle Street Green, East Sussex, saw some 250+ exhibitors turn out for the Peter Love organised FBHVC 'Drive It Day' Charity Gathering & Road Run event, helped by some very experienced marshals and friends. The sleepy village had not seen so many veteran vintage and classic vehicles visit the village hall area before on Sunday 24 April in glorious weather.

The 250+ exhibitors comprised all that make up the FBHVC family came from steam vehicles, cars, tractors, light commercials, 4 x 4s and motor-cycles.

In the village hall were model railways for the children (and grownups) besides a fine horticultural display including working stationary engines from members of the Weald of Power Club all looking over the wonderful Sussex countryside. With food and licensed drinks available, The Cabin was kept busy all day and with compere David Vaughan keeping everyone informed what was going on, there was certainly a good atmosphere to the event.

At 11am some 52 of the 79 tractors went off on a 13 mile road run which went up and down dale as it travelled around Penhurst and the like. In the fine 100+ car line up perhaps the highlight was Martin Nutter's just finished 1907 Stanley 20hp Roadster, which was originally the ex-Stanley works back-up car for the Vanderbilt races in the USA. The owner gave many rides around the village to people who wanted the experience of open motoring and steam acceleration in this very important historic car.

People didn't want to leave when it finished at 3pm after the raffle winners were announced and were still on site until 5pm. The last to leave was a 1950 Land Rover Series One at 6.45pm after the organiser welded the broken gear lever back to its selector fork after marshal Trevor Manual had stripped it all down for the 80 year old. Colin Anton and Phil refitted it, which involved removing the heater!

The team under Wendy 'D' raised from the raffle £1,500+ for Prostate Cancer UK and Ukraine Refuges which was an excellent amount.

Peter Love took the opportunity to thank everyone for supporting the event, adding: "It was a great start to the season for many and in wonderful weather conditions I really appreciated everyone coming and enjoying all the various vehicles we had here."



The children and grownups enjoyed the model railway displays in the hall



The tractors take to the road with Rodney Broadly and his 1966 Ford Pre Force 3000 who travelled from east Kent to the event



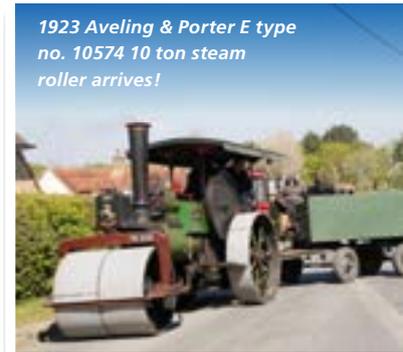
1949 ex 1952 RAC rally Allard L with 1926 Trojan beside



Massey Ferguson 590 represented the 1970s period in tractor history



Austin A35 van with 1952 MG TD, tractors and 4x4s abound



1923 Aveling & Porter E type no. 10574 10 ton steam roller arrives!



The social element is so important at these events



Two lovely Fiat 500s were part of the show



The Ford Escort Mk1 with twin cam engine had plenty of acceleration



1953 Morgan carrying the Ukrainian flag on its radiator cap



Ex French Ford Model T lorry



Over 30 motorcycles including a Brough Superior came to the event, plus some mopeds and this BSA single stood out from the crowd



1921 Morgan three-wheeler fires up and heads for the roads



Organiser Peter Love and one of his Allards



1918 Tasker Little Giant no. 1765 chain drive steam tractor called Jolly, which got lost on the way, but finally makes it to Bodle Street Green



This Triumph Spitfire, restored by the owner, looked the ticket as did the rare Honda beside it



This Triumph Roadster has been restored to concours condition



Alan Cullen and his Weald of Power members did the show proud with a former Bodle Street Green resident (left) travelling from Essex especially with his 1934 Fowler stationary engine made at Leeds



Austin Healey 100, an iconic sports car from the 50s

Big Success for First 'Coffee & Cakes' Classic Car Event at Castle View

With some 25 classic cars attending, and over £220.00 raised for NSPCC Childline, the first 'coffee and cakes' classic car event hosted at Castle View, Windsor has been hailed a huge success by organisers.

Tying in with the national Drive It Day, a broad range of classic vehicles arrived during the day, and included a very rare Chrysler DeSoto Firesweep, an Aston Martin DBS, a Standard 10, Morris Minor Countryman and three Willis Jeeps. Participants travelled from West London, Berkshire, Buckinghamshire and Surrey to join in, and an array of cakes were baked and sold along with tea and coffee by residents.

"We didn't really know what to expect from our first classic car event, but it exceeded all expectations," said Robin Hughes, CEO of Castle View. *"Under sunny skies, the grounds at Castle View provided the perfect venue for people to bring and display their cars, and we were overwhelmed by the variety of cars attending, and the enthusiasm of their owners. It was so successful it will definitely become a regular fixture in our events calendar!"*

Clwyd Practical Classics

Clwyd Practical Classics run on Drive it Day, started at the brilliant Mavericks Wales in Mostyn, North Wales a super venue that caters for Cars and motorcycles. They started the day with bacon butties and made their way down through the coast of Prestatyn, Rhyl then in land to Abergele into Llanwrst, through Betwys y Coed then into Snowdonia ending up at Sygun Copper Mine. They all had a fantastic day.



Robin Hughes, CEO of Castle View gets a good look from a Second World War Willys Jeep

Stag Owners Club

The Stag Owners Club visited the Warwickshire and Leicestershire area for their Drive It Day run with a lunch stop at Crophorne near Evesham and Pershore (15 Stags and a Vitesse). Most, if not all, of their 40 Regional areas took part in their own local drives on the day!



Drive It Day in Badenoch. Inverness-shire - Cavalier and Chevette Club

Marilyn Scott of the Cavalier and Chevette Club led a group of 5 local classic cars on a 'Grand Tour of Badenoch' for Drive-it-Day, actually held 22 April due to other events making the roads too busy for a convoy of cars over the weekend. There were effectively no roads at all in the Highlands until the Military Roads were built in the mid-18th Century, and the cars are pictured at the last driveable point on one of these – Garva Bridge on the Wade Road from Ruthven to Fort Augustus. From here we returned on the A889 via Dalwhinnie at about 1100 feet and finished at Loch Insh.



Drive It Day in Germany

Drive It Day is starting to gain a little traction in Europe! A member of the Cavalier & Chevette Club lives in Germany and he took a weekend trip to Wetztingen in the far west of Germany to celebrate the day. Their "Oldtimer Festival" is held in the town centre that's closed to normal traffic for the duration. More than 350 cars took part, the oldest being a 1914 Ford Speedster that was imported from the USA and restored by a couple in Germany.



Thank you to everyone who uploaded Drive It Day images. See more at

www.driveitday.co.uk

Welcome

A very warm welcome is offered to our newest Club Member: the **Fire Service Preservation Group**. We have also had applications from a number of Enhanced Trade Supporters too. They are: **Llanerchindda Farm - Classic Tours of Wales, Ian Polson, Chris Petty, MIRTE MSOE Eng Tech & Haynes Publishing**. Please all take a moment to view their 'Featured Company' details on our website 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 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).

Renewal Notifications

In addition to our new members I wish to take a moment to thank all those who so far have renewed their memberships and subscriptions to the Federation. If you have not yet done so, there is still time. Please complete the renewal form which was forwarded to you, or alternatively contact me either via secretary@fbhvc.co.uk or **01708 223111** to arrange another to be sent.

FBHVC News Articles

Don't forget, please keep sending us your interesting features. We'd love to hear from you with any articles, but especially those 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 or via post to

**FBHVC,
PO Box 295,
Upminster,
Essex RM14 9DG.**

23rd Annual General Meeting

Saturday, 8th October 2022



The Twenty Third Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on Saturday 8 October 2022 at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ at 10.30 for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 9 October 2021 as made available to members in November 2021 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2022
3. Election of Directors [See note 2 below]
4. To receive the Reports of the Directors

Notes:

1. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in late August.
2. Nominations for directors to fill the posts of Chairman, Heritage, Archiving, IT and Legislation Director are required by 26 August 2022. Nominations from Member [Clubs] should be sent in writing to the secretary: (secretary@fbhvc.co.uk)
3. In accordance with the Bylaws, the Chairman will also be responsible for maintaining International Relations as he is well connected to FIVA and is currently an elected member of the International Historic Commission of the Fédération Internationale de l'Automobile.

CONFERENCE

Saturday, 8 October 2022, commencing at 2pm.

The Conference programme is currently under development.

COST AND REFRESHMENTS

Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others.

Tea and coffee will be offered prior to the AGM and at the conclusion of the Conference. Lunch and snacks will be available to purchase in the Junction 12 Café.

All non-member/supporter tickets should be ordered from the FBHVC secretary (secretary@fbhvc.co.uk) by no later than Friday 30 September.

Preferred payment can be made via BACS (Account Name: FBHVC Ltd, Sort Code: 30-65-85, Account Number: 47342260). Alternatively, you can send a cheque payable to FBHVC Ltd and post to: FBHVC, PO Box 295, Upminster, Essex, RM14 9DG, or by card by telephoning 01708 223111.

Recent Press Releases & Information

Since printing Issue 2 we have issued two press releases. The first on 11 May 2022 announcing the sad passing of our previous Events & Technical Director, Tony Davies. Our thoughts remain with Tony's family and friends.

Tony Davies - Obituary

The Federation of British Historic Vehicle Clubs is saddened to announce the passing of Anthony Royston Davies on 9th May 2022. Tony was born in April 1940 and had been ill for a little while although his situation was exacerbated by a recent fall.

To the end Tony was a motor sports enthusiast and had a highly deserved reputation as a co-driver which afforded him access to the co-driver's seat of some highly desirable motor cars. Tony's co-driving skills also resulted in him teaching the art to others and Francis Galashan recalls *"Never having been on a reliability rally before, I, in my naivety, chose LeJog (one of the most challenging events in Europe) as my first event. Tony showed infinite patience in repeatedly explaining how to deal with challenges designed to frustrate and confuse the novice. I can still remember his soft lilting accent patiently explaining for what was probably the third time "It's a circular herringbone. Miss a left, miss a right, miss a right..." He was hugely passionate about rallying and always extended a welcoming hand of friendship to those entering the sport. He will be sorely missed."*

Tony forged a career in the civil service and held a high-ranking post when he retired. His career led to a long association with the Civil Service Motoring Association, including a period as Chairman, and indeed the Cotswold Motoring Museum which was acquired in 1999 by the CSMA when the museum's creator, Mike Cavanagh, retired. Tony's association with the Cotswold Museum continues to this day as the home of an MG 1100 which Tony drove accompanied by fellow member Alan Smith, on the 1994 Monte Carlo Challenge Rally. Starting from six European cities as far apart as Oslo and San Sebastián, the 160 competitors took a 2500km route over five days to reach Monte Carlo. On their first attempt with the MG in 1994, the dynamo failed on the night-time mountain loop, but the next year they returned to win their class.

In addition to his motor sporting activities Tony was also passionate about historic vehicles and was a director of the Federation from 2007 until 2019. Tony recognised the need to transfer skills from time-served craftsmen and women to the younger generation and laid the foundations for the first Historic Vehicle Apprenticeship which was launched by the Federation and skills director, Karl Carter, in 2014. The arrival of Karl, the creator of an apprenticeship for over 500 apprentices in a global organisation provided the opportunity for Tony to revert to his passion for motor sporting activities and he became the Federation's Events and Technical Director, a role he held until his retirement.

Concurrently, Tony was very active within FIVA (Fédération Internationale des Véhicules Anciens) and undertook roles as Vice Presidents' Trade & Skills (2007-2013), Strategy (2014-2017) and Events (2017-2020). It was in this latter role that he clearly saw the need to increase FIVA's international reach, to raise its profile with the historic vehicle road-going motorsport community and, perhaps most importantly, to create a real team spirit and cooperative approach among the members of the Events Commission.

The greatest FIVA accolade of all was when he was awarded the rare status of Honorary Member, so Tony's memory will live on. He is survived by his wife Rose who has particularly valued their past months' together and his son from his previous marriage. Once funeral arrangements are known they will be published in Federation News.



Tony enjoying a Uruguayan refreshment



MG1100 Monte Carlo courtesy of CSMA Archive



The 2016 Enstall Classic



Co-driving in a Bentley in the 2006 Rallye des Alpes

Our second press release was issued on 27 May 2022.



EARLY REGISTRATION FOR MOTUL OIL ANALYSIS AVAILABLE TO MEMBERS OF THE FBHVC AT THE CLASSIC, SILVERSTONE (26-28 August 2022)

Your chance to have your car's engine or gearbox checked out... for free.



Motul are proud lubricant partners of The Classic, Silverstone and one of their key activities at the weekend is giving participants the chance to have their car's mechanicals checked out through Motul's Oil Analysis Service. This can:

- Search for contaminants and metal elements present in the lubricant, to detect premature or accelerated engine or gearbox wear and recommend if it is necessary to carry out replacement of a part(s).
- Analyse the composition of the lubricant in use to highlight any coolant leaks or fuel dilution that may damage the engine and limit its performance.

As there is a limit to the number of samples that can be analysed over the weekend, the service will be done on a first-come, first-served basis. You can make sure that your oil is one of the first for analysis by filling out Motul's Oil Analysis Request form at www.clubmotul.co.uk/competition/SilverstoneClassicOilAnalysis

Thomas' Tales

Since Issue 1, 2022 FBHVC News we have all been delighted to read Thomas' Tales. Sadly, a short time ago we have learned that Thomas Andrews has since passed and is no longer with us.

Thomas and I spent many a time on the telephone discussing tractor related stories, which in fact gave me the idea of putting together his very own column in FBHVC News, entitled Thomas' Tales. I hope you have enjoyed the last two editions. Since speaking to his widow I am pleased to learn that he was delighted to have tales in print, and apparently he thought the world of speaking to me, as I did him. Sadly we never did meet in person, even though at the end of each telephone call he always said, "one day we shall get to meet!". He was a true gentleman and a huge enthusiast, and I shall certainly miss his telephone calls.

We have received this statement from Thomas Andrew's family via the Cornish Tractor Club.

"As many of you will have heard, long time member and passionate tractor enthusiast Thomas Andrews sadly lost his life on Monday 30th May in a tragic traffic incident. He was widely known in the tractor world for his encyclopaedic knowledge of vintage tractors and was a frequent exhibitor at rallies where he shared his knowledge through supplying manuals for many different makes and models. On occasion he would commentate in the main ring for the tractor parade and could always be found in the tractor section at The Royal Cornwall Show. He was a 'Ford' man at heart, but would talk for many an hour about all things tractor and agriculture related. His wife Elizabeth (Liz) is being supported by their family and thank you for your kind words of condolences at this difficult time."

RIP Thomas Andrews, Rallies and Royal Cornwall Show won't be the same. He was a founder member of The Cornish Tractor Club with an extensive knowledge and great passion of vintage tractors.

Here is the last episode of Thomas' Tales in tribute to the very man himself. Firstly, the History of Thomas Carol and shortly followed by Jerome Increase Case the founder of Case tractor and farm machinery company.

Hope you enjoy them.



THE HISTORY OF THOMAS CARROLL

Thomas Carroll was born in Australia in the very late 1800s or very early 1900s to parents who had emigrated to Australia from England. Thomas Carroll was, as a lot of people of that era were, interested and involved in agriculture, and his main interest was of harvesting and the threshing of corn (cereal) crops.

Apparently, he was of small stature, and consequently when a threshing machine, the type used for threshing ricks of sheaved cereals, got choked with the crop for any reason, often Tom was put inside to clear it, to prevent the necessity of taking the machine apart!

He toyed with the idea that if the machine could cut the crop and thresh it in one operation, it would obviously save a lot of manual work. By this time the finger mower cutter bar, invented by Cyrus Hall McCormick of North America, was in production.

In the late 1920s, Thomas Carroll began to experiment with what were then known as "Clipper Harvesters". These machines cut the crop just under the crop head, as the straw was often not required. It was then allowed to degenerate and rot back into the soil as humus.

Due to the level of his ingenuity an Australian farm machinery manufacturer by the name of M. V. Mc.Kay employed him.

Some of the very first machines were 'Land Wheel' driven, and pulled by animals. Obviously it was impossible to maintain a constant forward travel speed and certainly not a constant thresher working speed. The next major advancement was to fit an engine to power the machine.

Over time, the Canadian company, MASSEY HARRIS based in Toronto purchased M. V. Mc.Kay. They were so impressed by Thomas Carroll's work and developments that they also bought

Thomas Carroll with the company. This meant that Thomas Carroll was to spend the rest of his life developing and using machines to harvest various cereal and grain crops. In our summer he was employed in the Northern hemisphere, mainly the North American continent, and in our winter he either returned to Australia or occasionally to Argentina.

By the third quarter of the 1930s he had developed around 15 different progressive engine driven and pulled combine harvesters. By this time he was considering making the machines self-propelled. He therefore made his first "self-propelled" combine harvester. He also started a new system of recording the model numbers. The first self-propelled model was known as the model 20.

The model 20 was soon succeeded by the model 21. By this time it was the eve of the Second World War. At the outbreak of WWII, the Massey Harris factory in Toronto was seconded by the Western Allies to make tanks for the war effort.

This war dilemma caused a severe shortage of food among the Western Allies, as a lot of men were called to War.

Thomas Carrol came up with an idea to help to alleviate the severe food and labour shortage, which he put to the Western Allies. This was to increase and up-date the output of farm machinery.

Thomas Carrol put forward a harvesting scheme, which was to start at the end

of June, when cereals began to ripen on the very south of the prairies, in north Texas and Oklahoma, USA. It was to take 200 Massey Harris model 21 combine harvesters to this line of latitude and set them off to work their way up to the Canadian prairies, a distance of about 1500 miles. They had about 100 days to complete his operation, as by mid-October the winter snow and frost would start.

This required at least 200 combine drivers, a fleet of lorries to carry away the grain, several fitters to maintain the combines, and cooks to feed this number of men on the move. The total manpower required was about 400 people. The Western Allies gave Thomas Carrol the go-a-head.

When the operation was completed, and the results examined and collated, it was found that Thomas Carrol had exceeded his predictions by such a wide margin, that the Western Allies immediately stopped Massey Harris from making tanks at the Toronto factory and told Massey Harris to put all their efforts into making Combine Harvesters. A few of the Massey Harris model 21 combine harvesters were sent to Britain.

Tom Carroll continued to develop the combine harvester. The model 21 was followed by the model 22 for a short period. He made some more experimental models until he arrived at model number 26, which was a very successful machine.

It was made as a 'bagger' (someone riding on the platform to collect the grain in sacks) and as a 'tanker' (where the grain was held in a grain tank on the side of the machine). This tank would hold anything from 15 cwt (750 Kgs) to 1 tonne. It could be unloaded either when the combine stopped or while it was still working (cutting corn). This machine started life in Toronto, but was also soon manufactured in Britain. The British built models were always prefixed with the figure 7. (Before both World Wars Massey Harris also manufactured in Germany and France. The German built machines were prefixed with the figure 6, and the French built machines were prefixed with the figure 8. This indicated the country of manufacture. They did not usually duplicate models in the European countries. The European countries usually made their own allotted models. The German models were usually smaller than the British and the French were usually bigger. The 726 combine harvester was followed by 780 in Britain and later the 890 in France.) The Massey Harris machines/implements made in Canada had the prefix CANADIAN Massey, and the Australian made machines always has the suffix Massey SUNSHINE.

Thomas Carroll's influence on the manufacture of combine harvesters was world-wide. Tom Carroll's influence on the manufacture of combine harvesters still exists today.

ANOTHER LITTLE INTERESTING STORY FROM THE ANCIENT TRACTOR WORLD

Jerome Increase Case was the founder of the Case tractor and farm machinery company, which although through history has since been involved with various other companies, still exists as part of the Case/International Company.

Case was born in the USA in 1819 and was of British decent. He died in the year 1891. He was involved in engineering of that time.

In 1843 he formed his own company, J. I. Case & Co. of Racine, Illinois, USA. He built traction engines and was renowned for building the world's largest tractions and also produced the largest number of traction engines. The layout of his traction engines was opposite to the traditional way in which British traction engines were built. In as much as the cylinders were back at the drivers' 'pulpit' and the crank shaft was in front, close to the smoke pipe. British built

traction engines having the cylinders in front, just behind the smoke chimney, and crank shaft back by the driver.

He also produced corn and grain Threshing machines, predominately made of wood.

He guaranteed that every Case threshing machine worked perfectly. He was adamant about this fact.

However, there was one threshing machine sold that no one could get to work properly. Case denied this fact, saying that it was their fault and inadequacy and not a faulty machine. After many heated discussions, Case went to the machine to prove it to be the operators' fault, and not the fault of the machine, still claiming that every Case machine worked perfectly. However after trying he could not get it to work properly either!

Unknowing to the machine owner,

Case telegraphed the factory for another machine to be dispatched immediately. During this period he acquired several gallons of Gasoline, (Petrol) and told the owner that he was going to give the machine a good clean. He soaked it in petrol and set fire to it. By the time it had burnt, the replacement machine arrived, which he duly set up and it worked perfectly.

Jerome Increase Case again reiterated his statement that every Case machine out in the workplace worked perfectly.

This is claimed to be a true fact.

We are truly grateful for the time, dedication and passion Thomas Andrews provided to his friends, colleagues, fellow enthusiasts and companies on his encyclopaedic tractor knowledge. Our thoughts are with you all. May he rest in peace.

1972 Wings Tour Bus WNO 481

by Tom Creaven-Jennings

The restoration of 1972 Wings Tour Bus WNO 481 and the final furlong is in sight. A hot day at the restoration workshop [16 June] and the boys are hard at work. Smiles all round and they are moving so fast I could only capture photos of 3 of them in the wild. Kieron and Mark are easy to spot but see if you can spot Steve on the staircase all masked up for removing the old paintwork. Woodwork mostly done, complete rewire nearing completion, panelling in full swing, all surfaces being prepared for paint. Still loads to do but we are hoping to be ready for 26 August 2022 as Tendring Council have extended a brilliant invitation for WNO 481 to go on display in Clacton Town Square the weekend of its biggest event of the year, The Clacton Air Show.



DON'T FORGET
Come and visit WNO481 at
the **Classic Motor Show,**
Birmingham NEC from
11-13 November 2022
where she'll be on
centre stage with
various guests!



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TREE-V UPDATE

The FBHVC and Tree-V's carbon capture scheme continues to go from strength to strength. The scheme has been running for just over 6 months and we have now hit a significant milestone - 1,249,017 miles have been carbon balanced by our community. This is a huge achievement and a big thank you to every individual, club, museum and trader that has helped us achieve this. A special shout out to the Fiat Motor Club, who are celebrating their 100th birthday and are looking to the future by carbon capturing their stand at this year's Practical Classics Show. Also, welcome to the scheme to the Vintage Sports Car Club who are carbon balancing all the miles covered in their events, as well as the business miles covered by club organisers.

Showing that the historic vehicle community is taking the environmental challenges of the future seriously is incredibly important. As fuel prices rise, it is likely to accelerate the move to non-fossil fuelled vehicles, thus making it ever more vital that we can prove the green credentials of our pride and joys. By grouping together under the FBHVC's scheme, we can do that - after all, a well preserved historic vehicle that has carbon captured their day to day emissions is one of the cleanest vehicles on the road!

Do you want to play your part in preserving the future of our movement by showing we care about the environment and our carbon tyre-print? Head to <https://trees.fbhvc.co.uk/> to sign up today, capturing a historic bike from as little as £12 a year and a historic car from £20. If you run a club, event or business you can also enquire on the same site as to how we can provide bespoke carbon capture service for you.

'Part of the Family' Revealed as 2022 Theme for Lancaster Insurance Classic Motor Show with Discovery+

- **Lancaster Insurance Classic Motor Show, with discovery+, will be held 11-13 November 2022 at Birmingham's NEC.**
- **The 2022 show theme is 'Part of the Family'**
- **Clubs and exhibitors encouraged to take part in annual show theme**
- **Tickets now on sale via advanced online booking**

The Lancaster Insurance Classic Motor Show, with discovery+, has announced that the 2022 show theme will be 'Part of the Family.'

The show organisers offer the theme as a challenge to the hundreds of car clubs and exhibitors to try and interpret in their displays and stands at the show. From TV and film cars to Top Trumps, the theme is always inclusive so everyone can get involved.

Show Director Lee Masters said: "After running for over 35 years, finding a new theme for each show can be difficult. However, this year was the simplest yet! We knew we wanted something family related and then we saw our headline sponsor Lancaster Insurance's new marketing campaign with the strapline "Part of the Family". It was like it was meant to be!"

"The classic car community is a family that continues to grow every year as the next generation joins. We need to welcome and embrace new family members as they are the future of classic motoring."

This year's theme has so many options for the 300 car clubs attending. Groups of cars from one manufacturing family; a car that has passed from generation to generation; famous motoring families; family projects, adventures and builds; memories of family cars and where they are now; Plus, there's always the 'black sheep' of the family...

Andrew Evanson, Senior Operations Manager for Lancaster, said: "We've been part of the Classic Motor Show family as headline sponsor for nearly 10 years but a fan for many more, and when we heard the theme was inspired by Lancaster's current campaign it felt really special. Family is a word that truly embodies our community and whatever your choice of classic is, each and every person is 'part of the family' and plays an important part in making the movement as extraordinary as it is. We can't wait to celebrate with everyone in November."

As well as the show theme, there will also be several features including a two-day sale by Silverstone Auctions, the Meguiar's Club Showcase, the discovery+ Live Stage, and the popular Lancaster Insurance Pride of Ownership competition.

The Lancaster Insurance Classic Motor Show, with discovery+, is scheduled to be held at Birmingham's NEC from Friday 11 to Sunday 13 November 2022. Tickets are now on sale. Check the website www.necclassicismotorshow.com or sign up for the newsletter at www.necclassicismotorshow.com/newsletter for the latest updates.



The Salon Privé Concours de Vente

By Roy Dowding



MGA Fastback



Morgan Super 3



Kimera



1936 Delahaye





Barnato Hassan Bentley



OSCA MT4



Aston Martin Valkyrie



Tushek TS900H

I was pleased to have been one of the 16,000 visitors who attended the inaugural Salon Privé Concours de Vente, held from 21 to 23 April at the Royal Chelsea Hospital. A novel event, in that every car on display was for sale, and you were actively encouraged to open the doors, sit inside, lift the bonnet and generally do all the things that are strictly prohibited at 'usual' Concours events. There was not a single "Do Not Touch" sign in sight!

That this was no 'ordinary' Concours was borne out by what at first glance appeared to be a rather unusual-looking 'barn find' in one of the gazebos that surrounded the main display. Dating from the immediate post-war period, it was the Alfa Romeo 12C Prototipo fitted with a V12 engine designed by Bruno Trevisan, which is thought by some to have been the inspiration for Gioachino Colombo's famous Ferrari V12.

The distinctive Italian racing dark red paint is now flaking off the unique duralumin bodywork in places, causing it to look a little world-weary, but these scars are worn with pride. Prior to the installation of the V12 engine, it was raced competitively as an 8C in the late 1940s by its then owner Jean Studer.

The Concours Prix d'Honneur was

awarded to a 1954 OSCA MT4, just beating the famous Barnato Hassan Bentley – a regular lap record holder at Brooklands between 1934 and 1938 in the hands of the legendary Oliver Bertram.

A total of 50 Classics included tin-top and open versions of the Mercedes-Benz 300SL, a French GP Delahaye from 1936, one of the mere handful of mid 1920s 3-litre Bentley Supersports, a Le Mans Replica Frazer-Nash, one of the four TVR Trident prototypes, various examples of DB Aston Martin, a bevy of Ferrari Daytonas, a couple of BMW 'Batmobiles', a delightful fastback MGA and a diminutive but very pretty Fiat 1500S OSCA.

That last car has one feature of particular interest for me – coming from an era when many cars had the same rear lights, the Fiat shares its distinctive clusters with a few other 'rare' cars from the early 1960s: the Ferrari 330 America, Abarth 2200 and the Hampshire-built Gordon-Keeble.

Most of the other cars present at Salon Privé were 'supercars' or new offerings from 'luxury brands', such as Lamborghinis, Dallaras, Ferraris, McLarens, a Koenigsegg, two Bugatti Chirons, the latest Maserati and Rolls-Royce models, an Aston Martin Valkyrie and a Porsche 918 Spyder.

There were a few real surprises, too. From Holland came two examples of the PAL-V, a 2-seat helicopter with a 250 mile range that can fold up in 10 minutes to the size of a Ford Fiesta, and then drive on the road just like one!

Making one of its rare appearances in public was the 'Kimera', a re-imagined version of the 1980s Lancia Group B Rally 037. A brand new 2.1 litre turbo- and super-charged engine provides over 500bhp. Just 37 examples will be built at a cost of around £415,000 each. As if by contrast, parked alongside was one of the original Martini Lancia Delta HF Integrale Group A rally cars.

From Malvern came the latest 4- and 6-cylinder Morgan sports cars, with an all-aluminium tub and wing assemblies that are now formed in one section, shaped by a 500-ton press. An English Wheel is still used for the bonnet, though. They had also brought the prototype of their new Super 3 three-wheeler, with an inline 3-cylinder water-cooled engine. To me it looks a little strange without a vee-engine protruding up front, and apparently a lot of others have said this, to such an extent that a subtle redesign may be in hand to incorporate some chromed elements to 'compensate' for



Charge
Inset: Charge interior



ProDrive Hunter



PAL-V ready to drive



PAL-V ready to fly



Alfa Romeo 12C Prototipo
Inset above: Interior



Healey by Caton
Inset: Interior

the loss of the appearance of the engine.

Pininfarina were proudly displaying an example of their German-built Battista all-electric hypercar, of which there will ultimately be 150 produced. Capable of 0-60 in 1.8 seconds, it can reach 186mph just 10 seconds later! The show car was painted in a special colour scheme to reflect the snow on the grey mountains of Piedmont, where Battista 'Pinin' Farina lived and worked, divided by a band of the company's signature colour – Iconica Blu.



Fiat 1500S
OSCA

What at first seemed just a piano-black example of the "Bullitt" Ford Mustang fastback turned out to be the "Charge" – pretty faithful body-wise to the original on the outside but all electric, appreciably quicker and yours for £330,000.

Nearby was an immaculate Austin-Healey 100 – or was it? Well, not quite! What began as an original car, it is called the Caton, and is in effect a restored chassis with upgraded suspension and brakes, on which is mounted a subtly reworked version of the original body, de-seamed, de-hinged, slightly roomier, with an exquisite windscreen and perfect panel gaps. The engine, while it starts with an original block, is meticulously assembled with more modern internals, and now produces a useful 185bhp. The finished item will probably not gain everyone's approval, but in the flesh, in isolation, it looked magnificent.

Most outrageous? Two clear contenders: one in the guise of the Prodrive Hunter,

with a 600bhp 3.5 litre V6 engine, which reaches 60mph in 3.5 seconds. It can do 185mph, has no luggage space, has scissor doors but is ridiculously difficult to climb into or back out again. Described as the world's first all-terrain hypercar, it costs a mere £1.25 million – plus local taxes!

Rivalling the Hunter, in that it too has no boot and is just as awkward to get into, was the Tushek TS900H Apex from Slovenia. With a pair of electric motors up front and a 4.2 litre highly tuned Audi V8 in the rear, it offers a total of 1351bhp, in a car weighing just 1343kg. This enables "Tesla Ludicrous" acceleration of 0-60 in 2.5 seconds. It is claimed to be the world's lightest hypercar and it's certainly one of the fastest. A snitch at around £280,000, it comfortably beats a McLaren Senna, which costs almost three times as much!

Adjudged to have been a great success, this "Automotive Extravaganza" will return again next year on 20-22 April 2023.



Pinnifarina Battista
Inset: Interior

WARTBURG & TRABANT GO BACK TO SCHOOL

by Dave Richards, Wartburg Trabant IFA Owners Club



Among the biggest pleasures of owning any classic car is the interest taken in it by other people. And as members of the IFA club know, the vehicles the club represents covering forty marques made within the eastern bloc arouse great attention wherever they go.

Club members are always keen to help others learn more of the wider culture of the lands from where the cars were made. Which is why it was a unique opportunity to be invited to the Sixth Form German class at Aylesbury Grammar School. The school was founded in 1598 and is intent on inspiring its students to explore and find their place in the world. As German teacher Tom Warne explained *"with the Covid restrictions, these students have missed out on a trip to Berlin as part of their studies in German. So rather than go to Germany, we got in touch with the IFA Club through the website to invite some East German artefacts to visit us instead."*

So Alan Esam and Dave Richards took Wartburg 1.3 and Trabant 1.1 Universal to Aylesbury Grammar on 7 April to host a brief lesson about the division of Berlin, the meaning of the Fall of the Berlin Wall and the cars that represent it.

Alan talked the pupils through the differences between the new and the old, as can be seen within East German cobblestones before moving onto the territory of the Fall of the Wall and what the cars represent to the East Germans. He then gave a brief overview of the Gleinicke Bridge and its place within East/West Cold War relations and the IFA Club's



Bangers to Bratwurst II tour which took in these sites. At this point Dave took up the story with an overview of the British, American and French liaison missions and their place within German history.

With time running short, the students headed downstairs to be treated to trips around the playground inside Alan's Wartburg before assembling for a

celebratory picture.

In the absence of their trip to Berlin, the IFA club brought a little bit of East Germany to the students of Aylesbury Grammar. The club members helped enthuse the younger generation as to how truly relevant is the cultural legacy of these historically important Cold War icons.

CLASSIC CAR LOAN PROJECT GATHERING AT THE BRITISH MOTOR MUSEUM

FBHVC SUPPORTS YOUNG DRIVERS

The Classic Car Loan Project (CCLP) celebrated 5 years of success with a gathering on 12 April at the British Motor Museum (BMM), Gaydon sponsored by Peter James Insurance and FBHVC with the BMM providing excellent facilities.

15 of the 20+ cars in the current phase, ages ranging from 1929 to 1987, were on display after travelling from various parts of the country to meet for the first time since Covid struck.

Cars changing hands to new younger drivers for the year were an Austin 7 Ruby, Morris Minor Traveller, Riley Elf and a Ford Model A, Austin 7, Wolseley 1500, Morris Ital and a TR7 (which followed a few weeks later).

Motul were on hand to give service advice and to supply the appropriate grade of engine oil for the care of the cars during the forthcoming year, and King Dick Tools supplied tool rolls for each vehicle too.

Longstone Tyres have been prominent in supporting the preparation of the cars to ensure safety through the loan period.

TV personalities, Mike Brewer and Sarah Crabtree, were in attendance to applaud the young drivers for responding to the challenge of driving a car from another era. CCLP Director, Bob Wilkinson said: *"This was a wonderful opportunity to meet together to experience the massive effort made by all concerned, owners, clubs, sponsors and of course the young drivers, in a joint celebration. The excellent facilities at BMM enabled some of the young drivers to take the wheel for the first time away from normal traffic.*

I am proud to be associated with these young enthusiasts who will continue to be involved for years to come.

The longest distance covered on the day, visiting BMM, was young driver Sam Booth from Featherstone, West Yorkshire, with

280 miles driving a 1954 Ford Popular. That's enthusiasm!"

14 of the previous participating drivers have since purchased a classic. Bob also indicated that in recent weeks, following the FBHVC Club Expo event, he had been approached by 15 clubs looking to offer cars for future Classic Car Loan Project's.

Karl Carter, Skills Director for FBHVC commented: *"This initiative driven by Bob's enthusiasm to get younger people into historic cars has gone from strength to strength and the FBHVC have supported the scheme from the start. The challenge now is for clubs to take up this initiative themselves and to see the joy driving a historic vehicle brings to the younger generation and hopefully the new club member of the future."*

For more info on how to apply or offer a car to the project please visit www.classiccarloanproject.co.uk



You may remember we advertised for a Club News Editor in Issue 1, 2022.

Following various applications received I am proud and honoured to welcome Michael Ware to the FBHVC team. As you will read from his introduction he is very well known within the historic vehicle community. In addition to the points mentioned below, Michael has also written a number of books on transport subjects and also written for three monthly columns entitled, 'Lost and Found' for Classic & Sports Car, 'Back on the Road' for The Automobile and 'Wareabouts' for Classic Motor Monthly. He is also a keen member of the Society of Automotive Historians in Britain and greatly enjoys all aspects of research into motoring history.

With this in mind we thought a slight change of name from Club News to Club Chatter would work as we embark on a new chapter within FBHVC News...

Club Chatter by Michael E Ware A note of introduction...

Recently Emma Balaam asked for a volunteer to compile Club News. I sort of half-heartedly put my name forward and was chosen to assist. I have worked first hand with old vehicles since 1956 when I bought my first Austin 7. I trained as a photographer and spent five years specialising in motor racing photography before moving to the then Montagu Motor Museum at Beaulieu as Photographic Librarian. In 1966 Lord Montagu asked me to become the Curator of the museum. With the formation of the National Motor Museum, charitable Trust in 1972 I became its Manager and Curator, a post I held till retirement in 2001. Possibly best known as the inventor of the Autojumble, organising the first at Beaulieu in 1967. Spent many years as a member of the Committee of The Federation of British Historic Vehicle Clubs (and before that the Historic Vehicle Clubs Joint Committee) representing Museums, retiring from the committee in 2001. In recent years have expanded my motoring journalism.

'The Citroënian', the magazine of the **Citroën Car Club** carries a long article by Andrew Cox explaining in great detail how the Citroën chevron badge came about. "Every book about Andre Citroën, or the cars that bear his name touches on

the subject, but it turns out that quite a bit that's been written is either misleading or mistaken". Andrew Cox explains all.

When did you last see a car with a sticker in the rear window saying, 'running in please pass'? Many years ago this used to be commonplace. Car makers often quoting a low speed to be undertaken for the first thousand miles or so. In 'The Bulletin' the magazine of the **Alvis Owner Club**, the editor has reprinted a 20 page booklet entitled 'Running-In'. The opening words of which were: "This little booklet, on the lubrication of new engines, has enjoyed great popularity since it was first issued. It is still in great demand and this new edition is offered in the belief that it will be as warmly welcomed as the original issue". It is dated 1948.

2022 is the 40th Anniversary of the **Crayford Convertible Car Club**. In their magazine 'Crayview' there is a long article on the early history of the club. Many clubs are celebrating anniversaries just now and books or articles are being written about their formation and history. I wonder how many Clubs have kept a full run of their Club magazines or even a full run of committee meeting minutes, both very necessary when writing histories.

'Rolling' the journal of the **Road Roller Association** has a thought provoking piece by Chairman Richard Newman which has culminated in "The big proposal at the AGM is being brought by the committee and is to finally bring to a conclusion the attempts to register the Association as a charity". Very few Federation member clubs are charities and I have often wondered why?

Many one marque clubs have a spares service. One of the most comprehensive is the **Armstrong Siddeley Owners' Club**, which I have visited on a couple of occasions. It is housed in a series of Nissen huts, situated on farmer's land at Conkwell near Bradford upon Avon. The Club have been given notice and after a long search are moving to a unit on an industrial estate near Shrewsbury. In 'Sphinx' the Club's magazine the Chairman gives a report of what is involved in the move, the necessary repairs to the building they are moving into, the move itself, new stock systems, etc., it's going to cost over £100,000 and would be much more had volunteer labour not been promised.



Writing in the **Sunbeam Motor Cycle Club's** News Martin Shelley delves into the thinking behind the first Royal Enfield motorcycle of 1901. This machine is what we would nowadays call a clip on. It was not very satisfactory and the factory went on developing a more conventional bike which came out in 1903. No examples of that first model survive.

The BMC A Series engine is very popular and much has been written about it. In 'Spotlight' the magazine of the **Austin A30/A35 Owners Club** Richard Johnson writes five pages on the A series gearbox "facts and fictions". Used in many makes of car and specials, the article deserves a wider readership.

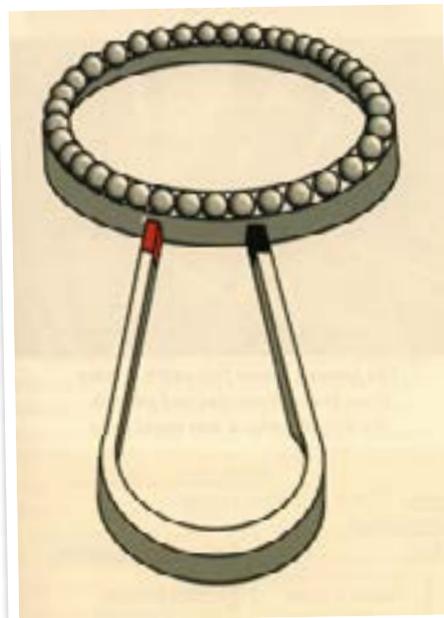
The magazine of **NECPWA (the North East Club for Pre-War Austins)** (now a multi marque club) had a detailed article by George Jolley about making a vintage hood and frames. This article was originally published in the Lea Francis Owners Club magazine, but the NECPWA editor thought it might be of general interest to their club members as well. It seems to be of general interest. It seems to be most comprehensive and the ideas could be adapted for many pre-war cars.

An item from the Chairman of the **MG Octagon Car Club** took me by surprise. He says: "The European Union has imposed an "Import One Stop Shop" scheme from January 2022, unfortunately we and all other vehicle clubs and associations were not informed of this. Sadly this could mean that our European members may not receive their copies of the Bulletin unless they pay local VAT on the Bulletin, or it may get delayed, or even returned to the UK". The Club has temporarily added a PDF copy of the Bulletin on their website. This again brings up the subject of whether Club magazines should only be available as digital copies – a subject I know has been much debated. I am an old fuddy duddy and like something I can hold and read!

A regular columnist in the **Jaguar Enthusiasts Club** magazine is Paul Skilliter, who recently wrote an interesting piece on Swallow sidecars. Remember the Swallow coachbuilding company founded by William Lyons started by making sidecars. Paul was recounting a couple of such side cars that had been sold recently that were similar in design to the Swallow and had been sold as genuine. Experts said neither was actually built by Swallow though they were similar. In the same issue of the magazine under the regular title of 'Collecting Jaguar Automobilia' Ian Cooling devoted two pages to literature and paperwork put out by Swallow sidecars in the day. Some of it was stunning in design. It reminds us that collecting the ephemera and other historic items connected with your historic vehicle is also very satisfying and important.

On that subject, Robert Hall writing in 'Mascot' the magazine of the **Midget & Sprite Club** brings up the subject of tool kits. He has spent a very long time trying to find out the correct tool kits for the Austin Healey Sprite and the MG Midget. He finished his article

with the words "Assembling an original kit for the Sprites and Midgets can be accomplished with time and patience, but one must be careful and know what you are buying. I have seen many tools offered as original tools that never were. Original tool bags in good shape are very hard to find, but fortunately some very good reproductions are available.



I love the simplicity of this next item from 'Roadholder' the magazine of the **Norton Owners Club**. Headed 'A load of balls', I will give it to you in full. "A neat idea from the past - many are aware of the trick of applying lashings of grease on the ball tracks of head bearings etc., when assembling forks/yokes- it works but can be messy. An alternative solution is to use a magnet held against the steering head - this in turn temporarily magnetises the head and holds the balls in place."

'Windscreen' the excellent magazine of the **Military Vehicle Trust** has an article on the Traction Engine Brigade which was founded during the second Boer War by Colonel Templer. Author Ian Young says "Templer wasted no time in establishing the Traction Engine Brigade which saw thirty steam traction engines (officially known as Steam Sappers) being selected and prepared for use overseas, with a further twenty set to be requisitioned for use later if required". Trained crew had to be found, mainly from reservists. Many waggons were required for towing being

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the engines, often in long trains. I was amused by the following "...a number of roomy road cars resembling gypsy caravans were built and fitted for use by the officers in charge of the trains". The article has some lovely pictures from the Boer War period. Traction engines of course played an important part in the First World War as well.



One of my own diversions from the straight and narrow of motoring history is to study motor vehicles which from earliest time have been converted, for whatever reason, to run on railway lines. In the same issue of 'Windscreen' (**Military Vehicle Trust**) Tim Gosling gives a wonderful insight in the use of them on railways behind the lines in WW1. He says, "Perhaps the best known of these conversions is the Crewe tractor, a Model T Ford car sitting on a four wheel bogie to run on a narrow gauge track". There are pictures of these but also of all different types of commercial vehicles so converted and used for towing trains of munitions and supplies. Unlike the steam engines also used on these lines, vehicles did not give off smoke and steam, so were not so easily spotted by the enemy.



Featured in 'Historic Commercial News' is a piece telling us that the 'Radio Times' will be celebrating its 100th birthday in 2023, still read by over a million people every week. Back in the 1950s when its circulation was over eight million, distribution was shared by a number of companies, one of these E.R. Helmuth Ltd which operated a fleet of Bedford O type and later A type lorries.

All their lorries were clearly branded Radio Times. The Editor of Radio Times is keen to find any photos of Radio Times or The Listener branded vehicles from any era. These will be featured in its centenary year publications.

Featured in 'Leading Link' the newsletter of the **Greeves Riders Association** is a report on Sammy Millet's motorcycle Museum that has recently built an extension creating an Off Road Hall. It brings together possibly the world's greatest collection of off road bikes including a very large collection of International Six Day Trial machines. Featured, of course, is Ariel GOV 132 on which Sammy won a staggering 380 premier awards and no less than 6 British championships. Further details from www.sammymiller.co.uk

The **Pre 50 American Auto Club's** magazine 'Multicylinder' included an article about the 1934 Ford V8 engined Deluxe saloon which became immortalised in May 1934 when it was stolen by Bonnie and Clyde, chased by the Police and riddled with 112 bullet holes killing both occupants. Mrs Ruth Warren, the legal owner of the car claimed it back after the Police had finished with it but local Sheriff Henderson wanted \$15,000 to release the car. The Warren's took the Sheriff's office to court, won the case and got their car back, albeit in rather poorer condition than when it was stolen.

A couple of small items from 'Stardust' the magazine of the **Sunbeam Talbot Alpine Register**. Jonathan Braim tells us about and illustrates, two items he saw recently on eBay. The first from 1950s was a Romac Dipstick Wiper in its original box. The second a Lucas badged Dee-Flex tape measure.

The **Riley Register** Bulletin carries a feature on the Meccano Car Constructor Outfit no.2. This features a typical pre-war sports car of which article author Ewout Bezemer says: "... hidden behind an oversized bumper (no luxury with the strong clockwork motor, guaranteed to propel the model over 150 feet) external spare wheels and an uncharacteristically flimsy windscreen, is in fact a pretty accurate model of a Riley Brooklands". The cost of this Constructor kit was 20/- and you could have as an extra ,a lighting set for 2/6d. Did you know Meccano also made a garage for these model cars which could be purchased for 5/6d.

The **Vintage Minor Register** [Morris] ran a most unusual story. James Coleman joined the Register with a 1922 Model T Ford which had been imported from Canada. It came with the story that dates back to 1974 when at night a man drove the Model T Ford into the grounds of the Royal Ontario Museum and parked it in the reserved parking spot for the Director. He left a note "There is nothing of quality here but see what you can do with these things" signed W.D.T. True there was a lot of junk but also extremely valuable (historically and financially) a Japanese Samurai ceremonial armour, a 16th century suit of Italian armour, as well as five swords from the 17th century and a British clock from 1621, run by dripping water. They never found out who the donor was. As for the car, they had a Model T already, so after going through a disposals policy it went to enthusiasts and eventually to UK. No one ever left a donor car in my parking space at Beaulieu!

The Federation is extremely grateful to Michael for volunteering to fill the position to compile Club News. We hope you enjoy reading and finding out what other historic vehicle clubs are up to! Additionally, The FBHVC wish to thank the other candidates for putting their names forward for the role.

May I also take this opportunity to offer my apologies to the National Street Rod Association. I stated in Issue 2 it was there 90th Anniversary. It is in fact their 50th! Sorry if this caused confusion or upset.



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