

**FBHVC**

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 1 · 2023



## *The Federation Village* *at* *Classic Motor Show 2022*

**Plus**

Museums

Upcoming events for 2023

Historic vehicles in a changing world

Climate Change Survey results

Cancer completely changed my outlook on life

Says father of BTCC driver Bobby Thompson

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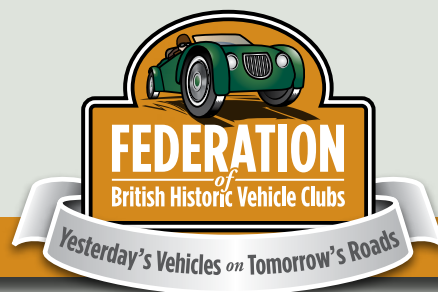
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## Editorial Wayne Scott Communications Director

**W**elcome to another new year of historic motoring activities. I sincerely hope that 2023 brings you lots of opportunities to get out and about in your historic vehicle and create some amazing memories.

Because that is of course, what it is all about, enjoying the experience and thrill of driving or riding the vehicle that you are most passionate about.

The year for me started sixth attempt at the MCC's Exeter Trial. The Motor Cycle Club are one of the oldest motoring organisations in the world and probably the oldest member of the Federation. The Exeter is the youngest of their events, having started in 1910. The London to Exeter or Back Winter Run as it was known back then, was one of the events that proved the motorcycle and motor car as a viable mode of transport. Today the trial is open to motorcycles, three-wheeled vehicles and cars and remains, despite the ongoing development of technology, a huge (but fun) challenge.

One of the event's oldest 'observed sections', the infamous Simms Hill celebrated 90 years this year. It's an unbelievably steep, slippery and lumpy section and it's the one part of the trial that gets the adrenaline pumping the most. Partly because by now you have been up all night and are heading towards your next evening but mainly because it is the hill that has cost many an entrant a Gold medal. Including me this year! Whilst last year, I sailed up, this year it was not meant to be and so I will settle with Silver and the honour of being a part of history.

Talking of history though just for a moment, and the 1920s was a golden era for the formation of car companies so we have a lot of centenaries to come over the next few years. The first I will mention is that of Triumph cars.

The Triumph Motor Company, founded by the German businessman Siegfried Bettman in Coventry in 1887, started by building pedal cycles, moved up to build motorcycles from 1902, expanded mightily, then bought up the remains of the Dawson car company in 1921.

The purchase of the Dawson car company came after much discussion was had between William Morris and Siegfried Bettman. Morris wanted Bettman to buy in to Morris, but Bettman was unimpressed by the conditions placed on the sale by William Morris that ensured he had full control and the new owners had none. Siegfried Bettman, quite a belligerent businessman, decided to go it alone.

Triumph's first light car came with the launch of the 10/20 in April of 1923. It was a simple, yet robust little machine with a 1,393cc engine. It helped to change Triumph from a motorcycle company that made a few cars, into a car manufacturer that had sold off its motorcycle division.

More celebrations to follow, including 100 years of Le Mans, a century since the origins of the mighty MGs and many more anniversaries that we will pay homage to in these pages throughout the forthcoming year.

Have a great 2023, and make sure you support as many events and make as any special memories with your vehicles as possible.

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

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

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## Introduction

*As you pack away the Christmas decorations and start thinking of commissioning your historic vehicle(s) for the year, on behalf of myself and the Legislation Team, I wish you all the best for 2023. Already our minds are turning to what new challenges may face our movement as we nudge ever closer towards the end of the sale of new internal combustion engine (ICE) cars. As you will glean from my brief summary below of the more stringent emissions regulations being developed in the EU (and to be followed by the UK), our current exemptions and permissions will be ever more precious. The same is true of the impending expansion of the London ULEZ this year also discussed in this column. And finally, I give an update on changed procedures on the importation of vehicles into the UK from the EU.*

## Environmental Matters

### London

Not universally popular (60% of Londoners oppose it apparently) but the decision has been taken by the Mayor of London to expand the London ULEZ further to the boundaries of the existing LEZ from 29 August 2023 (see <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-expansion-2023> for full details and a map). Aside from other exemptions, you will be pleased to learn that the historic vehicle (HV) exemption remains in place. The announcement was not particularly unexpected and to an extent less of concern than the Mayor's longer term proposals which include the introduction of London road tolls or road pricing based on congestion charging. As cars become ever cleaner or indeed go electric, charging for polluting emissions would no longer be the money earner for the capital and therefore the need to consider a different basis of charging motorists for travel in the conurbation. A reversion to effectively congestion charging (or road rationing) is seen as the way ahead. Without naming names, at least one other city is toying with congestion rather than CAZ charging and the concept is being advocated strongly by the ... bus industry! As is the fashion these days, the industry have retained consultants to produce reports to persuade government that climate change goals can only be achieved by 'persuading' everyone to forsake their car for the bus.

In fact, in historical terms, the legal powers for either emissions or congestion charging rests in the same piece of legislation (Part III and Schedule 12 of the Transport Act 2000, as amended by the Local Transport Act 2008) but political resistance has driven councils down the environment route rather than congestion save for London. Prepare for a change as revenues decline. Ironically, as we have identified previously and as evidenced by existing congestion zones, it is unfortunately less easy to argue for an HV exemption; unlike with emissions levels which clearly disadvantage HVs because they cannot be modified, our vehicles are not being treated any differently to any modern one as there are no 'compliance' requirements for entry. However, as with any potential for broader road pricing initiatives in the future which I have discussed in an earlier Newsletter, we will certainly be mustering appropriate arguments at the relevant time.

### The Euros

And just as we were getting used to Euro 6 emissions standards the current base line for compliance with many clean air or low emissions zones, the EU commission is putting in train the next set of emissions compliance requirements. Euro 7 is intended to lower NOx emissions from cars and vans by 35% compared to Euro 6, and by 56% compared to Euro VI from buses and lorries. At the same time, particles from the tailpipe will be lowered

by 13% from cars and vans, and 39% from buses and lorries, while particles from the brakes of cars will be lowered by 27%.

Every Euro 7 vehicle will have to comply with lower or new emission limits (including for pollutants previously not regulated), tests where the vehicles are driven on the road in more representative driving conditions and improved durability requirements. Going further than tailpipe emissions, the Euro 7 standard rules will be aimed at emissions from brakes and tyres soon to be the major source of particle emissions from road transport as EV ownership rises. New digital methods, based on on-board sensors that measure emissions throughout the lifetime of a vehicle, will check compliance of the vehicles with the emission rules. Articles in the motoring media predict that the engine development necessary to meet the rules may prove unviable from an economic perspective and may force manufacturers to prematurely 'retire' ICE cars and vans thus hastening the end of the ICE era. The cynic might venture the view that governments across Europe are eager to ensure that the purchase and retention of ICE vehicles tapers away ahead of the 2030 (UK)/ 2035 (European) deadlines by effectively legislating them off the road, stymying the intent of many to retain them as long as possible. This could have significance more broadly for the HV movement and certainly makes our generally favourable treatment from an emissions perspective all the more valuable.

## VED - if it moves...!

The media reports I quoted in the last Newsletter as a source for Treasury intent to introduce a vehicle excise duty rate (VED) for electric vehicles (EVs) were indeed accurate. It was confirmed in the Chancellor's Autumn statement that from 1 April 2025, all electric car owners will be required to pay the standard rate of road tax VED, which is currently **£165 per year**. EV drivers who own a car with a list price of £40,000 or more

will also pay the £355 premium car tax rate, which will take their yearly VED rate to £520. If you thought this would only affect those venturing into EV ownership in the future then you would be wrong. The new electric car road tax rate will apply to cars first registered on or after 1 April 2017, which means it will be backdated to include millions of used EVs in the UK but no further back. Owners of HV EVs can sigh with relief!

## Importing

Well the definitive treatise has not yet been written on the post Brexit procedure for the bringing of vehicles into the UK and the exit therefrom. Our anecdotal experience as I mentioned at the Federation AGM is that for **temporary** visits to Europe with an HV which is fully road worthy and insured should be no different from taking a modern car. The time difficulties have been experienced by members has been when taking an HV on a trailer even though the vehicle has a V5C and is insured. Whilst under the Brexit agreement there is freedom of transit without too much bureaucracy in relation to a 'means of transport' (i.e. your personal transport), a trailered vehicle even with a V5C can be regarded by a customs officer as 'goods' which they might regard as being exported/imported, thereby requiring paperwork (temporary admission documents or an ATA Carnet). Whether the additional vehicle is regarded as transport or goods seems to be a matter of whim. In relation to **permanent** importation, as the government website is our main source of guidance and had remained unchanged during the Brexit transition period, we did not realise that the procedure mandated for businesses had effectively been extended to private individuals. However, through the experience of two correspondents, we learned the procedure for the permanent importation of vehicles from overseas (including HVs) into the UK had indeed been changed. In both cases, the correspondents indicated that the club members importing the vehicles had followed the procedure published on the government website. This included the four step process of telling HMRC within 14 days that the vehicle, has arrived in the UK, paying duty or VAT if HMRC requires it, getting vehicle approval to show the vehicle meets safety and environmental standards and registering and taxing the vehicle with DVLA. The documentation required included the completion of a NOVA (Notification of Vehicle Arrivals) and a C384 form "Private motor vehicle – Application for release on payment of Customs Duty, and VAT as applicable". In both cases they had received communications from HMRC indicating that the C384 form was no longer valid and they had to use a handling agent. Since the government

website remained unchanged, we were unaware of any change but around the middle of November, government advice was updated. The drive to doing everything digitally means that in reality the services of a customs handling agent or freight forwarder is needed. This is because of the need to make an import declaration through the Customs Handling of Import and Export Freight (CHIEF) system or the Customs Declaration Service (CDS) system. The procedure is detailed here: <https://www.gov.uk/importing-vehicles-into-the-uk/telling-hmrc> . There are a vast number of such

agents and although we cannot endorse or vouch for any particular business, one firm which attended the Classic Motor Show and talked through the procedure and cost with me at the show is Kingstown Shipping [www.kingstownshipping.co.uk](http://www.kingstownshipping.co.uk). Other freight handlers are available! I suspect that the private importer can get onto the digital declaration system by other means but with the evidence and documentary requirements ever increasing in the post-Brexit era, it is probably sensible to seek advice and at least a quote for assistance with the paperwork.



Plus ça change, plus c'est la même chose

DVLA

Ian Edmunds

## Historic Vehicle User Group

Just as this edition of Federation News closed for press the Federation was informed by DVLA at a special meeting of the Historic Vehicle User Group that a complete review of vehicle registration policy has been started and will continue through the coming year. Input will be taken from all interested parties including DfT up to and including the Secretary of State. FBHVC welcomes this initiative and will of course work closely with DVLA to robustly represent the views of the historic vehicle community.

## Alkylate Petrol

At the recent VSCC Bicester Winter Driving Test Event, the cars were running on Alkylate petrol, so I thought it would be a good idea to explain what Alkylate petrol is and what are its environmental credentials?

Alkylation is the process for producing high octane petrol components (alkylate) by combining light olefins with isobutane in the presence of a highly acidic catalyst (hydrofluoric or sulphuric acid). It was an important process in the second world war for producing high octane aviation gasoline. The olefins used in the feed come from conventional fossil refinery catalytic cracking units that convert heavy refinery streams to lighter products. Alkylation produces a mixture of high-octane branch chain paraffins with low sensitivity. Sensitivity is the difference between Research Octane Number and Motor Octane Number. A good example of an alkylate petrol is iso-octane (2,2,4 trimethyl pentane) which is the high-octane reference fuel used in the octane engine test, with a

Research Octane Number (RON) of 100 and a Motor Octane Number (MON) of 100 and a sensitivity of zero. Aviation gasoline (AVGAS) is largely made up of alkylate due to the high-octane requirement of piston aero engines.

Alkylate is a useful refinery blend component used primarily to boost MON which helps prevent knock at high engine load. Alkylate does not have any renewable credentials but does tend to burn a little cleaner in terms of particulate, CO and HC emissions. It has lower sulphur, aromatic and olefin hydrocarbon contents compared to conventional BS EN228 petrol. Alkylate petrol was initially marketed in Scandinavia on health grounds for use in chainsaws, lawn mowers and other portable internal combustion engine powered equipment.

Aspen and Gulf are two major suppliers of alkylate petrol with typical RON & MON levels of 94 and 92 respectively. Both these fuels do not meet the BS EN228 petrol specification as they do not meet the minimum RON level of 95. They

are, however, compatible with many classic and historic vehicles that do not have a high RON requirement. Alkylate fuels are legal to use on public roads as they are duty paid like conventional petrol. They retail for around £6.00 per litre so are certainly not a cheap option when compared to conventional petrol. A European specification for Alkylate petrol is currently under development; prEN 17867:2022 Petrol fuel for small internal combustion engines – requirements and test methods and will be balloted in the new year and if successful a British Standard version will be available later next year.

From a renewable perspective, it would be better to convert historic and classic vehicles to run on E10 petrol where 10% of the fuel is renewable rather than run on alkylate. Alkylate is a useful fuel however to put in your classic or historic vehicle over winter to protect the fuel system from corrosion while the vehicle is laid up if you have been operating on E5 or E10 petrol.

## Skills > Karl Carter

Although not strictly FBHVC I wanted to share the latest awards that have been presented this month. The Federation Skills Trust, a charity set up to develop historic engineering skills, was the sponsor of the **Apprentice of the Year Award** at the Octane Historic Motoring Awards at the new Londoner Hotel, London in November.

Nine apprentices from both The Heritage Skills Academy and InComm Training Services applied for the award and all those apprentices were invited to the gala dinner with partners.

The judges found it very difficult to pick an overall winner and finally decided on two apprentices sharing the award.

The two winners were **Callum Staff** and **Lewis Giddings**, both at Heritage Skills Academy.

Callum is 23 and joined the pre-war Aston specialist Ecurie Bertelli three years ago and is at the end of the heritage engineering technician course. Last year he drove a 1903 Oldsmobile in the London to Brighton run.

Lewis is 21 and has had three years with Woolmer Classic Engineering, regularly scoring class-topping results at the Heritage Skills Academy.



Karl Carter, Chairman of The Federation Skills Trust (right) presenting Lewis (left) and Callum (centre) with their awards

He single-handedly built a Volvo Amazon endurance rally car for a customer to enter on the Lima to Cape Horn Rally.

All the apprentices also had an unexpected surprise when Octane also announced that one of their sponsors also wanted to recognise the importance of skill training and Callum and Lewis both received £1,000 each and the other seven apprentices received £500 each. So it was well worth applying for the award.

In addition to the apprentice of the year award the Octane Historic Motoring Awards include a category of Personal Achievement. The finalists were **Francis Galashan, Angela Huckle, Jonathan Proctor, Norman Foster** and **Peter Neumark**.



Francis Galashan with his Personal Achievement Award

I have worked with Francis for over ten years to develop the heritage engineering course and through the Galashan Trust he has funded the Heritage Skills Academy facilities at both Bicester Heritage and Brooklands Museum. He also set up The Federation Skills Trust and was the first Chairman.

Without the support Francis has given the apprentice scheme which now has nearly 200 apprentices in training, it would not exist. We were absolutely thrilled that Francis was chosen as a very worthy winner of this award.

**Hello everyone and a warm welcome to 2023. January, for me, begins with the New Year Day gathering at Brooklands. It's a great way to start the year with an eclectic mix of historic cars, bikes, and commercial vehicles – with the whole museum to explore if the weather is unfavourable! It's also valuable as a place to meet up with friends and colleagues, plus meet fellow enthusiasts and share event plans for the coming year.**

Wherever you started your HV motoring in 2023, I hope you had fun too.

Confidence within Organisers and Clubs that I am personally involved with is very positive and we have a full calendar of events scheduled throughout the whole year. These include Touring Assemblies, Regularity Rallies, Treasure Hunts, Track Days, Concours d'Elegance plus Exhibitions and Car Shows. All of these require detailed planning, an organising team, approvals, insurance, publicity, entry forms, entry fee administration and associated financial reporting. Plus, H&S risk assessments, safeguarding provision, medical presence, accommodation and of course volunteer marshals on the day(s). It's a lot of work and requires a lot of commitment from those involved.

So, it's no wonder that more and more 'informal' events are happening without any of the above constraints. This trend will surely continue as it can facilitate spontaneous, no commitment, informal gatherings of like-minded enthusiasts, almost anywhere there is car parking, and preferably coffee and refreshments available. Social media obviously plays a large role here and thus attracts younger members who, we hope, will engage with our HV passion and become entrants for the larger, organised events as a result.

Fortunately, there is still a loyal and committed following for Clubs and Organisers who serve the specific needs of their members, an example being the VSCC (see link opposite). This is a national club, with experienced and expert members who organise quality events, covering a broad range of HV categories and with events spread around the UK too.

Also going from strength to strength are the premier UK based Event organisers, including HRCR, Bespoke Rallies, Classic Rally Press, HERO-ERA and Rally the Globe. These have all launched their 2023 – 2024 events calendars and the lists are extremely impressive – from one day UK based events to 31-day multinational marathons.

## Club Anniversaries in 2023

One of the Clubs I am heavily engaged with is the CSMA, it's with pride that we look forward to celebrating its centenary in 2023. It's a National Club and so we have events taking place around the UK.

2023 is also the centenary of Le Mans for both the usual 24-hour race in June, and for the Le Mans Classic event in July. I am planning to attend the Le Mans Classics once again and there will be a strong UK contingent as usual – both on track, and on the stands!

And 2023 is also the 120th anniversary of the Gordon Bennett Race, in Ireland. They are running a Classic Car run as well as their usual Gordon Bennett 1900-1930 cars event.

## Goodwood Revival Videos

You are probably aware that the FBHVC, FIVA, BRM and Motul had a shared stand at the 2022 Goodwood Revival. We are very grateful to our partner Motul for making this possible. During the weekend we were able to interview 16 individuals ranging from Formula 1, Le Mans, Touring Cars and UK Club racers. These interviews are now being made available to you via the FBHVC Facebook pages, and I am releasing a new one each fortnight. I hope you enjoy them.

## Events Calendar

The FBHVC also operates its own 2023 event calendar on our website, listing is free for member clubs so please make use of it to promote your club events. The more events we list the more valuable the calendar becomes.

So, for 2023 there are already plenty of events to choose from depending upon your personal preferences, your availability – and, as always, the depth of your pockets!

Useful links.

FBHVC events	<a href="https://www.fbhvc.co.uk/events">https://www.fbhvc.co.uk/events</a>
FBHVC Goodwood	<a href="https://www.youtube.com/@fbhvc3715/videos">https://www.youtube.com/@fbhvc3715/videos</a>
VSCC	<a href="https://www.vsccl.co.uk/page/events">https://www.vsccl.co.uk/page/events</a>
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Drive and ride safely and have fun.



Image courtesy of heroevents.eu

FBHVC Museum member **Transport Museum Wythall** has announced the return of **Harrington Gatherings**, an iconic event for iconic vehicles which has not taken place since 2016 and are appealing to all Harrington coach and car owners to come and join them on Sunday May 21st, 2023.

The 2023 Gathering sees the event move to Wythall, the centre of England, to ensure a wider and greater variety of vehicles attending, along with enthusiasts who remember the golden age of coaching or beautiful sports cars.

Starting in Brighton in 1897, Thomas Harrington was a highly respected coachbuilder who's designs rose to fame when the art-deco style 'Sackville Works' opened in Hove in 1930. Always a family firm, its legacy started with then unique dorsal finned bodies and subsequently the Cavalier and Grenadier, two closely related models that helped revolutionise coach design in the early 1960's, influencing other manufacturers for decades to come.

Harrington's also worked with the Rootes Group. Having been a Rootes agent since the thirties, they started building the Sunbeam Harrington Alpine (and also the Triumph GTR4 with Doves of Wimbledon), with a 'fastback' GT conversion integrated into the bodywork. Examples of these cars will also be on display at the event.

Roger Thomas, representing Harrington owners and helping organise the 2023 Gathering, said: "Entries from Cornwall to Lancashire are already confirmed to attend, and on display will be the products of what was arguably the finest coachbuilder of the 20th century. This will range from pre-war products, some with the dorsal fins, through to the very last designs produced by the factory – lovingly restored in honour of Harrington and the operators who bought them."

Transport Museum Wythall (TMW) Trustee Denis Chick said: "It's an honour for TMW to stage a Harrington Gathering, who can't fail to be impressed by the design of these wonderful machines. If you have a Harrington coach, car or even a Commer/Harrington minibus, please come along. And if your vehicle is off the road or in restoration you now have the winter months to bring it alive."

This should be a great event and I would encourage owners to register their vehicles now by going to [bookings@wythall.org.uk](mailto:bookings@wythall.org.uk).

## TRANSPORT Museum WYTHALL



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Over at the **British Motor Museum** they have announced their most ambitious schedule for 2023 featuring 38 motoring shows including several new events! With popularity and demand at an all-time high, this is the Museum's busiest schedule to date. The award-winning Museum is also freezing ticket prices at 2022 rates representing exceptional value for visitors.

The first event of the year will be a **Museum Late** evening tour of the Collections Centre on Tuesday 10 January followed by the annual **Historic Rally Car Register 'Open Day'** on Saturday 14 January. The first **Gaydon Gathering** of the season takes place on 11 April. And this free event which I wrote about in the last edition will take place on the first Tuesday of each month, throughout the year with the last one on 10 October.

A selection of new events and shows will bring even more variety in 2023. These include;

**Vaux ALL** on 13 May,

**Saab International Weekend** on 5 & 6 August,

**National Street Van Association Nationals** on 13 August

**Italian Wheels Day** on 16 September.

Events marking a special anniversary take centre stage and tickets for these are available now. First is the **Gaydon Land Rover Show** on 7 - 8 May which will celebrate the 75th anniversary of Land Rover. A special one-off show to mark the **MG Centenary** will take place on 27 May.

The **BMC & Leyland Show** on 9 July will be celebrating two landmark anniversaries of British motoring; 50 years of the Austin Allegro and 40 years of the Austin Maestro.

Tickets for the much loved classics are on sale now too;

**National Metro & Mini Show** on 4 June,

**Classic & Vintage Commercial Show** on 10-11 June,

**Wythall BusFest** at Gaydon on 1 July,

**Old Ford Rally** on 23 July,

**Rootes Heritage Day** on 23 July and

**Retro Truck Show** on 9 – 10 September.

Popular shows returning for 2023 include **Tucked** featuring modified rides, classics, and supercars on 2 April. **Museum on the Move**, a special Members only event, returns on 21 April and will showcase a selection of cars from the collection with the opportunity for Members to ride in them. **The Ultimate BMW Show** will be back on 30 April after a bumper first year which featured over 850 cars. Looking ahead to the summer, the **Banbury Run** returns on 18 June with **Ford Nationals** on 25 June and a Big MINI Show for BMW Minis on 30 July. These are followed by **Jaguars at Gaydon** on 2 September and the **TR Register International Meeting** on 3 September.

Tickets are now on sale for exhibitors and visitors to book and for more information about the Museum's events please visit [www.britishmotormuseum.co.uk/whats-on](http://www.britishmotormuseum.co.uk/whats-on)



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# Historic vehicles in a changing world

**In the light of drought in the UK, recession of glaciers in the Alps and floods in many countries there seems to be little doubt that changes are occurring in the world's climate.**

Interestingly, despite the evidence, there remains a hard core of individuals who continue to deny there is any 'exceptional' climate change occurring. They argue that climate change has happened since the dawn of time, current changes are nothing surprising and anyway, the amount of emissions caused by historic vehicles is inconsequential.

One thing we should all be able to agree on is that emissions from historic vehicles are inconsequential in the context of global warming. Research by the Federation confirms that on average, a historic vehicle covers only 1,200 miles a year. In total, all the historic vehicles licenced for the road drive less than 0.2% of the mileage covered on British roads every year. A very small amount when compared to all the other pollution and emissions that surround us.

Whilst the modest impact of emissions from historic vehicles is small, the issue we have to face is public perception rather than verifiable facts. We are all familiar with the power of the internet and social media. However, recent history tells us that facts can often come a distant second to public sentiment fuelled by 'what my mate said' on social media. Whatever the strength of our argument concerning emissions, the historic vehicle community will always lose the battle in the face of one sleeve valve engine or an old diesel tractor burning a very little oil and being branded 'those old polluting vehicles'.

As members of the historic vehicle community we need to recognise this fact and demonstrate that we are responsible citizens who are prepared to 'do our bit' for our little blue planet, no matter that 'our bit' might be quite small. Interesting as it might be to hold an intellectual debate about the pros and cons of emissions from the manufacture and use of electric vehicles compared any impact our older vehicles might have; it is a completely fruitless discussion. The historic vehicle community will never win that argument. However wrong we might think the strategy for the adoption electric vehicles and however unfair the criticism of historic vehicle emissions, Government and critics of the internal combustion engine are only going in one

direction, burning less hydrocarbons.

We have a fighting chance of winning the argument that historic vehicles are heritage assets that should be both preserved and used but to achieve that we need to show our understanding of environmental issues and demonstrate we take these issues seriously enough to do something about them.

During the late summer we undertook a pilot survey with the assistance of one of the Federation's members. With just five short questions emailed to over 800 historic vehicle owners we achieved a 25% response rate. Our objective was to get a feel for members' attitudes and we achieved that objective.

The results were as follows:

## Question 1 Do you accept that climate change is happening and that emissions from motor vehicles are a contributory factor?

**Response:** 5% of respondents do not accept climate change is happening. Where narrative has been given, the general approach is along the lines of 'climate change has always happened what we are seeing now is nothing different'.

## Question 2 Do you subscribe to a carbon offset or carbon capture programme such as the FBHVC/Tree-V project?

**Response:** 25% subscribe to such programmes.

## Question 3 Are you content to subscribe to the Tree-V project or any other similar project that the Board of your Club may identify for the purpose of carbon balancing future events?

**Response:** Whilst 75% of respondents are supportive, 25% are not content to subscribe to such a scheme. The comments are not statistically valid but include scepticism about carbon capture schemes in general, concern about using land that should be used for food production and not knowing enough about Tree-V.

## Question 4 Do you believe that environmental emissions are for governments to resolve and not for individuals to make their own arrangements?

**Response:** Two thirds of respondents feel that either individuals or a joint effort with Government is required. 34% consider emissions are for Governments to resolve. Specific comments were made about using fuels other than electric and the 'electric car scam'.

## Question 5 Would you prefer that your Club made alternative arrangements for carbon offsetting and if so, what?

**Response:** Over three quarters of respondents (78%) are content to rely on the Board of their Club to make arrangements for carbon offsetting Club events. 22% prefer the Board should consider other arrangements or no arrangements. The comments included 'not interested in zero carbon tripe', 'FBHVC should do more to publicise the small emissions footprint of historic vehicles' and 'the Government are punishing people by seeking net zero'. There was support for more research into alternative fuels.

*The survey was a relatively small sample size and although it contained only a few questions they are relatively complicated. However, it does give a clear indication that whilst 25% of members are already involved in carbon offsetting or carbon capture schemes, there remain a significant hard core of members who do not accept climate change is a problem and to the extent it is a problem, it is for Government to resolve not for individuals. I suggest that these members do not fully understand the issues that we, the historic vehicle community face. Far from winning any arguments and furthering the cause of the historic vehicle movement, they are more likely to aggravate our critics and*

*opponents. We must accept we cannot win a 'social media war' where sentiments rather than facts win hearts and minds but by demonstrating we are responsible citizens and sympathetic to others' views, we might just win the ability to continue to enjoy our hobby.*

*If you would like to organise a similar survey amongst the members of your Club please contact us by email at [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk). It would be a great boost for the historic vehicle movement if we could demonstrate that whilst our members are keen to continue to use their vehicles, they are also sensitive to environmental issues.*

# BE PART OF THE FBHVC'S CARBON CAPTURE INITIATIVE

Help the historic vehicle movement show the world we care about the environment and deserve to be on the 'green roads of the future' long into the 21st century....



**DID YOU KNOW?  
IN THE FIRST  
YEAR WE HAVE  
PLANTED 1800  
TREES AND  
CAPTURED 1.4  
MILLION MILES!**

**THIS ONE IS  
FREE!**



## 'OFFICIAL ENDORSEMENT'

- A FREE TO JOIN, no commitment scheme.
- We'll help you spread the carbon capture word to your members and encourage them to sign up as individuals to the FBHVC's scheme.
- Regular content direct to your magazine editor
- Automatic entry into the end of season Eco award
- Regular stats updates for your club - letting you know how many members have signed up!

- Are your members getting criticised for driving their pride and joys?
- Are you worried that our clubs will be sidelined and pushed off the roads in the era of the EV?
- Launched at Classic Motor Show 2021 and delivered in partnership with Tree-V, this scheme enables historic vehicle owners and clubs tackle their CO2 emissions by planting new woodland right here in the UK.
- **For our movement to thrive in the coming years, have the freedoms we currently enjoy and to attract new enthusiasts we need to show we care about the planet as much as we care about our vehicles. This scheme is how we make that happen.**

## HOW TO GET INVOLVED

### CARBON CAPTURE A CLUB EVENT

- Carbon capture a one off event next year from as little as £45.
- Bespoke quotes to capture CO2 emissions associated with your show or rally.
- Inspire your members to take green action.
- We'll provide you with our event media pack to explain to your green contributions to your members and the public!

**TALK TO TREE-V TODAY TO FIND OUT MORE,  
EMAIL TOM@TREE-V.COM OR ENQUIRE AT TREES.FBHVC.CO.UK**

# The Federation Village at Classic Motor Show 2022

Let me cast your minds back to mid-November 2022. For the more than 69,000 that visited the Classic Motor Show at Birmingham NEC between 11-13 November were met with some wonderful displays of vehicles. The Federation Village was one of those, boasting an array of vehicles not to be seen anywhere else at the show, some of which were the only examples in existence. We thank our partners and members (Motul, Peter James Insurance,

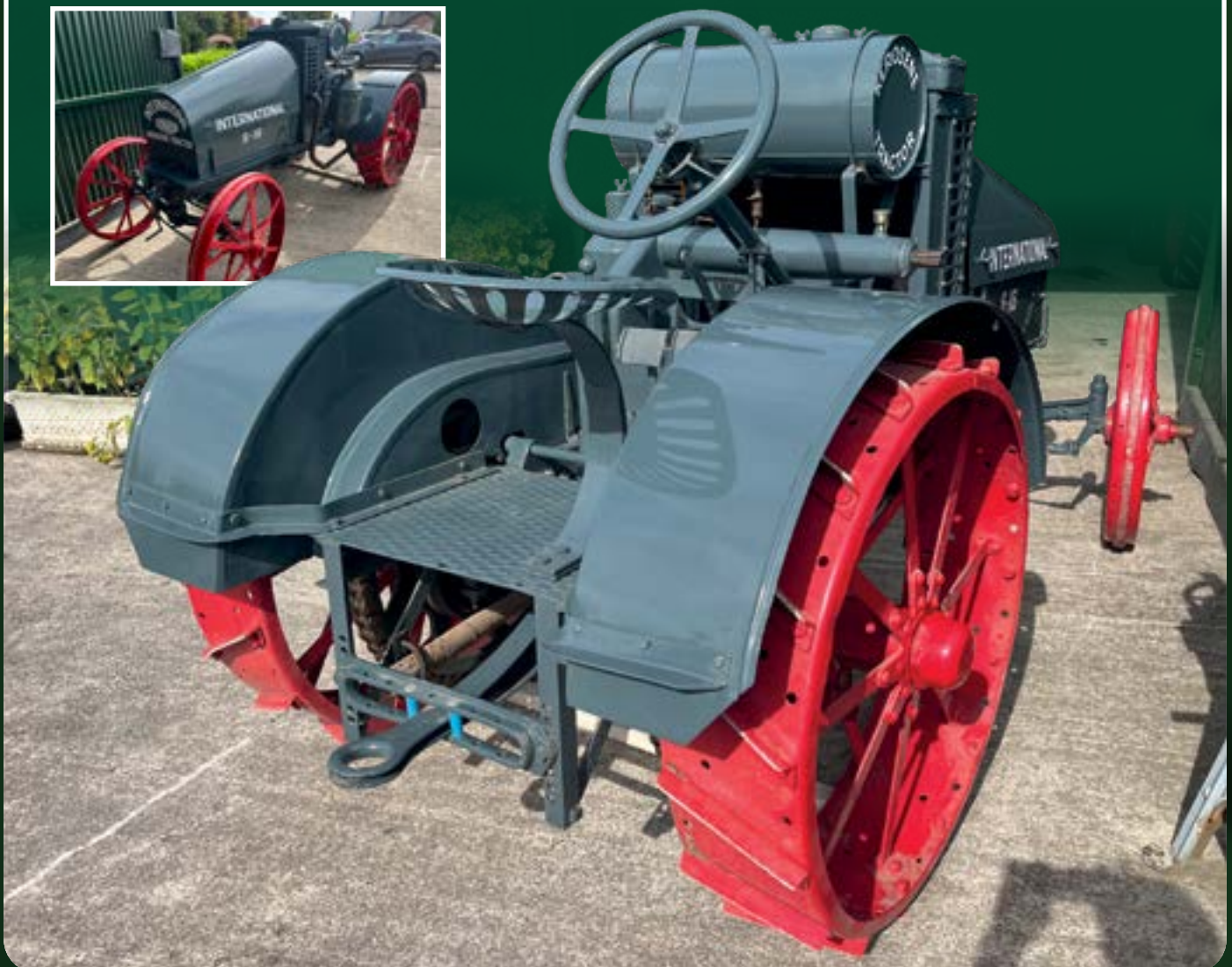
Genus, Tree-V, Great British Car Journey, King Dick Tools, Childline & Federation Skills Trust) for their contributions and continued support.

Each year the Federation produce a brochure which is given to attendees to showcase ourselves, partners, members and vehicles. For those who did not visit the show or collect one from the Federation Village stand, please find the details here within the pages of our first FBHVC News of 2023...

## International Junior 8 – 16 Kerosene Tractor

The International Junior 8 -16 Kerosene tractor was produced between 1917 and 1922. It was a much more advanced design than other Internationals of the time. The engine was an advanced overhead valve four-cylinder unit, but when compared to the

contemporary Fordson Model F, the International Junior still featured many primitive features such as: a separate channel frame and chain drive. A novel feature was the radiator mounted behind the engine, which kept it away from dust and damage.



# 1972 Wings Tour Bus – WNO481

We are proud to introduce WNO481, the 1972 Wings Tour Bus.

It started with a normal telephone call from WNO481's owner Tom, and since that day the historic vehicle community have followed her restoration story through the Federation website [www.fbhvc.co.uk](http://www.fbhvc.co.uk) and our members' magazine 'FBHVC News'.

WNO481 is a Bristol KSW/ECW Low Bridge bus, manufactured in 1953, and one of only 1116 built. She entered service on 3 November 1953 with Eastern National Omnibus Company Limited, Chelmsford. In 1965, WNO481 was one of ten chosen to be converted into open-toppers for coasting along the sea front at Clacton.

In January 1968 she ended service in Chelmsford and was sold to the Eastern Counties Omnibus Company Ltd, Norwich (LKO238) for service in Yarmouth and Felixstowe. Then, in April 1971, WNO481 came out of service and was purchased by a dealer from Norfolk.

Later that year, WNO481 was acquired by **Paul McCartney for the 1972 Wings Over Europe Tour**. Paul requested the bus be painted in a Magical Mystery Tour theme and be fitted out ready for tour.

The 1972 **Wings Over Europe Tour** consisted of 25 concerts in 25 cities, in 9 Countries covering 12,072 km or 7,501 miles. Hotly pursued by the world's

media WNO481 was deemed to probably be the most famous bus in the world.

WNO481 is clearly an important piece of UK heritage, not only as a historic vehicle but also for its role during the development of 1970s pop culture.

In 2019, WNO481 had a new owner. Since this date Tom, along with his Busketeer crew assisted in restoring the 1972 Wings Tour Bus back to its former glory. **2022 marks the 50th Anniversary of the 1972 Wings tour**, and with this in mind WNO481's first outing is here on the Federation Village Green at the Classic Motor Show after its extensive restoration with artwork inspired by The Beatles Magical Mystery Tour and Yellow Submarine.



## The McCartney Stage at The NEC

Visitors were delighted with live music on the open top deck which featured the newly engineered McCartney Stage inspired by The Beatles 1969 Rooftop Concert on the roof of The Apple Building at 3 Savile Row in London.

The very first performance on the McCartney Stage was hosted on Friday 11 November by **The Paul McCartney Story Show** which consisted of Paul McCartney's greatest Beatles-Wings-Solo Career songs performed by the highly talented **Beatles-Wings-Jeff Lynne** tribute act.

The **TR5's** performed their own brand of Beatles-McCartney songs on Saturday 12 November.

On Sunday 13 November the living legend that is Paul McCartney & Wings sax player **Howie Casey** with his sidekick **Joe Jones** took to the live stage.

For more information, please visit <https://www.1972wingstourbus.com>



# General Post Office Collection

## GPO Truck



Manelectric was a make of milk floats and other battery electric road vehicles but has also become a generic term for these vehicles. They were a popular form of transport in the 1940s, 50s and 60s. Our example was manufactured by Henry Bugden Vehicles of Hove and had a load capacity of 1 tonne powered simply by two 12v high-capacity batteries in series.

This type of vehicle was quite distinctive as it operated on the road rather than pavement and a category of driving licence still exists for people controlling them. Like many types of electric vehicles, they were popular for home deliveries in the early morning as they were quiet in operation and successfully used over three decades for deliveries of milk and post.

The period photograph from 1964 is a publicity picture from the Brighton & Hove Gazette showing four vehicles ready to enter service.

## Federal Postman's Cycle

Federal was one of many brand names associated with the Co-operative Wholesale Society more familiarly known today as Co-op Convenience stores. The retailing of food was the most recognisable service but the Co-op had significant interests in the 20th century and included furniture, bottles and jars, shoes, leather goods, rope and twine, cigarettes, sweets and drugs!

Federal motorcycles were manufactured between 1921 and 1929 fitted with 269cc Villiers engines.

The brand name continued for many years gracing General Post Office cycles into the 1950's from which our machine dates. This cycle was restored by an apprentice at The National Motor Museum.



# Tree-V

Announced at Classic Motor Show 2021, the FBHVC's Carbon Capture scheme, delivered by Tree-V, is celebrating its first birthday at this year's show. The Federation were keen to provide a simple scheme by which historic vehicle owners and clubs could mitigate their vehicle's emissions through the planting of new woodland here in the UK and we're incredibly proud of the impact it's already had.

It's extremely important as the public and lawmakers become ever more environmentally conscious that our community shows we care about the environment as much as our vehicles. If we want to be allowed to use tomorrow's roads, we must show our green credentials and this scheme is the perfect way in which to do that as a collective.

The first year has been a great success with a total of 1,438,717 miles carbon balanced, resulting in 641 tonnes of CO<sub>2</sub> being captured and over 1800 trees being planted! This new woodland also brings a whole host of other benefits – such as increasing biodiversity and reducing the risk of floods.

Come and see Tree-V on the FBHVC stand today to sign up, see how your club can get involved or just to talk trees and classics!



# Childline®

We are proud to share the Federation Village Green once again with our charity partner Childline®.

Once again the historic vehicle community have raised a staggering amount of funds from the sale of Drive It Day and Ride It Day vehicle plates. £47,000 was the total figure in 2022, (17% more than in 2021). The Federation are pleased to recognise our collective achievements by celebrating our "One Unforgettable Day". This accolade is awarded when an organisation raises more than £30,000 in support of children and young people and represents the costs of operating Childline® for a 24 hour period. Our 'Day' is Friday 11 November, the opening day of the show. We will also be launching our 2023 Drive It Day & Ride It Day (scheduled for 23 April 2023) vehicle plates in support of Childline® on the same date whereby visitors can purchase a plate or donate whilst visiting. Plates are priced at £10 for a standard variant or £30 for a platinum version.



## Why Childline® needs our help

This year three of the FBHVC team visited the NSPCC headquarters in London. They witnessed first-hand the dedication provided by their volunteer counsellors and safeguarding supervisors. Shocking was to hear of just how many calls they get, the severity of many of those calls and some of the stories and issues that the counsellors must deal with daily as part of their 3.5-hour shifts.

It really impacted us all on the visit as to just how much our young people can struggle with life, navigating troubles at home, abusive families, bullying or just dealing with the impact of the world's troubles on their lives. It was troubling to hear just how many calls on each shift were being escalated to supervisors and then onwards to emergency services, because young people were in such danger. Also, how so many young people are troubled by the challenges faced, not just by themselves, but their parents or carers as well who might be suffering from incurable health difficulties, financial crisis or domestic violence. Children and young adults seem to be bearing the burden of the increasingly difficult world around them. Not only that, but the emergency and mental health services in the UK are creaking at the seams post-Covid and so often it is down to charities like the NSPCC's Childline to plug the ever-widening gaps.

Let's do even better for Drive It Day and Ride It Day 2023.

Purchase your plate today!

For more information on Childline® or Drive It Day please visit:

[www.childline.org.uk](http://www.childline.org.uk) or [www.driveitday.co.uk](http://www.driveitday.co.uk)



**childline**  
NSPCC service





## Jam Roll & Eccles

The Childline® stand also hosts the 1929 Rolls-Royce 20hp saloon and Eccles caravan which the global scouting community presented to Lord Baden-Powell in recognition of his leadership.

The 3rd World Scout Jamboree was held in 1929 in Arrowe Park, Birkenhead. It was hailed the 'Coming of Age' Jamboree which celebrated 21 years since the publication of Scouting for Boys.

To mark this special occasion scouts from all over the world donated a penny to purchase their Founder, Lord Baden-Powell, a Rolls Royce and an Eccles caravan. The car was subsequently named 'Jam Roll' in recognition of its connection to the Jamboree and Rolls Royce.

Jam Roll is a 20 horse power Rolls Royce, chassis number GVO-40, it was one of the last 20hp chassis to be made. The car was fitted with a custom made 'D' back limousine body that was made by Page and Hunt, and was one of only a few bodied made by the coach builders for Rolls Royce.

Lord Baden Powell used Jam Roll and the Eccles caravan for many years and after his death in 1941 his family sold it to private owners.

The Eccles caravan was donated to Gilwell Park and became a landmark for scouts to visit, which you can still do today. Gilwell Park is situated close to London, it has modern lodges, plenty of open

camping and views of the capital. They have 108 acres for young people to explore. For more information please visit [www.scoutadventures.org.uk/centre/gilwell-park](http://www.scoutadventures.org.uk/centre/gilwell-park)

The last time Jam Roll and the Eccles caravan appeared together was in 2007 at Gilwell Park as part of the Centenary of Scouting.

Jam Roll was seen infrequently at Scouting events before being acquired by BP Jam Roll Ltd, a trust established to purchase in the car in 2008 ensuring it stayed in the country.

Following Jam Roll's purchase by the trust, of which Lord Baden Powell's grandson the Hon. Michael Baden Powell is a trustee, the car was sympathetically restored by Scouting volunteers and members of the Rolls Royce Heritage Centre.

Jam Roll's new home is the Great British Car Journey, located in Ambergate, Derbyshire. Great British Car Journey is a museum which boasts a collection of over 150 modern British classics, including one of the last cars to roll off the Longbridge production line, Great British Car Journey tells the story of the rise and fall of the British motoring industry from the early 1900s to the turn of the century. Why not pay them a visit? [www.greatbritishcarjourney.com](http://www.greatbritishcarjourney.com)



Image courtesy of The Scouts Heritage Service

# Austin Seven Centenary

If you own an Austin Seven you'll know why 2022 is significant. Yes that's correct, 2022 marks the centenary of one of our most iconic modes of transport, the Austin Seven.

Great British Car Journey in association with The Great British Car Club is delighted to join The Federation of British Historic Vehicle Clubs in celebrating the Centenary of the Austin Seven.

On 21 July 1922, at a rather grand lunch at Claridges, Herbert Austin announced his baby car to the Austin dealership network. By all accounts, the reception to the new model was mixed with a young William Rootes being

far from convinced that the public would take to the latest product from Longbridge.

Of course, history proved the doubters wrong, and the diminutive car quickly transformed the fortunes of Austin's great Company and secured its future for many decades to come.

The Seven is probably Britain's best loved pre-war car and despite its limited power (the early cars had 10.5 bhp) and basic equipment, it continues to capture the hearts of enthusiastic owners all over the world. The Centenary event in July of this year organised by the Austin Seven Clubs' Association attracted more than 1000 Austin Sevens to the Cotswolds, travelling not

only from all over the UK but all over the world.

Around 300,000 Sevens were produced before the outbreak of war in 1939 and it was built under license in Germany by BMW, in France by Rosengart in France and the American Austin Car Company in the USA.

We salute the vision and bravery of Lord Austin for creating a car which literally changed the world and wish all Sevens and their owners continued enjoyment of this remarkable little car.

Here on the Federation Village you can view four iconic Austin Sevens. We hope you enjoy them.

## 1925 Austin Seven Chummy YM 7319 'Jumbo'

This car was first registered on 4 February 1926, and its first owner was Miss Diana Gilbey. The Gilbeys were wine and spirit merchants and Diana who was 17 lived at Folly Farm in Sulhamstead in Berkshire, a splendid mansion designed by Edwin Lutyens in his famous 'Arts and Crafts' style.

Having learned to drive, Miss Gilbey

soon moved on to bigger cars and in May 1928 Rhoda Edwards, a nurse saw the Chummy for sale at Hewens Garage in Reading. Rhoda became the second owner of the car and christened her 'Jumbo' as she had family in Africa and the car was 'Elephant Grey'. Hewens were large Morris dealers and gave Rhoda a

complimentary Morris Owner's diary and handbook which she kept in the car and recorded services and other maintenance.

In December 1965 Rhoda sent the diary with a long letter to Mrs Walker, Jumbo's new owner who bought her in March. Rhoda apologises that "I am afraid this little diary is rather muddled and untidy – I was so very busy bringing babies into the world and cheering up the lonely wives whose men were fighting in France".

Indeed the diary reveals that in the 37 years of ownership, Rhoda clocked up at least 20,000 miles and also had the vehicle resprayed by Hewens with a Lavender body and Peacock Blue wings. The last entry in the diary is in August 1956 when 2 gallons of petrol are recorded as costing 7 shillings and one penny (around 4p per litre).

Jumbo was taken off the road in 1966 and it was to be another 55 years before she returned to active duty. In 2017, she was purchased by Austin Seven expert Nick Turley and after a four year restoration, she took pride of place in Chapter One of The Great British Car Journey (GBCJ). Nick is a Director of GBCJ and a long term friend of Richard Usher who put the collection together.





## *1936 Austin Seven Single Seater Race Car*

Built by Alan Wragg/Austin in Nottingham and Birmingham. With its 750cc 4 Cylinder Supercharged engine it can manage 90 BHP. Its shell is constructed of an aluminium and steel frame and has a top speed of 95mph.

Herbert Austin was enthusiastic about Motor Racing and the diminutive Seven soon became the basis for a plethora of single seater race cars which were the mainstay of the early years of Brooklands. Alan Wragg built at least 12 of these cars, some of which are still racing today in Historic Racing events.

### *1928 Austin Seven 'Gordon England Cup'*

A rare original example of the sought after sports model built by Gordon England.

### *1939 Austin Seven 'Opal' two seater drophead*

One of the very last Austin Sevens ever made at Longbridge.

This tribute to the Austin Seven would not have been possible without the assistance of Richard Usher and Nick Turly from the Great British Car Journey, based in Ambergate, Derbyshire. The Great British Car Journey comprises a collection of more than 130 British cars, the exhibition takes visitors on a journey spanning over a century and celebrates the enormous contribution made by British entrepreneurs and engineers in mobilising the population of the UK and the world through the development of the popular car. For more information or to plan your visit please see their website for more details: [www.greatbritishcarjourney.com](http://www.greatbritishcarjourney.com) or alternatively look to join The Great British Car Club via [www.greatbritishcarjourney.com/great-british-car-club](http://www.greatbritishcarjourney.com/great-british-car-club)



# The History Behind Motul

Motul is a name that will resonate with many car and bike enthusiasts worldwide. In recent years the brand has established itself as a growing force in lubricants in many automotive sectors around the world and, if you watch seemingly any type of motorsport on TV, Motul branding seems to be everywhere.

Motorsport competitors and Motorbike riders will almost certainly be aware of Motul and its products, but there is so much more that lies behind the striking red and white script than it being just another lubricant brand.

Motul actually dates back to 1853 – several decades, therefore, before there was ever a motor car, let alone an automotive industry to speak of. Motul actually has its roots in lantern oil, which was a bi-product of the whaling industry.

In 1953 Swan-Finch celebrated Motul's anniversary with a motoring milestone – Motul Century, the world's first multigrade motor oil. Until then, you had to change lubricants in summer and winter, depending on where you were living. This new wonder product could now be used all year round, in a broad range of temperatures, thereby reducing lubricant consumption and maintenance.

The vehicles that were in everyday use when 300V was introduced in 1971 have now become classics and Motul's track record of lubricant innovation stands it in good stead to be able to deliver a comprehensive range of classic vehicle oils. It is a pretty fair bet that almost anything that is driven on a road – or a track – of whatever age of historic vehicle will have a Motul oil that is not only fit for purpose, but in many cases uses a formulation that blends modern technology into the original mix to be able to make something better for the vehicle than the original lubricant. With the rise in interest in Modern Classics, which are often used as daily drives, Motul views the Historic Vehicle sector as being another area where its competence and technical know-how will open up its markets further in the coming years.

To help this, in practical terms, Motul has immersed itself across the entire historic vehicle world – partnering with many of the key Historic car bodies and events as part of its commitment to the historic vehicle market sector. It might come as no surprise to

find therefore that Motul is the official oil of FIVA – the international association of historic vehicles; of the Federation of British Historic Vehicles and its equivalent in France and, most recently, Holland.

This year alone, Motul has embarked on a host of new classic partnerships in the UK alone: The National Motor Museum at Beaulieu, The Classic Motor Hub, Porsche Club of Great Britain and the famous Ace Café in London, as well as the world's oldest continuous-use motorsport venue Shelsley Walsh and the Midland Automobile Club.

Motul has even created its own conduit to Car Clubs and Associations, with the launch of Club Motul, which gives organisations exclusive access to Motul special offers, exclusive merchandise and events. More than 100 clubs have signed up – and the number is growing rapidly, with members enjoying the benefits.

While Motul has always been a forward thinking business and innovator in the industry, it recognises that the preservation of historic vehicles is vital, as well as passing on the appreciation to the next generation of drivers, so historic vehicles remain beloved and on the road.

## DeLorean DMC 12

The DMC DeLorean is a rear-engine two passenger sports car manufactured and marketed by the DeLorean Motor Company (DMC) for the American market between 1981 until 1983.

Designed by Giorgetto Giugiaro and noted for its gull-wing doors and brushed stainless-steel outer body panels. Although its production was short-lived, the DeLorean became widely known after it was featured in the blockbuster movie franchise 'Back to the Future'.

With the first production car completed in January 1981, the design incorporated numerous minor revisions to the hood, wheels and interior before production ended in late December 1982, shortly after DMC filed for bankruptcy and after total production reached around 9,000 vehicles.

Despite the car having a reputation for poor build quality and an unsatisfactory driving experience, the DeLorean continues to have a strong following driven in part by the popularity of the 'Back to the Future' films.



**MOTUL**



# Peter James Insurance

At Peter James Insurance, we are experts in cherished vehicle insurance which we have been providing for more than 25 years.

We don't have a call centre - we're a small and friendly team who spend time with customers to truly understand their classic vehicles and their insurance requirements.

Being a part of the classic vehicle movement for many years,

## Benefits for the Club

- Tailored pricing and bespoke benefits for individual club members that non-members simply don't have access to
- Different partnership structures which meet the needs of different clubs
- A dedicated club support team
- Insurance solutions for young drivers and riders
- Attractive commercial partnerships for clubs including commission for new business and renewals. We know the costs of running a club (such as print and postage for club magazines) are constantly increasing - we can help!
- Access to a team who understand the needs of classic vehicle owners
- Free and simple Agreed Value

we acknowledge the value that clubs have to offer and are committed to working with clubs to help them grow and thrive.

We have launched a brand-new club proposition designed to deliver innovative and financially attractive solutions for clubs; and flexible, discounted insurance products for members.

## Benefits for your Members:\*

- Premium discounts
- Static Show and Event Cover
- Cover for non-competitive rallies, events, regularities, hill climbs and club organised track events
- Member to member cover
- Multi-vehicle cover
- Free Salvage Retention
- Breakdown cover including 90 days European cover
- Spare Parts and Tools cover
- Self-repair – providing an equivalent cash settlement
- Accompanied Driver cover
- Helmet and Leathers Cover (for bike club members)



To discuss a club partnership, please contact **Dave Youngs – Partnerships Director**  
Email: [dave.youngs@pdji.co.uk](mailto:dave.youngs@pdji.co.uk)  
Phone: **07593 545 248**

## Get a quote today

To get a quote on your classic car insurance, please call **0121 274 5353**

Alternatively, visit the link or scan the QR code to get a quote by answering just six questions:  
[peterjamesinsurance.co.uk/qcqr](http://peterjamesinsurance.co.uk/qcqr)

\*Policy features and benefits may vary and are subject to underwriting criteria.



**PETER JAMES  
INSURANCE**

## 1947 Swallow Gadabout

It all began when William Lyons met William Walmsley who had just moved to Blackpool from Stockport. They were both interested in motorcycles and on 4th September 1922 they formed the Swallow Sidecar Company. Later they decided to extend their product range to include car bodies, which meant that a much larger factory was essential and in 1927 the company name was changed to The Swallow Sidecar and Coach Building Company.

Swallow began to produce the Austin Seven Swallow car, built on a standard Austin chassis. After receiving an order for 500 cars, and only being able to produce two a day, the decision was taken to move to a larger factory in Coventry.

In 1935 William Lyons founded S.S. Cars Limited. The Swallow Coachbuilding Company (1935) Limited continued to make sidecars and was sold to the Helliwell Group when Jaguar was formed in 1945.

In November 1946 Swallow launched the successful "Gadabout" scooter, designed by Frank Rainbow, an aero engineer and industrial designer.

The machine had a frame built from steel tubing and was powered by a Villiers 9D 125 c.c. two-stroke engine, with a three-speed gearbox, and ducted air cooling. Because steel tubing was in short supply after the war, Rainbow designed the side tubes to exhaust gases from the exhaust manifold.



# Genus

Genus is a 47-year-old private family-owned company, based in Nuneaton Warwickshire, with three digitisation studios, specifically designed for the capture of both heritage and modern material.

Genus is already well established in the historic vehicle community, having worked on digitisation projects for British Racing Motors, the Rootes Archive Centre Trust, Riley Cars Archive Heritage Trust, British Motor Industry Heritage Trust, Daimler and Lanchester Owners Club and the Jaguar Daimler Heritage Trust.

We shall be displaying our new 3D Scanning photogrammetry system – Arago, our famous Recollect software and our General Manager's very own Lancia Delta Integrale body shell.

By using our Arago 3D Scanning photogrammetry system and its proprietary software, we can offer mass 3D photogrammetry services. Our system is well suited to capturing hundreds of objects in a fraction of the time compared to conventional photogrammetry methods. This makes it a perfect solution for large scale projects that can, for example, involve producing entire catalogues of digital products or creating a virtual exhibition of museum collections. It uses pixels of digital images to reconstruct objects in 3D. Latest developments in Computer Vision have allowed this technology to reach extreme geometrical detail, while maintaining photorealistic high-resolution colour information.

Our community engagement software – Recollect - will be displaying snippets from the British Racing Motors (BRM) Archive. Having worked closely with the Owen family to digitise



their archive, this software has allowed them to display their content, whilst giving them the ability to discover connections between items and share the knowledge about the collection's history using engaging digital storytelling with narrative, timeline, and cultural mapping features. Recollect enhances the quality of engagement that your community will have with your collections – however you define your community group. Recollect provides the tools needed to empower users to share their knowledge and discoveries with their peers, encouraging them to offer valuable contributions to your collection.

Users can leave comments or recollections, tag assets with metadata or geo-tag locations, suggest corrections and donate new items, including digital assets or knowledge. Recollect is a carefully moderated environment that ensures owners retain their collection's integrity and copyright as their online community grows.

The **Lancia Delta Integrale** was

produced between 1987 – 1993 to compete in the World Rally Championship in Groups A and N. Many improvements were made over the years which kept the car competitive, resulting in 6 World Championships in 1987, 88, 89, 90, 91 & 92. A record which still stands today.

This version is a 1992 Integrale HF Evoluzione, the last version built specifically for homologation to Group A. It is currently undergoing a full restoration by our very own General Manager – Chris Elwell.

For more information please visit:  
<https://www.genusit.com>



# Federation Skills Trust

The Federation Skills Trust is a charitable organisation with the aim of advancing the training and teaching of engineering skills for the repair, maintenance, preservation and renovation of all types of heritage transport and machinery.

We know from research undertaken by FBHVC there are more historic vehicles on the road and a considerable demand for skilled engineers within the industry plus other established engineering fields such as historic steam, marine and aviation.

Since 2014 over £500,000 has been given to support apprenticeship schemes for historic vehicles and the current Heritage Engineering Technician apprenticeship is being offered

by three centres, Heritage Skills Academy at Bicester and Brooklands and In-Comm Training at Shrewsbury. Joining us in the Federation Village are In-Comm Training who will be demonstrating some of the skills taught as part of the Heritage Engineering Technician apprenticeship. If you are interested in becoming an apprentice, gaining some skills or an employer that requires an apprentice, please come and talk to us.

Currently we have over 170 apprentices on the course, which will rise to over 200 by early 2023. The largest provider, Heritage Skills Academy, received an Ofsted inspection which resulted in receiving 'Good', which is a major achievement for a course that has

only been running for 4 years. Out of the five categories of performance that resulted in good overall, two, (behaviour & attitudes and personal development ) were reported as 'Outstanding'. Ofsted commented that 'apprentices are exceptionally motivated and display positive attitudes to both their training and their job roles' In addition, Ofsted also commented 'Passionate and highly experienced tutors have carefully planned a logical training programme'.

More needs to be done to replace the skills that are leaving the industry and for more information about the Federation Skills Trust, apprenticeships and how you can help, please view [www.heritage.engineering](http://www.heritage.engineering)



# King Dick Tools

Abingdon King Dick was founded in 1856 in Birmingham, as Abingdon Engineering, making engineered products and firearm components.

During the early years predominantly supplying the gun trade, the Company diversified into all sorts of manufacturing, with products including roller-skates, bicycle parts, chains and gears, tools, bicycles, motorcycles, cars, and even vacuum cleaners!

The company concentrated on the manufacture of tools from the early 1930s - apart from becoming a munitions supplier during the Second World War - the tools eventually becoming original equipment in most British cars produced up to and during the 1970s.

Nowadays, King Dick products enjoy a worldwide reputation for durability and high-performance, and are used predominantly in Engineering and Industrial assembly environments. Adopting the 'King Dick' name - after the company owner's bulldog - it is the only remaining spanner manufacturer in the UK and has maintained proud links with Birmingham since 1856.

Many international household names continue to use King Dick Tools, including BAE Systems, Aston Martin Cars, Triumph Motorcycles and GE Power.

King Dick Tools are regularly seen in motorsport use, particularly in motorcycle racing where the product is highly visible, with Superbike competitors at World and British level using these tools to prepare many race winning machines.

Traditionally family owned, and throughout some changes of ownership, the Company is still a family concern, retaining conventional values based on high quality of product and customer service to this day.



## Abingdon King Dick Heritage Collection

Introducing the AKD Heritage Collection - a range of authentically classic tools, made using today's materials and manufacturing processes. The best of both worlds, with modern performance and an authentic period look, and all from the original manufacturer!

The Heritage Collection is created from state of the art products inspired by the original tools, and aesthetically sympathetic to the originals to provide a traditional, visually authentic finish.

The range includes old style double open ended spanners, in AF, BSW and metric sizes, featuring a durable, retro black finish. Traditional double ended box spanners also

feature, again period correct with a black finish, further supported by customary wooden handled screwdrivers incorporating the latest specification high-performance blades inside conventionally styled and treated wooden handles, giving the ultimate classic look with bang up-to-date performance.

The Heritage Collection offers a choice of tool sets and selections to suit the vast majority of requirements. With a classically styled, versatile and hard wearing tool roll, a range of standard sets are immediately available, with the option to create your own specific requirements for your ideal tool set for travel or garage use.

All materials are critically sourced and

manufactured to exacting standards and controls, made to achieve high performance whilst retaining a durable, traditional appearance.

Some products are selectively chosen by us at Abingdon King Dick, and are not of our manufacture. All such items are of assured and tested high quality and warranted by us accordingly.

The combination of these components provides optimum performance tools complete with time-honoured styling.

This product range is available as an exclusive collaboration between the FBHVC and Abingdon King Dick.

For more information please visit [www.kingdicktools.co.uk](http://www.kingdicktools.co.uk)







## 1901 Royal Enfield 4 ½ HP Quadricycle

The origins of the Royal Enfield marque can be traced back to a small light engineering firm - George Townsend & Company - founded in Hunt End, near the Worcestershire town of Redditch, in mid-Victorian times. Royal Enfield quadricycles (effectively a four-wheeled bicycle with an engine) were quite common and were produced from the late 1890s until 1905.

Royal Enfield had its origins in the manufacture of bicycles and parts for rifles. It became best known for its motorcycles. A range of tricycles and quadricycles were introduced from 1898. A car followed in

1903 and in 1906 a separate Enfield Autocar Company was established whilst Royal Enfield concentrated on motorcycles.

Quadricycles (effectively a four-wheeled bicycle with an engine) became quite common for a period around the turn of the 20th century.

This particular rare quadricycle has a single cylinder De Dion Bouton engine and has previously been on display in the sidecar museum in Cingoli, Italy.

According to a copy of the Cumbria County Council motor vehicle registration records on file, this Royal Enfield Quadricycle was

registered in January 1904 as 'EC 32', its first owner being Edward Boyd Hargreaves of Kendal.

The FBHVC are indebted to Royal Enfield for their support and for supplying the Quadricycle. Although Royal Enfield are well established within the historic vehicle community by producing their first motorcycle in 1901, launched at the Stanley Cycle Show in London, they continue to be one of the leaders within the industry today. For more information please view [www.royalenfield.com](http://www.royalenfield.com)

## Welcome

A very warm welcome is offered to our newest Club Members: **Maestro & Montego Owners Club** and the **Rover 800 Owners Club inc. Rover 600**.

We also welcome our newest Enhanced Trade Supporters. Please take a moment to view their websites to find out how they could possibly be of assistance.

- California Classics Hull Limited - [www.cchl.co.uk](http://www.cchl.co.uk)
- Custodian - [www.custodian.club](http://www.custodian.club)
- Classic Car Digital Marketing - [www.classicardigital.co.uk](http://www.classicardigital.co.uk)

Thank you for supporting the Federation in 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.

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

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

## FBHVC News Articles

If your New Year resolution is to take some time to put together an article (or more) for publication, we'd love to hear from you!

We were forwarded these interesting images of a historic vehicle being used as a poolside bar. Nothing remarkable you may say, however this particular example is situated seven floors up! Do you have any interesting images of historic vehicles being used in interesting ways?

Details can be forwarded via email to [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) or via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG.**



# Drive It Day & Ride It Day 2023

As we commence our journey in 2023 you may wish to purchase your Drive It Day and/or Ride It Day plates in readiness for Sunday 23rd April 2023. You can display your vehicle plate all year, it's not just for one day!

You have six variants to choose from...

Prices start at £10.00 for the standard plates and £30.00 for the platinum version. As before, all profits from the sale of our fundraising vehicle plates will be donated to Childline® so they may continue to run their vital service.



### How to order

Please visit [www.driveitday.co.uk](http://www.driveitday.co.uk) and follow the online prompts. Alternatively, if you do not have access to an online facility please contact the office directly on **01708 223111**.

We are conscious that postage costs have increased quite dramatically since the start of the year. To assist by not having the postage cost deducted from the amount you pay for a vehicle plate why not request your club or association buy them in bulk from the FBHVC office? They just need to contact me via [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk). This will ensure the maximum amount of profit can be donated to support Childline®.



# Exciting opportunity for a new Federation Secretary

Our current Secretary, Emma Balaam, has served the Federation incredibly well for nearly six years but sadly has decided on a complete change of career and therefore we need to find a replacement for her. The Federation has changed a lot since Emma joined us and she has made a great contribution to those changes.

We now seek a highly personable individual who would like to work on a self-employed, part time basis. To a certain extent there is some flexibility on hours, but we do require our telephone to be manned consistently from Monday to Friday. There is some weekend working when the Federation attends three major shows and other member events – in total 14 days each year.

The Federation was incorporated in 1988 and since that time has grown to become the leading voice of the historic vehicle movement. We represent over 500 clubs, museums, trade and individual supporters... more than 250,000 historic vehicle enthusiasts. We cater equally for motor cars, motorcycles, buses, coaches, lorries, military, agricultural and steam vehicles. Through highly effective interaction with HM Government, epitomised by a close working relationship with the All-Party Parliamentary Historic Vehicles Group, government agencies and non-governmental organisations we service the entire historic vehicle movement. Beyond maintaining the freedom to use Yesterday's Vehicles on Tomorrow's Roads, we lead by example with a Carbon Balancing programme which has embraced more than 2,064,000 vehicle miles since inception in December 2021. Our Drive It Day and Ride It Day programmes present the heritage aspects of our vehicles to the general public while supporting the NSPCC Childline® charity. Historic vehicle enthusiasts donated more than £87,000 in the past two years.

## What are the principal activities of the role?

- Maintaining daily contact with enthusiasts, the media, our commercial partners and our board of directors and the Federation team. This takes the form of interactions by email, post and telephone. Email traffic is high, typically an average 140 emails each day and similarly the telephone can be very busy if something occurs that is particularly newsworthy.
- Consequently, IT skills are most important and a current knowledge of Microsoft Office, Word, Excel and PowerPoint, are critical as is competence in Microsoft Outlook. We use several data management solutions and web-based communication tools but training in these is available if necessary.
- The age profile of historic vehicle enthusiasts is very broad, and many members prefer to communicate by letter or on the telephone.
- An ability to interact effectively with members, media and commercial partners and some 'customer service' experience would be extremely helpful.
- In a similar manner, the ability to maintain confidential information and to act with tact and diplomacy is important.
- There are general administration tasks to perform as would be found in a professional office including the maintenance of membership records, the administration only of FIVA ID card applications and some aspects of bookkeeping although the Federation does employ a professional bookkeeper.
- Maintaining a watching brief on draft legislation is a task managed by our legislation director and his team, but the Secretary does need to research government and other relevant websites to identify potential legislation that could impact our movement.

**An appropriate remuneration package will be negotiated.**

**Further details on the Federation are available at <https://fbhvc.co.uk/>**

**The Chairman, David Whale, will be pleased to receive applications and expressions of interest via email to: [chairman@fbhvc.co.uk](mailto:chairman@fbhvc.co.uk)**

## Bargain Hunt at Cloverlands Model Car Museum

Cloverlands Model Car Museum played host to Charlie Ross and the Bargain Hunt team in September 2022.

The Montgomery collection has now been expanded and relocated to the Welshpool and Llanfair Light Railway Museum, (The Station, Llanfair, Caereinion, Welshpool, SY21 0SF.

The well-known presenter and car auctioneer was impressed by the wide ranging breadth of the collection and some of its rarities.

"What memories, what a collection!" he wrote in the Visitors' Book.

Please note the museum will feature in a Bargain Hunt programme, with Charlie Ross to be screened mid/late February 2023.



# Prostate cancer completely changed my outlook on life

**Says father of British Touring Car Championship driver Bobby Thompson**

As the father of British Touring Car Championship driver Bobby Thompson and a former driver himself, Paul Thompson is accustomed to speed.

So, when he found blood in his urine in March 2022, he was forced to act quickly once again, but this time his speedy actions would prove to save his life.

*"I went to see my doctor the following Monday and had a PSA (prostate specific antigen) blood test," Paul said. "From there I was diagnosed with prostate cancer and had my prostate removed and thankfully got the all-clear. My doctor told me that had I not seen him when I did, we'd be having a very different conversation.*

*"With surgery, I said I'd deal with the side effects - luckily, I haven't had any - and live the rest of my life. I'm one of the lucky ones. It has completely changed my outlook on life."*

Now Paul, 52, wants to use his experience of prostate cancer as the driver for more men to be aware of their risk of the disease, and is being backed by his son, 2022 Jack Sears Trophy winner, Bobby.

*"I'd heard of prostate cancer, but didn't know the risks or symptoms," Paul said. "But now, I tell any man over the age of 50 to go speak to their doctor. I'm quite open about it.*

*"Sadly, there's still a stigma surrounding it. Men sit in the pub and have silly conversations about stuff like prostate cancer - but I tell these men to go and tell your doctor about it. They deal with it every day, it's nothing to be embarrassed about.*

*"Through my experience, Bobby is definitely more aware. His main engineer - the man who looks after his racing life - was also diagnosed with prostate cancer. Bobby wants to bang the drum like me and will hopefully go on to work with Prostate Cancer UK closely in the future."*

Prostate cancer is the most common cancer in men. Figures from Prostate Cancer UK show that 47,500 men are diagnosed with prostate cancer every year, and over 11,500 men die a year from the disease.

And to help men find out whether they are at increased risk of developing the disease, Prostate Cancer UK has launched an online risk checker (<https://www.prostatecanceruk.org/risk-checker>) where men can check their own risk in 30 seconds.



## Books >>

Whilst you can buy any number of books on the MG Sports Cars, the MG Saloon Cars do seem to get ignored. MG sold three times as many saloon cars as they did sports cars. Amberley Books of Stroud ([www.amberley.books.com](http://www.amberley.books.com)) have published a series of books on the post-World War Two MG saloons to correct this omission. The first in the series is '**MG Y Type Sports Saloons**' by Neil Cairns. These cars were built from 1947 to 1953 and the book covers the YA, YB and YT versions. The second in the series is '**MG Magnette**' by Paul Batho. The ZA, ZB and ZBV were built from 1953 to 1958. The third is '**MG Z Cars**' by Craig Cheetham and covers the 'modern' 1990s MG Saloons ZR, ZS and ZT. In preparation is '**The Farina MG and Riley**' by Neil Cairns. This covers the now almost forgotten and rare MG Magnette Mk3 and Mk4 built from 1959 to 1968. All these books give a history of the models, their faults and good points, restoration and their future. They are a must for any serious MG, BMC, Rover and Classic Car enthusiast. They cost between £14.99 and £15.99 and are available from the bigger MG clubs, Amazon and Waterstones.



# CLASSIC MOTOR SHOW NEWS FIAT MOTOR CLUB (GB)

by Gill Hague

What an eventful show the Lancaster Classic Car Show was in November. Celebrating the club's 100th birthday the stand was festooned with balloons, new banners and a new backdrop and lectern. Ten cars made up the display ranging from a brand new e500 courtesy of Research Garage, Nuneaton (thanks to Saber Ali) through a variety of models – Topolino (hotrod), 126 (with non-standard wooden side trim!), Strada 105 TC, 124 Spider, 128, 132, Panda, Panda based Seat Camper and last but not least, the oldest car at the show a 1899 Fiat 3.5 HP kindly arranged by Jeremy Townsend, Stelantis UK Group Communications Director to be brought up from Beaulieu for us to display on our stand.

Friday afternoon we were informed that we had won an award and were given tickets to the presentation to be held in the nearby Hilton Metropole Hotel (meal and drink included). Fiat Motor Club (GB) was nominated in one of the categories for best stand and we held our breath, but when we did not win we assumed that the lady giving us the tickets had been mistaken. Anyway, when it got towards the end of the presentations and the host announced that the winner of the Lancaster Insurance Sponsor's Choice was unanimous amongst the judges and started to relate a story about a 'determined lady' who kept writing to the manufacturer until they said yes they could have the car, I had a funny feeling I was the 'determined lady' she was talking about. Next minute the club's name was called out and Chairman Brian [Stigant] and I [Gill Hague] went up to collect the award. It wasn't really for the club though as it was the old Fiat that had caught the judging panel's eye and was really the recipient.



Thank you to Vernon Hibberd for the presentation photograph.



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Code also offers £2 discount on family, child and multi-day tickets. Full ticket information available at <https://www.necrestorationshow.com/ticket-information>

# The Tomcat Affair @ 30 Event Report – Rover 200 & 400 Owners Club

Sunday 28 August saw 30 Rover 200 Coupés converge on the UTAC Millbrook Proving Ground, Bedfordshire for a celebration of the cars runs there 30 years ago when 37 UK Land Speed records were broken.

The event, organised jointly by the Rover 200 & 400 - and Rover Coupé - Owners Clubs, was for Coupé owners who had the chance to drive on the high-speed bowl where the records were broken, this time at more sedate speeds.

It was also attended a dozen ex-Rover Group staff, members of the 'Tomcat Affair' team in 1992 who were able to take passenger rides in the road cars with the owners. One of the two original cars, owned for the last 20 years by Peter Collins and recommissioned for the event, led the road cars around the

high-speed bowl and the Hill Route.

The cars present looked fantastic, with all the owners excited by what they'd been able to do.

As a result of ticket and t-shirt sales, the clubs have donated £450 to BEN, the charity for employees in the automotive industry.

## Background

The Rover 200 Coupé, the fourth derivative of the R8 platform, was launched at the Paris Motor Show in October 1992 so the record breaking added to the allure of this new 150mph sports coupé.

The Coupé had been codenamed 'Tomcat' during its development so the title of this event was a nod too it, despite the Rover Marketing

team wanting only to refer to the production Coupé's name.

In 1992, a team of volunteers from Rover Group, including drivers, engineers and logistics experts, took two near-standard, ex-prototype cars to Millbrook and broke 37 UK Land Speed Records, 36 of which still stand today. These include 156.00mph for the flying 5km distance and 138.43mph for the 24 hours, from a standing start. They covered 3,322 miles in that time, which was further than the winning Le Mans car that year.

## Thanks to

The Rover 200 & 400 -and the Rover Coupé- Owners Clubs would like to thank all the staff at UTAC Millbrook for making this fantastic day possible and to Etisan, Turkey for sponsoring the event.



Most club magazines paid tribute to the passing of Her Majesty the Queen, often illustrating these articles with a picture of her under the bonnet training to be an ATS (Auxiliary Territorial Service) mechanic. 'Leading Link' the newsletter of the **Greeves Riders Association** even found a picture of her during training riding a motorcycle, a BSA C10. One or two magazines found a colour picture from the Imperial War Museum of her in a fairly informal pose in front of a 'tilly' which was sporting an L plate.



'Eastoric News' the magazine of the **Eastbourne Historic Vehicle Club** featured this picture on the cover and editor Roy Warren comments; "The photograph on the front cover depicts 'Elizabeth Windsor' in 1945 during a six week course training as a mechanic/driver with the ATS at Aldershot in Surrey. She rose from the rank of Second Subaltern to Junior Commander during this time learning all the essentials required by a mechanic. Working on a variety of military vehicles. In 1947 a *Colliers* magazine article stated, 'one of her major joys was to get dirt under her nails and grease stains on her hands, and display these signs of labour to her friends'. The quote may of course be apocryphal..."

Many more obituaries to Paddy Hopkirk have appeared since I wrote the last Club Chatter. A piece of nostalgia 'From the archive of Richard Jones' in 'Old Stager' the magazine of the **Historic Rally Car Register**. "For a while in the sixties and seventies, rally drivers also basked in the light of celebrity status. Now that is surprising, as most of the time their activities were carried out in darkness, accompanied by rain and mud in some inaccessible places. Not really enticing condition for the spectating masses, sexy photography or live television. Yet rally cars and crews featured at high society night spots like 'The talk of the town' and 'Ronnie Scotts' as well as having top billing on ITV's 'Sunday Night at the London Palladium' with a 20 million

live audience. Several drivers became household names – this much loved one in particular. [Paddy Hopkirk]"

'Action' the magazine of the **AC Owners Club** had a good news story. Entitled 'Early life of DPD40, an act of great kindness'. John Spencer writing up the story said, "Recently, Dan Marles, who was not known to the ACOC bought a house in Wiltshire. In the garage he found an album with photographs of an AC competing in various trials in the 1930s. Being a car enthusiast Dan quickly realised the value to a current owner and wanted to see photographs and car re-united." He contacted the ACOC, the car still existed in the hands of Nigel Phillips who was delighted to be told about the album. It would appear that DPD 40, built in 1935, had been a press car and had also been loaned to private owners for use in trials. By 1937 it had been sold to John Day. It is known to have competed in well over 22 trials and had been tested by both The Motor and the Autocar. Said Nigel Phillips: "The DPD 40 photographs from the album were donated to me by the very kind young man Dan Marles, along with the album, I was fortunate also to receive some of the original awards won by CJH Day and the original car badges, which can be seen in the photographs. A most significant part of the early life of DPD 40," Nigel would be delighted if anyone else knows further history of this car.

Every now and again specialist dealers and auctions offer tractors for sale which were made by large car companies such as Lamborghini and Porsche. Not so well known and closer to home was the Lea Francis Unihorse. In The Leaflet the **Lea Francis Owners Club** magazine they show on a double page spread pictures of such a vehicle. All are works photographs taken in 1961, possibly the last vehicles made by the original company. They appear to be more like a garden tractor than a field tractor, though they had fittings to take a number of implements. The engine was 420cc BSA side-valve. The Club know of five which have survived.

The post war flat head Morris Minor MM might not be your first choice for hotting up. In 'Minor Matters', the magazine of the **Morris Minor Owners Club** Keith Luck gives details of a version of the Shorrock supercharger especially adapted for the early Morris Minor. He even illustrates adverts from The Motor for such a conversion and illustrates an instruction leaflet. The kit itself cost £80. He goes on to give

a potted history of Shorrock. Allard were at first sole distributors and then they purchased the firm. They went out of business in the early 1970s.

Brian Gooding who has a wide knowledge of the preservation world makes some good points in an editorial in 'Historic Commercial News' the magazine (which he edits) of the **Historic Commercial Vehicles Society** (one of the few organisations of its type to be a Charitable Trust). He writes: "What is notable since Covid lock down is that people don't seem to want to volunteer for anything. This is particularly true in the heritage world where all sorts of Museums and organisations are not getting new volunteers. A lot have lost volunteers either as a result of Covid or old age and they are not being replaced.....The end result is that these bodies will ultimately die out and the HCVS is one of these". On the next page the Chairman takes up the same theme. He says that the Society's London to Brighton Run for historic commercial vehicles is in jeopardy due to lack of organisers and volunteers and goes on to say, "This is becoming a series situation within the Society in that no one is willing to help. Indeed, if no-one joins the Trustees in the near future to take on specific roles the whole Society is in danger of not having a future which would be a great disappointment..." I am sure they are not alone.



A new one on me, motorised chariot racing. There is a photograph of such a race in 'Changing Gear', The **NG Owners Club magazine**. It looks like two motorcycles fixed side to side towing a Roman style chariot. Quite how the rider in the chariot controls the bikes is not explained, but the picture looks genuine I don't think it's a hoax. I can see how they were steered but have no idea how brakes were applied or how acceleration was obtained.

One of the most crazy experimental vehicles must have been the Mercier a front wheel drive half tracked motor cycle. According to Mike Good writing in **2cvGB News** He says: "Its blatantly





bonkers.....[its] a solution that is looking for a problem". Designed in 1937 for the French Army, who not surprisingly turned it down. It was powered by a 350cc JAP engine and had a 3-speed transmission.

The **Humber Register (1896-1932)** Bulletin carries a short piece about the Humber Eiffel Safety bicycle. This is in fact a sort of tandem which has a frame that must be fifteen or more feet high with a rider perched on top. Down below something which looks a bit like a standard safety bike has a rider on a saddle at the back, I think he is doing the peddling it but I am pretty sure its



steered by the man on top. This was built as an advertising stunt in 1896 for Humber bicycles and it went on a tour of the south coast. The top rider has been named as Sam Brown. No clue is given as to how a rider gets up onto it or possibly more importantly how he gets off.

Not quite so unusual is the Singer Motorwheel described in 'Singer Owner'

the magazine of the **Singer Owners Club**. John Payne writes, "The Singer motorwheel was fitted as a rear wheel to bicycles and a front wheel to tricycles. It was the invention of two Coventry engineers, Messrs Perks and Birch and embodied the idea of cast aluminium spokes...the engine being housed in the centre of the wheel, which it drove by spur gearing. I do not know how many were made or survive. There has been one at the National Motor Museum at Beaulieu for many years."

Coming back to the more sublime. The **Ford RS Owners Club** magazine 'Rallye News' carried a story about the very last Escort Cosworth. John Bull who worked at Ford Special Vehicle Engineering (SVE) claimed he would write a book about the car. Now too old to do that he writes a very short article about it instead. Car 7145 was officially the last car and it was decided SVE would be its owner. He writes: "I was honoured to see Karmann had riveted a plaque on the vehicles slam panel which said it was the 'last car' and included my initials JB alongside SVE in recognition of all the work I had done on the programme.....an SVE >>>

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colleague took the car to a race meeting at Donnington. When he came out to collect it from the car park it had gone! Stolen, never to be seen again! Needless to say, he was not happy!" One can only surmise what might have happened to it. Did the thieves think it was too hot a car to sell on, once they had seen the 'last car' plaque and so broke it up for spares, or is it still out there, somewhere?



The **Brooklands Bulletin** carried a fascinating article under the title 'Time and Motion'. It was the story of A.V.Ebblewhite, more often known just as Ebby, who was the timekeeper for almost the entire span of the tracks active racing life. His background was that of working in the family music shop and a maker of woodwind instruments. He was however fascinated by speed. Al Suttie who wrote the article reminds us that: "Brooklands races were run along the same lines as horse racing with drivers wearing colours [silks] to identify them. Cars were handicapped with weights just as horses were, and starting was a haphazard affair." It took a couple of years for Ebby's views to take hold and cars were given racing numbers to make them easier to distinguish and where there was a handicap race, cars were started at timed intervals. He had a real knack for handicapping which is why so many races at Brooklands were so exciting. Whilst he could drive, he did not seem to have a desire to go motor racing. He was passionate about motorcycles and founded The British Motor Cycle Racing Club in 1909 and was still its Chairman when he died in December 1939.

'Historic Commercial News' from the **Historic Commercial Vehicle Society** has an eight page history of the Latil truck company that existed until the 1960s. The writer, Nicky Armstrong, tells us that in 1897 George Latil patented the world's first driven steering axle. Many of the vehicles made by his factory had four-wheel drive. At one time the National Motor Museum housed three vehicles owned by Tate and Lyle, one of which was a four-wheel drive, four-wheel steer

tractor unit. Many similar units were in use as timber tractors hauling trees out of woods in very difficult condition. I well remember us connecting the Latil up to a front steering pole truck from the Beaulieu woodland department. We gave this combination to the Guild of Motoring Writers members on a day out visit to the museum. These experienced drivers found the combination extremely difficult to reverse in and out of garages!

The Editors of one make club magazines have a knack of finding experts to write about speciality models. A case in point is the **Alvis Register Bulletin** that had Greg Wrapson produce a long and well-illustrated piece on Alvis front wheel drive saloon cars, the first of which was put on show in May 1928. Alvis made 143 front wheel drive cars in all, of which only forty were saloons, the rest were open two or four seater variants. In summing up the short life of the fwd Alvis 1928 -1931 the author says "It has to be admitted that the fwd saloon was a failure. From the very start. Alvis clearly appreciated that the market for the technically advanced fwds was likely to be limited. As evidenced by the statement published by *Light Car and Cycle Car* magazine in February 1928. The Company think that the purchasers should be experienced folk as the cars will be very fast, and care will be taken in the distribution to see that the cars reach only the right type of driver as they will require skilled handling".

The **Foden Society** News carries an unusual piece for a motoring magazine. It reads: "The Foden Society are pleased to announce that they are now the official partner to Fodens band and in return the band are members of the Society, the partnership will strengthen both Society and band with a historic link to one great name...Foden! To celebrate the relief of Mafeking during the Boer war in 1900, a brass band was established in the village of Elworth, near Sandbach in Cheshire. The band was adopted by local industrialist Edwin Foden and was named the Foden Motorworks Band. From these humble beginnings few would have thought this band would go on to maintain its position as one of the leading brass bands in the world."

There was a very striking piece in the magazine of the **Swansea Historic Vehicle Register**. It was one of those lovely 'did you know' type articles. It concerned a motorcycle, the 1934 Henderson streamliner. The article states; "His [Orley Ray Courtney] concept for



this bike arose out of his belief that the motorcycle manufacturers of the day over-valued speed and high performance to the detriment of real-world riders need for comfort and protection from the weather. He brought his considerable skills to bear making that dream real in the smoothly flowing lines and complex compound curves of this remarkable bike". Sadly, we are not told if it survives.

The 'Independent' the magazine of the **British Two Stroke Club** had an item by Howard Bissell that might be of interest to many home rebuilders and restorers. "I read an article in *Old Bike Mart* about a gent who was setting up a course aimed at motorcyclists who would like to learn or refresh their knowledge of machining, I phoned up for more details and then signed up right away. Robert Rolf has a life time experience of machining and motorcycling, so when he was made redundant as an instructor at Axminster machine tools, he spent his redundancy on fitting out a workshop and setting up in business for himself. He not only runs bespoke courses for motorcyclists of any ability but undertakes machine work to order....In all a splendid two days in excellent company. The course cost £300 and I stayed in a B&B in Axminster. Bob can be reached on 07483838689. For you cynical types, I can assure you I have no interest in Bob's business, but really did get a buzz out of my visit".

The **Devon Vintage Car Club** hold two Autojumbles each year at South Devon Railway in Buckfastleigh and donate all the proceeds to charity. The 2022 Autojumbles, blessed with ideal weather, broke all records in its 64 year history which enabled the Club to distribute £4,500 to three Devon charities. Congratulations!





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