

HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 11 · September 2026



A THANKFUL DRIVE IT DAY

In this issue

6 Cylinder Vibes

Meeting the damping challenge

Welcome To Your Ultimate Dream Garage

Looking ahead to the NEC Classic Motor Show

My Life With 'Mother'

Near 30 years ownership of a 1953 Riley



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The UK Member of FIVA



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Regular Contributors



David Whale - Chairman

Chairman of the FBHVC since 2012, David has served on various historic vehicle international committees. His vehicle interests include a pre-production Morris Mini Moke, a 1938 Rosengart coupé, a 1904 Curved Dash Oldsmobile and a 1973 Range Rover. David was inducted into the CMS Hall of Fame in 2024.



Karl Carter - Deputy Chairman & Skills Director

Karl has led the development of the Heritage Engineering Apprenticeship Scheme and works closely with the Heritage Skills Academy. He is also a member of the Alvis Owner Club.



Geoff Lancaster - Communications Director

Geoff rejoined the FBHVC Board at the end of 2025 having served previously as Communications Director between 2013 and 2019. His automotive interests saw him pursuing a career in the motor industry. A change of direction took him to the food industry, and he retired in 2012 from his post as Head of External Affairs at Associated British Foods. He has competed in Hillclimbs and Sprints and is a member of several clubs, and a Liveryman of the Worshipful Company of Coachmakers and Coach Harness Makers.



Andy Bye - Museums & Archive Director

Formerly Director of Quality & Customer Relations for PSA Peugeot Citroën. After retiring from his career in the Automotive Industry, Andy became a trustee of the Rootes Archive Centre Trust and helped save the Rootes engineering archive.



Dr HC Davies - Research Director

Huw grew up with an Austin Seven before starting a career in automotive engineering. He now focusses on transport policy and practice, specifically in developing and setting the technical requirements for current and future vehicle technologies. His role in the Federation enables him to combine his profession with his hobby, that currently includes a 1932 MG Midget.



Lindsay Irvine - Legislation Director

A qualified barrister who spent over 30 years as a commissioned Legal Officer in the RAF, latterly he practised as a Tribunal Chair. A lifetime car and aviation enthusiast, he has owned a Riley RME for over 30 years. Counting flying and coach driving amongst his transport qualifications, he is a member of several vehicle and aircraft clubs and is a Fellow of the Royal Aeronautical Society.



Ian Edmunds - Technical Director

An engineer who has been involved with the Federation since its early days, notably as Chairman of the Legislation and Fuel Sub-Committee (as it then was). His career in the motor industry involved vehicle legislation and certification matters. Owner of several historic motorcycles and cars ranging from 1927 to 1981, Ian is a member of five Federation member clubs.



Phil Sampson - Heritage Director

Following spells in the mining and defence industries, Phil moved into the automotive PR world in 1985 working for truck, bus and coach manufacturer Scania. In 1996 he started his own communications company specialising in the commercial vehicle industry. In addition to his activities with the Federation, Phil is a Vice-President of the National Transport Trust and a member of FIVA's Utilitarian Commission. His personal item of historic transport is a 1960 Triumph Thunderbird motorcycle.



Nigel Elliott - Automotive Fuels Specialist

A career in engine and vehicle testing, fuels product development and quality in the oil industry culminated in his current role as a consultant and industry advisor in the UK and Europe. He is an active member of the British Standards Institute's Liquid Fuels Committee. He supports and competes at Shelsley Walsh in a modified Triumph TR7 and has many other historic car and club interests.



Mel Holley - Secretary

With a lifelong passion for all forms of transport, photography and books, Mel spent his early career in electricity distribution, before moving to publishing. He has an eclectic collection of cheap quirky cars from eastern Europe and the Midlands.



Chris Cartmell - Projects Co-ordinator

Chris lives in Northants with his wife, Jane. Originally trained as an Agricultural Engineer, he spent almost 40 years with Mercedes-Benz UK in After Sales and as Warranty Technical Manager. Since retiring in 2011, Chris has focussed his passion for his two Rover cars and as Director of the Rover Sports Register Club. He has been a local councillor for over three decades, three times the Town Mayor and organises its popular classic car show.

The Magazine of the Federation of British Historic Vehicle Clubs

From the Editor

When is a breakdown not a breakdown?
I'll come back to that in a moment.

As I write, there are horrifying wildfires raging across parts of Europe, some in areas that are hugely popular with tourists, including HV users. One can only imagine the disruption to life and businesses, aside from the physical dangers involved. It's with that in mind that my answer to the question I pose above is put into context and relative (un)importance.

On the same day in June that both the UK and Germany were reporting record temperatures, I was driving our V8 through a similarly scorching Netherlands. Of necessity, we were driving on a busy motorway with the usual stop/start traffic. The car's gauges were showing normal operating temperatures and, thankfully, the aircon was doing a good job of keeping we occupants relatively cool. That was until a backfire caused the car to lose power and as I pulled over to the hard shoulder, I noticed flames through the bonnet bulge. My passenger (wife) almost vaulted over the armrest to escape on the safer driver's side as I firstly switched off the battery and then grabbed the Fire Safety Stick that I keep in the glove box. What a brilliant bit of kit that is. Within seconds the fire around the carburettors under the airbox was extinguished. We were then rescued from the side of the road to a place of safety, care of the Dutch equivalent of the UK Highways agencies.

Various phone calls then ensued where I learned that our breakdown wasn't a breakdown at all. Apparently, it was a 'claim'. I now understand that the difference relates to whether or not the broken-down vehicle might be repairable at the roadside or by a local garage. Clearly, the repercussions of an engine fire would need specialist attention before attempting to drive the car again and so would first require repatriation to the UK. Thus, whilst the immediate impact on the driver and passenger is the same – no transport – it's not a breakdown in the official sense. It's a claim.

I recount this tale on the basis of it perhaps being helpful to be aware of this subtlety of definition when studying the terms of both car and breakdown insurance policies.

As we continue to enjoy this summer's seemingly reliable dry weather (with or without aircon!) you'll see on page 18 that we're now inviting your club members to visit our stand at this year's Classic Motor Show at the NEC in November... when I think it will have cooled down a little. You may also have noticed, I hope,



that a flyer with the same message dropped out of this publication's delivery envelope. As you'll read, the show promises to be even better than ever, and that's saying something!

You may recall that in the last edition of *Historic*, I was lamenting the lot of the club magazine editor spotting errors at the publication's delivery stage. The opposite of that is the joy of seeing the magazine inspire others to create content for their club audiences.

Our legal director, Lindsay Irvine, recently pointed out to me a piece he saw in the 1100 Club magazine, *Idle Chatter*. It was written by their Australian correspondent who was inspired by part of Lindsay's report in *Historic #10* (page 11). The accuracy, or not, of speedometers is the theme. The page is shown above, but you can read the full article on the FBHVC website (fbhvc.co.uk/magazine) by kind permission of the 1100 Club.

I sign off this time by urging you to share, not only this magazine (as I'm sure you usually do), but specifically our advert on page 9 seeking to fill the Federation's soon to be vacant Deputy Chair role. The right person in post will be able to have a wide ranging and positive impact on the hobby we love. I can't think of a better sentiment to finish writing this page.

Andrew Fawkes - Editor

Andrew is a member of the Classic & Historic Club of Somerset and a contributor to AstonOwners.com. He qualified as an advanced motorcycle instructor in 1982. His role as editor enables him to combine his passions for classic cars, motorbikes and apostrophes!



President: **Sir Greg Knight**
Chairman: **David Whale**
Secretary: **Mel Holley**

**Federation of British Historic
Vehicle Clubs Ltd**
PO Box 1563,
Peterborough, PE1 9AU

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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For more information please contact
secretary@fbhvc.co.uk or by post to
FBHVC, PO Box 1563,
Peterborough, PE1 9AU

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More than a day out By Dave Youngs



Wow, hasn't it been scorching weather this summer?! I hope it has enabled even more of you to get out and enjoy your vehicles in the best way possible this year. I write this in the middle of another remarkably busy show season – no doubt thanks to the fine weather.

Every weekend seems to bring another national rally, local gathering, road run, concours, breakfast meet or club tour. From what we can see, the calendar is more packed than ever, and the historic vehicle community appears to be thriving. That is encouraging for many obvious reasons – but there is a very important side effect...

Car meets are good for our health!

Now, I'm not suggesting that attending a club event is a medical treatment, but what the NHS does recognise, however, is the importance of connecting people with activities and communities through what they call 'social prescribing'. This is helping to tackle loneliness and isolation and improve wellbeing, a benefit that will sound very familiar to anyone involved in a good car club.

A historic vehicle gives us a reason to leave the house and somewhere to go. The club provides an instant conversation. Nobody struggles for an opening line when there is a car in front of them with a story to tell.

A question about a restoration, an unusual colour or a memorable road trip quickly becomes a conversation about families, careers and life. For someone who has spent much of the week alone, that first exchange can mean far more than any of us realise.

The volunteer marshalling cars onto a show field has a purpose and knows they are needed. The experienced member sharing decades of technical knowledge discovers that expertise still has enormous value. A younger enthusiast asking questions may form a friendship with someone several generations older. Complete strangers become familiar faces, and familiar faces become lifelong friends.

There is value in having a date in the diary. There is value in preparing a car, planning a route and knowing that people are looking forward to seeing you. Sometimes the car is simply the key that opens the door.

This is why we should never judge the strength of our movement solely by auction prices, attendance figures or the number of vehicles lined up across a show field. Its real strength lies in the friendships, shared experiences and sense of belonging that grow around them.

The cars preserve engineering, craftsmanship and social history. The clubs preserve friendship, knowledge, purpose and human connection. Those are things that deserve protecting just as much as the vehicles themselves.

That philosophy sits at the heart of every club insurance scheme we develop.

By working alongside your club to create insurance that genuinely reflects how enthusiasts use and enjoy their vehicles, we help remove barriers to participation and give members the confidence to get out and use them. Every road run, rally, breakfast meet and national event strengthens the community that sits behind these remarkable cars.

So, while we may arrange insurance policies, what we are really helping to protect is something much bigger. Together with your club, we are supporting a movement that brings people together, combats loneliness, passes on invaluable skills and keeps Britain's historic motoring heritage alive for future generations.

Because every time you turn the key and head to an event, you are doing more than preserving a piece of motoring history. You are strengthening a community that enriches lives. If the insurance we have designed alongside your club helps make that possible, then we have achieved something that goes far beyond simply providing cover.

We'd love to hear from you. To speak to a friendly team member about insurance and request a quote, please call our clubs dedicated insurance line on **0121 506 6049**.



Introduction

One can usually count on the summer being a quieter period for the Legislation Committee and its chair – me.

Government departments reduce their output and ministerial attention moves elsewhere. However, as previewed in the last edition, we had to work on a response to a consultation on the role of the Regulator for Martyn's Law which you can read about below. Then having bemoaned the fact we had not seen the Government draft Statement of Safety

Principles (SOSP) required by section 2 of the Automated Vehicles Act before being asked to comment on the contents of draft regulations, the draft SOSP suddenly appeared demanding our further consideration. We are also considering a government consultation on regulating road vehicle emissions from more recent vehicles.

I provide important updates on two of the insurance topics covered in Edition 9 of *Historic*; the first concerns the Association

of British Insurers Code of Practice and the second concerns the issue of vehicle "arena cover". I pay credit to the DAF Club for an excellent article in a recent club magazine about the minister responsible for instigating the zebra crossing which I use as a reminder of zebra crossing etiquette (with the usual reminder that this does not constitute formal legal advice!). Finally another club article provides a reason for talking about aircraft again. Happy motoring!

Martyn's Law

There can be few in the club committee world who are not at least aware of the aims and provisions of Martyn's Law (The Terrorism (Protection of Premises) Act 2025) and its potential effect on some club events. I have written quite a lot about it. That there is such a growing knowledge was evidenced by the superb reaction to an urgent round robin email sent out by our Secretary, Mel, in June. This sought information to assist with our response to a consultation on behalf of the Security Industry Association Regulator. The reaction and assistance from clubs was superb.

Some were no doubt relieved that their relatively small events were not going to attract the burdens of the new legislation when it comes into effect next year. Others revealed impressive attendances at their shows, some of which are held at existing event venues but others using "bare" sites. The former were relieved to hear that those premises should already have appointed "responsible persons" to manage risk and have existing security structures. The latter group appreciated that there will be work to be done to fulfil the Act's requirements. It was instructive for us to learn about the number, variety and different sizes of events which our members hold.

In any event, the answers to Mel greatly assisted with the construction of a response to the SIA consultation on its aims and philosophy. For simplicity I quote from the text of our press release immediately below but our position might be summarised as "Please help, don't penalise volunteer organisations". As to how it should carry out its role, we called for an approach by

the regulator that is "*constructive and sympathetic, not overly bureaucratic and critical.*" This was particularly the case because the aforementioned survey of clubs found a wide mix of types of event, largely organised by very small teams of volunteers with limited budgets. We raised concerns that the unique nature of classic vehicle events, meant that understanding the guidance – which appears to be aimed at commercial enterprises running pop concerts and the like – is proving challenging. We therefore asked for the SIA to include in its considerations the ways of providing the tailored guidance and advice that is currently lacking.

In more detailed terms we set out what we expected from the regulator in fulfilling its professed aim "*to be proportionate, consistent, transparent, accountable and targeted only at cases in which action is needed.*" Whilst agreeing with that aspiration, we submitted that since overwhelmingly our member clubs are staffed by volunteers, we wanted an approach which is constructive and sympathetic and not overly bureaucratic and critical. We asked for evidence of their aspiration, suggesting:

- a. A helpline to provide specific advice and guidance to organisers particularly in relation to assisting them with assessing what might be proportionate and reasonable protection measures for their event.
- b. That they ensure that in the light of experience, the statutory Home Office guidance is amended to include more examples of what is proportionate and

reasonable in different scenarios and a comprehensive compendium of FAQs. We pointed out that our clubs organise events which in terms of attendance fall into every part of the spectrum, their size often quite disproportionate to the size of the club. We reminded the Regulator that as volunteer organisations they are likely to experience difficulties with aspects of compliance and we asked for a light touch to any inspection and enforcement action with a default setting of providing tailored guidance and assistance.

Finally, we asked that the next set of regulations, which will set out the instructions for notifications, etc., should be simple and straightforward and the costs of compliance for non-commercial organisations kept as low as possible.

Our full response can be viewed here: <https://fbhvc.co.uk/consultations>

More details about Martyn's Law and its requirements are here: <https://fbhvc.co.uk/martyns-law>

The accompanying guidance on how to comply with the provisions in the Act were not open to consultation but you will find my summary of the contents in the last edition of *Historic*. The Government guidance is fairly comprehensive and has helpful scenarios but won't always provide the answer to the tricky question of what is reasonably practicable in terms of security measures. That is what we look to the Regulator to assist with.

Automated Vehicles Call for Evidence and Road Safety Strategy

So, just as the previous edition of *Historic* was going to distribution, the Government released another consultation on Autonomous Vehicles <https://bit.ly/3Rp9ybO> Having previously consulted on how the Secretary of State should construct the Statement of Safety Principles (SOSP) mandated in the Automated Vehicles Act 2024, the Government is now seeking views on a draft of that SOSP. In responding to the many questions in the earlier consultation, our principal aim was to ensure that whether implicitly or explicitly, the SOSP ensured the freedom to operate and the safety of HVs

would not be compromised when autonomous vehicles were deployed.

Readers who take an interest in this topic may recall that amongst other points, we raised the issue of the AV being able to interact safely with vehicles whose size, speed, construction and lighting might be quite different from modern vehicles. The task for us now before the September deadline is to consider whether the draft adequately deals with our concerns. I could note on first glance that whilst HVs are not mentioned specifically, the requirement for safe interoperability is covered in the draft principles and particularly

in relation to 2-wheeled vehicles. Draft principle number 7 states that: “Self-driving vehicles should interact safely with all road users, particularly vulnerable road users. This includes, though is not limited to, being considerate around pedestrians, cyclists, motorcyclists, children, older adults and disabled people more at risk.”

We will look at the rest of the consultation in detail and decide if a further response is required. I have provided a link above so please do write in if you have any comments or suggestion and feel free to respond directly to the DfT.

Emissions

In July we received notice of another DfT consultation, “*In-use emissions of road vehicles: regulating environmental impacts.*” Emissions are clearly a sensitive topic for the HV community and an urgent scrutiny was required, albeit a closer examination will be undertaken after this column is written. The bottom line is that the consultation is about proposed amendments to construction and use regulations to deal with a gap in enforcement provisions on emissions from relatively modern vehicles; they do not impact on current HVs. They **may** have an effect on future generations of HVs but our scope to influence that is limited.

As discussed recently in the context of VED, emissions standards have been one of the defining features of post-2000 vehicles in terms of excise duty, MOT and clean air zones in cities. When “Euro” emissions standards were mandated in the late ’90s and came into effect in the UK from 2000 onwards, the UK Government enforced compliance with the Euro standards once the vehicles were in use, through The Road Vehicles (Construction and Use) Regulations 1986 (C&U Regs). As Euro standards advanced from Euro 1 through 3, the C&U Regs. were appropriately amended. This consultation reveals that this updating has not been the case for Euro 4 onwards. This is significant as the higher emissions standards have generally required the fitment of more devices (catalysts, diesel particulate filters, exhaust gas recirculation equipment and “Adblue” selective catalyst reduction systems). These can be expensive to maintain and replace and there is growing evidence of their manipulation or complete removal so that the vehicle is no longer in its “as built” state and therefore increasing pollution and sometimes noise.

The proposal is to fill that gap in the emissions laws between what is required when a vehicle is newly built and registered and when it is in use on the roads, particularly in respect of maintaining the functioning of the ECS (electronic control systems) of Euro 5 or 6 light-duty vehicles or Euro VI heavy-duty vehicles. “*There will be a legal requirement that all road vehicles in-use in GB must have their ECS maintained in such a way that the maximum level of emissions and other requirements of the control system continue to operate as set by law at the time of manufacture.*”

On the one hand, it proposes that modifications which result in the approved emissions standards are no longer being met, will be banned. On the other hand, the government is at pains to stress it does not want to stop legitimate modifications such as the installation of parts that are generic rather than original equipment manufacturer (OEM). The legality test will be fulfilled if the vehicle modification, whether to hardware or through alteration to software, does not affect the standard to which it was legally built.

I am sure that some will be concerned about the situation when these vehicles move closer to being HVs under the rolling provisions and any restrictions on modifications. However, as a matter of principle, our ability to enjoy our freedoms and exemptions largely rely on our vehicles remaining compliant with their original build standards and not having to be modified to meet later standards. We do not have any sensible argument as to why current generations of more complex vehicles should be allowed to deviate from their build standards with consequent detriment to the environment but we will have a closer look.

The consultation is here:

<https://bit.ly/4wHRp8u>

Association of British Insurers (ABI) Code

You may recall that a couple of editions ago, I described changes to the ABI Code of Practice on Vehicle Salvage which no longer designated HVs and “cherished vehicles” as special cases to be assessed out with the provisions of the Code. If an HV was written off on economic grounds and a damage assessor placed it in one of the two categories (A or B) in the Code, this would prevent the owner repairing it, regardless of cost. Once placed in such a category, the Code mandated that it would have to be crushed even if the owner had an apparent contractual right to retention of the salvage under the insurance policy.

Having corresponded with the ABI about the issue, in mid-May at their HQ, I met with their senior policy adviser together with their technical expert. In summary they accept we should have been involved in the development of the current edition of the Code and have promised this will be corrected for the next edition whose drafting process will begin later this year. Whilst not undertaking to restore the previous position, they concede that there should be some provision for HVs in the Code.

We will keep you up to speed on further developments. However, if any problems do occur in relation to an insurance write off resulting in possible loss of the vehicle against your wishes, then do let us know.





"If only they'd copied a brilliant British Leyland design."

Zebra Etiquette

A very interesting article in the DAF Club magazine about Leslie Hore-Belisha triggered a memory of a legal case where a driver was successfully prosecuted for moving off over a crossing while a pedestrian was still on it, albeit they had already crossed in front of the vehicle and were almost at the other side. The connection? Hore Belisha was Minister of Transport in the 1930s and was the instigator of important transport reforms which included the zebra crossing with its Belisha beacons named after him and the introduction of the 30mph limit in towns. Given the fatality rate on the roads at that time (7,343 deaths with 1.5 million vehicles compared to 1,602 deaths with 41.7 million registered vehicles in 2024) his reforms were overdue. The article gives an interesting perspective on his political career.

In relation to the prosecution, the relevant provisions are in the Highway Code at paragraphs 191-199 and in (hold your breath!) paragraph 7 of Schedule 14 of The Traffic Signs Regulations and General Directions 2016 which emphasise the precedence that must be accorded to pedestrians on the crossing. A very old Scottish case at Sherriff Court level suggested that provided the pedestrian was clear of the vehicle the driver was free to move but this is not something I would rely on today. The driver in the more recent case was unlucky in that they were being followed by a police car. I give my usual disclaimer that I cannot provide formal legal advice. Best be patient and courteous as we should be in our vehicles.

Plane Spotting

Now, another opportunity to combine cars and aviation in the same paragraph! Airliners tend to have a commercial life longer than buses or coaches, perhaps unsurprising given their initial price, operating costs and complexity. However, that same cost and complexity together with size means they are vanishingly rarely ever operated in retirement unlike historic buses and coaches which survive and are used in surprising numbers. One of Britain's most successful airliners and a favourite of mine from teenage years was the Vickers Viscount (look it up!) which had its origins in the late 1940s and was still in service almost 50 years later. It now seems to be forgotten as I was "*shocked and horrified*" (to use the only emotion employed in the tabloids) when I saw picture of a Viscount in *Moking*, the top notch magazine of the Mini Moke Club, labelled as a HS 748 (look it up!). Obviously, I had to alert the editor to this grievous error and I was able not only to correct the naming error but even identify the series of Viscount while complimenting him on the excellent quality of articles and aviation pictures featuring Mokes. He's definitely got me down as a plane spotter now!

On Show

The second insurance topic is in the form of another update, this time in relation to what may be coined “arena cover”. The issue was described in some detail in *Historic* Issue 8 and in brief it concerns what insurance cover an HV owner might have when attending a show or event. Typically, as well as providing Road Traffic Act statutory coverage for the use of a vehicle “on a road or other public place”, HV policies are usually endorsed with cover for rallies, shows and club events. I gave an example of the typical wording in HV policies in Issue 5 but also suggested that owners might wish to confirm that they have some sort of public liability (as opposed to Road Traffic cover) to indemnify them from the less likely but potential claim arising from their static vehicle.

As I wrote previously, one of our long standing supporters (who I can now reveal is Steve Parker, the insurance officer for the Military Vehicles Trust (MVT)) had been told by his broker, that notwithstanding such cover for attendance at shows, the cover did not extend to a closed off “arena” area within the show ground where vehicles are presented to and commented on to spectators. I previously speculated that such “avoidance” arose from the fallout from the now notorious Vnuk European Court of Justice case (now reversed by the Motor Vehicles (Compulsory Insurance) Act 2022 (see Edition 3, 2022)). I said that some underwriters (many of whom are Europe based) are anxious to ensure Road

Traffic cover is excluded from non-public/private areas whilst offering public liability cover for such areas. I am happy to state that at least in respect of military vehicles, Steve has resolved the issue with his broker with the addition of suitable wording into their policies.

In the expectation of further developments within the insurance community, I will postpone full details at this stage but expect a further update in the next edition of *Historic*.

A unique opportunity to influence the future of the Historic Vehicle Movement

Are you passionate about the future of the Historic Vehicle Movement?

Do you have the experience and the drive to help us protect and grow that future?

Are you the person we need to take on the varied, interesting and often exciting role of the Federation’s new Deputy Chair?

If so, we’d love to hear from you.

You’ll probably tell us about your experience of running organisations at board level. Perhaps you’re currently a chair or director of a classic vehicle club. You’ll be comfortable with public speaking and dealing with organisations in the public and private sector at their director level.

The deputy chair will work closely with the current chair, David Whale, and with the Federation’s board of directors, to formulate plans and make decisions that will affect historic vehicle users across the UK and internationally. This is a voluntary role, albeit expenses are covered.

If you’ve read this far, then expressing your interest in this role may be the best email you’ll send to anyone in a while.

Please send your CV, along with an explanation about your suitability for the role, to our secretary, Mel Holley - secretary@fbhvc.co.uk



FBHVC – Protecting the freedom to use yesterday’s vehicles on tomorrow’s roads

E10 Post Implementation Review Stakeholder Survey

The Department for Transport has launched a survey seeking stakeholder evidence on the real-world impacts of E10 petrol implementation.

The E10 legislation was introduced to increase the renewable ethanol content of standard 95-octane petrol, moving the main petrol grade from E5 to E10. The intended objectives were to:

- reduce greenhouse gas emissions from road transport by increasing the use of renewable ethanol in petrol;
- provide a clear and consistent market-wide change, rather than relying on individual fuel suppliers or retailers to introduce E10 voluntarily;
- maintain access to E5 as a protection grade for vehicles and equipment that are not compatible with E10;
- ensure the transition was deliverable for fuel suppliers, terminals, forecourts and consumers, including through appropriate exemptions or derogations where needed;
- support demand certainty for UK bioethanol production and associated co-products, where relevant.

The Post Implementation Review will assess whether these objectives have been met, whether the impacts of the legislation were broadly as expected, whether any unintended consequences have arisen, and whether the current requirements remain proportionate.

The FBHVC has responded to the DfT's survey, supporting the continued requirement to provide the Super E5 protection grade at UK service stations.

Super Unleaded E5 Protection Grade

Jet petrol stations have been trialling a 99 RON E5 protection grade Jet Ultra 99, prior to a general roll out across their retail network. The Jet brand is owned by Phillips 66 and they operate the Immingham oil refinery. The new 99 grade is produced from conventional fossil components at Immingham with the addition of 5% ethanol required by the Renewable Transport Fuel Obligation (RTFO). Jet Ultra 99 is formulated with advanced detergents and anti-corrosion additives to deep-clean engines and protect vital parts. Because it is an E5 fuel (containing up to 5% ethanol), it is fully compatible with classic and older cars that cannot run on standard E10.

Costco have also introduced a 99 RON Super E5 protection grade that is available from some Costco sites.

The following 99 RON Super Unleaded E5 Protection grades are now available in the UK. They may not be available at all service stations, depending on the distribution system and available tanks and retail pumps:

- Costco 99
- Esso Synergy Supreme 99
- Jet Ultra 99
- Shell V-Power
- Tesco Momentum 99
- Texaco Supreme 99

All these fuels meet the BS-EN228 Super grade specification and have a minimum Research Octane Number (RON) of 99 and a minimum Motor Octane Number (MON) of 86 compared with 95 RON and 85 MON for Premium Unleaded E10 petrol.

It's good to see an increasing number of fuels suppliers moving to a 99 RON grade that will allow safe operation of older, higher compression ratio engines, such as the early Rover V8 10.5:1 CR engines. Many modern vehicles with adaptive learning engine management with knock sensors, can also take advantage of the higher octane by running more ignition advance resulting in improved performance and fuel economy.

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Policy Review

It is a slightly surreal outcome of the world of embargo dates and press lead times that, as I type, the information below is confidential and cannot be shared with anyone. However, by the time you read this it will be slightly old news!

Having trailed them for some time I can now confirm the latest historic vehicle registration policy revisions from DVLA. At an HVUG meeting held in the intense heat of late June, DVLA were able to share their conclusions on the subjects of 'reconstructed classics' and vehicles originally supplied in CKD (completely knocked down) form. In my view it is all good news and we record our further thanks to DVLA for the effort that has gone into this exercise.

The major change to the reconstructed classics category is that the provisions have been amended to permit a vehicle with a separate chassis to retain its provenance when fitted with a newly constructed body. The only requirement being that the body is typical of the period of the vehicle in terms of style, method of construction and materials used.

The general procedure will be unchanged with support required from a suitable club that the vehicle, including any new body, is a true reflection of the period and of the marque. As is current practice the vehicle will be registered with an age-related registration and a rebuilt marker placed on the record. DVLA forms V627/1 and V627/3 will be updated to suit.

For vehicles originally supplied in CKD form the policy revision is very simple but no less welcome for that. DVLA will

now accept the despatch date from the 'mother factory' as the date of manufacture for registration purposes. An age-related VRM will normally be issued.

These changes came into effect on 3 August, and any applications received by DVLA from 13 July identified as likely to achieve a more favourable outcome under the updated policy were held until 3 August for processing.

I have not attempted to set out all the details of these changes here but the DVLA guidance booklet INF318 (<https://bit.ly/4yZyPtW>) will be updated to cover them as will the relevant part of gov.uk (<https://bit.ly/4wFUfun>). To assist in keeping everyone abreast of these very valuable revisions, we hope to have a supply of the revised INF318 booklet on our stand at the Classic Motor Show in November as we did last year. We are grateful to DVLA for supplying these.

I am told there will be a few other minor revisions to the guidance that reflect the feedback received over the last year. Although it's not confirmed, I am hopeful that the largely missing information on applying for a first registration with an age-related number that I mentioned in the last edition will have been addressed at the same time.

DVLA inform us that their next task in processing the information from the Call for Evidence concerns kit-built and kit conversion vehicles. Whilst much of this is of no concern to the historic vehicle community (e.g. first registration of newly built kit cars utilising new or modern components) certain aspects are potentially

important in the historic context. DVLA have promised to keep us informed of progress.

DVLA are obliged to publish annual report and accounts, and for this year the Federation was asked if we wished to contribute a quote for the section on customer service. We were very pleased to do so and repeat our appreciation of the revisions they have made and the beneficial effect they will have for historic vehicles and also of the obvious effort that went into their preparation. The report is available using this link <https://bit.ly/4qh8pjz>. Our quote appears on page 18, together with what appears to me to be a rather unusual Bugatti.

NOVA - Notification of Vehicle Arrival

Whilst all this has been going on, I have also managed to learn a little more about NOVA. The basis is that as a form of policing of the NOVA procedure, HMRC requires the DVLA to complete a NOVA check as part of the first registration process for any vehicle first registered in the UK on or after 15 April 2013.

There are few exceptions to this, the main one being where a vehicle was manufactured in the UK and there is no evidence the vehicle has been exported. As, even with older vehicles, it is not always apparent where a vehicle was manufactured, written confirmation from the manufacturer that the vehicle was built in the UK may be required. I suspect this 'built in the UK' requirement is at the root of the apparent inconsistency with which the NOVA issue is handled.

Working with FIVA on Alps 'ban'

A ban on all vehicles in groups (such as organised tours) from using roads over 1,600m in elevation in the Italian Alps (Sud Tyrol) was suddenly implemented on 25 July, without notice.

The ban includes the famed Stelvio Pass, which marked its 200th anniversary of opening last year (<https://bit.ly/4fPM9rX>).

Further details are awaited, including how it is being enforced, but it's understood that the ban covers all ages and types of vehicles (including motorcycles) and has been introduced primarily due to congestion on the road. The ban only covers 'organised' groups of vehicles; individual vehicles are not prohibited.

The international body for historic vehicles FIVA (Fédération Internationale des Véhicules Anciens), of which the FBHVC is

a member, has taken immediate action to establish the facts and challenge the ban, to exempt historic vehicles.

As it is a local government measure (rather than one brought in by the Italian national government) the options for challenging this under EU law are limited.

There is concern that this ban could spread leading to similar measures being adopted by the local regions covering the French and Swiss Alps, which are also popular with tour organisers.

FIVA points out that tours by historic vehicle groups bring in many hundreds of thousands of Euros in revenue to the region, of which much is spent with the hotels in the area.

We will provide updates on our website and social media.

A Lick of Paint

Having your vehicle freshly painted transforms the entire look, especially if it's currently looking tired and in need of some TLC.

If your vehicle is undergoing a full restoration and is taking some time, you could be feeling like you're never going to see it finished and the to-do list seems never ending. Don't be disheartened. As soon as fresh paint starts to be applied after extensive and thorough preparation, you will quickly be able to see the shining light at the end of the tunnel, or paintwork in this case. So many owners are amazed at how, in just a few weeks, their vehicle is transformed from looking like a bare shell to a gleaming machine. So, if you're at this stage, well done, you are nearly there and closer to your preserved vehicle being show ready.

There are some important factors to consider before painting can commence. You need to decide on the standard, authenticity and method of application for the paint finish you require on your pride and joy. You also want the paint job to stand the test of time and not need a refresh in a few years, so it's usually wise to invest in a high-quality paint finish and ensure plenty of coats are applied for a rich depth of colour and lasting shine.

Next time you attend a rally or show see if you can spot which vehicles have been coach painted or sprayed. Do you have a preference? Was it something you even thought about before? Is the authenticity of how your vehicle is restored and preserved important to you?

Whether your vehicle is undergoing a full or partial restoration and you are at the painting stage or maybe you're thinking your favourite vehicle needs a paint refresh, I hope you find this article thought provoking and helpful.

How do you source the authentic paint colours?

Do as much research as you possibly can. Seek out preservationists and professionals who have already painted vehicles similar to yours in the colours you prefer, to see what type of paint and codes they have used. You could also check with a group of enthusiasts who are experts in specific periods, or vehicle types, about



Credit: Independent Paint Supplies

authentic paint colours. There is usually someone who knows the exact colour and paint used by manufacturers. Facebook groups or forums can be useful in seeking these people out.

How will the paint be applied, via a traditional coach/brush painting or spray?

What method would be authentic to your vehicle?

If we go back even as far as the 1700s in Great Britain, coach builders were using skilled painters to traditionally "coach paint" carriages. These coach painters would take great care and time over the process, priming, varnishing, smoothing out the brush marks with a pumice stone and applying layer after layer of colour and varnish to create an even finish. Then decorative signwriting would be added before a detailed final polish. Coach painting took weeks to complete. This method continued with trams, steam locomotives, buses and coaches and many other



Credit: Paintman Paint



Credit: Paintman Paint

vehicles, until the time-saving introduction of spray painting. When we talk about spray painting, many of us automatically think that this is something relatively new, but it can be traced back to the early 1880s in the United States of America when Southern Pacific Railroad were spray painting using compressed air.

Which method should you choose, brush or spray? Do you want it authentic or not? What are your main reasons? Do you want a show vehicle or a vehicle you are going to use every day?

If you are wanting to be authentic then a little research is needed on your vehicle to find out whether it was brush painted new or sprayed. Or you might want to depict the restoration of your vehicle as it was in later years.

The traditional brush painting era, particularly for buses and coaches, is from the 1900s to the 1980s when operators would still brush paint their vehicles in-house. Large operators, like London Transport, started to spray paint their vehicles in-house as early as the mid 1950s, but many operators and body builders kept the art of painting with a brush going for decades. There are still many skilled coach painters and signwriters out there, practicing this age-old art, especially amongst the steam and canal worlds.

You can try this yourself, but unless you already have some knowhow, it takes time and practice and the preparation in between coats requires a lot of physical hard work. There are plenty of articles and videos online that show you how. Once you get the hang of it, coach painting is very rewarding. Brush painting requires a certain amount of skill to create an even and flawless finish. It can be a quicker method of painting, but this depends on how many coats you apply and, like spray painting, the more coats the better and deeper the finish.



Credit: Paintman Paint



Credit: Paintman Paint

Spray painting is basically paint mixed with compressed air pushed through a gun with an adjustable nozzle for consistency. Spray painting had and still has to this day so many advantages, time saving being one of the main ones.

There are plenty of great brush and spray painters out there, but before choosing who will paint your vehicle, make sure to ask how many coats will be applied. Check the samples of the paint they will be using to ensure the correct shade is being selected. It can be unsettling to turn up to a rally and be parked next to another vehicle preserved from the same period and finding the colours clash. See if you can view some of the professional's past paint jobs. If opting for spray, steer clear of the orange peel finish, and if opting for brush, steer clear of thick brush marks/the yard brush finish. Look at the attention to detail and depth in the paintwork; there should be a deep gloss finish with both spray and brush methods.

How do I keep my new paintwork looking fresh?

Paintwork is the first thing people notice, so maintaining and looking after your vehicle's paintwork is important to avoid it soon looking shabby. It won't look after itself; aftercare is required to look after a classic vehicle.

Always wash new paintwork with a sponge and wax shampoo. Keep your vehicle wax polished and detailed, as this will maintain the shine like new for many years. I wouldn't recommend washing your vehicle, especially if the paintwork is of show quality, with a brush or putting it through a car wash as you will scratch the paintwork.

It goes without saying that the best place to store your vehicle is undercover in a closed building as paintwork can deteriorate quicker if left to the elements.

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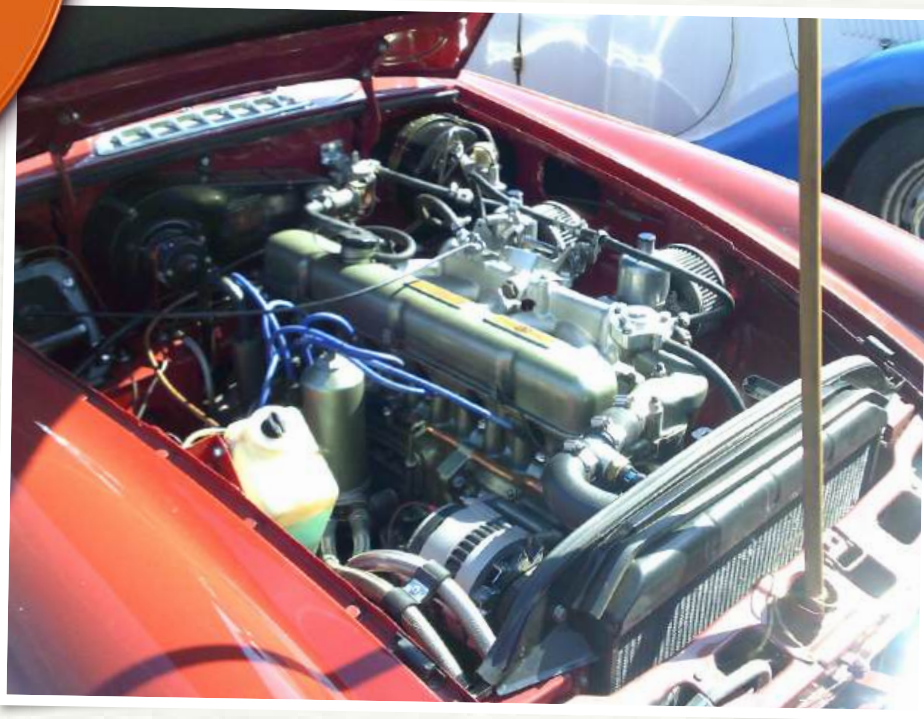
6 cylinder vibes

By Neil Cairns

The first 6-cylinder car I drove was a 4,000cc side-valve Humber Super Snipe of 1952 vintage. I was about eleven years old at the time and even now I can remember how smooth that engine felt and how it had a real power surge when I floored the accelerator. This was on an abandoned aerodrome in Cumberland that today is sporting big signs as Carlisle Airport. In the Second World War it had been RAF Crosby. I could just reach the pedals whilst hanging on to that huge steering wheel (no power steering in those days) and look through the bottom of the windscreen. This car was replaced by a 1954 Humber Super Snipe fitted with the overhead-valve version of the same power unit, called the 'Blue Ribbon Engine' giving a, for then, massive 100bhp. Again, the car was very smooth and vibration-free to drive.

In the UK, the luxury end of the motor car market in the classic period used the 6-cylinder engine. BMC, Ford, Vauxhall, Humber, even Rolls Royce, all had this type of engine in their expensive cars. The reason was simple. It's a very smooth-running engine. But it was not always so. History tells us two automotive giants had fought over the original invention/discovery of the cure to the problem all 6-cylinder engines suffered, torsional vibration.

When the carriage trade was busy back in pre-1914 days vying with each other to make the best car, the 4-cylinder engine was common. After all, it had only been a few years earlier that cars had one, two, or sometimes only three cylinders. Engine builders then would design their engines



6-cylinder engine in an MGC sports car

so that the components could be doubled up to make bigger engines, i.e. cylinders cast in pairs. This created a twin-cylinder engine that easily made a 4-cylinder engine. Many tried to add another two cylinders to their four, so making a cheap 'six' but this led to a rather long, flexible crankshaft that suffered torsional vibrations due to the piston/con-rod movements. Most soon broke their crankshafts as a 'six' when, as a 'four', they had been reliable.

Wolseley was one of the companies whose products suffered this problem. At one stage they had a huge number of cars in stock that were unsaleable, as did Daimler. The 6-cylinder engine was seen as the ideal as it would have lots of power-impulses each revolution, and back then people did not like changing gear, especially with the crash 'boxes then used. Most firms just extended their 4-cylinder car engines to 6-cylinders. The spindly crankshafts then used were also extended

with their attendant 'splash-lubrication' oil systems. This meant very long crankshafts and all with 180-degree crank-throws.

This is where the title of this article comes into play.

Whilst all piston internal combustion engines suffer from some form of torsional vibration in their crankshafts, it is the 6-cylinder in-line engine that suffers most from this particular problem. To the amazement of those firms building their 6-cylinder engines, often using high-tensile steel forgings capable of a tensile strength of 35 tons per square inch, their crankshafts were breaking with just 5 tons of stress. At first this was put down to poor quality steel, or a fault in the forging. The expected smoothness of six cylinders was replaced by the reality of quite a rough engine!

Two famous firms now came into play. Engineer Henry Royce had teamed up

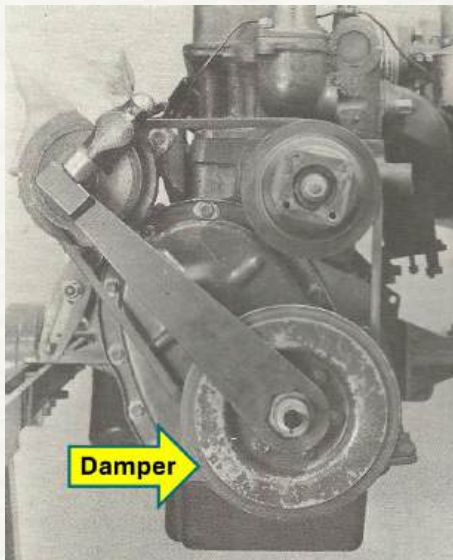
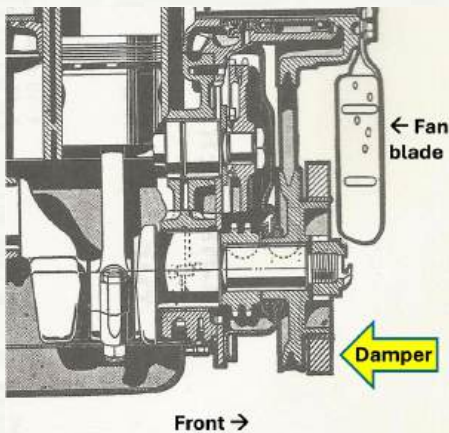
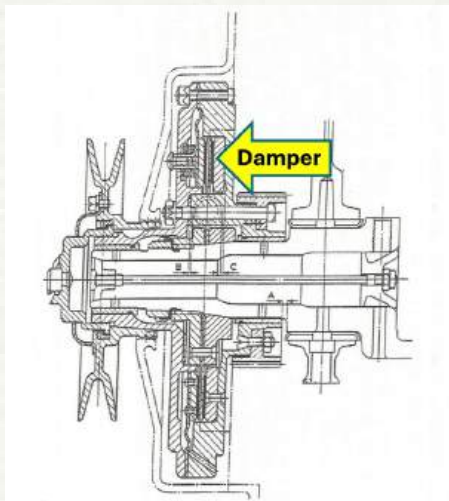


Fig 1. BMC 'C' Series engine's rubber-bonded damper



BMC front flywheel damper 'C' Series



Rolls Royce friction (clutch) oil cooled damper

with salesman Charles Rolls, and the world renown company of Rolls Royce had been born. Their first cars were just 2-cylinder affairs but beautifully made (they were actually just 'Royces', but let's not argue). Royce was soon experimenting with a 6-cylinder engine as he wanted perfection, smoothness and balance in his engines. It is not too well known that in 1906 the engine destined for the famous RR Silver Ghost actually broke two crankshafts during

development. The problem was torsional vibration. That is the twisting moments of the crankshaft which occurs in all engines as the crankshaft accepts the power pulses and forces the compressions, both acting in opposite radial directions. But in the six, there is a disturbing torque, a twisting movement. To quote Henry Royce "[due to the motion of the pistons they] follow an almost pure sine wave of considerable size [a sine wave is a wiggly line than runs above and below a line in a graph]. When this torque oscillating at three times per revolution reaches the natural point of resonance, the shaft can break if it is allowed to run at this critical speed for more than a few seconds." Royce soon found that by moving the crank pins to 120-degrees this reduced the problem, but not entirely. Royce was not the first to do this, but he did it independently of anyone else. History is littered with engineers who cure an identical problem independently, unknown to each other. A 120-degree crank gives two pistons rising, two descending, and two at either TDC or BDC, not three at TDC and three at BDC as on a 180-degree crank, as well as smoother power delivery.

At the same time, Dr. Frederick Lanchester working for Daimler, had discovered exactly the same 120-degree semi-cure, as did Wolseley. Royce went on to beef-up the 6-cylinder crankshaft by doubling the size of the bearings and introducing forced lubrication through internal drillings, dropping the hit-and-miss splash system. This meant the company policy of making 2-, 4- and 6-cylinder engines using common components, had to end. The bigger crankshaft reduced the problem, as did designing-in seven main bearings, but Royce still didn't like the vibration period that was still evident at some engine revolutions. This could be felt by passengers in the car, so it had to be cured.

Once again, a modification was discovered by both Royce and Lanchester at about the same time. Royce fitted a small flywheel at the nose end of the engine to see if this might absorb those vibrations, but this just forced the vibrations into the centre of the engine. This then caused the timing gears to rattle at certain critical speeds. Royce found that one of his engines vibrated a lot less than the others (these were development engines, remember) so he dismantled it to compare it with another that vibrated badly. The only difference was that the 'smoother' engine had a loose front small flywheel on its key. The key had been machined too narrow. The flywheel was thus permitted to move a little

radially and was absorbing the oscillations when it did so. Lanchester did something similar and he also fitted a small flywheel on the nose of his crankshafts, but with the flywheel itself permitted to slip on an internal clutch. Again independently, Royce designed something similar, which he called a 'slipper flywheel' where the flywheel's mass could move a little radially. Royce's 'vibration damper' consisted of plates clamped together with friction material between them permitting the necessary movement. This improved the engines, but Royce didn't patent it. However, Lanchester did! Wolseley never discovered this damper and, as mentioned, found some of their cars unsaleable, as did Morris with his first six.

When Lanchester found out Rolls Royce were fitting 'vibration dampers' to their 30hp and 40/50 Silver Ghost engines he tried to sue. Royce was easily able to prove that great minds think alike and the two agreed that Rolls Royce would not claim priority of the invention and Lanchester would not claim royalties from Rolls Royce, but Lanchester did from Wolseley and Morris! With the vibration damper fitted to Wolseley and Morris engines, the cars in stock could now be sold.

Lanchester went on to discover that an over-square 6-cylinder engine (bore bigger than the stroke) vibrated less than a long-stroke engine but this caused problems with the taxation of their cars. Back then (110 years ago), the RAC had given the Inland Revenue a formula for deciding the 'horse-power' of any internal combustion piston engine. This only used the bore, which was exactly how the steam engine's horsepower was then decided.

However, in Tom Clare's book "Royce and the Vibration Damper" published by the Rolls Royce Heritage Trust, the story differs. Royce was experimenting with the Silver Ghost engine and had attached a small flywheel at the front, secured with a temporary wooden spacer to see if it cured the vibrations. He noticed with the engine running that there was relative movement between the wood and the flywheel, and that the 6-cylinder engine was noticeably smoother. The flywheel could 'slip' a little and was damping the vibrations. He'd discovered a damper for those torsional vibrations. But Royce did not register his discovery as a patent. At the same time, Lanchester was using mathematics to source the problem on Daimler's unsold cars and had designed a very similar damper using a clutch inside, each unknown to the other.



Frank Halford, of De-Havilland engine fame, came across an identical problem with his 6-cylinder Gypsy light aircraft engine. He approached the vibration problem from another angle and altered the firing sequence. This did not cure the vibrations totally as very little was known of the problem in the 1930s. Halford didn't want to pay royalties to Lanchester for his damper, so he developed, along with D. Kerr Wilson, a system of pendulum type dampers, which worked.

Put simply, the little RR/Lanchester 'slipper' flywheel on the front end of the crankshaft assisted in absorbing the powerful torsional vibrations that were responsible for breaking the crankshaft. The 120-degree throws assisted, as did bigger, heavier and stronger crankshafts.

Today the 6-cylinder engine is still regarded as a smoother engine than most. It was when my father purchased a Wolseley

6/99 that I first noticed the funny, very thick fan pulley it carried. Upon closer examination I could see that the fan pulley was quite normal, but onto it, mounted on a rubber separating layer, was a small flywheel. This flywheel's outer ring could move a little radially and so dampen those vibrations. I noted the same idea on the next car, an Austin A110, and the next car, a Humber Super Snipe that used the Armstrong Siddeley engine, and the next car, a Triumph 2000. All had a vibration damper fitted at the front end, as did Ford and Vauxhall, as the rubber bonded damper was cheap to manufacture.

If you study Fig 1, you can make out the ring of flywheel steel mounted onto the fan pulley of this BMC 'C' series engine. Note the steel ring is 'insulated' by a rubber layer between it and the pulley, permitting slight radial movement. From the 'C' series 6-cylinder engine, BMC developed the

engine that is fitted to the Austin 3-Litre and the MGC. Like Royce, BMC strengthened this engine by having seven main bearings, three more than the old 'C' found in the Austin A110 and Wolseley 6/99. The engine was also used in the Austin Healey Six.

Engineering is still not a pure art, and the extra main bearings in the MGC engine, whilst making it stronger, actually caused extra drag that stopped it revving as freely as its predecessor. But that vibration damper is fitted on the nose of the crankshaft as it is to those earlier ex-Wolseley designs, as used by Morris and MG.

So, because someone machined a key a bit loose on a Rolls Royce 'Silver Ghost' or fitted a wooden spacer, we now have smooth six-cylinder engines!

However, the argument about who invented/discovered the slipper damper continues: Royce or Lanchester?

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Essex Porsche Club Drives Exceptional Success with Innovative Charity Partnership

The Porsche Club Great Britain Essex Region has set a powerful example of how choosing the right charity partner can transform fundraising success, delivering outstanding results in both engagement and impact.

In January 2026, members were presented with a compelling proposal to support 'Legend on the Bench', a charity dedicated to preventing suicide, currently the leading cause of death among people under 35 in the UK. The proposal resonated strongly, and the charity was unanimously adopted as the club's official cause for the year.

What followed has been nothing short of remarkable.

Within just two months, the club raised over £2,400, surpassing its full-year target of £2,000. This milestone is particularly significant as it's enough to fund the installation of a life-saving community bench, a core initiative of the charity.

A Tangible Difference that Inspires Action

A key factor behind this success has been the tangible nature of the cause. Members are not simply donating, they can clearly see what their contributions will achieve. Each bench serves as a visible, local symbol of support, providing a safe space for conversation and reflection, and ultimately helping to save lives within the community.

This clarity of impact has created a deeper emotional connection, driving unprecedented levels of participation and generosity.

Engagement that Goes Beyond Fundraising

Although Legend on the Bench operates nationally, its network of dedicated ambassadors brings the mission to life at a local level. These ambassadors generously give their time without charge or expenses to engage directly with communities.

A standout moment for the Essex Region was a visit from Micky Hazard, a retired professional footballer who played for Tottenham Hotspur. Micky's captivating stories and personal insights left a lasting impression on attendees. His engaging talk resonated across the room, appealing to both football fans and non-fans alike, and reinforcing the importance of the charity's work.

Community and Business Support Driving Momentum

The initiative has also attracted strong backing from local businesses, who have contributed prizes, donations, and exclusive experiences for auctions. Their support reflects a shared belief in the charity's mission and the value of a cause where the impact is both visible and local.

By aligning with a charity that tells a powerful story and delivers a clear outcome, the club has successfully united members, partners and the wider community.



Former Spur's star, Micky Hazard, helps to drive charity engagement in Essex

In conclusion

As planning begins for 2027, the Essex Porsche Club is already reflecting on the lessons learned. The success of this year's partnership highlights a clear formula:

- Choose a cause with tangible, visible outcomes
- Prioritise local impact and community benefit
- Partner with charities that offer active engagement and storytelling

This approach has not only exceeded fundraising expectations but has strengthened the club's sense of purpose and community spirit.

For other car clubs looking to elevate their charitable efforts, the message is clear: the right charity partnership doesn't just raise money – it creates meaningful, lasting change.

[Editor's footnote: We have received a further update since this article was written. Working alongside the Volvo Owners Club, a further bench will be installed in Maidenhead with more planned as this charity initiative grows. Some of the people involved will be at the NEC Classic Motor Show in November.]

Welcome to your Ultimate Dream Garage



Clubs in Federation membership cover the full range of powered on-road vehicles: agricultural equipment, buses, campers, cars, coaches, industrial plant, lorries, military, motorcycles, steam, tractors and vans. We always have a mix representing these and 2026 will see our most varied display ever.

ite ge!



The UK's biggest indoor classic car show returns to the NEC, Birmingham, this November – and the Federation of British Historic Vehicle Clubs (FBHVC) will be there!

Spread across seven halls and three unforgettable days, at the Classic Motor Show visitors can discover at least 3,000 cars and motorcycles. Spanning the equivalent of 16 football pitches, it's the world's largest vehicle club gathering, with 320 clubs taking part.

In addition, during the 13-15 November show, there will be more than 450 specialist traders and 600 vehicles for sale, including 500 through Iconic Auctioneers Super Auction.... welcome to your ultimate dream garage!

This year's show theme is 'débutants', highlighting hundreds of rare and unique classic vehicles making their first-ever appearance at the NEC, Birmingham.

The aim of the show theme is to spark an idea to help clubs present something different for visitors to enjoy at the show each year. This way, each year the show presents a different selection of vehicles and stand 'dressing' opportunities.

This year the show organisers are asking every club to include at least one vehicle in its display that has NEVER appeared at the show before. The Federation will be doing much more than this with its unique display!

Key opportunity

This is a key opportunity to demonstrate how the Federation represents the whole historic movement. We normally aim to show vehicles that visitors won't see anywhere else in the show, which we've got a very good track record of delivering!

With the Federation's prime location – for 2026 moved slightly to be directly by the entrance to Hall 5 – we provide the show's opening 'wow factor', with eye-catching historic exhibits.

This year, we'll be going one better, presenting a range of 'unseen classics' from the dawn of motoring, through its development of alternative fuel sources, to more recent 'legends'.

We'll be keeping our 'powder dry' until nearer the event on exactly which they are... but we can reveal that there will be vehicles representing two-wheel transport, early motoring, commercials and specialist uses.

Meet the team

In addition to showcasing the vast range of vehicles that our member clubs represent, the Federation's team will be on hand to answer questions and explain more about our initiatives, from our carbon-offsetting scheme Tree-V to the launch of Drive It Day 2027, with a new design of rally plaque which will be on sale at the show.

We will also have experts on hand to talk about legislation, DVLA matters, research, archiving and many more topics.

There is also an opportunity to pick up printed copies of our ever popular 'Essential Guide' series, which now runs to eight different volumes of which 'Fuel' is always popular.

Alongside us, the Heritage Skills Academy's apprentices will be showing off their work and chatting about how young people can join the award-winning scheme, created in partnership with the Federation.

Discounted entry offer

We've teamed up with the show organisers to offer special discount rates on 'early bird' advance tickets.

These prices are better than those available to the general public, and a significant reduction on the 'pay on the day' price.

"This year, we'll be going one better, presenting a range of 'unseen classics' at the NEC"

Tickets are on sale now
For details & discount code, please see the advert on p26

Youngsters targeted in Classic Project



A real mix of cars and borrowers
are represented each year
Applications for 2027 are now open

The Borrow A Classic team is out and about, to get younger people into classics, reports founder Bob Wilkinson.

Poised to mark its tenth anniversary in 2027, next year will be very special for the Borrow A Classic (BAC) scheme.

Already, with almost 150 different people having had the opportunity to borrow a classic car for a year, as a route into ownership, the search is on for suitable people to become custodians in 2027.

Strongly supported by the Federation of British Historic Vehicle Clubs (FBHVC), the BAC scheme unlocks access to a classic car as a way of encouraging the next generation of owners. Sponsored by Peter James Insurance with a special discounted rate, the only other costs for borrowers (fuel apart) are vehicle tax (if required).



BAC founder Bob Wilkinson:
Raising the project's profile to
encourage more borrowers

The scheme is straightforward. Cars are loaned by clubs and individuals, while borrowers are supported by them as mentors during the year.

BAC in person: Two events

The scheme aims for a wide demographic, and new ways of reaching potential borrowers are being sought. One is a presence at major events.

With a good proportion of younger people attending, the fifth Rustival event at the British Motor Museum, Gaydon, Warwickshire on Saturday 26 September, sees BAC have a stand where members of the team (comprising Matt Coles, Nathan Fletcher, Josh Perry and Bob Wilkinson) will be on hand to explain more.

Rustival 5, which calls itself “open-hearted and unpretentious”, is hosted by Ian and Carly from HubNut, Steph from I Drive a Classic and Matt from Furious Driving: “From polished pride and joy to gloriously weathered survivors. Cars, bikes, buses and everything in between. If it’s here, it belongs,” they say.

Promising a relaxed, family-friendly feel-good day out, at the heart of it all is the renowned Friendship Corner. This is where usernames become handshakes and newcomers become regulars.

This will be followed by a BAC stand at the Classic Motor Show at the NEC on 13–15 November 2026. The exact location is to be

determined, but is likely to be in Hall 5, with details to follow. You can obtain discounted entry tickets by using the Federation’s discount code – see the advert on page 26.

The aim of attending both events is to engage with young people who want to know more, and to encourage them to make an application for a year’s loan in 2027.

New ways of reaching potential borrowers are being sought

The BAC project is also encouraging clubs to get involved, either by offering vehicles for loan, or in identifying people who might be suitable borrowers of a classic. So, please spread the word in your club!

Support widens

Although the team are all volunteers and costs are low, BAC has certain ongoing fixed overheads, including public liability insurance and website/domain hosting costs.

The FBHVC is now a supporting partner of BAC and has made a grant of £500 towards the next 12 months’ costs. An identical sum has been granted by the charitable Federation Skills Trust (FST) which also helped create the Heritage Skills Academy to train the next generation of engineers.

Other financial support is welcomed to ensure the not-for-profit scheme can continue to provide a vital ‘leg-up’ into classics for young people.

If you would like to help encourage the next generation of classic car owners by lending your car to a budding enthusiast, BAC can help.

Finally, if your club would like to learn more about BAC, Matt Coles is available for making presentations at club meetings.

To find out more, go to
www.borrowaclassic.co.uk
or email
info@borrowaclassic.co.uk

About Borrow A Classic

Launched in 2007 as the Classic Car Loan Project (CCLP), it was renamed 18 months ago to Borrow A Classic (BAC) to better reflect what it does.

BAC aims to transform dreams into reality for young enthusiasts who have always wanted to get behind the wheel of a classic car.

Our mission is to engage people, typically aged 21 to 45 (but by no means limited to this range), to kindle a genuine passion for classic motoring, fostering an interest that will hopefully encourage individuals to purchase their own classic car in future years. Thereby keeping our hobby alive and the cars we love on the road.

The heart of Borrow A Classic is a simple, generous offer: The chance to borrow a classic car for a full year at no cost, except for the insurance (and road tax if applicable). Insurance is via FBHVC partner, Peter James Insurance, who

have been a great supporter of ours since the early days of the CCLP.

The range of vehicles available spans from the 1930s onwards, ensuring a diverse selection for everyone. Whether it’s a pre-war saloon, an iconic classic from the swinging sixties or a more modern classic, there is something for everyone’s tastes.

BAC isn’t just about letting people drive extraordinary vehicles, it’s an immersive experience designed to teach borrowers what it’s like to live with and care for a classic car.

Nobody is left to figure things out alone. Borrowers are paired with a mentor, usually a member of the associated owners club, to provide guidance, knowledge and support when needed.

From learning basic maintenance to understanding the quirks of classic car engineering, participants gain essential skills and confidence.

BAC is run on a voluntary basis by a team of four: Matt Coles (Owner & Club Liaison Officer), Nathan Fletcher (Applications Co-Ordinator), Josh Perry (Borrower Liaison), supported and guided by Bob Wilkinson (Founder).

Read more about BAC in *Historic* issue 10 (fbhvc.co.uk/magazine)



Sector calls for training

Together, the Federation of British Historic Vehicles Clubs (FBHVC) and the Heritage Skills Academy (HSA) have stepped up the campaign for the new government to increase funding for apprenticeships, which has been static for the last eight years despite soaring inflation.

The HSA – which is supported by the FBHVC – brings experts together from across the restoration industry who are committed to preserving the skills, knowledge and enthusiasm required to maintain and restore classic motor vehicles. Through its award-winning apprenticeship programme these vital skills are being passed on to the next generation.

Now, in an attempt to break the deadlock, HSA founder and director, John Pitchforth, has issued a direct invitation to new Prime Minister, Andy Burnham. Says John: *“The Heritage Skills Academy challenges Andy Burnham to meet our classic vehicle apprentices in person.*

“We guarantee that he will be inspired by the immense potential, passion and capability of this younger generation of engineers who are more than ready to build upon the UK’s future.”

He adds that raising apprenticeship funding bands is of vital importance: *“This is the moment to move past the temporary fixes of the past and champion brave, long-term investments that fuel genuine economic prosperity.”*

New PM’s opportunity

With the appointment of Andy Burnham as Prime Minister, he promises a ‘reset’ prompting newspaper *Classic Car Weekly* (CCW) to investigate what his priorities should be.

Andy Burnham will be inspired by the immense potential, passion and capability of this younger generation of engineers

As the 2025 FBHVC survey demonstrated, Britain’s historic vehicle sector is worth £7.3bn a year to our economy.

However, there are growing concerns about a future skills shortage as those with the knowledge retire. Meanwhile, modern vehicle apprenticeships focus

on computer-based diagnostics and exchange parts, rather than repair and rebuild practices appropriate to classics.

To counter this, Heritage Skills Academy (an Independent Training Provider), working with industry specialists, and with the support of the FBHVC board, began promoting careers and apprenticeships in the sector.

HSA’s high-quality three-year apprenticeships have been hugely successful, with 170 apprentices in training and over 150 apprentices qualified as skilled engineers.

All apprentices must be employed by their company from day one. Last year, 43 talented apprentices passed their End Point Assessment (final exams) and became qualified engineers within the heritage engineering and historic motorsport sector. Among them, 14 achieved an overall Distinction, an outstanding accomplishment. Now, 69 apprentices are on target to complete their qualifications in 2026.

However, a funding agreement that’s eight years out of date is putting apprenticeships for the next generation of restorers at risk, reports CCW.



Skills for the future: High-quality is delivered to Heritage Engineering apprentices on different courses at Bicester and Brooklands.

budget increase



Soaring inflation has left the support for all apprenticeships nationally 35% below their value in 2018, including those set up for Heritage Engineering. Nearly one quarter of the money raised by the Apprenticeship Levy is being 'top-sliced' by the Treasury and kept for general spending, with only part of the money being passed on to support training courses.

HSA's John Pitchforth says: *"The fact that funding for all apprenticeships [in all sectors] has remained unchanged for eight years is a travesty."*

"Despite the current and previous government talking up their support of apprenticeships, the reality has been completely the opposite and can only be detrimental to the economy."

Explains FBHVC Skills Director, Karl Carter: *"Apprenticeships of all types are under severe underfunding, which started in the last government but has continued with the current one."*

"Each apprenticeship course was given a 'funding band' when it was set up. Our Heritage Engineering band is £26,000, with the government grant to delivering three years of training at the Heritage Skills Academy (HSA). That number was set eight years ago and has not changed, resulting in the value reducing by 35% year-on-year as inflation has hit costs."

"Many apprenticeship providers are not offering high-cost apprenticeships such as ours. Light vehicle apprenticeships, for modern vehicles, are also disappearing fast with the inability of providers to make ends meet."

Treasury scandal

"The scandal is that the Treasury is taking away £800m per year, with a predicted £1bn taken away next year – nearly a quarter of the money raised," adds Karl.

The compulsory Apprenticeship Levy is paid by all businesses over a certain size. The forecast is that the Levy will raise £4.4bn this year, but only £3.575bn is budgeted to be spent on apprenticeships. The rest will be kept by the Treasury.

"This cannot continue because it threatens the future, not only of our Heritage Engineering course, but

also any apprenticeship that requires significant teaching hours," says Karl.

"For too long we have seen governments taking apprenticeship funding from the Apprenticeship Levy – a tax specifically paid by businesses for apprentices – for general Treasury spending."

"The Treasury taking money away from high-quality training can only add to the skills shortage businesses are faced with today."

Adds John Pitchforth: *"Karl Carter's summary of the current situation is accurate."*

"Engineering apprenticeships are long, expensive to deliver well, and the engineers that they produce are world renowned."

"If the government is serious about growth, it needs to back apprenticeships and the younger generation to provide the foundation this country needs in order to grow."

"The reality is that every funding band now needs at least a 35% uplift just to match the funding rate from eight years ago."

"Going forward, apprentice funding bands should be index-linked to the annual inflation rate, if we are to deliver the growth that the Government says it wants."

Responding, in a statement to CCW, the Treasury says that the Levy is *"not pledged for a specific purpose"* and that the budget is set at each spending review. It adds that *"when setting the budget, the government considers its wider investment in skills, ensuring that businesses can benefit from a highly-skilled workforce."*

In addition to the three-year £26,000 grant to cover teaching costs (including rent, rates and electricity, etc.), employers sending apprentices to HSA pay their wages, travel costs to Bicester or Brooklands for the block release, plus accommodation while they are there.

Concludes Karl: *"Apprenticeships equip young people with skills that will last a lifetime and give them a chance of a future."*

"The Apprenticeship Levy must only be used for apprentices. Raising the rate paid will get training providers chasing employers to take on more apprentices and help fill a skills gap, before we hand over all our engineering skills to China."



About the Federation Skills Trust

Answering the call to ensure that vital vehicle engineering skills are passed on to new generations, in 2018 the Federation of British Historic Vehicle Clubs (FBHVC) entered a collaboration between many organisations and individuals.

The FBHVC created a charity – the **Federation Skills Trust** – to deliver Heritage Engineering Apprenticeships, as a result of the Government's revamp of apprenticeships, making them more employer-led.

The programme has developed from the earlier Classic Vehicle Restoration Framework created in 2014 as a partnership between the FBHVC and The Institute for the Motor Industry.

Today, using weekly residential block-release, apprentices attend courses delivered by the Heritage Skills Academy (HSA). Apprentices attend training at Brooklands (Surrey) to learn bodywork skills, and Bicester (Oxfordshire) for mechanical skills.

These unique locations provide the finest academy for the training and education of the UK's next generation of world-class heritage engineering technicians.

The three-year apprenticeship is the most successful of its type, with 170 apprentices currently in training, and more than 150 having graduated from the Heritage Skills Academy since it started.

www.heritageskillsacademy.co.uk

My Life With 'Mather'

By Alan Gidley



I bought my 1953 Riley RMF (MAA 81) in December 1997 from a man who lived in Datchet, near Windsor. I knew nothing about RM Rileys, but the opinion of local expert Dick James, was that a lot of money had been spent on the car but the asking price was too high. I agreed to buy it for £11,000 and then discovered the car had been completely rebuilt only 500 miles previously.

I collected the car in pre-Christmas snow. It was very difficult to start and the heater didn't work, so I had to keep the driver's window open to stop the inside of the windscreen freezing with condensation from my breath. I got very cold driving home to Norfolk!

I soon sorted out the difficult starting (choke cable acted on only one of the carburettors) and Dick advised me to replace the heater fan behind the radiator grille with a modern replica which rotated at 3,500 rpm. Apparently, the original would rotate at less than 1,000 rpm and so be rather ineffective. The car also has a Lockheed brake servo which helps in stopping such a heavy car.

I was advised to check for sludge in the sump, only to discover it was spotless. However, I took the opportunity to fit a new set of oil pump gears which greatly improved oil pressure when the engine was hot.

The gearbox made a continuous "swishing" noise which I found both irritating and slightly worrying. With help from another local expert, John Havart, I stripped down the gearbox and found that the splash plate on the mainshaft rear bearing was too big and was rubbing on the outer rim, rather than sitting inside the bearing lip. No spares were available, so I ground down the plate until it fitted just inside the bearing lip. End of noisy problem. I also took the opportunity to replace all the gearbox needle rollers.

My wife, Linda, and I began to use the car in various car rallies, and I soon came to realise that the car was under-geared (3,600 rpm for 72 mph) and was rather noisy

at that speed so that we had to shout at each other to be heard. It seems that fitting a Laycock J-type overdrive would be an advantage. It's possible to do this on RMF's & RME's as they have a split prop shaft. John sourced a suitable overdrive which simply required conversion to universal joints at both ends. The result transformed the car, reducing the revs to 3,000 for 72 mph, much less noisy and seemingly effortless on long climbs on motorways.

We started doing the Riley club's London to Edinburgh runs, took it to their Holland rallies in 2002 and 2007, and also to France a couple of times. The locals seem to go bonkers for classic cars and on more than one occasion we had to part the crowd to get back in the car!

We once stopped at a rural garage for fuel which took over half an hour. Madame came to serve us and was intrigued by the car, and before she served us any fuel, she fetched her husband. The bonnet went up and many questions were asked and answered. Then the husband got his son... good job we weren't in a hurry!

On a Scottish Riley Enthusiasts rally, we drove to a car park prior to having an arranged trip on one of the lochs. A guy came up to me before I had turned the engine off and said: *"You coasted into the car park with your engine off, didn't you?"* I said: *"Put your hand on the bonnet and you will feel that the engine is indeed running"*. He was quite taken aback.

After all this time spent looking after her, and she looking after us, it's not surprising that MAA is known as "Mother".

In my opinion, although the people who rebuilt Mother didn't know much about RM Rileys they made an excellent job of it, as evidenced by the fact that after doing

about 60,000 miles since I bought the car, it still does about 400 miles to a pint of oil.

Mother has only let us down twice. The first time was when the petrol pump packed up. I called the RAC. The patrolman took the pump apart, it was a semi electronic one, then gave it back to me saying he had no idea how to put it back together again!

The second time, I had the distributor rebuilt as it had some play in the bushes. After only 200 miles, the engine died. I called the RAC and a transporter duly took us home. The next morning I replaced the condenser and the car started straight away. I subsequently found out that the not inexpensive distributor rebuild included a rubbish cheap condenser, which was very annoying.

On only two other occasions we have struggled home.

A failing ignition coil required some cooling intervals and then extra revving to keep the engine alive. Luckily, when the problem

first arose, we were opposite a pub and the landlord provided us with free cold drinks which were very welcome on a hot day! I now routinely carry a spare coil.

The only other time, after the car had covered 10,000 miles, the head gasket blew. We limped home and then expended immense effort to remove the head. The Klingerit type fibre gaskets apparently routinely fail after about 10,000 miles. Consequently, I refitted the head with a copper asbestos gasket.

In recent years I fitted electric power steering. That, and the overdrive, are completely reversible should a 'purist' want to, although it's now a joy to drive, despite my advancing years.

After nearly thirty years of ownership the car still looks very good and the paintwork and chrome are almost as good as new.

Mother is a lovely car to drive and gives us both a lot of pleasure.



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A THANKFUL DRIVE IT DAY



Historic Military Vehicles of the Invicta Military-Vehicle Preservation Society (IMPS) on 'Drive It Day' 2026 visited Knowlton Court at Knowlton, Kent.

Knowlton is recognised as Kent's only 'Thankful Village' as the men that served in the First World War all 'thankfully' returned home to Knowlton.

A Seventieth Anniversary

In May, the Cambridge Austin 7 & Vintage Car Club celebrated its 70th Anniversary. The celebrations included a gathering of Austin 7's and Vintage Cars on Rampton Village Green, a ceilidh in the Village Hall and a magnificent birthday cake.

The club was formed in 1956 by a group of university students. It wasn't long before the students sought the help of a local garage owner and made him an honorary member. Other local enthusiasts joined and eventually the club separated from the university. Today, it's a thriving club of over 70 members holding regular meetings and events.



The birthday cake measured 32cm by 50cm; enough for everyone with some left over (credit: Lizzy Haward)



27th Annual General Meeting

Saturday, 17 October 2026

The 27th Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on **Saturday 17 October 2026** at the **British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ** at **10.30** for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 18 October 2025 as made available to members [copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2026
3. Election of Directors
4. To receive the Reports of the Directors

Notes:

1. The financial statements, directors' reports and the proxy form will all be distributed to clubs' nominated contacts in late August.

CONFERENCE

Saturday, 17 October 2026, commencing at 2pm.

The Conference programme is currently under development.

COST AND REFRESHMENTS

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

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

All admission tickets must be ordered from the FBHVC secretary (secretary@fbhvc.co.uk) by no later than Friday 9 October.

Rover's Seagrave Road Remembered

By Neil Murray

Perhaps it is worth describing Seagrave Road as it was in my day, although I still struggle to recall all the names. The Rover Company's works occupied a large, rambling Edwardian site that had once belonged to the London & General Omnibus Company. The long, two storey LGOC building along Seagrave Road housed the stores on the ground floor, entered directly from the street. The wooden block floor was still peppered with brass screws and nails, a relic of the omnibus and carriage era. In this area was also the Technical Service Office, where three men could answer almost any question about a Rover, no matter how old. Nearby were several narrow, lean-to like rooms containing cloakrooms, the special tool store, and the building maintenance office.

Above, reached by a vehicle lift or stairways, was the accident repair department, trim shop, paint shop, and trim stores with acres of leather. The paint shop, with its cellulose and enamel booths and ovens, was always immaculate. The enamel booth was kept at slightly higher pressure to blow dust out, with air drawn through a vast filter room to ensure absolute cleanliness.

At the opposite end of the building was the canteen, complete with a snooker table, reached by its own stairway opening onto the main works entrance. This entrance was guarded by a formidable member of the Corps of Commissionaires, beside whom was the clocking in area. Across a paved internal "roadway" were the main workshops, three large, light, airy shops set at right angles to the LGOC building. Each shop had long service pits arranged across the cars rather than lengthways, allowing two rows of vehicles per bay.

At one end were the electricians' benches and tyre fitting bay, while in No.1 shop the wartime mounting plates for aero engine testing frames were still embedded in the floor. Beyond were three more shops housing the boiler room and degreasing plant, the engine overhaul shop with its running bays, and the Land Rover shop, which also included battery work and a re-glazing area run with remarkable speed and skill.

Another section contained the downstairs paint shop, run by Bill Page, with Jack Holden specialising in valeting and finishing. Nearby was the machine shop, ruled by Tiny Waite, a large man with an even larger collection of parts on his bench. Tiny could make any bracket or mechanism required and devised ingenious controls for disabled drivers.

Passing back along the covered roadway, one reached the test shop, led by Len Sherratt, with several testers and two legendary tappet adjusters who could silence even the most obstinate valve gear. Opposite the main entrance was a hydraulic inspection ramp. A doorway beside it opened into a yard where demonstrators and unusual visitors were parked, including the P4 gas turbine car and, for many years, a badly damaged 1930s Rover Meteor.

Through a narrow arch – just wide enough for a P5 – was the downstairs quick shop, once used by Renault Taxis and still fitted with their slow screw driven lift. Nearby was the safe store for customers' belongings, later converted into the apprentice school. Beyond lay the car wash, reception area, and customer waiting room, with leather armchairs and motoring magazines, opening onto Halford Road.

The administrative offices were housed between the works entrance and the car wash. On the upper floors were general offices, management, accounts, and, at the top, the Records Office containing files for every car serviced since 1913, along with the old plug-in telephone exchange.

I joined the Rover Company at Seagrave Road in 1959 after five years in the Royal Air Force. My first job was in the upstairs quick shop, managed by "Topper" Brown, doing routine servicing alongside the downstairs shop run by Archie Hooper. Our tester was Maurice "Len" Newson, whose white coat and constant driving of new cars made his job much envied.

After about six months I was seconded to the reception test office under Bert Lea, learning how to diagnose faults from often vague customer descriptions. One memorable lesson involved a supposedly noisy rear axle, which turned out to be nothing more than a roof rack vibrating at speed.

On another occasion, composer Johnny Dankworth (married to singer Cleo Laine) came in with his 2000SC worried by a noise pitched at "C above middle C". I drove the car to my parents' home nearby, played the note on the piano, and then went out to locate the sound. It proved to be a badly sealing quarter light on a rear door.

I later worked in the main test shop, checking cars after service and repair, and in 1963 spent three winter months seconded to the main dealer in Frankfurt, dealing with problems across Germany. On my return I moved into the upstairs accident repair shop, testing cars after major structural repairs, including chassis up restorations of P4s returned from places as distant as Africa and Argentina.



SEAGRAVE ROAD SW6

I eventually returned to the test shop with special responsibility for outside customer visits, including a month in Sweden. Another interesting duty was working at the Earls Court Motor Show, demonstrating cars to prospective buyers and ensuring display vehicles were perfect. One met many interesting people there; among my most enjoyable encounters was taking John Bolster out in a TC. However, I must admit we spent more time discussing his famous sprint car, "Bloody Mary," than the Rover itself.

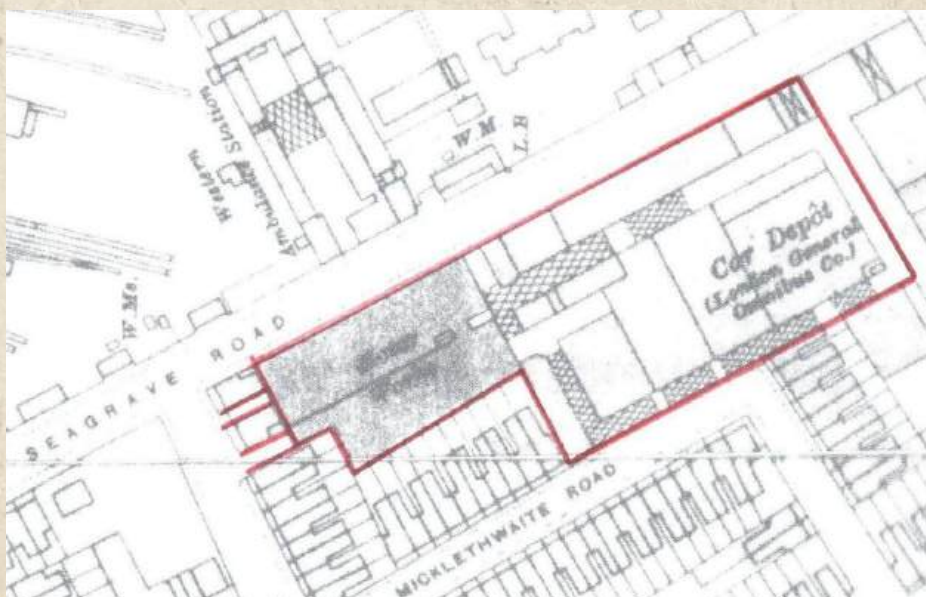
Seagrave Road also produced a number of fascinating special projects. These included triple carburettor P4s using P3 cylinder heads; the Queen Mother's bored-out 3-litre 105R with a single carburettor; adaptations for the Duke of Edinburgh's Land Rover; and numerous cars fitted with disability controls, some with entirely reversed pedal layouts.

The three carburettor P4s were particularly clever, using vacuum controlled SU carburettors to provide economy at light throttle and full enrichment under acceleration. We also assisted FLM Panelcraft with their drophead 3-litre and helped run the company's training school for apprentices and visiting technicians.

Seagrave Road employed around 200–300 people and functioned more as a factory than a garage. Although cars were not built there after the inter war years, bodywork once was, and everything needed to keep a Rover running could be done on site. The Company had moved there around 1913 from Brewery Road, Camden Town, and even in my time there were still two people who had made that original move.

By the time of its closure in 1970, the works covered about 3.5 acres. Moving cars through its narrow openings and lifts became increasingly challenging as vehicles grew wider, but it was all part of the character of the place.

There is undoubtedly much more that could be recorded, but those days are now a long way off.



Welcome

Once again, we are delighted to report that the Federation continues to welcome new members.

This issue we offer a very warm welcome to our newest Club Members, which are helping to strengthen our voice, while we also provide assistance, guidance and benefits for them:

Lydford Classic Car Club

Nestled on the edge of Dartmoor, the Lydford Classic Car Club is a small but wonderfully friendly community of enthusiasts who simply love getting out on the road.

The Cold War Network CIC www.coldwarnetwork.co.uk

The group facilitates collaboration and knowledge exchange among individuals and organisations with an interest in the Cold War era. This includes those who own, manage or curate a Cold War site or collection or are involved in related research, including vehicles.

Details of all member clubs can be found in our searchable online directory at: www.fbhvc.co.uk/member-clubs

We also welcome our newest trade supporters:

CCR Auto Trim www.customclassicretrotrim.co.uk

Interior re-trims/repairs, camper van fit-outs, motorcycle/scooter seats.

Cannstatt Classic Mercedes Parts

www.classicmercedesparts.co.uk

UK-based supplier of genuine OEM and used spares for classic Mercedes-Benz models – mainly W123, W126, W124, and R107 chassis.

Exact Scanning Solutions Ltd

www.exactscanningsolutions.co.uk

Provides 3D scanning services to a wide range of industries, including automotive, marine, aerospace, modelling and more. Its detailed reports help accelerate design, reduce rework, provide reassurance, future-proof projects and improve product quality.

Details of all FBHVC trade supporters can be found in our searchable online directory at:

www.fbhvc.co.uk/trade-supporters

Also welcomed to the Federation are our newest museum members:

Moray Motor Museum www.moraymotormuseum.org

Based in the centre of Elgin (the capital of Morayshire), the museum is in a light and airy old mill building. It has a superb collection of veteran, vintage, classic cars and motorbikes along with memorabilia.

Riley Cars Archive Heritage Trust www.rileycarsarchive.org

The charity is dedicated to preserving and displaying historic documents and artefacts relating to the various Riley car manufacturing companies between 1898 and 1969. Its HQ is at the heritage quarter centred around Coventry's canal basin, a short walk from the city's Transport Museum.

Zero2 Bus Museum www.zero2busmuseum.com

With a collection of around 60 buses, ranging from a 1932 double decker that was new to Jersey, to a 1988 double decker that was new to the founders' own former company Ensignbus, you are able to climb aboard the buses and explore the interiors yourself. The north Essex museum offers 'access all areas', including the restoration and maintenance workshop.

Dates for your diary

Please note the dates of our

AGM/Conference (Saturday

17 October 2026) – see the

'calling notice' on page 27 - and

Club Expo (Saturday 16 January

2027), for which you will receive an

invitation for your club nearer to the time.



Both of these events are being held at the British Motor Museum, Gaydon, Warwickshire.

Also, please note the date for next year's **Drive It Day** which is **Sunday 27 April 2027**. The campaign will be formally launched – with a new design of plate going on sale – at the Classic Motor Show at the NEC on 13-15 November. At the launch we will also reveal the final figure raised during this year's campaign.

Please do come and see us at the NEC, where once again FBHVC will have a large stand at the entrance to Hall 5. More details about the show, and a special discount code for cheap entry tickets – which you are strongly encouraged to share with all your club members and friends – is in the advert on page 26 in this issue.

Philip Geoffrey Homer 8/5/52 – 21/7/26

It is with sadness that we learned of the death of Phil Homer, a great stalwart of the Standard Motor Club.

The club's statement said it had lost the person who had arguably done the most to establish the club and its current format, since its founding in 1975 to cater for all Standard cars and derivatives.



At the time of his death, Phil was the club's Vice-Chairman, Pre-1948 Spares Coordinator, Website Editor and Historian.

Although Phil and his wife, Lynda, owned a 1955 Standard Ten, Phil's greatest love was pre-war Standards, particularly vintage and post-vintage. Their wedding car was a 1935 Standard Nine which they sold some years ago, but which is still in the club. Their collection includes a 1919 Standard SLO, a 1921 SLS, a 1935 Ten, a 1934 Avon and a 1937 Flying Twelve Drophead, the latter being their "every day" rally car this season.

It's a great shame that Phil will not now be able to drive the SLO which appeared unrestored at the 2026 NEC Classic & Restoration Show and was due to appear in its fully restored condition at this November's NEC Classic Motor Show.

Phil was also the Club Historian and the author of many articles in the classic car press on Standards as well as writing for the *Standard Car Review*. His work includes the *Members' Reference Book* and *The Concise book of Standards* which are distributed to new club members, and his own book, *Cars of the Standard Motor Company*.

The Federation's Legislation Director, Lindsay Irvine, adds: "I can attest to his skills as an historian as, coincidentally, I had sent him an email complimenting him on another excellent motoring/aviation themed article about Standard's aircraft manufacturing role (this time building de Havilland Mosquitos) in the Second World War. He will be a great loss to the historic vehicle community"

We send our condolences to Lynda and all Phil's family and friends.



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A motoring event often overlooked by the car enthusiast was held in July 1946. It was titled "Britain's Motor Industry Jubilee 1896-1946 – Vital to the Life of the Nation." The Jowettite, the magazine of the **Jowett Car Club**, carried an article about it written by Jeremy Evans. "To improve the public knowledge of the British vehicle industry and to promote the role the British manufacturers had in the development of vehicles over the previous years the Society of Motor Manufacturers and Traders (SMMT) arranged a Jubilee of the Motor Industry which amounted to a series of cavalcades around the UK, showcasing both historic vehicles and new models currently on sale. They were clearly wanting to encourage the public to place orders for new vehicles even if they had to wait a considerable time for them. The first Cavalcade was in Regents Park on 27 July 1946. This was attended by the King and Queen and there is a lovely Pathe film showing them watching the range of cars go past and also a line of new cars for everyone to inspect... The Cavalcade included models from most manufacturers (including some from overseas) and some very special cars such as Campbell's Blue Bird, the Sunbeam 1000hp world record breaker, Segrave's

Golden Arrow and John Cobb's Railton. The MG known as Old Number 1 and the Goldie Gardner record breaking 1100cc MG EX135... In the 1945-1946 category there were a further 140 vehicles (84 cars and 56 commercials) all from British manufacturers. Some manufacturers sent more than one of each model. MG for example had four of its TC Midget, its only production model at the time. Others sent different body styles such as saloons, tourers, and coupés. What of Jowett, I hear you cry? Well Jowett included a Javelin and a Bradford. The Javelin described as a 1½ litre saloon rather than as a Javelin, was EAK 771".

Robin Richardson from the **Railton Owners Club** used to live close to Cockfosters near Barnet in North London. He writes about the 1945 Cockfosters Grand Prix: "The first closed circuit events are generally acknowledged to be those held at Gransden Lodge near Cambridge in June 1946 for bikes and then cars on successive weekends. A chance reference to a Railton running at what has been variously described as The Cockfosters Grand Prix or Cockfosters Rally revealed that roads of the then incomplete housing development had been used on 25 July 1945 for what we might call a sprint or a

time trial. It seems that A.F. Rivers Fletcher was a leading light in a group called The Enthusiasts who, despite petrol rationing and other limitations, did their best to keep the motorsport flame alive during hostilities. This was their first post war event... The course was little more than a short sprint to a roundabout, another short sprint to a hairpin and then back around the roundabout in reverse to the finish line". Some very well known names in now very historic cars took part. For example, Earl Howe in a Bugatti T57S, Raymond Mays in a 4.5 litre Bentley, Mrs Bob Gerard in a Riley Sprite, R.G. Sutherland in the Aston Martin Atom, and Lord Brabazon of Tara in his 1100cc Fiat Coupé, Flight Lieutenant T.A.D. Crook in a Frazer-Nash-BMW, Dorothy Pattern's Le Mans Peugeot, V.S. Briggs in a V8 Allard, H. James in a Mercedes-Benz 38/250, Louis Giron in a 2.3 litre Bugatti, Bob Gerard in an ERA and Charles Mortimer in an Alfa Romeo Monza. There was also Sir John Horsfall in his ERA, Laurence Pomeroy in the ex-Pilette 1914 GP Mercedes, John Bolster in Bloody Mary and Alec Issigonis in the Lightweight Special. [Of interest to this compiler was the entry of Louis Giron in his Bugatti, Louis went on to work with Rodney Clarke at Connaught's of Send

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and later to become Chief Engineer at the Montagu Motor Museum in the 1960s, which is where I worked with him].

The **Hare and Hounds Classic Vehicle Club** magazine carried an article by Thomas Wardle about Pat Moss. "One of Pat Moss's first international rallies was driving a two-door Morris 1000 (NJB 277) from BMC, on the 1957 Tulip Rally. Pat's good friend Ann Wisdom, known as Wiz, was the navigator – Pat's description of Ann was that her brain was a cross between a barrister and a calculator. Pat Moss always gave her cars names, and the Morris was called "Mercedes Minor" after a near miss with a German car later in the rally. After another close encounter, this was changed to "Mercedes Minor Minibus", but because it was a bit of a mouthful it was shortened to "Mini". Whilst competing on rallies Pat did most of the driving, mainly because she was such a poor passenger".



The 2-gallon petrol can has become a real collector's item with motoring enthusiasts. In *Veteran Car*, the excellent magazine of the **Veteran Car Club**, regular contributor Richard Peskett writes a long article headed "Petroleum, Petrol and the Two Gallon Can". I have extracted sections which concern the two-gallon cans. "It appears that a vessel which contained two gallons was initially chosen by suppliers as an easy weight and size to carry and which conformed with the 1900 Act. Initially containers tended to be cylindrical, but there was a general change to cuboidal containers in around 1899/1900, as they fitted more easily into wooden packing cases for transporting. Bulk distribution of petrol throughout the 1890s and well into the Edwardian era was by railway and then horse and wagon. Nearly all railway stations had a siding, and many had goods yards and goods sheds – coal being an important commodity, had necessitated this. No doubt many distribution companies had storage facilities at railway premises and worked out of them to deliver 'lamp oil and motor spirit' on a local basis." He then goes on to describe the millions of 2-gallon cans that had to be made quickly to supply the armed forces in the First World War. He finished

with: "Finally, things began changing in 1919 when garages started retailing petrol from roadside/kerbside petrol pumps. The Automobile Association listed eight of their own retail outlets in their 1923 handbook and stated: "The price of motor fuel can be materially reduced if the present old fashioned inefficient method of distribution in two-gallon cans is done away with."

Rosie Holdsworth from the National Trust wrote to the Weekly Newsletter of the **Motor Cycling Club** (MCC) which reproduced her request: "I head up the National Trust's Countryside team in West Yorkshire, and we are on the lookout for a volunteer who is a confident tinkerer of smoky old engines of various descriptions – I thought where better to ask than the MCC! At Marsden Moor, we are a small team of rangers with a variety of vehicles, machines and equipment which help us undertake our peatland restoration work. We are looking for a volunteer who knows their way around a 2-stroke, can confidently wield a spanner, and can spare a few hours a week to help keep up all that equipment in good nick, ready for action when we need it. Link for more details: rosie.holdsworth@nationaltrust.org.uk"

Here is a problem that I suspect has been worrying club committees for ages. Grahame Forrester, Secretary of the **Wigtown Motor Club**, writes: "Changing the subject to that of awards. I recently threw away about 200 awards I had won over the years. They had sat in boxes in the loft for thirty years. I felt a bit sad doing it as each one brought back a memory. Nearly all were what we now call 'dust gatherers', the things that 'She Who Must Be Obeyed' hates. Over the years we have tried to vary the awards we give at our events, whether to competitors, or as finishers or attendance awards. We have even given certificates plus cash for our championships. For the Classic Car Show we had the slate coasters since the start, so regular exhibitors must have enough slate to cover their roofs. For the tours we had had plaques, slates, pens, torches and this year a promo bag. We would love to hear from members what they would like to receive, so drop us an e mail".

The chairman of the **Norfolk Military Vehicle Group** writes: "I am pleased to confirm that private insurance policies with Cherished (part of the Howden Group with underwriters KGM) now covers arenas. Other brokers are anticipated to follow suit in due course, but as yet are not stated. Our thanks to the Military Vehicle Trust which has been instrumental in campaigning to enable this update. There are some exclusions (no racing, rallying, time trials or

battle re-enactments) and some restrictions (vehicles 2m apart, maximum speed 10mph, arena needs to be marshalled)".

An interesting item from *Rolling*, the magazine of the **Road Roller Association**, written by Jim Gerrard. "The Marder's Yard Club has recently become a registered charity... The club is based at the late Derek Marder's yard in Andover where the team passionately maintain and run Derek's collection of engines and machinery as well as strive to preserve the unique charm of the historic contractor's yard. The yard, along with all the engines and equipment based there, provide a wonderful snapshot and atmosphere of what a 1940s/1950s yard would have been like. A few local engine owners also keep and maintain their engines at the premises".



Reproduced from *Viva Lancia*, the magazine of the **Lancia Motor Club**, is a short piece entitled 'Going out in style'. "We love a Lancia hearse, be it an Aurelia, Aprilia or in this case an Astura. Italians do not keep it under their hats - not for them a modest stretched Mercedes or Pullman, instead they go out in style with heavily decorated bodywork festooned with garlands. Finials, guide ropes and rococo embellishments. Here is a wonderful example (via Tony Kovacevik) of one in its pomp, [another was shown awaiting restoration]. Hopefully this will be done sympathetically and the vehicle not destroyed for parts or - horror - given new bodywork".



Barry O'Donovan writing in *Big End Journal*, the magazine of the **Gay Classic Car Club**, attended a breakfast club at North Weald Airfield. He writes: "Star of the show was the Shado Jeep custom built on a Mini Moke Hustler



platform for a Gerry Anderson movie. The car is one of three built and was found in a scrap yard in the Canary Islands and brought back to the UK to be restored”.



The classic figure on the front cover of *Buzzing Club* magazine of the **National Autocycle and Cyclomotor Club** got my attention. Here is the caption which was on the inside of the cover: “Archetypal image from the ‘swinging sixties’ the June 1967 *Vogue* fashion-shoot of Twiggy in shorts aboard a Raleigh Wasp JTV838E. The Wasp was an adaptation of the Raleigh RSW16 (Raleigh Small Wheel) bicycle, in answer to Alex Moulton’s bicycle, which had suspension at both ends and could use hard narrow section tyres with far less rolling resistance to the Raleigh RSW16. (photo courtesy *Vogue*)”



The **Sunbeam Motor Cycle Club** magazine carried a distressing announcement about a theft. It ran: “A solo 1904 Riley 3.5hp registration AU 5536 was stolen during the night from a village just outside Newmarket in Suffolk. The owner Robert Fellowes tells us: “It is of great sentimental value as my great-grandfather was Percy Riley (one of the three brothers that founded Riley) and this is the only known 3.5hp motorcycle in existence. It was restored earlier in the year

by Richard and Peter Rosenthal. We are gutted.” Anyone with any information was asked to contact: robffellowes@hotmail.com

The **MCC (Motor Cycling Club)** magazine carried this article entitled ‘The Motorcyclist who helped win the war’. “Born in 1909 in Hampshire, Beatrice “Tilly” Shilling was an aeronautical engineer, motorcycle racer and a woman who defied every convention of her era.



She bought her first machine at the age of 14 and promptly taught herself how to strip and rebuild its engine. From that moment her path was set. As a student in the late 1920s she took up racing and the Brooklands circuit became her playground... She was a formidable presence at the track throughout the 1930s riding a 500cc Norton M30 that she had extensively modified and supercharged herself. In 1934 she earned the British Motorcycle Racing Club (BMRC) Gold Star award for lapping Brooklands at over 100mph, achieving it at 106mph and becoming one of only three women to receive that honour. Characteristically, she reportedly refused to marry her RAE colleague George Naylor until he had earned his own Gold Star, which he did in 1938. It is her war time engineering that secured her place in history. The Rolls-Royce Merlin engines powering RAF Spitfires and Hurricanes had a crucial weakness: when a pilot pushed into a sudden dive, the carburettor would flood the engine and stall. German fighters equipped with fuel-injected engines, suffered no such problem, giving the Luftwaffe a decisive edge in dog fights.

Shilling’s solution was elegantly simple, a brass fuel flow restrictor with a precisely sized hole that allowed enough fuel for maximum power while preventing the carburettor from flooding under negative g-forces... By March 1941 the entire RAF Fighter Command fleet had been retrofitted. The device was christened “Miss Shillings Orifice” by Sir Stanley Hooker, head of supercharger development at Rolls-Royce. The joy of the RAF pilots was matched by bafflement of Luftwaffe crews who suddenly found that Spitfires and Hurricanes could

match them in every manoeuvre. Keith Maddock, Chief Engineer specialising in Spitfire reconstruction described the invention as “a war winning modification without which we would have suffered defeat”. Shilling was awarded the OBE in 1949. She continued working at the RAE until her retirement in 1969 and broke a world motorcycle speed record at the age of 64. A truly extraordinary woman and one of our own.”

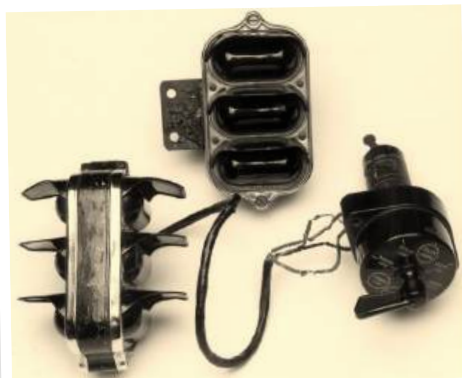
Here is an extract from *The Globe*, the magazine of the **Triumph Razoredge Owners Club**. It was a question from Martin Doughty. “Do you have anybody you know who repairs the clocks in our cars, as mine stops after a few trips?” “This is a question we have looked at before, and the answer is not helpful I am afraid. The original Triumph clocks were not very robust, and it was not expected they would be asked to last for 70+ years. They can be repaired, but they are extremely delicate inside and when repaired it does not often last long. We do not know of any repairers we can recommend. The solution most people have gone for is to find a suitable wristwatch or commercially available replacement of the right size and rig it in behind the dash in the right place. The other solution is to set the dead clock at a suitable time and accept that it will be right twice a day. Alternatively replace it with an ammeter, as fitted to the later TDCs. If Martin’s still moves, however, he might be able to find someone who could take it on. It would be a rare achievement to have an original Razoredge clock still working, if that can be done.”



In *Morris Monthly*, the magazine of the **Morris Register**, there is a fascinating picture of a 1925 Morris Commercial one ton Roadless Lorry. It was taken when being used by Sir Hubert Hambling of Yoxford in Suffolk. This design was developed by Morris in partnership with the Roadless Traction Company. The article goes on to say: “One significant innovation incorporated into the design of the lorry was that it could evidentially easily and quickly be converted to a conventional road-going vehicle by removing the tracks and special drive wheels and fitting normal road wheels and tyres... At a cost of £500

a customer could acquire a dual-purpose vehicle with enormous potential for tackling off-road conditions and several orders were placed for it with the British Armed Forces and some were exported to Kenya, Peru and New Zealand amongst other countries. The Anglo Persian Oil Company also bought some as well". Sadly, the article does not tell us if any survive.

Martyn Dennis is chairman of the **Pre-1940 Triumph Motor Club**. Under the title of Chairman's Chat, he writes: "Last month I was invited to a Bullnose Morris event and was treated to a run in a four-seat tourer with two-wheel brakes – very exciting. Curiously, this example had a horizontal wiper mounted at the top of the screen rather like those on motorboats. However, this device was operated by hand. Surely, in a heavy downpour the unfortunate operator would soon suffer from Repetitive Strain Injury! Even more peculiar was a 1933 Morris 10 that I parked alongside at the Bicester Motion event. This Morris 10 had rather ungainly traffic-light indicators mounted on either side of the windscreen pillar.



The idea was that if the driver turned left a red light appeared on the nearside and a green light on the offside – and vice versa for a right turn. Displayed front and rear, they were presumably intended to show other road users which side it was safe to overtake??? And what of the amber lights? These were activated by a pull switch in the centre of the turn switch and, of course, indicated that the vehicle was proceeding straight ahead. That I should have guessed – or should I? Thank goodness that in 1934 Minister of Transport at the time, Lord Hore-Belisha (he of beacon fame) deemed this traffic-light indicator system too confusing and dangerous. The owner of the Morris 10 believes his car is the only extant example fitted in this way, though the traffic-light system is now disconnected". [The photograph illustrating these traffic lights has been kindly provided by the National Motor Museum at Beaulieu].

Adrian Smith writing in *The Riley Record*, the magazine of the **Riley Motor Club**, tells of a little-known plan that would have seen Riley producing BMWs in Britain: "It is not too well known that Riley (Coventry) Ltd and Bayerische Motoren Werke (BMW) were considering a joint project based on importing the then current 320 model in chassis form which would receive a body made by Riley owned Midland Motor Bodies Company and probably fitted with the Riley 12/4 engine.

Negotiations commenced in 1936 with the intended outcome being that Riley would have access to BMW independent front suspension designs, and AFN Ltd, as sole importers of the BMW to UK, could bring the German product into the UK market at a more attractive price and in a more acceptable form, as it was felt that there was some resistance to the German body designs and interiors.



Amazingly, the single prototype that was built has survived in a dilapidated state, as can be seen from the pictures and it is intended through cooperation between the owner and RMC, RCAHT and Riley Register members to place the car at a forthcoming NEC Show for a wider audience to see, and thus read about what might have happened. As BMW are the current owners of the Riley marque, maybe this exposure of past automobile history might raise their interest too!"

I leave you with advice from Devon Sevens, the magazine of the **Devon Austin 7 Club**. When a restoration project slows down, "try to do something, no matter how small, each day, even if it is just planning, research or ordering parts".



Michael E Ware

Trained as a professional photographer, Michael started his own motor racing photography business in 1959. In 2001 he retired from his role as curator of the National Motor Museum after nearly 40 years. Since then, he has been an author and freelance motoring writer. He has also written books on British Canals and British Fairgrounds.

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Of course, something else which can affect the accuracy of an 1100's speedometer in 2026 is the choice of tyre. All the data in the graphic was obtained with cars running the factory fitted tyres - 5.5 cross-ply in the case of most 1100s and equivalent sized 145R12 radials with the MG 1300 and 1300 GTs. These days many 1100s are running

1 SPEEDOMETER CALIBRATIONS:

Indicated 30 m.p.h. — actual 28.6 m.p.h. — actual 48 m.p.h.; 60 m.p.h. — actual 58.7 m.p.h.

SPEED ERROR:		Actual
Indicated	30 mph	30.4 mph
	40 mph	38.3 mph
	50 mph	46.1 mph
	60 mph	54.3 mph

SPEED ERROR:		Actual
Indicated	30 mph	30.4 mph
	40 mph	40.5 mph
	50 mph	50.6 mph
	60 mph	60.0 mph
	70 mph	69.2 mph

SPEED ERROR:		Actual
Indicated	30 mph	28.5 mph
	40 mph	36.0 mph
	50 mph	47.1 mph
	60 mph	58.0 mph
	70 mph	68.0 mph

SPEED ERROR:		Actual
Indicated	30 mph	26.3 mph
	40 mph	35.0 mph
	50 mph	43.7 mph
	60 mph	53.3 mph
	70 mph	61.2 mph

SPEED ERROR:		Actual
Indicated	30 mph	26.3 mph
	40 mph	36.1 mph
	50 mph	47.3 mph
	60 mph	56.9 mph
	70 mph	67.7 mph

SPEED ERROR:		Actual
Indicated	30 mph	28.3 mph
	40 mph	36.7 mph
	50 mph	45.8 mph
	60 mph	57.8 mph
	70 mph	67.8 mph

SPEED ERROR:		Actual
Indicated	30 mph	29.8 mph
	40 mph	40.0 mph
	50 mph	49.5 mph
	60 mph	58.7 mph
	70 mph	69.5 mph

SPEED ERROR:		Actual
Indicated	30 mph	27.6 mph
	40 mph	36.8 mph
	50 mph	47.8 mph
	60 mph	56.3 mph
	70 mph	67.3 mph

SPEEDOMETER ERROR:		30	40	50	60	70
Indicated mph:	Actual mph:	28.8	37.5	47.2	56.2	67.1

1959 Ford Zephyr

1964 Morris 1100*

1965 Princess 1100

Vauxhall Victor

Toyota Corona

Ford Cortina

1965 Cortina GT

1965 Morris Mini*

1965 Austin 1800*

Rover 2000

1967 Morris 1100 S*

1967 Austin Countryman

1968 Jaguar 420

Mazda 1200 Coupe

1969 Morris 1500

1969 Austin 1300 GT

1969 Hillman GT

1969 Porsche 911

1971 VW Beetle

* BMC Australia

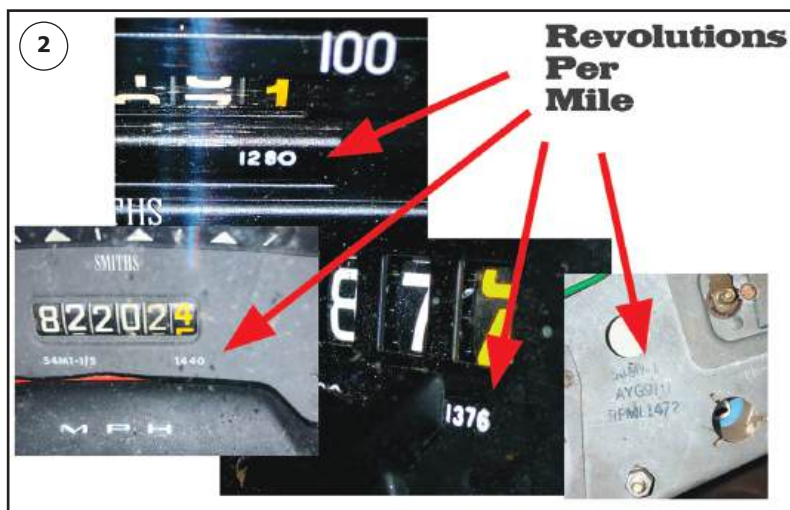
This means that 1100 speedometers, which were commendably accurate on standard tyres, may now under report their true speed a little, and that's not what you want when you pass a speed checking camera which might not be calibrated for any leeway. Apart from that, technically the speedo no longer satisfies the legal requirement of not reading less than the actual speed, and the responsibility for keeping the speedo well maintained rests with the owner.

On the other hand, if you have fitted non-standard rims or low-profile tyres then there could be an even larger departure from the standard speedo readings - or none at all. For instance, 165/70R12 and 175/60R13 have the equivalent diameter (and hence circumference) to the 145R12, so there should be no problems there. However, 175/70R13 could have you travelling as fast as 75mph while indicating 70mph; that's about a 7% move in the wrong direction and asking for trouble. 165/70R13 could have you just over 73mph when indicating 70mph and at nearly 5% above the limit, a fixed camera might just nab you.

Now, normally at this point I'd jump into an 1100 with my phone in GPS speed measuring mode in an effort to confirm all that theory. But due to one thing and another, I don't have an 1100 available at the minute. Instead I have my Aussie built Morris 1500 though, and it came factory fitted with slightly wider rims and 6.2 cross-ply tyres for which 155R12 radials are the closest equivalent. It also has one of those notoriously accurate ribbon speedos and, while it is primarily in miles, it has smaller metric speed markings below, which is handy since Australia has been metric since 1974. So that has to be our test subject and a brief run confirms that at an indicated 60, 70 and 80km/h we were indeed travelling at exactly 60, 70 and 80 km/h, which is pretty much the same level of accuracy that was observed when these cars were new. That is a satisfying discovery and I now know to watch my speed closely in this car.

Another thing which can affect speedo accuracy is the final drive ratio. Since the speedo cable attaches to the gearbox, it takes its reading upstream of the final drive and the speedo itself will have its internal gearing matched to the specific final drive ratio. You might think two identical looking speedometers are just that - identical - and therefore interchangeable. For the early 1100s prior to the introduction of automatic gearboxes and the 1275cc motors they usually are. But when a model was available in different versions with different final drive ratios, the internal gearing of the speedometer was varied a little to compensate. This gearing is measured in revolutions per mile (RPML) and it is just that: how many revolutions of the cable are needed for the odometer to advance one mile. This can also have an effect on the speed indicated by the needle and is usually found in tiny numbers near the odometer (**Photo 2**).

On the manual transmission Princess 1100 with 4.139 final drive ratio it is 1376 and for the Morris 1500 with 3.94 final drive and the larger tyres it is 1280. For Mk I Morris built in Australia there are four versions of the black speedo - all of which look identical. They cover the four different final drive ratios used at various times: one for the manual transmission 1098cc with 4.26 final drive; one specially for the automatic gearbox models (3.27 final drive) and two for the 1275cc models as the final drive ratio was changed from 3.76 to 4.139 during production. If there



is no marking on the dial then it might be stamped or printed on the back of the housing as it was for the earlier 1098cc manual versions with 1472 as their RPML. They are the most common, along with the 1440 fitted to the majority of 1275cc engined 1100s built in Oz.

If you are trying to do a bit of maths here to find the formula, there is one further variable - the speedo drive pinion. Yes, the gear wheel that joins the cable to the gearbox output shaft can be one of several different ratios too! So if your car has been converted from automatic to manual, or from 1098cc to 1275cc, then here is another opportunity for speedo accuracy to drift from the factory settings unless the speedo was swapped as well. Once again these are fairly small differences and may not have an obvious effect on their own, but if several changes are combined - larger tyres, different final drive etc - some combinations may cancel each other out and some may have a cumulative effect. The fact that many BMC/Smiths speedometers were unexpectedly accurate to start with means that there is little or no margin for error built in.

As the FBHVC suggests, the best way to deal with this is to adopt driving styles or practices which take account of the idiosyncratic features of your historic vehicle. A first step might be to confirm the accuracy or otherwise and make a note of it.

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