

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 2 · 2023



FROM THE THE CHOPPER TO THE CUTTING EDGE

A tribute to the most famous industrial designer you may have never heard of

Plus

New faces at FBHVC

Introducing our new magazine Editor and our new Research Director

Race Retro is BACK!

High octane rally action returns to Stoneleigh Park

Celebrating 100 years

Jowett Car Club's full schedule of events for its centenary year

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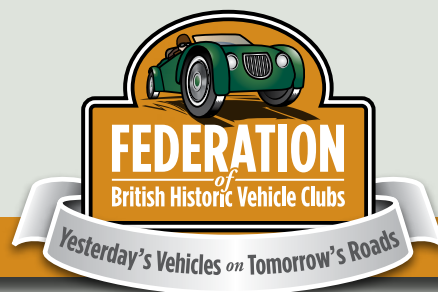
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Editorial Wayne Scott Communications Director

Spring is a time of new beginnings and most importantly, the historic vehicle season well and truly getting underway. By now you have probably got a number of pins in the calendar for various events that you plan to attend and I hope there are many wonderful adventures and memories ahead for everyone this year.

When we launched our partnership with Tree-V just over a year ago, we knew it was an absolutely crucial step for us to offer the ability for the historic vehicle community to offset our carbon output through the sustainable and responsible planting of trees, right here in the UK. We have been overwhelmed by the support and the speed at which we reached the 'one million miles captured' mark.

But, of course, it needs renewing every year – so if you haven't yet contributed to your 2023 season offset yet, please ensure you renew to ensure all those wonderful events you have marked out in your calendar are guilt and carbon free!

The first event for many of us is Drive It Day (Ride It Day, if you're on 2-wheels) and already there is a huge buzz around this year's event. We are looking to smash our previous total for funds raised through the sale of Drive It Day plates for the NSPCC's crucial Childline® services. So, make sure you get yours from www.driveitday.co.uk because, how embarrassing would it be to show up to a Drive It Day, or Ride It Day event and be the only one without their official rally plate!

This year, quite aside from the on-going discussions and debate around MOT exemptions, ULEZ zones and the other topics covered within these pages, there is another challenge facing clubs in particular this year.

The cost of running events for clubs has skyrocketed. Any club that runs an event at a showground or other dedicated venue will have seen the impact of energy price rises and inflation on ground hire and infrastructure costs. Of course, these increases are also being seen by the larger commercial shows as well, but the effect of these challenges on the prices of tickets is more acute with club organised events. The thing to remember is that virtually none of the club organised

shows and events run with any hope of making a surplus in mind. Generally speaking, it is a case of 'break even' and you've achieved miracles! It frustrates me on occasions when I see a club being berated on social media for having the 'audacity' to charge enthusiasts an entry fee that is less than a portion of fish and chips or a fraction of the cost of a football match or night out at the cinema, when those of us who see the work behind the scenes by volunteers know that the club receiving the criticism will be lucky to even come close to covering their costs. I expect, as in all areas in life, we need to become used to paying slightly more for the things we enjoy – in the short term at least – and so I feel we all need to consider the amount of support our club events are going to need from us to survive. A top tip for getting a free ticket if your finances are tight at home by the way, is to volunteer to run an event or help in a team. For a couple of hours in the morning parking cars or stamping tickets, you could find yourself being elevated to VIP status at all your favourite events!

I started the editorial column in this issue by talking about 'new beginnings.' It is also time for new beginnings for FBHVC News, as I am stepping down from writing these editorial columns, to make way for a new, enthusiastic and talented editor who will join you to provide Federation News from the next issue onwards. A good friend of mine and someone who I wholly endorse, Andrew Fawkes will join you from a background in the Aston Martin Owners' Club to bring a new style and outlook to FBHVC News. So, I sincerely hope you will give him as warm a welcome as you gave me back in 2018. Also, a massive thanks to Emma Balaam who is moving on to pastures new and who has been the real driving force behind compiling FBHVC News. I wish her all the best of luck in the future in whatever she does. For me, I will remain as Communications Director here at the FBHVC to continue to work hard to raise the profile of the historic vehicle community. But within these pages, I'll leave you in the very capable hands of Andrew from now on.

President: **Lord Steel of Aikwood**
Chairman: **David Whale**
Secretary: **Emma Balaam**

Federation of British Historic Vehicle Clubs Ltd
PO Box 295, Upminster,
Essex, RM14 9DG

Email: secretary@fbhvc.co.uk
Phone: **01708 223111**

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

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

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Introduction

A relatively few items to raise in this edition. The usual update on Environment and climate change issues, a mention of the MOT consultation by the Department for Transport and a quick reference to Drive it Day. Don't say lawyers have no heart!

Environmental Matters

London

I wrote fairly extensively in the last Newsletter on the decision 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). I was able to provide welcome confirmation that the Historic Vehicle (HV) exemption remains in place. As evidence that the media have a greater obsession with London than other parts of the country, there has been considerable (and one might think) often tongue in cheek encouragement in the mainstream newspapers to buy what they term as a 'classic' with which to commute in the future. In addition, many have indicated their unhappiness that their older vehicles which are historic by international definitions as they are 30 years old or more, are not able to take advantage of the exemption. Given that the Federation recognise the international standard they question why we are not actively campaigning for an extension to include younger vehicles.

It is a complex subject which has featured in the Newsletter over the years and I have addressed it at the Federation AGM. I shall not rehearse every point, but summarise a few bull points. Firstly, whilst the UK 40-year definition is less generous, it has the benefit of stability, recognition and fairly universal acceptance even by those not disposed to being friendly to ICE vehicles. It would also be difficult to argue why the London ULEZ should be singled out for more generous exemptions compared to all the other CAZ and ULEZ in England. The more generous position in Scotland, which I cover later in this column, arises because non-compliant vehicles are banned from entry into LEZs as opposed to simply being charged to enter. Finally, the aforementioned media encouragement to use an HV for commuting to avoid ULEZ charges to an extent undermines the justification for HV exemptions; namely that HVs are

generally not used for regular driving but are only occasionally used for leisure. To argue for the exemption from charge to be extended to younger vehicles to allow regular travel would also expand considerably the number of exempt vehicles (their current survival rate being greater than pre 1980s ones) and is almost certain to arouse the opposition of those already unhappy at HV benefits. Whilst always alert to the opportunity to improve the lot of the broader church of HVs, and concessions have been sought and obtained for younger retired buses, it is the Federation's judgment that now is not the time politically to pursue that the adoption of the wider category. It is appreciated that not all would agree.

Scotland

I mentioned earlier the different definition of an HV in Scottish Low Emissions legislation. Scotland chose 30 years for the reasons stated above together with the requirement that the vehicle has not been substantially altered. How the Zones are to be enforced was being considered by Transport Scotland last year and they confirmed to us at the time that it would be by ANPR. However, at that time how HVs would be identified in order to benefit from the exemption and avoid a fine had not been clarified. This becomes increasingly significant by the day as the Glasgow LEZ goes live on June 2023 for non-residents of the city. We have recently made further inquiries of Transport Scotland and it would seem that we will need to pursue finer detail with Glasgow authorities. However, our prediction is that the only workable solution will be an ANPR database based on the age of the vehicle on the date of entry into the Zone i.e. greater than 30 years old. As with the exemption from MOT, enforcement of the substantial change element will be on a risk basis with occasional sampling by authorities rather than individual declarations. At least that is what we hope!

MOT test certificate

© Vehicle identification number
BL1AAKAAA821483

© Registration number
AA73LLB

© Country of registration
GB

Make and model
ROVER 400

© Mileage category
M1

© Mileage
47,535 miles

Mileage history
38,629 miles 18.03.2017
29,492 miles 22.03.2016
20,387 miles 20.03.2015

© Pass

© Date of the test
22.03.2019

© Expiry date
21.03.2019

To preserve the anniversary of the expiry date, the earliest you can present your vehicle for test is 22.02.2019.

© Location of the test
134, Poison Vale, Aberdeen, Aberdeenshire, Scotland, Aberdeenshire, CA15 8HW

© Testing organisation and inspector name
VTS072740 TADLEY TEST CENTRE LIMITED
M. C. Peeples

MOT test number
758193417674

Check that this document is genuine by visiting www.gov.uk/mot-history
If any of the details are not correct, please contact DVSA by email at enquiries@dvsa.gov.uk or by telephone on 0300 1239000.
Receive a free annual MOT reminder by subscribing at www.gov.uk/mot-reminder or by telephone on 0300 1239000.

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VT20/2.0

Inspector signature

MoT

Readers will no doubt have seen Government trailers in the press last year about increasing the number of years before a vehicle requires its first MOT from 3 to 4 years and possibly reducing their frequency thereafter from one year to 2. This is out for consultation as I write <https://www.gov.uk/government/consultations/changes-to-the-date-of-the-first-mot-test-and-research-into-other-mot-enhancements>. Together with several other matters on which views are sought by the Department for Transport, is a request for views on how the introduction of the exemption from MOT for HVs has worked and also whether the legislation or the guidance on this issue should be reviewed or updated. Since a review was promised when the legislation was agreed in 2018, it is probable that this is the reason why this question is included in this consultation. Legislation Committee is currently considering the Federation response which will have been made by the time of the publication of this Newsletter. However, although views across the HV community were split when the change was proposed, our provisional view is that a change back does not appear warranted. All the factors which underpinned the originally exemption pertain (careful owners, increasingly technical MOT, low mileage). Unless there is statistical evidence of which we are unaware demonstrating that the safety risk has been too high in terms of accidents to which road worthiness has played a causative or contributory part, the current compromise whereby owners can obtain a voluntary test but there is no compulsion would seem to be justifiable.

Drive It Day

The Federation has fought hard and continues to do so to allow you to exercise the freedom to use your historic vehicle (HV) when the will takes you. In my case I prefer to take out the car when the sun shines although that means it competes with getting the aircraft out of the hangar. Of course, there is no legal compulsion to use your pride and joy but having a specific day of the year dedicated to raising the profile of the HV movement with the additional encouragement to clean off the cobwebs and persuade the vehicle to emerge into the sunlight is an undeniable bonus. Hence Drive It Day, this year on Sunday 23rd April. Again, there is no compulsion to purchase a plate in aid of Childline® but think how much more attractive your car, bike, truck, bus or traction engine will look adorned with it to say nothing of your valuable contribution to a great cause.

In support of **childline**
A life-changing NSPCC service



Illustrated by Lindsay Irvine



The man who joined Drive It Day without buying a plate

In the last Federation News of 2022, I alluded to the hope of a form of Christmas present from DVLA – and somewhat to my surprise they did indeed provide one! For the first 2023 edition of Federation News we were just able to squeeze in a statement to the effect that DVLA had announced two initiatives with regard to vehicle registration policy. I had hoped that in this edition I would be able to report progress on each of them but unfortunately that is not the case as there has been very little discernible progress and at least some of what has been made is not helpful.

I will expand on the above a little later but it might be useful initially to add some detail to the previous necessarily short announcement. DVLA informed us of two separate vehicle registration policy exercises which they would carry out. The first of these was a 'clarification of existing policy' whilst the second was a total review of policy for the future. These two operations are considered to be separate and independent in the sense that a policy point clarified in the first exercise might be completely revised in the second. The clarification exercise is an entirely DVLA internal exercise, although they have sought input from one or two clubs on particular issues, whilst the second will in due course lead to a full public consultation.

The clarification exercise results from the many complaints that DVLA received from the Federation and others that over the last few years they have changed long-standing practices and apparently reneged on existing agreements without warning or explanation. In some instances, these changes have been communicated directly to the Federation, and in some cases we have been left to find out from member clubs. In outline some of the issues involved are –

- Refusal to register cars with recently constructed but period typical bodies in apparent contradiction of agreement previously reached with Vehicle Policy.
- Dating certificates from an existing manufacturer rejected for having a 'digital' signature despite them having been accepted for many years.
- Refusal to register vehicles originally supplied in CKD form because an exact build date in the destination country is not available. Some progress was made on this last year but has stalled.

- Non-acceptance of build date stamped directly on vehicle.
- Non-acceptance of model year information encoded within VIN
- Original chassis number marking. There are many variations and facets to this issue, it can arise with chassis numbers originally stamped onto a plate or to numbers stamped onto a component liable to corrosion and/or damage.
- Refusal to accept that a historic vehicle is most unlikely to be able to obtain an IVA and that as a result the allocation of a Q registration to such a vehicle renders it incapable of registration in the UK.
- Contrary to long-standing practice that like-for-like repairs to a vehicle were not considered to affect its identity or status it now appears that any repair to a chassis or monocoque will be regarded as a modification and the vehicle will no longer be considered as historic
- Making holes in a monocoque is also considered to be a modification with the same consequences.
- No information sourced from the internet is permissible as vehicle dating evidence. The long-standing agreement was that Wikipedia was not an acceptable source of information but other online sources could be considered if an endorsement and explanation was supplied by the relevant specialist club.

DVLA claim that vehicle registration policy is the same for vehicles of all ages. If that is the case, we consider the rulings regarding repairs to chassis or monocoques should apply equally to repaired accident damaged modern vehicles but that they clearly don't. Similarly, the decision to regard the making of holes in a monocoque as a modification should apply to modern vehicle but there is no evidence that it does.

At the present time the Federation does not profess to understand the reasoning or motivation behind these changes and our requests to DVLA for further insight have not borne much fruit. Thus, we await the formal 'clarification' with great interest. At the time of writing no formal reports or conclusions from the clarification exercise have been provided by DVLA but we know from various sources that some of these points have been addressed. In a few cases positive progress has been

made but in others DVLA have confirmed their current unhelpful position. It is our understanding that as a result of the latter one justifiably aggrieved owner of two affected historic vehicles has initiated legal action.

It should be noted that members of the Historic Vehicles User Group have repeatedly requested from DVLA sight of the much referenced 'Policy' on which all their decision making is allegedly based. It is felt that knowledge and understanding of the origin of the sometimes apparently inconsistent conclusions reached by DVLA might be to everybody's mutual advantage. However to date it has not been disclosed and this is creating some doubt as to its status and structure.

The second part of the announcement was more encouraging and the verbal introduction by DVLA of the total registration policy review was very positive and acknowledged that the existing policy was old and may not in all cases still be fit for purpose. At the announcement in December it was claimed that internally work had already started on the review and this would be shared with the User Group when ready. Since then, we have heard no more but I remain cautiously optimistic of the outcome whilst recognising that the process will not be quick. The bigger problem is that we have to live with the not necessarily satisfactory outcome of the current policy clarifications until the review is complete and enacted.

So, yes, we did receive a 'Christmas present' but it is yet to be seen what is within the pretty packaging!



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....



- 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.**



**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!

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 Road to Net-Zero for Aviation

A recent Royal Society report into the options for aviation reaching net-zero by 2040 makes for interesting reading and will have knock on effects on ground fuels and the availability of petrol and diesel in the future.

According to the report “Global aviation CO₂ emissions were approximately 1,000 million tonnes per year in 2018/19, representing 2.4% of global emissions, dropping in 2020 to 600 million tonnes and increasing in 2021 to 720 million tonnes. UK aviation (international and domestic) accounted for 8% of UK greenhouse gas emissions in 2019”.

The report examines resource availability, as well as likely costs, life-cycle impacts, infrastructure requirements and outstanding research questions across four fuel types: green hydrogen, biofuels (energy crops and waste), ammonia and synthetic fuels (e-fuels).

The report highlights the advantages and disadvantages for each fuel type and the technical and resource challenges. Batteries were not considered, as aircraft powered solely by batteries are not expected to reach the energy

density requirements of long-distance commercial flight by 2050.

Reading the report, it is difficult to see how the UK’s commitment to net-zero in aviation by 2040 can be achieved. Currently Sustainable Aviation Fuel (SAF) is using bio-derived material but the availability of feedstock and competition from other sectors and environmental concerns limits this to around 5 to 10% of current aviation fuel demand and this is set to increase in the future as air travel increases. The resource implications are huge, particularly the availability of feedstock and renewable electricity generation and storage.

Recent assessments of global energy demand by major oil companies such as BP, ExxonMobil and Chevron highlight that in 2050 oil and gas will account for over 50% of the world’s energy mix with renewables mostly displacing coal. It is

therefore important that we don’t pick winners and have a mixed approach to reducing CO₂ emissions driven by sound science, which should include renewables, nuclear power, low carbon fuels, carbon capture and storage. Commercial transportation, such as trucks, ships, and airplanes, will use more oil as people become more prosperous and buy more goods. Light-duty passenger vehicles will use less oil as they become more efficient, and electric vehicles gain market share.

So, in terms of classic and historic vehicles, conventional petrol and diesel will be around for a long time yet, but we should expect an increasing amount of renewable content as the pressure for decarbonisation accelerates. E-fuel availability is set to increase from specialist suppliers; however, it will be costly and relies on the availability of large amounts of renewable electricity.

Royal Society assessment of different fuel types

Fuel Type	Advantages & disadvantages	Resource implications
Biofuels (energy crops and waste)	CO ₂ produced but is mitigated by CO ₂ capture in the biomass, but little modification of infrastructure or aircraft required. Land availability, for energy crops, and resource availability for wastes, is challenging.	Energy crops considered – rapeseed, miscanthus, and poplar wood – would require more than 50% of the UK’s available agricultural land to replace aviation fuels. ‘Waste’ feedstocks including sewage, solid municipal waste, or forestry residues, could contribute towards net zero fuel demand, but there is competition from established markets for these feedstocks and significant investment in fuel production and collection infrastructure is required.
Hydrogen	No CO ₂ produced from the aircraft, significant renewable electricity needed for ‘green’ hydrogen. Substantial modification of aircraft and infrastructure, and assurance of safety and non-CO ₂ effects, needed.	Producing enough green hydrogen to replace current fossil aviation fuel would require around 2.4 to 3.4 times the UK’s annual renewable electricity generation (2020).
Ammonia	No CO ₂ produced from the aircraft, but greater renewable electricity requirement than hydrogen. Substantial modification of aircraft infrastructure, and assurance of safety and non-CO ₂ effects, needed.	Producing ‘green’ ammonia as a jet fuel would require 2.5 to 3.9 times the UK’s annual renewable electricity generation (2020).
Synthetic fuels	Would produce CO ₂ from the engine but, like biofuels, would require minimal modification of existing aircraft. Efuel production is energy intensive and to be considered ‘net zero’ would require green hydrogen as a feedstock and capture of CO ₂ .	When done sustainably using renewable electricity, this would require 5 to 8 times the UK’s 2020 renewable electricity capacity (excluding biofuels).

Events

I hope your HV year has started well and your cherished vehicles, and your 'projects', have come out from hibernation. In my case it's been a manic time with the New Year's Day gathering at Brooklands, then Judging the Pre-War European Class and the Military Vehicle Class at the 21 Gun Salute Concours d'Elegance in Vadodara India, then back to the UK for the CSMA New Year's Run, the FBHVC Board Meeting, the FBHVC Club Expo at Gaydon, the London start of the Monte Carlo Historique, then the VSCC Driving Tests at Brooklands - where my team and I operate the

Scoreboard throughout the event. That was January, February included a week at Retromobile in Paris with a series of international meetings for FIVA, followed by a second trip to France for a meeting with FIM (International Federation for Motorcycles) and then back to the Excel Centre in London for the Motorcycle show, and, finally we had the Race Retro event at Stoneleigh. March and April should be calmer so that I can find some time to enjoy my own cars and motorcycles with my club members and friends.

One topic that came up at many, if not all, of the above events and

meetings was that of 'sustainability' and in particular - e-fuels. These are being promoted as a carbon neutral 'solution' to enable the internal combustion engine to continue to run well, potentially without modification, as a replacement for fossil-based fuels. Our FBHVC Fuels expert, Nigel Elliott, gave a detailed and well received presentation at Club Expo about the development and deployment of e-fuels. This subject is being taken very seriously by FIM and FIA and I am already seeing some event organisers incorporate use of an e-fuel blended with fossil fuel at their events in 2024.

Events Calendar

Our FBHVC events calendar is filling up nicely, with a lot of Drive it Day and Ride it Day events being listed. Please keep listing your upcoming events, the more events we list the more valuable the calendar becomes to our members.

Useful links...

FBHVC events <https://www.fbhvc.co.uk/events>

FBHVC Goodwood <https://www.youtube.com/@fbhvc3715/featured>

FIVA events <https://fiva.org/en/fiva-events/>

Drive and ride safely and have fun.

Research

Introducing Huw Davies - New Research Director

You may have noticed in a previous issue of FBHVC News (Issue 5, 2022) we advertised for a new Research Director. We received the news that our former Research Director Paul Chasney was to retire from the role and move on to pursue other interests. Paul will be around for a short time as to allow the new candidate to settle into the role.

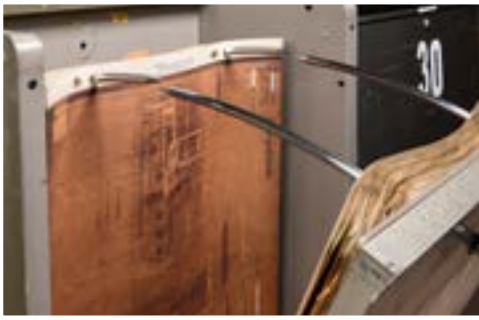
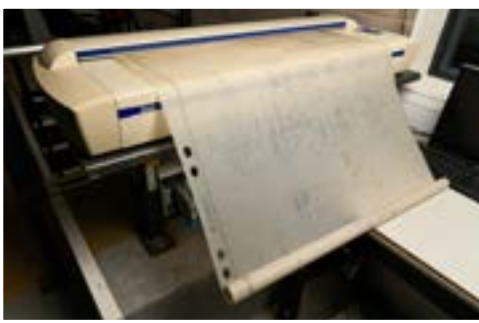
After a short search we found a great candidate - Huw Davies. Here's his introduction...

Emma has asked me to say a few words to introduce myself. Well, what can I say? Indoctrinated into the world of historic vehicles at a young age - and I mean very young as an Austin Seven dragged from a North Wales barn arrived in the Davies household at around the same time I did - I had no real means of escape. I suppose it was therefore inevitable that I followed an automotive engineer path that took me into the car world, initially into motorsport, before diverging off into the world of research and eventually academia. Whilst trained as an automotive engineer, I am a Fellow of the IMechE and a Chartered Engineer, my interest has developed and my focus is on transport policy and practice, specifically in developing and setting the technical requirements for

current and future vehicle technologies for them to become part of the vehicle fleet. It is a slightly strange but compelling world, as I don't necessarily develop new technology solutions, but I need to understand those technologies and how they align with societal expectations - what we as a society want, or expect, from a road transport system defines the minimum performance requirements that a technology should deliver. It is complex, as there are many conflicts that arise and need to be considered, especially when we mix new and old technologies in one system, in this case older and newer vehicles - one shouldn't necessarily prejudice the other. The research director role is an exciting one that enables me to contribute back into the hobby that I so passionately care about, making the case

that, as a sector, our contribution is a positive one and providing the figures in support. I have followed my father and restored a number of cars and succeeded in bringing them back into the vehicle parc. As to my 'fleet', my current keeper is a 1932 MG Midget (a D-type) which hopefully at some point will be joined by a Morris Minor. I am currently a member of the MGOCC and the VSCC, and have I previously been a member of the MGCC, JEC, RSSOC, Volvo Owners Club, Saab Owners Club and the Simca Club UK (looking at this list, I have had a very strange car history).





ARCHIVING

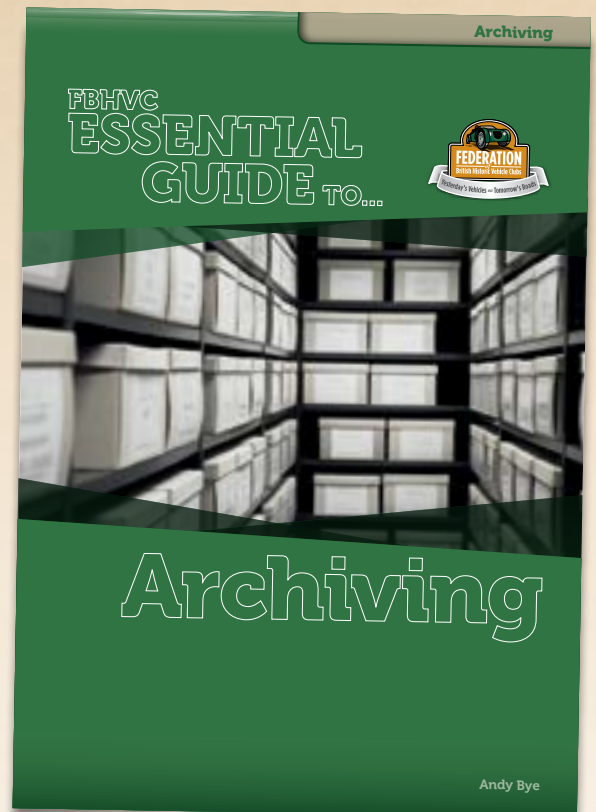
For those of you who joined us at Club Expo you will be aware we have launched another in our series of Essential Guides to Archiving.

This guide is designed for those clubs who have already worked through the checklist in the last archiving guide and helps to identify all of the things to take into account when storing your archive material.

The guide recognises that clubs will be unable to replicate the archive conditions of a major archive but identifies all the things that should be considered if at all possible.

Areas covered are:

- **Storage**
- **Environment**
- **Security**
- **Packaging**
- **Shelving**
- **Housekeeping**



The guide can be accessed on the FBHVC website at www.fbhvc.co.uk/essential-guides

COPYRIGHT

Over the last 12 months we have received many enquires from clubs regarding copyright and what can and cannot be done. We therefore took the decision to work with copyright consultants Naomi Korn Associates, who are the top experts on this subject, to produce an Essential Guide to Copyright.

This guide is also available for download on the FBHVC website and will give you a thorough introduction, leading you through what is a most complex subject and whilst it won't make you into a copyright lawyer it will focus your attention on what can and cannot be done.

Clubs should always strive to act lawfully to reduce the risk of infringing the copyright of someone else, and to protect the rights of any material where the club owns the copyright. For most material, copyright in the UK lasts for 70 years after the death of the creator. This means that even some very old material will still be protected by copyright.

- Infringing the copyright of someone else could lead to clubs being sued by the copyright holder. This could have a damaging economic impact with costly legal disputes, but also a detrimental reputational impact.
- Any infringing content might need to be removed, for example taken down from a website. In the case of printed publications, corrections may need to be printed or, in some cases, publications with infringing content may need to be destroyed.
- Where clubs hold the copyright in certain material, it is important to realise the value in that, and ensure that your own copyright is not infringed. There might be value in allowing this material to be used by third parties, for which a fee could be charged and/or an acknowledgement made thereby generating revenue and reach/recognition for the club.

In a club, the following activities might be affected by the use of copyright material.

- Digitising the material, and storing it on servers/hard drives
- Posting copies on club websites or social media accounts
- Renting or lending copies of videos
- Publishing copies in club magazines, newsletters, brochures, and other related materials
- Making any adaptations to the work, such as cropping or colourising photographs and video footage, or editing text
- Authorising an author to use material in articles for publication by the club.

We have often been asked who owns the copyright in material created for clubs, such as articles created for club magazines so below is some useful information:

- As a general rule, the first owner of copyright in a work(s) will be the creator who produced the work, but there are a couple of important exceptions:
- If the work is created as part of an employee's usual role at the club, copyright usually rests with the employer. In this scenario, for articles written by club staff, for club magazines, the copyright will belong to the club.
- For non-employees (contract for services), copyright rests with the creator. This may apply to freelancers, consultants, volunteers, placement staff, interns, members, and authors working with clubs. In such cases, if the club wishes to retain the copyright in any of the articles written for their magazine, or other copyright works reproduced, it will need to ensure copyright is assigned to the club as part of the contract for services.

Here are some of the other questions we have been asked regularly with answers:

I have the material in front of me, so do I control the copyright?

No, ownership of the material does not equal ownership of the copyright. It is important to check whether the material is in copyright and, if so, who owns the copyright.

I bought this photograph so do I control the copyright?

No you don't, unless the copyright was purchased from the verified copyright holder at the same time the photograph was purchased. Ownership of the material does not equal ownership of the copyright.

Loads of these were printed so does copyright matter?

The volume of copies printed has no impact on the copyright status of works. If a work is protected by copyright, then it can only be used with permission from the copyright holder, or under one of the fair-dealing exceptions.

Does Authors' copyright lasts for 70 years?

Under UK law, copyright in most works, including literary and artistic works, lasts for 70 years after the end of the calendar year in which the author died.

Is Magazine copyright only for 25 years?

There is no generic magazine copyright. A magazine will contain several different types of copyright work. The typographical layout of the magazine is in copyright for 25 years after the end of the calendar year in which it was published. The literary and artistic works within the magazine will be in copyright for 70 years after the end of the calendar year in which the author/artist died. Even if copyright in the layout has expired, there can still be copyright in the text and pictures included in the magazine, and on the cover.

Are period adverts copyright free after 30 years?

Adverts will consist of pictures and/or text. As such, the pictures and text qualify for copyright protection as artistic and literary works respectively. Each of these has a copyright duration of 70 years after the end of the calendar year in which the artist/author died.

If you scan a magazine is the copyright free?

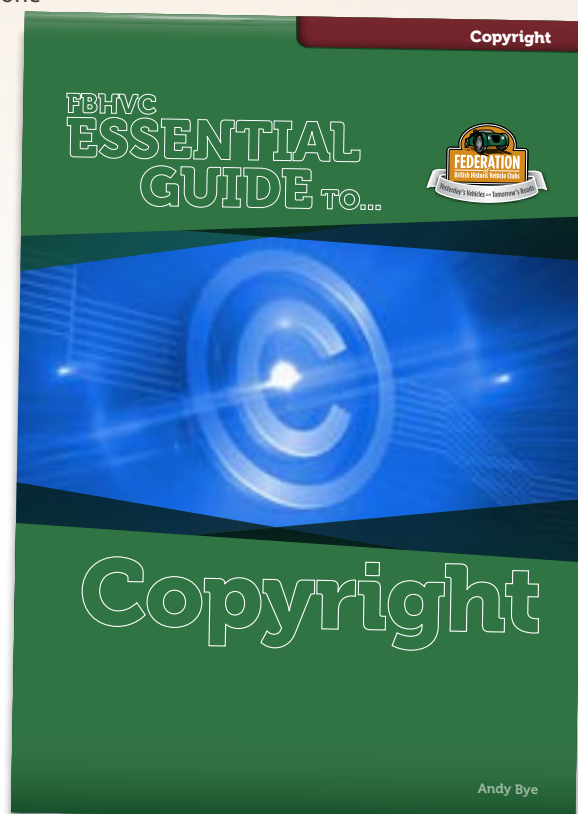
Scanning a magazine has no bearing on the copyright status of the magazine. Copying an in-copyright work is one of the restricted acts in UK copyright law. If the magazine is still in copyright, then it is an infringement to scan it, and to reproduce that scan, unless it is done with the permission of the copyright holder or under one of the fair-dealing exceptions.

The resulting scanned copy of the magazine might qualify for its own copyright protection, or it might not, depending on the process used to create the scan. For example, a slavish copy made on an office photocopier is unlikely to qualify for its own copyright protection whereas a magazine digitised by studio photography, with colour correction of the files, re-touching and post photography processing, is likely to qualify for protection. Any further use of the digitised copy is still dependent on having permission from the copyright holder/s of the copyright in the original magazine or making use of a fair-dealing exception.

If I find a photograph on the internet, it is free to use?

Photographs on the internet are no different to photographs published elsewhere, such as in books, magazines and newspapers. If the photograph is still in copyright, then it can only be used with permission from the copyright holder, or under one of the fair-dealing exceptions. With images published online, it is always worth looking to see if there is any published licence information, indicating under what terms the image can be used and it is always best to go to the source of the original photograph to check the copyright and permissions status.

This article just gives you some brief information so I suggest you download the guide and share it with your club officials, particularly your magazine editor and your communications team so that they can ensure your club keeps within the rules and prevents any unnecessary litigation. The guide can be accessed on the FBHVC website at www.fbhvc.co.uk/essential-guides



FROM THE THE CHOPPER



TO THE CUTTING EDGE

By Roy Dowding

Tom Karen is not a name that comes instantly to mind when considering the very small band of the most legendary industrial designers of all time, but his creative output could well have touched virtually all our lives in some way.



From watching your children (or playing yourself) with a Marble Run, which he invented in the 1960s, riding an iconic Raleigh Chopper (1969), listening to the 1960s best-selling Bush TR130 radio, using one of his 1960 award-winning washing machines or owning one of his (at the time) radical cars, there can be very few of us who have not enjoyed one of the many products inspired by his genius.

Tom was born into wealth in 1926 in Vienna, but raised in Czechoslovakia; the family were forced to flee destitute across Europe to Britain after the Germans invaded in 1939.

In 1942, he enrolled at Loughborough University to study aeronautical engineering and spent the next 10 years in the aviation industry. Taking British nationality in 1948, he changed his name from Kohn to Karen.

In 1954, with his college friend Andrew Waddicor, he designed and manufactured a Villiers-engined 3-wheel car called the "Vimp" (a cross between an imp and a vamp), which was capable of 80kph and attracted the attention of the national newspaper *The Daily Sketch*.

Entry to the car required the windscreen and dashboard to be folded forward. Though some interest was shown, it never reached the production stage.

Joining the Central School of Arts and Crafts in 1955, he embarked on a course to become an industrial designer. While there, Terence Beckett (then Head of Ford UK Product Planning) offered Tom a job. He recalls that his 'only claim to fame' during his period at Dagenham was designing the badges for the Ford 105E Anglia, though he did gain an award in 1959 from the Institute of British Carriage and Automobile Manufacturers (IBCAM) for a solo entry small car design – the Rascal 600.

1959 saw him briefly join Ogle Design, by then a leading independent industrial design consultancy headed up by David Ogle, before being head-hunted by the white goods maker

Hotpoint. This was followed by a spell at Philips until 1962, when Tom was invited to rejoin Ogle Design after David Ogle had died in a car crash.

As Managing Director, he was charged with making some sense of Ogle's forays into small-series specialist motor vehicles that were costing the company a fortune. One such car was the Mini-based SX1000 which, while a brilliant concept, was expensive to produce and had failed to attract interest from any potential manufacturer.

Another was a partially completed project for two 2+2 coupés, to be known as the SX250, based on the mechanicals of a V8 Daimler SP250. Originally a commission from Boris Forter, then head of the cosmetic company Helena Rubenstein, Tom completed one of the cars in time for the 1962 Earls Court Motor Show, where it generated some interest.

Despite persistent stories that this concept was destined to become the new SP250, it was never offered to Jaguar-Daimler, though it is said that Sir William Lyons did admire the design. However, Ray Wiggin, the MD of Reliant, recognised its potential and, with similar proportions to their somewhat dated and poorly selling Sabre Six, saw it as a distinct possibility for its replacement.

So work began, with Reliant engineers extending the Sabre's wheelbase by a few inches and making other minor chassis adjustments while Tom, assisted by Carl Olson at Ogle, slightly revised the front end styling and wheel apertures. The new Scimitar SE4GT (also known as the Coupé) was unveiled at the 1964 Earls Court Motor Show in London, to wide acclaim, and became the first fibreglass-bodied car to ever win a coachwork category from the IBCAM, marking Tom's second award from this august body.

Powered by the 2.5 litre straight six engine



Bush radio



Rascal 600

from a Ford Zephyr/Zodiac but with triple SU carburettors, the SE4 proved to be as quick as the contemporary Lotus Cortina!

During 1964, the Triplex Safety Glass Company commissioned Ogle Design to build a show car that would demonstrate new glass technology such as Sundym and bonded glazing. Tom Karen opted to use the Scimitar SE4 as its basis with a new design from the waist upwards.

The Triplex Ogle GTS, as it would be known, first appeared at Earls Court on Ogle's stand in 1965, swiftly followed by an invitation to the Turin Motor Show, where it was greatly admired by many leading Italian designers. It was voted the 'Showpiece of the Exhibition'. Upon its return to the UK, the GTS was bought by HRH Prince Philip, who used it for



1965 Ogle Triplex Scimitar GTS





Tom with a model of a revolutionary large-capacity aircraft design concept



Ogle SX250



several years until Triplex repurchased it. The car still survives, now resident in the USA, owned by its co-designer Carl Olson.

With a change to the Ford 'Essex' 3-litre V6 engine in 1966, sales of the Coupé were still encouraging but Ray Wiggin began to feel that a roomier interior would widen the car's appeal. Tom Karen believed that an entirely new car would be required and in September 1967 began work on what would be one of his most inspired and influential designs – the Scimitar GTE.

Whilst a prototype was completed in January 1968, the new car did not appear

in public until the London Motor Show in October 1968, to an initial mixed reaction. With a full four seat interior, the body was now a radical 'estate car' with bold upswept rear waistline, which put off some traditionalists. But the unique combination of a high cruising speed, sports car performance and handling, seating for four in comfort and good luggage capacity soon won over its critics. And in 1970, the Guild of Motoring Writers named the GTE 'Britain's Most Beautiful Body'.

The GTE continued in production by Reliant until 1986, with ongoing

development throughout its 18-year life. In total, some 15,000 examples were sold – eight of which were owned by Princess Anne. A small but steady demand for the car led to a further 77 examples being made by Middlebridge Scimitar Ltd, after they acquired manufacturing rights and all the tooling. And – believe it or not – Graham Walker Ltd, from Chester, who are the biggest stockist of spares for Scimitars, can still produce a GTE from scratch for anyone who really wants a brand new, painstakingly hand-built, upgraded example. It would, however, be expensive – an estimated £55,000.

For most of the 1960s, Tom had nursed the idea of a “*sporty two-seater three-wheeler that applied top-of-the-range design values to a minimalist vehicle*”, and in 1970 came the opportunity to realise the ambition after Reliant took over Bond and wanted an entirely fresh model.

Tom produced a prototype in tangerine (which proved to be the most popular colour) and Reliant christened it ‘The Bug’. A handful of production versions were unveiled at Woburn Abbey in June 1970.

He recalled that: “*Several hacks got carried away by the fun atmosphere*”, with [at least] one writer managing to overturn a Bug.” This would lead to insurance companies setting premiums high and, with a dealership chain perhaps not understanding how to maximise the true potential of the car (which was proving expensive to build), a halt was called after

just 2,270 examples had been made.

But that was not quite the end of the Bug saga. In 1977 an example was suitably ‘dressed’ to become Luke Skywalker’s X-34 Landspeeder in ‘Star Wars Episode IV - A New Hope’. And in 1990, long-serving GKOC member (and former owner of GK no.96) Mike Webster, together with son Gary, produced a 4-wheel version of the Bug after acquiring the tooling and moulds from Reliant. They also offered the original 3-wheeler, which they had renamed the ‘Normal’

The number of Bugs made by the Webster Motor Company varies; the usual figures quoted are 6 three-wheelers and 16 four-wheelers, though Mike says he believes they made more ‘Normals’ than four-wheelers. What is not disputed is that Tom Karen, on seeing Gary’s 4-wheeler at the Bug’s 40th Anniversary

event at Woburn in 2010, was decidedly impressed and autographed the car – it wears his signature with pride to this day! Tom moved away from cars during 1980, becoming involved for a while with the design of Leyland truck cabs and the second generation Renault Trafic van. ‘Retiring’ in 1999, he continued to design and make toys, write books and even drew up a concept for a revolutionary large-capacity aircraft.

Writing for the magazine Toymaker, Tom said: “*To me, everything is about form. Each line, inside and out, needs a purpose; and all the different lines must harmonise*”.

Sadly, Tom passed away on New Year’s Eve, 2022 but has left a legacy through the eloquent application of that sense of purpose to so many things, such as the Chopper, the Bug and the Scimitars – all of which truly merit the description ‘iconic’.



1973 Bond Bug



Dressed as Luke Skywalker's Landspeeder in 'Star Wars'



Tom with Gary Webster of Webster Motor Company and a 4 wheel Bug





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Welcome

A very warm welcome is offered to our newest **Club Members**:

- **Square Wheels Club** - www.squarewheels.org/
- **Marcos Owners Club** - <https://marcos-oc.com>

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.

- **HM Vehicle Transportation Ltd** - www.hmvehicletransport.co.uk
- **Still Motoring Magazine** - www.stillmotoring.com
- **Douglas Metal Finishing Ltd** - www.douglasmf.com

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 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).



A Sad Farewell - Emma Balaam

Most of you will now be aware I will be leaving the role of Secretary for the FBHVC and (most probably) by the time you read this a new secretary will be in post. I hope they settle in well and wish them all the very best for the future.

Even though the office has been challenging at times, and is always busy, the part I have enjoyed the most is to have met so many wonderful people, whether that be in person, via email or on the telephone. You know who you all are! Everyone I have assisted over the years, (Board, Committee, broader FBHVC team, Commercial Partners, Associates, Members and Supporters) have always been a pleasure to interact and work with.

Thank you to everyone who has provided me with their good wishes for the future, I am very grateful for your kind words. I will continue to be a historic vehicle enthusiast myself with my Mk1 Escort Mexico – its not going anywhere! All that's left for me to say is...

"Good friends never say goodbye. They simply say See you soon."

Meet the New Editor

Hello, my name is Andrew Fawkes.

When our Communications Director, Wayne Scott, asked if I'd be interested in helping out with this publication, I was both flattered and interested. A doubt then crept into my mind. I know a little about classic cars and bikes, but that's about it. My 'expertise' in passenger transport and military vehicles, etc. is limited to making some of them as Airfix kits in the 1970s... hardly an engineering qualification! However, a chat with current custodian, Emma Balaam, and some regular contributors soon put my mind at rest (thank you all).



Instead, my role as 'editor' is mainly one of coordinating content supplied by other experts, phew! In fact, this issue has been put together by Emma as part of a hand-holding familiarisation exercise for me so that I can be let loose on Issue 3. My role also means that our new secretary, when appointed, can focus on that role rather than on publications.

I have contributed to FBHVC News once before when I wrote about 'Post-pandemic travelling with your historic vehicle' (snappy title!) in Issue 1, 2021. Since then, I have been responsible for the Aston Martin Owners Club's publications as its former communications director. I'm still involved with the AMOC as an Area Representative, a role I have undertaken for the last 16 years.

I have a 1969 Aston Martin DB6 that I've owned since 2000 - my boyhood dream car - and a 1975 Honda CB400/4 motorcycle, the latter for fair weather use only, these days! My wife, Gillian, and I love using the DB6 for holidays around the UK and Europe, especially when it involves our other passion, motorcycle racing. As this edition is going to press, we'll be driving to Portimao, Portugal for the first race of the MotoGP™ season.

I'm looking forward to meeting FBHVC members and associates whenever I can and to obtain your views on the publication. If you have comments or ideas for content for the magazine, feel free to send them to me. I have a new email address for that very purpose - editor@fbhvc.co.uk

I'm also looking forward to learning more about all types of historic vehicles. And, of course, to helping keep them on tomorrow's roads.

FBHVC News - Moving Forward

Thank you to everyone who has either submitted copy and images for FBHVC news or has been contacted to provide consent for the Federation to re-produce features in club magazines. Without you we cannot provide a variety of information to fellow members and supporters.

If you have been inspired and wish to submit some interesting fact or feature, please let us know. As I shall be leaving the Federation, please forward any emails to our new Editor **Andrew Fawkes** via editor@fbhvc.co.uk. (You're always welcome to copy-in the new secretary too via secretary@fbhvc.co.uk). The postal address, if you require it is **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG.**

CLUB EXPO REVIEW

Thank you for those of you who attended Club Expo, sponsored by Peter James Insurance, at the British Motor Museum on 21 January. It was our largest event so far with around 170 delegates in person. The day was a huge success and the feedback session at the end of the day has given us ideas on what we can look to present at the next Club Expo event to be held in January 2024!

Launched on the day were our two new Essential Guides – Copyright & Archiving – a health check

Both are available to view on our website – www.fbhvc.co.uk/essential-guides

To view the presentations and/or listen to the audio from the day please visit www.fbhvc.co.uk/club-expo-2023 (you must be logged in to the members area of the website first).

Here are some images taken on the day...



DO YOU KNOW THE WHEREABOUTS OF THE MANFIELD SPECIAL (HOU945)?

Following the receipt of a telephone call in early February I offered to assist a Mrs Brown try to locate her late father's car entitled the 'Manfield Special'. Here is her story...

Can you please help me try to find my father's car which was his pride and joy, the Manfield Special (HOU945). My late father, Frederick George Manfield, died in 1957 at the age of around 45 years of age when I was just 16. My mother and I were in no position to look after the car and with great sadness it had to be sold. I believe it to be somewhere in Farnborough.

Over the years I have often wondered where it was and last year my son-in-law looked online and found it was still out there – somewhere!

As I am now in my 80s, it would be lovely to hear its story.

Can you help?

Drive It Day & Ride It Day 2023

The day will soon be upon us. Are you ready? Do you know where to go? For any assistance in knowing where you could visit, please take a look at the events page on our website, which is constantly being updated. www.fbhvc.co.uk/events

For anyone wishing to add their Drive It Day/Ride It Day (or any other event), please visit www.fbhvc.co.uk/list-your-club-event.

Cost of Living Crisis

Childline® need your assistance. The cost of living crisis is being felt across the country. And we know that children are feeling it too. It's estimated that one third of children in the UK live in poverty. Poverty puts enormous stress on families which can leave children at risk of harm. Calls to the Childline® service has already shown that children and young people are well aware of the strain that the cost of living is having on their parents and carers.

That's why Childline® are there to listen to their worries and provide crucial support. The NSPCC have confirmed their local services are working directly with families who are already feeling overwhelmed. But the demand for these services is growing, and they're struggling to continue their vital work without the help of us, their supporters.

We know that times are tough for everybody right now. We mean it when we say that every donation means a great deal, and that every pound counts.

Please show your support today and purchase a Drive It Day or Ride It Day plate. Every fundraising plate sold can make a huge difference to the lives of children and young people.

BBC's Naga Munchetty visited NSPCC Childline's London base and interviewed staff and volunteers. Here are some of the comments from that visit...

Pauline has volunteered for Childline for 15 years. She and her colleagues have noticed a change in the type of calls they've been receiving recently. "Over the last few weeks we have been saying to each other there are a lot of children who are feeling hopeless.

"Life is very difficult for adults, and children are seeing that," she says.

Barry is a supervisor at Childline®, he says there's a similar picture at all 12 of their UK bases. "We're seeing contacts come through where young people are concerned about the cost of living crisis...it might be subtle, from people who are picking up vibes at home from

mum and dad or whoever looks after them, showing that they are concerned about the future," he says.

73% of the children who responded to a recent survey said they are worried about their family having less money for the things they may need in the next few months.

Ruth has worked as a volunteer at Childline® for 30 years. She says "young people have had a triple whammy recently and there's still a knock-on effect," following the Covid pandemic. "When parents are busy with their own stresses, to have someone on the other end of the phone to really listen can be so powerful for a young person.

"Every week I feel a sense of pride as a Childline volunteer," Ruth says.

Please buy your plate today.

There are six 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 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. This will ensure the maximum amount of profit can be donated to support Childline®.



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Motorsport Legends, World Records,

Race Re It's Back



& High Octane Rally Action

retro rally



The return of Reis Race Retro saw motorsport legends reunited, new world records set, and more than 130 rally cars in action at Stoneleigh Park this weekend. A celebration of historic and retro motorsport, around 22,187 attendees enjoyed the three day event.



Show Director Lee Masters said: "There was a real buzz in the halls and there is a lot of affection for this event so everyone was thrilled to see it back. Our main priority for this year was to get the show back up and running, not just for the industry but also for the enthusiasts."

"Now, our focus is on working with the venue to develop the show and build on Reis Race Retro's solid foundations to encourage a new generation into historic motorsport."

The Reis Live Stage saw a packed audience enjoy interviews with British Touring Car Championship legend Jason Plato and former FIA Ladies World Rally Champion Louise Aitken-Walker MBE. They were joined by two-time British Rally Champion Dai Llewellyn and his son Tom, a former Welsh National Rally Junior Champion and British Junior Rallycross Champion.

The reawakening of BRM also saw drivers, engineers and designers reunited

as Jackie Oliver and Mike Wilds joined Howden Ganley, Tony Southgate and Mike Pilbeam on stage for an interview with host and commentator Chaz Draycott.

Visitors chose Richard Barber's modified 1966 Anglia 105E Deluxe as the winner of the Reis Pride of the Paddock. Peter Baker's 1954 Daimler Conquest, fresh from the Monte Carlo Historique Rally was the runner-up.

A highlight of the weekend was the live action that took place in the grounds of Stoneleigh Park. The 'pocket rockets' of the British Historic Kart Club gave demonstrations on a new bespoke course while Rallying with Group B created two stages – the Reis Live Stage and a smaller stage offering passenger rides. Rally cars in action ranged from Group B cars such as the Audi Quattro to World Rally Championship cars such as the Ford Fiesta R5.

Whilst the experts were showing visitors how it was done on the Reis Live Rally

Stage, HERO-ERA was training newcomers in the classroom with driver and navigator training. There was then a chance to put the theory into practice with the Retro Classic tour on Sunday.

Outside wasn't the only place where excitement built as the Silverstone Auctions sale saw six new world records set. The biggest shock was the 1987 Ford Sierra Cosworth RS500, estimated at £150,000-£180,000, seeing the hammer down at a whopping £596,250.

Mary Singleton, Senior Operations Manager at Reis Motorsport Insurance, said: "We had a fantastic weekend at Stoneleigh, it certainly kick-started the season in style! As always, the show celebrated all that is great about the motorsport community, and it was so special to meet so many fellow enthusiasts over the three days."

The FBHVC were in attendance within Gasoline Alley (Hall 2). The weekend was extremely successful with many visitors.

Reis Race Retro will return to Stoneleigh Park, Warwickshire, on 23-25 February 2024. For the latest updates, visit

www.raceretro.com



Photo - Lyndon McNeil



Photo - Lyndon McNeil



Photo - Lyndon McNeil



Photo - Lyndon McNeil



Photo - Emma Balaam



Photo - Pete Austin, Auto Tradition



Photo - Pete Austin, Auto Tradition



Photo - Pete Austin, Auto Tradition

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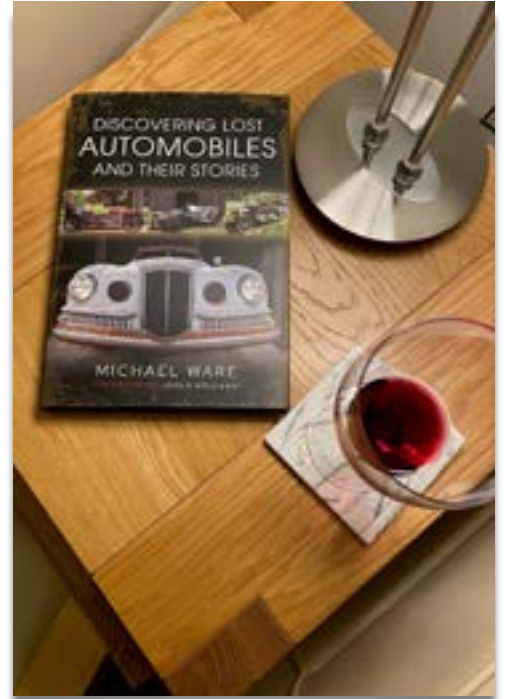
By Michael Ware Published 2022 by Pen & Sword with foreword by Jools Holland £28

One of the unifying characteristics of those we tend to describe as 'petrol heads' is a shared fascination for reading about long lost vehicles which suddenly turn up in various states of dilapidation around the world. The term 'barn find' seems to be the universally accepted descriptor for such finds but it is a term of convenience and lacks the scope to adequately describe the many discoveries of automotive archaeology that are dug, dredged or otherwise discovered every year.

Researching and recording the stories of these fascinating finds has been a particular interest, not to say obsession, of Automotive historian, Michael Ware, former Curator of the National Motor Museum, Beaulieu and now freelance journalist and member of the Automotive Historians of Britain. He is probably best known for his articles on rediscovered vehicles in leading historic vehicle magazines. These fascinating stories are now brought together in this eminently readable book, expanded to include additional back story previously unpublished due to restricted magazine space. It is also generously illustrated with colour photographs throughout. All this is brought together in a most attractively produced book by publishers, Pen and Sword.

In all over 200 vehicles are described, all rare, some unique survivors, and in many cases unseen for 50 years or more. Vehicles originated not only from UK but the rest of Europe, the USA and Australasia, and they span almost the entire 20th Century. Their intended final resting places are equally diverse ranging from ponds to lakes, back gardens, rockeries with even a Rolls Royce rescued from the roof of a high rise building in Karachi.

Words and review by Geoff Lancaster



Obituary

Tom Karen By Ivan Smith, Bug Club Chairman

There are few who could claim to have designed cars both 3 and 4 wheeled, an iconic 1970s push bike, children's games, household appliances, Bush radios, plus truck cabs and crash test dummies. Along with a fairly small team in Letchworth, Herts, a guy named Tom Karen did just that!

Tom Karen was born in Vienna but spent his early years in Brno, Czechoslovakia. From a young age he had an interest in cars and also flying. WW2 brought major upheavals across Europe with many families fleeing the German occupation. Tom was lucky to escape via Belgium, France, Spain and Portugal arriving in Bristol, England in 1942.

After studying aircraft engineering and following a job on a technical publication, Tom went to the London Central School of Art and Design. It was here he was recruited by Ford who had an active design studio. At this time Tom won a National Design a Car competition and then went on to join David Ogle who was responsible for the Ogle Mini along with a lot more. In 1959 he left to join Hotpoint washing machines but following the death of David Ogle in a car accident he rejoined as MD where he was responsible for some of the most memorable designs of the 1970s.

The late 1960s and 1970s saw major changes in design. One of Tom's that stands the test of time was the Raleigh Chopper. The bike was released in 1969 and became a huge success for Raleigh. It featured a small front wheel with a larger rear. Ape hanger handlebars were complemented with a large, padded seat not designed for 2 but often used as such. The gear lever was on the frame between the rider's legs.

Ogle were working closely with the British car company Reliant during this time. Tom proposed a fun 3-wheeler initially in the 1960s and was finally given the green light to produce prototypes. Two were done with various tweaks. The Bond Bug was released in 1970. The 3 wheeler had an opening canopy to admit the driver and 1 passenger. The car was released in one colour - bright orange with black decals. Although it only sold 2,200 cars it's become a very collectable car. The car had a fibre glass body with steel chassis and a Reliant all alloy 700/750cc engine.

Shortly after Reliant released the Robin, a 3-wheeled vehicle released in saloon and estate versions. The car sold well in Britain due to the ability to drive it on a motorcycle licence. Like the Bug it was all



fibre glass and used the same engine. Tom Karen was also responsible for the Reliant Scimitar GTE. This was a sports hatch, an unseen concept at the time whose design with its rising waist line went on to influence many other car makers across the globe.

Tom continued designing after retiring. He would often produce toys for his grandchildren. He was awarded an honorary degree in 2001 and an OBE for his services to design.

He passed away on 31st December 2022. RIP TOM.

JOWETT CAR CLUB CELEBRATES 100 YEARS

To celebrate the first 100 years of the Jowett Car Club a schedule of headline events has been planned – The club will have an enhanced presence at the following nominated events – Formed in 1923 the club is the world's oldest one-make car club with it establishing the early foundations of today's classic car club movement.



2023 Event Schedule

24-26 March - NEC Restoration Show

The club will be in attendance with a very special & highly active working stand display

26-29 May - Jowett Car Club International Rally

The club returns to West Yorkshire, the birthplace of Jowett Cars, for their Centenary Rally

12-13 August - Jowett Car Club Reunion

Held at the Bradford Industrial Museum – home of the largest public museum-owned Jowett car collection

26 August - Titsey 100

A re-enactment of the first ever club meeting exactly 100 years to the day that the club was formed when a fleet of vintage Jowetts climbed the steep incline of Titsey Hill in Surrey – It promises to be a unique event

8-10 September - Goodwood Revival

Club attendance at one of the world's most prestigious historic race events

10-12 November - NEC Classic Car Show

Another very special stand display at this ever-popular season finale

In addition to the headline events the club's 9 regional sections will also celebrate the centenary with club representation at regional related events These include a dedicated Jowett car display throughout August & September at the Dundee Museum of Transport.



Boston Classic Car Club Charity Presentation Evening

Tuesday 21 February saw the Boston Classic Car Club hosting their annual Charity Presentation evening at Graves Park social club, where the chosen beneficiary, the 'We'll Meet Again' Museum at Freiston near Boston, were delighted to receive a cheque from the Club amounting to £1,500. Paul and Linda Britchford accepted the cheque from John Simpson the BCCC Chairman.

This impressive amount has been raised through a combination of raffles, events and donations during the year. The Boston Classic Car Club has donated well over £30,000 over the years to, mainly local charities. Plans to continue this tradition into the future.

Paul Britchford developed an interest in WW2 artefacts at the tender of age of eight by being taken by his father to the site of a downed US Flying Fortress near his home in Northampton. This led him to explore the area further on his own and one of his finds led to unexpected consequences. A 'bring and tell' session in his Primary school saw Paul arriving with an unexploded German bomb clutched firmly in his arms. His teacher immediately recognised the potentially devastating problems which could ensue and the whole school was immediately evacuated! The bomb squad were called in and dealt with the offending item.

Undeterred, Paul continued to collect artefacts under the watchful eye of his father and mainly away from potentially dangerous sites. His collection continued to grow and eventually he met and married Linda who accepted and embraced his interest. The couple bought an old army truck, filled it with over two tons of wartime memorabilia and toured around the country at shows and exhibitions. Having noticed how enthralled children in particular were with their displays and with the enthusiastic backing of a teacher friend they started taking their display into schools around the country. This took a huge toll on them both because they were still holding down jobs and the days spent in schools often meant excessively long hours. This led to the decision to use all their personal time, energy and funds into developing a dedicated educational and fixed, museum at Frieston.

The 'We'll Meet Again' was officially opened by local MP, Matt Warman on 12 August 2017. It is divided into two sections dealing with life on the front line and on the 'home front' and offers important and fascinating insights for every visitor into what life was like in those turbulent and increasingly distant days. Since opening it has seen visitors from 57 countries visit, received exceptional reviews from school groups and others and won the prestigious 'Pride of Boston' award in 2018.

A number of one marque clubs have been celebrating anniversaries recently. However, I doubt if any can beat the **Jowett Car Club** which celebrates its 100th anniversary this year and claims to be the world's oldest one make club. Writing in 'The Jowetteer' Chairman, Sandra Purves finishes her column as follows "Let us show the world this year that we are *"THE LITTLE CLUB WITH THE BIG PULL"*. She then added for newer members not familiar with Jowett history, the advertising slogan of the early 1930s was *"the little engine with the big pull"*.

Still with the 'Jowetteer', Noel Stokoe quotes from a piece published in the Autocar of 4 March 1949. *"Spending a few days in industrial Yorkshire recently I found that rising exports have aggravated the local hotel problem through the greater numbers of foreign buyers who come to visit the great textile mills. Jowett Cars were faced with a problem in finding accommodation for foreign buyers visiting their factory just outside Bradford and solved it by running a guest house of their own. It is at Apperley Bridge and stands on high ground with a charming view of the Aire Valley.... Having spent a night there I realised the warmth of a Yorkshire welcome..."*

Back to anniversaries. Last year the **Lancashire Automobile Club** clocked up 120 years. Their dinner to celebrate this birthday coincided with the day of death of Her Majesty the Queen. In their magazine 'All Torque' it was reported that; *"Eileen Dyson [President] announced that we would have one minute of silence as a mark of respect. On the conclusion of this we then raised our glasses and in one voice toasted 'long live the king', it was an unforgettable moment"*. Last year saw the passing of a much-loved event organised by the Club 'The Manchester to Blackpool Run' which can trace its existence back to 1962. This writer can remember taking part in the 1970s. I am sure there will be many competitors sorry to see this one pass on. *"Over the years it was becoming more and more difficult to find a starting and finishing locations for this large event and: "... with the increasing urban sprawl of Manchester, Chorley and Preston finding suitable routes became more and more difficult."*

Each issue I try to cover as wide a spectrum of subject matter that I can from the magazines that get sent to the FBHVC. I don't seem to be able to get away from interesting facts recorded in '**Trojan Museum Trust News Sheet**'. This time

its an illustration of the *"Trojan Post Hole Borer that makes hole boring a quick, easy job. Just put it on the ground, turn and in one minute you have a hole two feet deep."* I talked to News Sheet editor David Hambleton who told me *"...this is the only reference I have ever come across for this bit of equipment, it is basically a single side brochure and it came to us with a huge pile of paperwork which we were given by Peter Agg's widow"*.



'Multicylinder' the magazine of the **Pre 50 American Auto Club** carries the announcement by the Club Committee that there is to be a change of name. The Club was founded in 1965 under the name of the Pre 50 American Auto Club and this made logical sense at the time. They say that *"...the UK government considers that a 1982 car automatically classifies as a historical vehicle being 40 years old. It is thought that the present name... may deter potential members from joining."* The Committee have therefore agreed that '**All American Auto Club**' is a far more appropriate name.

Some magazines have space for book reviews. I have chosen one from 'Gazette' the magazine of the **Mercedes Benz Club**. I had not seen this book reviewed before. 'Ernest Marples, the shadow behind Beeching'. (Publisher Pen and Sword). *"This book gives quite a lot of Marples personal story but also goes into some depth on the background of the railways of the time. Before he moved to Transport Marples had been quite a successful Postmaster General (as we had*

in those days). As well as introducing post codes he had overseen the launch of Premium Bonds with their aptly named Electronic Random Number Indicator Equipment (ERNIE). Alongside his political career Marples had also been running various businesses, primarily in building and latterly civil engineering, and this was to be one of his major problems. Could someone with major interests in building motorways be trusted to deal fairly with the railways? This book thoroughly investigates the arguments all around this".

The magazine of the **Swansea Historic Vehicle Register** contains a brief history of Lodge plugs. I was particularly taken by one advertisement which was for "Lodge, the Spitfire Plug. 25 years of co-operation with the Royal Air Force. Played a vital part in the Battle of Britain". The narrative goes on to say *"During the war years from 1939 Lodge's production doubled as the company provided spark plugs to virtually any sort of gasoline-powered engine from aircraft to tanks to boats. It also produced a modified plug to be used as an igniter for flame throwers"*. In the early 1960s Lodge was acquired by Smiths Industries.

I do love a good car mystery. In 'Traction' the magazine of the **TR Register** Jon Marshall whose job it is to record TR4 and TR4As tells of a recent case. He had a query from Gert Van Der Klashorst of the TR Club in Holland asking whether TR4s had been assembled in Italy by Ducati. He sent an extract from Motor Cycle News which stated that TR4s had been assembled by Ducati and had their badge on the boot lid. Jon Marshall then went back over some previous correspondence he had had with Luigi Malerba in 2019. *"Luigi sent details of his 1963 TR4. He had obtained a Heritage Trace certificate which stated his car had been built on 25 April 1963 and was then shipped to Italy. The Italian Registry however reports the car as being built by Industria Meccanica Ducati Bologna and commissioned on the 16 July 1963. Registration was on 8 November 1963 in Milan, where the car was sold. On the cars boot lid, in addition to 'Triumph' and 'TR4', there is a metal riveted badge/logo 'Mechanica Ducati Bologna'. Clearly there is a contradiction here. The Heritage Trace for Luigi's car gives a build date, Traces for CKD cars do not. They include only information that was available to Canley. Canley would not know the date a CKD car was built. Luigi's form gives a body number...but does not*

say if he took it from the car or the Trace. These were not available for CKD cars. Because of the Trace I believe Luigi's car was built in Canley and shipped to Ducati who attached their badge to it before sale. I [Jon Marshall] cannot explain the statement on the Italian MoT, I accept the foregoing does not settle the dispute over Ducati building the TR4 however I remain to be convinced".

Following the death of Her Majesty the Queen there have been a number of articles in Club magazines about the cars she had either owned or driven in her lifetime. Stephen Dodsworth writing in 'Conrod' the magazine of the **Lincolnshire Vintage Vehicle Society** tells us about a Renault Dauphine about which I had not heard before. "In 1957 Her Majesty made a state visit to France which included a tour of the Renault factory at Flins, just to the west of Paris. At the end of the visit, the president of 'La Regie', as Renault was known in France, Monsieur Pierre Dreyfus presented the Queen with the keys to a pastel blue right-hand drive Renault Dauphine saloon. The car had actually been assembled at Renault's UK factory at Acton in West London. It featured some 'chic' extras such as white wall tyres, leather interior and wire wheels....Registered 362 GLM. I can find no evidence that the Queen actually drove the Dauphine but it was apparently used for shopping trips by the royal household." Stephen has traced the owners after the car passed out of royal service in 1963. He concludes with "Sadly in 1971, on a demonstration to a potential purchaser the car skidded in the rain and was written off and no longer exists, a sad end."

I enjoy the articles about specialist knowledge. In the magazine of the **Bullnose Morris Club**, Andy Smith, the Club's Technical Advisor wrote a fully illustrated five-page article on 'Replacing the gauze on a Lucas bulb horn'. His first advice was to make sure the horn fitted to your car was right for the model. He says "Although working through the parts lists does give some indication of which number would normally be fitted to which model and year of car. Many of us know from long experience that the actual fitment on the day depended upon what was on the shelf in the stores. Morris Motors would not fail to send out cars just because they had the wrong horn, mirror, or any number of other minor parts." There followed an exact guide as to how to replace a damaged gauze.

Mike Eggenton is the committee

member responsible for public relations for the **Vintage Austin Register**. He had bought a replacement cylinder head for his Austin 12/4 Clifton and thought it a good idea to flush out the block before reassembly. In the Club magazine he describes in detail how he did this. After he had connected his garden hose up to the block he let it run through until the water was quite clear with no loose bits of rust appearing. He goes on to say "...carefully inspected the waterways for any large pieces of rusty metal that might not have been ejected....I discovered a large piece of loose rust that had not been flushed away, and was able to dislodge and remove it, using one of those handy magnets, attached to what appears to be an extending radio aerial. It even has a small light on the end to help you see in dark corners. While lifting out the large piece of metal all manner of other loose bits followed it. Pushing the magnet down all of the other waterways yielded a surprisingly large pile of loose rust, including one particular piece that measures 20mm....I must admit I was surprised by the sheer volume of rusty particles that had accumulated in my engine over a period of eight years." Though not mentioned in this article, it would seem sensible to flush through the radiator at the same time, preferably getting it cleaned and pressure tested by a local firm.

The Editor of 'Transverse Torque' the magazine of the **Ford Y & C Model Register** has put forward an idea that might appeal to others. When his car is parked at an event, he cannot always be with it to answer questions. Why not, he suggests "record on a memory card a short narrative that automatically comes on when a visitor approaches the car. I am thinking of a brief history, something about how economical they are to drive, the fun of maintenance [?] the tours I have driven on...even a short film on an iPad in the front windscreen too! This might help recruiting new members too".

An item in the magazine of the **Cavalier and Chevette Club** got a thumbs up from me. "Many of us have enjoyed a very long relationship with our Club cars...but sadly nothing in the world can last for ever. For some members a time comes when they have to part company with their cherished vehicle....if that time should present itself to you, could we offer a few options? Firstly, don't forget that the club will advertise your car to its enthusiast members completely free of charge. Secondly if you sell outside the

Club its worth telling the buyer about the Club so that they know about our services to members. Last but by no means least, don't forget that you do not have to own a club car to remain a member of the Club. If you value the social contacts you have made in your time with us, you can continue your membership as a non-owner and are very welcome to do so." On a personal note, I can never understand why if you are having to part with your cherished vehicle, many owners (or executors), immediately turn to an online auction site (or an actual auction site). Here you have no control whatsoever over who buys the car, surely at the very least you should firstly offer it through your club.

I was very sorry to read in 'Sentinel Transport News' the magazine of the **Sentinel Drivers Club** that: "Carters Steam Fair. 2022 sees the end of this iconic travelling vintage fair. They are looking for a buyer with the aim of keeping the collection together at a permanent location.... The collection comprises 13 vintage fairground rides and a selection of side-stall games which date from 1890s to the 1960s." Personally I would hope it could somehow be kept together as a travelling fair, but I do appreciate the costs involved. Whether the historic showman's engine and other vintage vehicles are included in the sale are not known. In the same issue was the news that the National Brewery Centre in Burton on Trent was closing at the end of October 2022. Amongst this collection had been Sentinel steam lorries, other vintage vehicles including a railway engine which used to run on the breweries massive rail network. I hope these find good homes. Finally, the same magazine reminded all enthusiasts that The Great Dorset Steam Fair will not be taking place in 2023 but will be back for 2024.

For many years I have followed the extraordinary motoring career of Jim Tiller and his monstrous J2 Allard. In 'Tailwagger' the magazine of the **Allard Owners Club** there is a frightening piece about an accident at last year's Brighton Speed Trials. "Former [Allard Club] Captain and still as keen as mustard on the make, Jim Tiller (aged 87) was out with his famous 9 litre orange J2 'Old fella', a car that averaged 197mph at Bonneville. Sadly, at Brighton, cold tyres played a part and he went off course, hit a lamp post, spun around, damaged the back end and damaged a number of very light weight Sea Houses [beach huts?] as he ended up by them on the beach".



Amazingly he got out of the car almost unharmed.

From 9 litres to 239cc BSA engine. Andy Axnix writing in 'Morris Monthly' the magazine of the Pre 1940 Morris Register found a most unusual car at the NEC Classic Car Show in 2022. He writes "I spotted the very interesting Larmar Microcar. Probably the holder of the narrowest ever production car. They were built between 1946 and 1951 and designed to fit through the standard British garden gate width of 2'6." The example on show was unrestored and registered HVR 51.



After the wonderful celebrations last year for the centenary of the Austin Seven, this year the majority of the **MG Clubs** are joining forces to celebrate the centenary of MG. This will take place at the British Motor Museum on Sunday 27 May. Full details from www.mgcentenary.co.uk

'Freewheel' is the magazine of the **Rover Sports Register**. Inside Neil Castle reports on a rally he was invited to attend. The event held in Yorkshire was organised by a number of historic cycle clubs. At this time, they held a rally for just Rover bicycles. Neil writes, "In 1885 John Kemp Starley came out with the first commercially successful safety bicycle he named the Rover. The first modern bicycle, was heavier and more expensive than penny farthings, but lighter and cheaper than tricycles of the day. In its original form it used indirect steering: later, direct steering was adopted and the bicycle proved to be a hit." Like Rover many car manufacturers started out making some other product. I wonder if anyone will hold a rally or curate an exhibition entitled 'made before cars'.

Extreme weather always makes the headlines and the big freeze of 1963 is no exception. An article in the **Swansea Historic Vehicle Register** magazine claims that 1963 was the coldest weather in UK since 1740. Snow drifts reached 20ft

deep in places. Off the coast of Kent, the sea froze for up to a mile from the shore as temperatures reached record lows. The writer gives many examples of hardship. I was intrigued by "People were able to skate across the Thames and London's River saw its first car rally on ice." Sadly, no details of this were given. Other rivers froze such as the River Dee, River Humber and River Medway. In those days milk was delivered to your doorstep where we are told "milk bottles froze to the door steps".

In 'Cheval de Fer' the magazine of the **Ariel Owners Motor Cycle Club** is a piece that brought back memories for me, even though I am not a motorcyclist. Roger Armstrong was writing about Castrol Lubrication charts which were published between the late 1950s and mid-1960s. These excellent charts were designed to go up on the garage wall and covered a very varied selection of cars as well as motorcycles. Roger was aware that few of these charts have survived and so he obtained copies of the ones that covered seven models of Ariel motorcycles, he says "I have scanned, photoshopped all greasy thumb marks, fold lines and Sellotape patches out and have had them produced on high quality heavy weight cream paper in A4 and 30cms x 40cms sizes suitable for pinning directly on your garage wall or for framing as a piece of art work and hanging in your 'man cave'...they are available on a well-known internet auction site..." I wonder if anyone will follow Roger's example and produce some for cars.

In 'Transport Digest' the magazine of the **National Transport Trust** there is a great write up on the Waterbird, the 1911 seaplane built by A. V. Roe. This was the

first aircraft in the UK to make a successful flight from water on 29 November 1911. Commissioned by Ian Gee a replica of this plane in land form had taken 12 years to build and was successfully flown by Gerry Cooper. Then Ian took over the project and commissioned a float to be manufactured using the original float, which still survived, as a guide. On 23 September last on Lake Windemere, Pete Kinsey, a pilot with a float plane business in the South of England, took off from the Lake. He reached around 40ft above the water and a speed of 40mph.

There seems to be a close relationship between some car collectors and specialist watch collectors. Brooklands have a watch connected to them as does the National Motor Museum. I see from 'Cooper World' the magazine of the **Mini Cooper Register** that Chairman, Robert Young is giving a brief description of a forthcoming production by watch makers Elliott Brown who are manufacturing a limited number of watches to celebrate 60 years of the Cooper S. He says "...the quality is superb, capturing many features from a Mk 1 Speedo, and even a subtle suggestion of Brocade trim on the watch face itself."

Although nothing to do with Austin 7s 'Meshing Point' the magazine of the **Scottish Austin Seven Club** had a piece about a vintage car and a vintage light lorry. Sarah Milford writes, "...on a recent tour of France in our 1922 Bullnose Morris we had a UK plate on the back of the car as per current legislation. Everywhere we went, the cars were admired, as you might expect. With lots of questions about them. However, the most frequent question was why did we both have UK plates. Were we from Ukraine, or just showing support for Ukraine?"

Photo - by Mark Wright





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