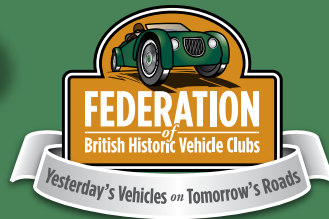


FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 6 · 2021

2021 Classic Motor Show Special

BRM Type 15 Mk I takes pride of place in the Federation Village



Plus

Keeping it green

Carbon balancing the historic vehicle community

Club Expo 2022

British Motor Museum set to host January event

Legislation

Reaction to the Future of Transport Regulatory Review

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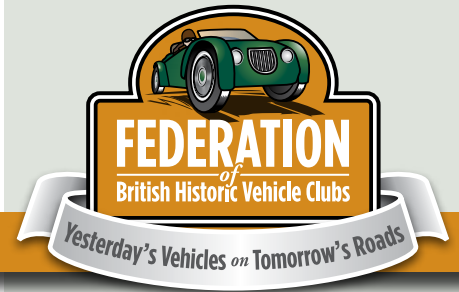
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PETER JAMES
INSURANCE



Editorial

Wayne Scott Communications Director

I have to admit that as I write this in the lead up to Christmas 2021, I never believed that we would still be living in a world dominated by pandemic restrictions, mask wearing and fears of new variants curtailing our movements.

I've realised this a number of times over the past two-years, thank goodness, we have our historic vehicles as a release and focus during these times. More than that, I am grateful for the tight-knit community that is formed around our passion and that has, I know helped many through difficult times.

As times change and the world around us adapts, so the FBHVC has been busy working on keeping our movement evolving, whilst also preserving our rights and freedoms to use our historic vehicles unhindered.

At the NEC Classic Motor Show, an event that always seems to be the bookend on the historic vehicle season, we launched a number of initiatives worthy of note.

The first, was the celebration of another Drive it Day in 2022 raising money for the NSPCC's Childline®. On the first day of the NEC Classic Motor Show, the historic vehicle movement successfully funded 'One Unforgettable Day' where, for twenty-four hours, we provided the service that saves so many children's futures. Raising over £40,000 was a phenomenal achievement in a year where we couldn't run normal events, so we should be able to smash that in 2022. Go along to www.driveitday.co.uk now to purchase plates and upload your events to the calendar.

Secondly, we announced a successful dialogue with the Department for Transport (DfT) regarding members concerns over their 'Future of Transport' regulatory review. The complete position statement can be found on the news pages of the Federation website and elsewhere in this publication. What is clear is that the DfT appear to be reviewing this legislation with a view on the future

and autonomous driving and were quite quick to explain that they had no intention of prohibiting modifications to vehicles already built. There are of course implications for the wider aftermarket sector as daily transport evolves and changes, but within our remit of historic vehicles, the correspondence offered reason for a more positive outlook.

Finally, we announced the big news that, as a result of our new partnership with Tree-V, we have designed a carbon offsetting scheme to be used by all member clubs and individuals. We have engaged with a number of early adopters amongst you on this to also design schemes to tailor the offering for specific one-off events where mileage might be abnormally high such as rallies or tours. This was a reaction to the data showing that historic vehicle owners needed and supported the provision of a carbon offsetting scheme tailored to historic vehicles that carbon balanced our activities in a real, tangible and quantifiable way through the planting of trees here in the UK. We know that we account for less than 0.25% of the mileage on the UKs roads and have minimal impact on CO₂ emissions, but we all feel like we should be seen by any potentially hostile elements of the general public to be 'doing our bit'. More details to follow over Christmas and into the New Year following the official launch.

Finally, it was a great opportunity for me to address a number of concerns of the historic vehicle community in the public arena of the Live stage at the NEC Classic Motor Show. Our expert panel answered your questions throughout the show. In January we will be doing the same for clubs when Club Expo takes place at the British Motor Museum on Saturday 22 January 2022. Come along and share your views, concerns and questions and together we can work together to resolve them.

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

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

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Introduction

I spoke too soon in the last issue about the ‘interesting times’ we were living in; just after my copy went to the editor, things in the transport and fuels world became a lot more ‘interesting’. On 23rd September, a leak of ‘in confidence’ information about some BP garages’ fuel supplies, turned into a panic buying crisis when linked to HGV driver shortages and other supply chain problems. I am confident historic vehicle (HV) owners will have stayed out of the fray, as fists and fuel cans flew at some garages and hopefully the whole debacle will be a distant memory by the time you read this. The perceived wisdom is that additional transport strains are being caused by bus and coach drivers tempted to requalify as HGV drivers to take advantage of increased wages in the latter sector. As yet working for you and my other legal work has meant I have not been tempted back into the air suspended coach driver’s seat, but perhaps some of you who are so qualified and recently retired might consider helping out to alleviate the current shortages.



Illustrated by Lindsay Irvine

In this edition I touch on a fair number of issues; from our usual Environment topics including an update from the Environment Agency (EA) to the ‘Quiet Lanes’ which get another mention. There is also a shout out to the Isle of Wight Bus and Coach Museum for their successful efforts on ‘younger buses’. There is a progress (albeit not final) update on legislation to deal with the Vnuk case raised in the last Newsletter, a brief mention of GB and UK plates once more, and a short piece on the Budget courtesy of a

Legislation Committee colleague. I also discuss yet another DfT Consultation which has caused a stir, this time requesting views on a reformed vehicle regulatory regime for ‘Tomorrow’s vehicles’ and tell you what we have done. And bringing up the rear, is a brief flavour of my pitch to the FBHVC AGM in October and, as the season of Goodwill to All greets us, a reminder of how we should all treat each other especially fellow HV enthusiasts and even lawyers!

Environmental Matters

As the Legislation Committee continues to monitor the increasing numbers of LEZs and CAZs across UK mainland towns and cities, the only major reference in this edition to a ‘new’ commencement is the London ULEZ expansion. To be fair this has had extensive coverage in the media and has been much trailed on the Federation website and in editions of this Newsletter. We carefully monitored the implementing legislation to ensure that the HV exemptions remained and they have. Of course there is the wider debate about vehicles less than 40 years old; for example those 30+ would qualify as historic at international level. However as I and my predecessors have advised before, this is not a straightforward issue and the timing is not right to lobby for such a substantial widening of the exemptions.

However, where it is possible to argue for exemptions or concessions for younger vehicles, we do, and sometimes have success occasionally in concert with member organisations as was the case in relation to the Great Manchester CAZ. I need to blow the trumpet for the *Isle of Wight Bus and Coach Museum* which in the case of the Portsmouth CAZ, has been instrumental in obtaining an additional exemption for coaches and buses aged 20-39 years not used commercially for up to 10 days a year, subject to an application process. As I comment later in the context of ‘Quiet Lanes’, local vigilance and input can often be the most effective way of influencing local initiatives.

Environmental Agency

You may have read my account in the last Newsletter of the Environment Agency assurances that their crackdown on the unauthorised scrapping and sale of scrap vehicle parts was not intended to inhibit the harvesting and sale of historic vehicle parts. They indicated to us an intent to issue some FAQs to provide further guidance. Appreciating that there remained nervousness across our community, I wrote to ask for some urgency on the production of this further guidance. I am happy to say I received an impressively swift and courteous follow up to my request from the ‘Executive Support Team (Waste Strategy)’ indicating these were being finalised and a copy will be forwarded to us as soon as they are ready.

Truro

In Issue 4, 2021, I provided extensive coverage of proposals in Cornwall for 'Quiet Lanes' whereby 15 km of lanes in the Shortlanesend and Threemilestone areas of Truro are intended to be closed to all traffic except for residential access. This would be effected by an Experimental Traffic Regulation Order for a 6 to 12 month trial. We are monitoring how the trial is going and I said previously our preference is for local democracy to decide whether these restrictions remain a permanent feature, as it was local resistance that ended a scheme in North Somerset. Local views will generally have more effect on locally elected politicians. If you want to monitor the experiment and comment, the link is <https://letstalk.cornwall.gov.uk/truro-quiet-lanes>.

Vnuk Update

Readers may recall my coverage of this issue also in FBHVC News Issue 4, 2021. Briefly *Vnuk (Damijan Vnuk v Zavarovalnica Triglav)*, is the European Court of Justice case going back to 2014 which ruled that the EU Motor Insurance Directive extended the remit of motor insurance into uses and places of use that were beyond what had been intended. The effects of the case meant that compulsory motor cover would be required for a greater range of vehicles (simply requiring that the use is consistent with the 'normal function' of the vehicle) and for the use of vehicles on private land and not simply roads and places to which the public have access which is the traditional UK position. The Federation responded in detail to a government consultation in the aftermath of the case about the potentially adverse effect on historic vehicles of changing the existing legislation but by the time of the UK departure from the EU, no amendment had been proposed. The effect of this is detailed in my earlier column. The bottom line is that the government have agreed (February 2021) that something needs to be done but as yet without a timetable. To push things along, an MP laid the Motor Vehicles (Compulsory Insurance) Private Members Bill in Parliament in June. If a government opposes a Bill, it rarely passes 1st reading and certainly not 2nd reading. I am happy to say that on 29 October the above Bill did pass 2nd reading and has now gone to Committee stage. We will continue to follow progress of the Bill and the litigation which has been threatened by the Motor Insurer's Bureau which has to meet uninsured claims and which has most to lose from Vnuk principles remaining untouched.

Picking a pocket or two

One of my Legislation colleagues sent me his analysis of the recent budget. You may have absorbed this by now, but I thought his brief summary might be worth sharing.

- a. Once again there was no announcement concerning bringing historic vehicles into the scope of Capital Gains Tax, something which has been feared for some years.
- b. Fuel duty has been frozen once again, and there is no increase in Insurance Premium Tax.
- c. An increase in VED will apply to cars first registered before 1st March 2001 but not yet 40 years old, cars over 1549cc from £280 to £295 in 2022/23 and cars under 1549cc from £170 to £180.
- d. There has been no announcement about road pricing or any other measure to replace the revenue lost from fuel duty and other taxes when new petrol and diesel vehicles sales are phased out.

If you are thinking of drowning your sorrows (not before driving!) at the rest of the budget, sadly taxes are up on red wine.

Future of road transport Regulation

In keeping with the bright future of electric and automated or driverless vehicles, the DfT has issued another consultation paper, this one entitled **Future of Transport Regulatory Review**. It has caused more than a ripple of consternation in the specialist media ("bizarre", "idiotic") and our attention has been drawn to it by several correspondents. Their understandable concern is that new regulatory proposals to achieve the main aims in the consultation might affect aftermarket modifications and classic vehicles in general and damage the businesses which are sustained by such modifications. The stated aims in the consultation are:

- Provide a modern framework for tomorrow's vehicles – regulating safety, security and environmental performance. This would include creating powers that would enable

us to amend (or repeal and replace) retained relevant sections of EU law. This would allow such legislation to be updated to reflect technological changes and ensure GB law continues to be fit for purpose, enabling us to make regulations on the approval of the design, construction, marking and labelling of vehicles, components and non-road mobile machinery (NRMM).

- Create a flexible, proportionate and responsive approach to establishing safety, security and environmental performance of vehicles.
- Reform the Vehicle and NRMM tampering regimes.
- Create a new vehicle safety and non-compliance recall regime.

On first reading, this consultation together with others in the 'Future of Transport' regulatory review series,

seem properly contextualised on the Government website. In the case of Vehicle Standards, the stated aim is in relation to 'tomorrow's' vehicles and it emphasises that it complements the 3-year review of driving legislation being undertaken by the Law Commission of England and Wales and the Scottish Law Commission to support the safe and lawful deployment of automated vehicles on GB roads. The Federation has already inputted to the Autonomous Vehicles consultations (including those related to changes to the Highway Code) and is monitoring the Law Commission proposals on these issues.

In addition, thanks to efforts of those who have gone before us in the HV movement, the principle that new design, technical, maintenance and equipment rules will not have retrospective effect, is well embedded as even



a swift glance at the Road Vehicles (Construction and Use) Regulations will show. Therefore, our anticipation was that the proposed resulting legislation will be specific to the highly automated, interlinked and software driven vehicles of the future and will not affect the regulations governing HVs. Nevertheless, having been invited by the DfT to be a formal stakeholder on the proposals and any secondary legislation which might result from them, I entered into dialogue with the DfT to seek assurances ahead of our substantive response that the above principle of "no retrospective affect" in new regulations would be maintained and that anti tampering proposals would not affect historic vehicles and the businesses sustained by modifications to them. As

you may have seen on the Federation website, an urgent position statement was published on 17 November to assuage the growing concerns. This notified readers of our dialogue with the DfT and that we had received a swift response from them to my questions. Their answer largely confirmed our interpretation of the scope of the consultation aims and went on to state that:

"[they] do not intend their proposals to prevent legitimate motorsport activities, prevent restoration, repairs or legitimate improvements to vehicles, such as classic cars or motorbikes or to negatively impact businesses involved in these activities.

These assurances are reflected in the recent issue of an updated consultation

paper on the DfT website. The DfT also confirmed older vehicles will not be expected to comply with new type approval standards. The type of activities they want to take more effective action against include tampering activities that prevent a vehicle's emissions system from operating correctly and as vehicles become increasingly automated, to prevent alterations to a vehicle's integral software and sensing technologies which create safety and security risks.

By the time you have read this, we will also have made a formal response to the consultation paper to ensure that the above undertakings are delivered. As stakeholders, we will have an opportunity to scrutinise any draft legislative proposals.

GB to UK

As trailed in the last Issue and flagged on the FBHVC website (<https://www.fbhvc.co.uk/news/article/driving-in-the-eu-update>), should you be venturing abroad with your motor car (old or new) after 28 September 2021 you will need a 'UK' rather than the traditional 'GB' badge or sticker. I have been asked to clarify if there is any HV exemption and I had to reply to the correspondent with regret that there was not. The provision for such identifying marks is set out in the Vienna Convention on Road Traffic and for reasons I have given in an earlier Newsletter, the Government made the following declaration to the UN:

On 28 June 2021, the Secretary-General received from the Government of the United Kingdom of Great Britain and Northern Ireland, in accordance with Article 45 (4) and Annex 3 of the Convention, a notification stating that the United Kingdom is changing the distinguishing sign that it had previously selected for display in international traffic on vehicles registered in the United Kingdom, from "GB" to "UK", and that "this change will apply only to the United Kingdom of Great Britain and Northern Ireland, and will not extend to any territories for the international relations of which the United Kingdom is responsible". In accordance with Article 54 (4) of the Convention, this change will take effect on 28 September 2021.

There is no provision for any exemptions in the Treaty and I doubt that an exemption for HV would be practical or sustainable in an international setting. That said, the provision would not prevent the GB badge being displayed in the UK at shows etc where period authenticity is important. On the basis that the government advice for going overseas allows a GB symbol to remain on a number plate so long as a UK sticker is also displayed, it is **arguable** that displaying the traditional GB badge will pass muster so long as a UK badge is displayed as well. However a zealous overseas official/policeman (what are the chances of that?!) would be entitled to ask for it to be removed or covered up.

AGM

Well finally after 15 months in post, I attended my first 'live' Federation AGM at the wonderful British Motor Museum (other wonderful motor museums are available!). Not only did I get to meet some of you reading this column, but I was able to chat with representatives of member clubs on a variety of topics. By way of a very brief summary for those unable to attend, in my report to the AGM, I covered the issues and challenges facing my committee over the past year, the vast majority of which have been set out in this years' Newsletters. Thus the Environmental Issues, automated vehicles, aging tyres for large vehicles, and the cessation of sale of cars with petrol or diesel engines in 2030, were all in the report together with what we have done or are doing in relation to them. Our formal responses to consultations on some of these issues can be seen on our Website. The E5 and E10 issues were also mentioned in my address but our fuels expert, Nigel Elliott gave an outstanding presentation to the meeting devoted to the topic I finished on a philosophical note by reminding members that however ever hard the Federation and my Committee works to fulfil its stated aims:

"the fact is the future for the historic vehicle movement over the coming years will be challenging and everything will not be the same. However contrary to some doomsayers, the government is not singling out the movement in forthcoming legislation with the aim to destroy it; nor is there the magic bullet of lobbying for a single statutory provision to ERADICATE the emerging threats. My strategy on behalf of the Federation is to harness assistance from experts like Nigel [Elliott], committed and alert Committee members and supporters within Parliament in order to MITIGATE the malign effects from well-intentioned environmental measures to maintain our current freedoms as far as possible."

Please carry on alerting us to issues you think we should be appraised of.



“Manners maketh man”

No, I am neither a Winchester school nor New College Oxford Wykehamist, but their motto has something to say about the dubious state of public discourse on social media and elsewhere. Parliament is looking to provide sanctions for the most egregious behaviour in the Online Harms Bill whose draft provisions were granted additional prominence with the death of Sir David Amess MP. As the body which is meant to set standards in discourse, it itself has had to look in the

mirror in terms of how Right Honourable Members address each other. Whilst my experience of our HV community is overwhelmingly positive as exemplified by my face to face contact with members at the AGM, our esteemed Secretary who is at the frontline of Federation ‘customer interface’ has experienced some ‘overly zealous’ or perhaps more accurately, ‘rude’ exchanges. I observe that the tone adopted by some in the community when criticising government consultations or

actions on transport matters which might affect HVs, is occasionally characterised by excessive hyperbole out of proportion to the perceived threat.

So as the season of Festive cheer approaches, let us resolve to remember that our passion should be stress busting and a source of enjoyment, camaraderie and fun to be transferred to our relations with others in the HV world. Merry Christmas everyone!

DVLA > Ian Edmunds

In my report in the last issue of FBHVC News I referred to a scheduled forthcoming meeting with DVLA and I can now confirm that this did take place. DVLA have a Corporate Service Team who convene User Group meetings with representatives from the various sectors of the vehicle business who use DVLA services to enable discussion both of difficulties being experienced by the businesses but also of forthcoming DVLA changes and initiatives.

Following a letter from David Whale to DVLA CEO Julie Lennard earlier in the year DVLA have now established a Historic Vehicle User Group including such organisations as The Association of Old Vehicle Clubs of Northern Ireland (our equivalent in Northern Ireland), the RAC and the Federation.

Given the current situation and particularly the effects it is having on DVLA this inaugural meeting was a virtual meeting held online but it is intended to progress to live meetings as soon as possible. Much of the first meeting was inevitably taken up with introductions and explanations of the roles of the participants, agreement of Terms of Reference and other such necessary procedural matters. However each group was offered the opportunity to raise three matters of concern and we used this to return to some longstanding problems that have not received a sympathetic hearing in the past. As always I will report any outcomes in this column at the earliest opportunity.

Regardless of whatever the national

trend may be with working from home or returning to the office DVLA continue to face their own difficulties with severe restrictions placed on the number of staff permitted to work in the office and the remainder left with no option other than to work from home. Additionally they are very properly devoting as much resource as possible to clearing the significant backlog of driving licences, particularly for HGV drivers. Thus although online transactions generally continue to work very well there are delays in instances where an online option is not available. Against this background it is perhaps not surprising that we are seeing a degree of confusion arising over some of the more obscure aspects of registering historic vehicles. I have been contacted by several members who do not understand the response they have received from DVLA and, frankly, neither do I!

The Terms of Reference for the User Group clearly recognise that for data protection reasons if nothing else the group is not a suitable forum in which

to raise specific cases where particular vehicles and individuals need to be identified. In such cases the Federation retains the ability to seek assistance from DVLA outside of the User Group. Some of the cases mentioned above fall into this category and I will pursue them as best I can. However given all the current circumstances it does not seem sensible, or indeed even fair, to inundate DVLA with all the queries together. So, as I have indicated to the members in question, some degree of patience may be necessary. Obviously any information of general interest or value that arises from these cases will be communicated via this column as usual.

I will close for this issue with a plea, although the irony is that it does not apply to those reading this but rather to those who are not! I am very happy to answer questions and attempt to resolve DVLA related problems as far as I am able but I am seeing a somewhat exasperating trend. I estimate that about 40% of the queries that I receive could be answered by material published in this column in the recent past. It is perhaps unreasonable to expect every individual club member to read Federation News from cover to cover but a lot of those questions come from club officials – the very people that I and my Federation colleagues are working to keep informed! Can those who do read this please spread the word to those that don't.

Events

As 2021 draws to a close most of us will already have our event plans and club activities in draft form for our 2022 calendar.

We all accept that COVID might still affect exactly what we can run, where and when we can run it!. This is our 'new normal', but I am delighted to see that many clubs have taken a very positive approach and have produced plans into Q4 2022. Likewise, most of our professional organisers have published their 2022 event schedules, with a tempting mix of UK and International itineraries, based upon touring and/or regularity formats to suit their loyal clientele. The FBHVC maintains an event calendar on the website <https://www.fbhvc.co.uk/events> and we would encourage all of you to submit your club events so that they can be seen by everyone.

Drive it Day 2022 is happening on Sunday April 24th, and I know that some clubs have already confirmed their 2022 DiD event and that entry forms are already available. Is your club planning something special for DiD? If so, please tell us so we can promote this via the Calendar and our social media channels.

Brexit & Overseas Events

The situation for personal travel, in your own road legal vehicle, seems to have settled down and the ATA Carnet scheme for non road legal vehicles is also working – as long as all rules are complied with. Many of you are using professional transport services as they are experts in this area, but the cost can be a barrier for many of us. But I am also aware that post-Brexit negotiations with the EU are still in play and so things could still change at short notice.

Please keep up to date by referring to the UK Govt website <https://www.gov.uk/foreign-travel-advice> and the Motorsport UK website <https://www.motorsportuk.org/the-sport/brexit-transition/ata-carnet-to-europe-faqs/>

I wish you all a very Merry Christmas and a Happy New Year.

Heritage & Culture

Keith Gibbins

Preservationist of the Year 2021 - Karl Carter - Promoter of Heritage Skills Learning & Apprenticeships

In this category the National Transport Trust usually recognises people who have undertaken a specific restoration project. But there are also those who work to assure the very basis on which the future of preservation of our transport heritage rests. Preservation cannot happen without ongoing stream of people with the right skills, and these people need to have an established career path. There can be few people, if there is anyone, who have been more influential and effective in this area than Karl Carter.

Karl has been immensely important in establishing the United Kingdom as a leader in the field of heritage engineering training and skills. Starting off in 2013 from his appointment as Technical and Skills Director of the Federation of British Historic Vehicle Clubs (FBHVC), Karl has been at the centre of the two arms of this achievement. On the one hand he was pivotal in laying the groundwork for what is now the Heritage Skills Academy (HSA), and on the other he was a leading participant in establishing, at a time of major upheaval in the structure of apprenticeships in general, a recognised accreditation and a structure for the syllabus for the Heritage Engineering Technician Apprenticeship, covering Classic Vehicles, Historic Aviation, Historic Marine and Steam.

The founding of the HSA comprised involvement, first with colleges and then,

with a standalone, FBHVC-backed facility to be based at Bicester Heritage. Karl was central to everything about the setting-up process of the Heritage Skills Academy; obtaining funding, agreeing leasing arrangements with Bicester Heritage, working on the practicalities of a block-release based course, and on the fitting out of workshop premises; the planning process, connectivity, even the position of electrical outlets and plumbing.

Initially the HSA was exclusively mechanical in focus but over the years the skills being taught are being expanded to include bodywork and trim. The HSA is currently focussed on vehicle apprentices, which reflects its funding and support sources, but there is no reason why the equivalent skills and the experience gained by the HSA cannot be made available to apprentices whose involvement is in aviation, marine or steam.

Starting modestly in 2016 with a mere 12 apprentices, HSA has grown exponentially so that it now has over 100 apprentices and is planning to expand to new premises on the premises of Brooklands Museum. In collaboration with others in the field, Karl worked to set up a framework for a "Trailblazer" scheme to

meet these ambitions and comply with Government requirements as to what an apprenticeship should comprise and achieve. Meanwhile, the Government's approach to apprenticeships was evolving, including a transfer of responsibility between departments, leading to changes in the format of documentation, a change in the delivery of funding, and as to how much funding could reasonably be requested. While of course many others were involved in these efforts, there is no doubt that Karl's endless efforts and enthusiasm were a major driving force in bringing both the Apprenticeship and the Heritage Skills Academy to their current position of leading the way into the future of the preservation of mobile heritage. A worthy National Transport Trust Preservationist of the Year.

Karl was presented with his award by Her Royal Highness The Princess Royal.



Archives

The Rootes Archive Centre Trust have only gone and done it

FBHVC member The Rootes Archive Centre Trust (RACT) returned to the Lancaster Insurance Classic Motor Show with great news.

At the 2015 show, with the assistance of Sir Stirling Moss, they launched a building fund to raise £185,000 to fund the purchase of a freehold building for their Rootes collection.

They proudly returned to this year's show to announce that they have fully repaid all the loans and that the Charitable Trust now fully owns the freehold Archive Centre at Wroxtton near Banbury - a fantastic achievement.

The Rootes Archive Centre Trust was formed in 2004 by The Association of Rootes Car Clubs to save the Rootes engineering archive and after 10 years was struggling to afford rented premises. They were faced with 4 options

1. To close the Trust – and hand it over to another museum for safekeeping.
2. To pack the Archive material into a shipping container.
3. Reduce the rented space meaning limited or no access to the material
4. Buy a freehold property.

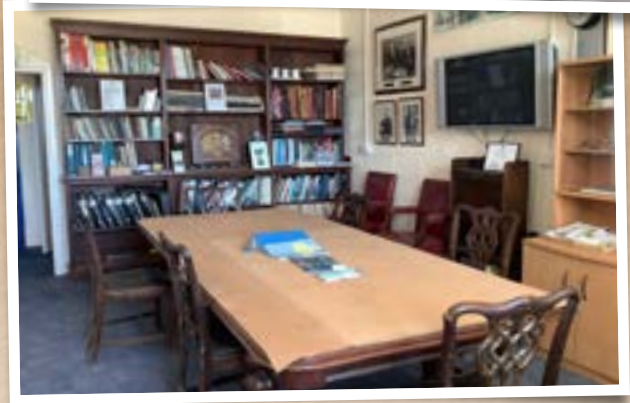
Purchase was the chosen route and the building fund to raise £185,000 was launched by Sir Stirling Moss.

Through generous donations and loans from the Rootes clubs and supporters a building was purchased in October 2017 and a 5-year repayment plan agreed to repay them.

Run by 6 just volunteer trustees who have worked tirelessly to fit out and equip the centre it is now the focal point for everything Rootes with 300,000+ original engineering drawings, memorabilia, and artefacts.

Despite the pandemic the Trustees have worked hard fundraising and are now pleased to come back to the show to announce that all the loans have been repaid 12 months ahead of the original plan.

Matt Ollman, Treasurer said *"The Rootes Archive is safe for generations to come and the worldwide Rootes community can all celebrate this fabulous achievement – its great to have some good news for a change."*



Museums

UK's new car club launched at Classic Motor Show

At the Lancaster Insurance Classic Motor Show (12 – 14 November) the UK's newest classic car club was launched by FBHVC member Great British Car Journey, and it went down well with many enthusiasts who took the opportunity to join the new club whilst whist at the show.

The Great British Car Club celebrates diversity, welcoming enthusiasts of any old cars regardless of age, value, or country of origin.

Richard Usher, founder and CEO of Great British Car Journey explained why he has launched the new club: *"Having been a member of numerous clubs, I have noticed that younger enthusiasts and even oldies like me, have become less fixated on a single make and that enthusiasm for old cars now covers a very broad spectrum of makes and models and I wanted to create a club which represented this."*

As well as giving a member unlimited visits access to the Great British Car Journey attraction and its facilities

at Ambergate in Derbyshire, membership of the new club aims to connect classic car enthusiasts through special events, newsletters and online forums as well as offering discounts on products.

Richard added: *"There are hundreds of excellent car clubs who are doing a great job encouraging interest in and the use of old cars, but we have the luxury of the facilities at Great British Car Journey which we can put at our members' disposal."*

Former CEO of McLaren, friend of Great British Car Journey and classic car enthusiast, Mike Flewitt has agreed to be Honorary President of Great British Car Club and it was Mike who opened the attraction in May earlier this year.

Annual membership of the club is from just £31.

Full details can be found at www.greatbritishcarjourney.com



Classic Motor Show 2021



Each year at the Classic Motor Show the FBHVC host a Federation Village. The display is introduced by ourselves, our partners and our members with the aim to showcase a unique collection of historic vehicles, some of which are the only examples in existence. We hope you enjoy learning a little about each vehicle and what was achieved by reading this special feature.



1931 AEC Regent OV4486

OV4486 should have been displayed on the Federation Village in 2019 but the restoration which started in October 2013 and had cost £500,000 by January 2019 encountered further issues which will be understood by any enthusiast who has undertaken a full restoration.

The double decker is an AEC Regent 661 powered by an AEC 6.1 litre 6-cylinder petrol engine driving through a crash gearbox. These buses were built between 1929 and 1931 and the design changed so rapidly that the styling changed significantly and they were called 'piano fronts' for obvious reasons. The other significant change was that the last 20 Regents had bodies by Metro-Cammell that were built to its new, robust metal frame design instead of using the timber frames of earlier bodies.

This bus began service on 4 December 1931 from Harborne garage, it later ran from Barford Street, Perry Barr and Liverpool Street garages. It was one of 30 Birmingham Regents briefly loaned to London in World War Two during the air raids and ran from Turnham Green garage.

Austin Seven 'Swallow' Saloon

Not only did the Austin Seven change the world for the working families who had access at last to a proper car, but it also transformed the fortunes of numerous individuals who were to become car designers and constructors.

The Seven was available from the factory as a rolling chassis and a Company in Blackpool making sidecars called Swallow built a very pretty 'Swallow' version of the car.

The driving force of Swallow was a young man called William Lyons who went on to found Jaguar in 1945. This car was built in 1930 by which time Lyons had moved Swallow to Coventry and the Company had secured orders for more than a thousand cars.

The Swallows are amongst the most sought after Sevens and this car has been well used by several owners.

It was purchased by Great British Car Journey in 2020 and has had a full mechanical overhaul.

Colin Chapman built his first Lotus on an Austin Seven chassis and the Jensen brothers used the same basis for their first car. Alec Issigonis designed and built a beautiful racing car using Austin Seven parts and called it the 'Lightweight Special'. This led to a meeting with a certain Mr Cooper whose name still adorns Minis to this day.



1947 Swallow Gadabout

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



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

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

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

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

Electric Vehicles

1954 Morrison-Electracar D1 30cwt

Birmingham Co-operative Society purchased over 700 Morris-Electricars. Most were for the dairy department, but BCS also offered deliveries of bread and a laundry service to your home. The bakery and laundry services were early victims of supermarket growth and many of the surviving vans were rebuilt into dairy trucks. These types of electric vehicles were ideal for this type of stop/start delivery operation and the vehicles were quiet so did not disturb sleeping home-owners.

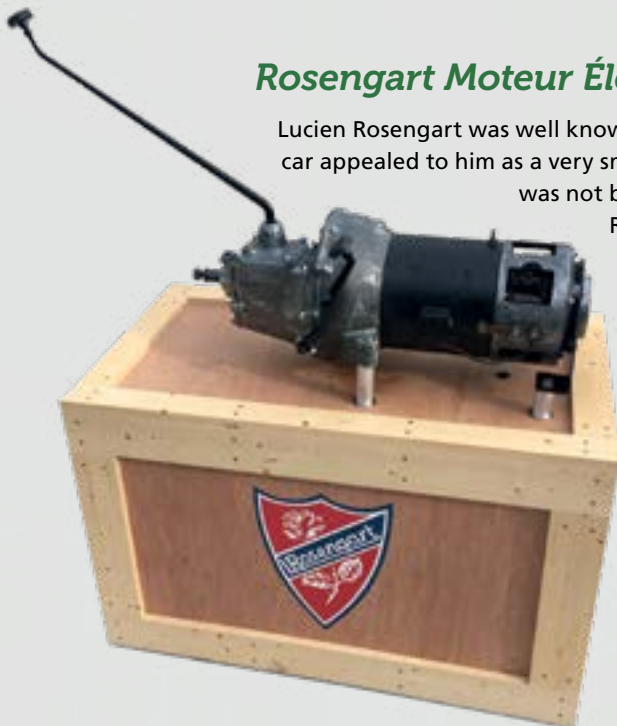
These Morrisons were tough, and many were later modernised with new glass fibre cabs and bodies. By 1988 only a few remained with the old cabs and the Transport Museum Wythall were to be the lucky custodians of this particular example. Transport Museum Wythall has a significant collection of nearly 30 battery electric vehicles if you would like to see more.



Rosengart Moteur Électrique

Lucien Rosengart was well known for manufacturing the Austin Seven under licence in France, the car appealed to him as a very small vehicle for a segment of the market in France that he believed was not being properly covered by any of the major French manufacturers.

Rosengart was also a very inventive engineer and when petroleum spirit became rationed at the outbreak of the second world war he realised an opportunity to create an electric motor that would power his small cars and that is what you see here. A direct replacement for the ubiquitous Austin Seven engine that could be substituted in 2 hours. There was however a price premium! At the time a petrol engine version of his Supercinq Modèle was priced at 21,900 French Francs (FF). The comparable electric powered Rosengart Electrifax cost 53,000 FF! We are not sure how many versions powered by the electric motor exist but we are, of course, delighted to present this fully working motor with bespoke gearbox featuring 3 forward and 1 reverse gears.



1936 Carter Invalid Carriage

Before the government launched the current Mobility scheme, disabled people used to rely on specialist vehicles designed to meet their needs either funded privately or available on loan. The freshly restored Carter was such a vehicle owned privately by a lady named Elizabeth who took ownership when she was aged 26 and it was to be her sole means of transport for 40 years. The car has its original green and buff logbooks and every tax disc for the years that Elizabeth drove it.

The current owner attended a scrap yard clearance sale in 1996 and purchased it for £100 to save it being consigned to a large container to be scrapped the next day.

The car is driven by a 36-volt electric motor powered by three 12-volt batteries. The rear axle is beautifully engineered and runs on Michelin Bibendum tyres.

This became a COVID-19 project with sawn ash being sourced literally on the Friday prior to lock down, a frame being built to match the original exactly followed by panelling and then painted by CBR Classic Restorations. David Beswick in Derby trimmed the plush leather seat.



Matchless Vehicles

Matchless is one of the oldest marques of British motorcycles, manufactured in Plumstead, London between 1899 and 1966. A wide range of models were produced under the Matchless name, ranging from small two-strokes to 750cc four-stroke twins. Matchless had a long history of racing success; a Matchless ridden by Charlie Collier won the first single-cylinder race in the first Isle of Man TT in 1907.

1941 Matchless Model G3L

This particular Matchless G3L was part of a small batch of motorcycles which were sold to Russia. It is thought to have never been through a Royal Electrical and Mechanical Engineers (REME) workshop (who maintained the army equipment), and so remains its matching numbers.

The current owner found it in Latvia with many Russian parts fitted including the magneto, carburettor and piston, where it had been used by a village blacksmith after the war.

The G3L was loved by dispatch riders during the war due to its light and nimble nature but hated by mechanics due to it being so compact!



Matchless Silver Arrow

This particular example is an early prototype model from late 1929, one of the first 50 out of 2500 made. The Matchless Silver Arrow was very innovative of its time, designed by Charlie Collier, it featured an inline SV V twin of 400cc, rear suspension, and interlinked brakes, but sadly had a weak gearbox. It was followed by the Silver Hawk, designed by Bert Collier shortly afterwards using very similar cycle parts but with a 600cc OHC V4, a true super bike!



Matchless Model M, 623cc OHV single cylinder

This particular example was first registered in March 1926 and still displayed on the bike today is its last tax disc which expired in 1930 when it suffered an internal gearbox failure.

The model M has an unusual capacity of just over 620cc, which is due to it being built from engine components from the failed model K car which we also have featured. The Model M was sold as a sidecar tug rather than a sports machine, as it has a very long stroke and large flywheels.

1923/24 Matchless Model K Car

The 1923/24 Matchless Model K is a light car, one up from a cycle car. The brakes are rumoured to be Capt. Girling's first car system. Power is derived from a 1250cc air cooled OHV flat twin, unique to the car. The car has a three speed plus reverse conventional gearbox from Singer, and very sophisticated independent front suspension. Starting is attempted via a kickstart pedal although they did try a pull cord system to be operated from inside the car! The K was launched just after the Austin 7, at £225.00. Due to its poor sales, this is the only one known, and no owners handbooks are known to have survived. It is believed that only a handful of models were sold. The owner to date has not even found an advert for a used Matchless K car in any period magazines.

This Matchless K car was featured in The Autocar on 6 April 1923, of which the owner has a copy along with letters from previous owners asking for information on the K, of which the earliest was from 1951, it was sold at a Sotheby's auction in 1968.



Historic Agricultural Vehicles

1966 Massey Ferguson 165 - RHK 74D

The Massey Ferguson 100 Series was introduced in the 1960s to replace the Massey-Harris and Ferguson derived models and was popularly known as the Red Giant! The range of models was increased over the 100 series lifetime until the mid-1970s. This particular tractor was registered in 1966. Since undergoing a complete rebuild in 2004 it has won numerous awards, including the Silver Plate at Malvern from Friends of Ferguson. Its current owner purchased it from Cheffins Vintage Machinery sale in 2008.

The owner adds "When towing a loaded trailer, the weight pressure control transfers weight onto the back wheels of the tractor via the tractor hydraulics. This gives more grip in adverse conditions and was Massey Ferguson's solution until four-wheel drive tractors were brought into use. The weight transfer frame was fitted to the hydraulic arms and could be used on all the Massey Ferguson models.

The controls fall easily to hand, for example it has a foot throttle and a dual clutch. The first part of the clutch stops the drive to the tractor and the second part of the clutch stops the p.t.o. shaft. It has a four-speed gearbox and high and low. When starting the tractor, the high and low lever needs to be in neutral before it will start, which means it is not possible to start in gear. To maintain equal traction on both wheels, a differential lock is fitted."

The Federation are very grateful be able to showcase an agricultural historic vehicle of which there are many!



Childline

In celebration of raising the sum of £40,310 in 2021 from FBHVC Drive it Day in support of Childline® vehicle plate sales and donations we are pleased to recognise the historic vehicle community by celebrating our "One Unforgettable Day". This accolade is awarded when an organisation raises more than £30,000 in support of children and young people and represents the costs of operating Childline® for 24-hours, our 'Day' is Friday 12th November, the opening day of the show. We will also be launching our 2022 Drive it Day (scheduled for 24th April) vehicle plate in support of Childline® on the same date whereby visitors can purchase a plate or make a donation whilst visiting. Plates are priced at £10 for a standard variant or £30 for a platinum version. New for this year we shall also be selling 'Ride it Day' plates for our motorcycle fraternity which are of a smaller size. All proceeds (minus manufacturing costs and P&P where applicable) goes directly to Childline®. Don't delay, buy yours today!

To purchase a rally plate, please visit

www.driveitday.co.uk

For more information on Childline® please visit

www.childline.org.uk



1900 Daimler Type-A Tonneau

Probably one of the oldest vehicles on display at the Classic Motor Show this year and fresh from its adventures on the London to Brighton Veteran Car Run this fine example was manufactured in Coventry in 1900 and is now one of the most original remaining British Victorian vehicles.

Supplied new by Daimler Agents Frank Morriss of King's Lynn and the sister car to the Queen's 1900 Daimler Type-A Tonneau, which was supplied new to the Prince of Wales (later Edward VII) and is now kept at Sandringham.

It boasts 6hp, has 2 cylinders and will happily travel at speeds of up to 21 mph all day, however a little faster downhill if you're brave enough! It is one of very few vehicles that continues to run on hot tube ignition, with two platinum rods each heated by pilot lights to very high temperatures which in turn ignite the fuel.

The current owner has been fortunate enough to be the proud custodian since 2007 and the car has entered the London to Brighton Veteran Car Run 52 times since 1948 (plus the Virtual run in 2020!).



childline
NSPCC
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Elswick Trade Cycle in bakers livery

Frederick Hopper was born in 1859, and in 1880 started a bicycle repair business in a former blacksmith's shop in Barton-upon-Humber. He then started manufacturing bicycles, and by 1906 F. Hopper & Co. Ltd was employing 400 people. By 1912 the company was exporting bicycles all over the British Empire, with particularly strong export markets in Australia, India, Japan and South Africa making it a major manufacturing company.

In 1910, Hopper and a series of investors had bought the bankrupt Elswick Cycle Company, which took its name from Elswick, a suburb of Newcastle upon Tyne where it was based, business boomed in new ownership.

The Elswick trade cycle is a great example of the many cycles used by bakers and butchers to deliver their produce to homes particularly in the forties and fifties. These machines sometimes had very large baskets above a small front wheel and were quite difficult to control on wet streets. The cycle is presented in the livery of the company of the owner's grandmother.

Federal Postman's Cycle

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

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

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



King Dick



Starting out as Abingdon Engineering and manufacturing a range of components and motorcycles, the company developed into making high quality tools. Adopting the 'King Dick' name - after the company owner's bulldog - it is the only remaining spanner manufacturer in the UK and has maintained proud links with Birmingham since 1856. For more information please visit www.kingdicktools.co.uk

1930 Abingdon King Dick Motorcycle

Abingdon Motorcycles was a British motorcycle manufacturer in Tyseley, Birmingham between 1903 and 1925. Renamed AKD (Abingdon King Dick) in 1926 producing single cylinder motorcycles until 1933, when they concentrated on "King Dick" mechanics tools.



The new livery for the Abingdon Works from 1927 featured the letters AKD and the famous bulldog trademark. This model 40 is one of only two known to survive with this size engine. Its 300cc side valve engine joined the almost exclusively overhead valve portfolio from Abingdon Works. The bolt-together frame enabled those having a spill to more easily make their own repairs. First registered to the Viking Cycle Co, Wolverhampton on 30 January 1930, it came part-restored in a large box of bits, having been found in a cellar in the West Country where it had been laid up at the start of WW2 with broken parts. Whilst not the fastest machine at the NEC this year, it is quite possibly the nicest. This dear little bike inspired me to write the history of its manufacturer "The Quest for King Dick" said owner Bill Whiteley. Now fully restored it is currently on display at Brooklands Museum.

Kerry-Abingdon 3.5hp, 1910, Clubhouse

Kerry-Abingdon produced motorcycles from 1905 to 1931 at their Abingdon Works in Birmingham.

They were only a small manufacturer but did have some success racing at Brooklands, with a 1911 model coming 5th in "The Sixty Miles an Hour Handicap" on 5th October 1910.

Only a few bikes still remain and this bike, with the later addition of a changeable gear ratio and neutral, has just been restored by the current owner. Until 2010, it had not been ridden since the 1950s.



Introduction to Motul **MOTUL**

Our newest Commercial Partner Motul has been lubricating machines since long before the invention of the motor car as Motul dates back to 1853 in USA, where it was part of the Swan and Finch portfolio. In the 1930s Ernst Zaugg became the French distributor for Motul and, in 1957 acquired Motul in its entirety and Motul has remained the French family's business ever since.

To be able to keep yesterday's vehicles on tomorrow's roads, Motul has developed a comprehensive line of products for our historic vehicles. The product range is truly extensive and through the FBHVC, the historic vehicle community will have the opportunity to benefit from product innovation and development which will ensure a supply of oils and lubricants for their vehicles long into the future.

For more information please visit www.motul.com/gb

Skyline GT-R (KPGC-10) 1971

Nissan Skyline GT-R (KPGC-10) is also referred to as the Hakosuka. The first cars named "Skyline GT-R" were produced between 1969 and 1972 under the model code KPGC10, and were successful in Japanese touring car racing events. This two-door coupe version (KPGC10), known as the Hardtop or H/T, debuted in October 1970 and ultimately was introduced to the public in March 1971. It is believed that only 1,113 GT-R Coupes were produced between 1970 and 1972. It featured an inline-six engine with dual overhead camshafts and four valves per cylinder. It offered 160 hp, which was a huge number for that era!

The PGC10 and KPGC10 Hakosuka Skylines racked up an indomitable 46 straight and outright class wins and more than 50 overall wins over a three-year run, cementing the GT-R legend.



1976 Kawasaki CR900

Rickman motorcycles was a British independent motorcycle chassis constructor established by brothers Derek & Don Rickman. The firm manufactured motorcycles from 1960 through to 1975.

Based on Kawasaki's iconic Z1, the Rickman CR900 was one of the ultimate cafe racers of the time.

Along with their wonderful British made frame, best AP racing brakes, Italian forks and that great Kawasaki DOHC 903 cc engine they were the superbike of the day.



Federation Skills Trust

The Federation Skills Trust has evolved from the role initiated by the Federation with the creation of the first Historic Vehicle Apprenticeship in 2014. As apprentice training has developed over the past seven years, a new course was developed, the Heritage Engineering Apprenticeship and this course is capable of delivery beyond historic vehicles into the heritage marine, aviation, and steam sectors. As a result of these developments which are outside the scope of the Federation's work, in 2020 a charitable incorporated organisation, the Federation Skills Trust was formed.

For more information please view www.heritage.engineering

1926 Cirrus Buick

The Cirrus Buick is quite a flying machine, almost literally, the Buick chassis is mated to a 5 litre, 4-cylinder Cirrus Mk 3 engine from a 1927 Gypsy Moth. The engine was removed from an aircraft that crashed in Australia in 1931, the engine was subsequently fitted to another Moth that crashed in the Fifties! The standard compression ratio for this engine is 5:1 but this has high compression pistons and is closer to 6.5:1. It will run on almost any fuel! It develops 120bhp and with a weight of approximately 400kg delivers a top speed of 140mph with 55mph attainable in second gear at 2,000rpm.

It has a GN/FN front axle with Alvis steering box and Bean 19hp, 4 speed crash gearbox driving a late 20's / early 30's Chevrolet rear axle with Albion differential.

The car is displayed by the Overdrive Club in support of the Federation Skills Trust and after many years of inactivity looks forward to a season of racing and hill-climbing next year.



Great British Car Journey

Great British Car Journey is the UK's newest car attraction situated on the edge of the Peak National Park in Derbyshire.

Comprising a collection of more than 130 British cars, the exhibition takes visitors on a journey spanning over a century and celebrates the enormous contribution made by British entrepreneurs and engineers in mobilising the population of the UK and the world through the development of the popular car.

Guided by an audio-visual device, visitors are taken

Great British Car Club

The Great British Car Journey is pleased to be launching the 'Great British Car Club' at the show.

Rather than just offer a season ticket for the attraction, the Club aims to act as an umbrella organisation for enthusiasts of ALL Classic Cars.

Members will receive unlimited access to the 30,000 square foot building in Derbyshire, either to revisit the Collection or just to use the Café, Gift Shop and other facilities, where they will receive discounts on all products. GBCJ has negotiated an Insurance arrangement for members with 'Classic Collective' and

through nine chapters starting in 1922 with the launch of the Austin Seven and ending in the early 2000s when many of our historic car factories stopped making cars.

Since opening in late May of this year, GBCJ has welcome over 20,000 visitors, many of whom have taken to the wheel of a historic British car thanks to the 'Drive Dad's Car' Experience which is based at their headquarters in Ambergate.

GBCJ has been widely praised for its innovative nature and has been shortlisted for a number of prestigious awards.



members will receive benefits from other commercial partners. A quarterly newsletter will inform members on all important Classic matters and also give details of special member events, evenings and tours organised by the Club. GBCC is affiliated of course to the Federation and has applied to Motorsport UK for recognition.

Informality and inclusivity are the key elements of GBCC which hopes to attract new and younger people to the wonderful world of 'Classic Driving Pleasure'. Full Membership starts at just £31 for a year.



Austin Seven 'Chummy' Drophead Tourer

100 years ago, Herbert Austin was working feverishly on the design of a small car which would save his Company and transform the lives of millions of people.

Working in the billiard room of his splendid home, just down the road from the Longbridge factory, with help from a young draftsman called Stanley Edge, he scaled down all the elements of the large cars that had made his fortune and a legend was born.

Launched to a sceptical dealer network at a lunch at Claridges in the Summer of 1922, the Seven was soon a runaway success and around 300,000 were made before production was halted by the war in 1939.

'Bluebell' was owned by the same family for more than 45 years who bought her for £3 in 1960. By 1997, she was completely worn out and was stripped down to the last nut and bolt. The rebuild took 13 years but Bluebell was restored to as good as new condition and was back on the road ready for the next century, having celebrated her 90th birthday in 2020.



DMC DeLorean

Immortalised by the 'Back to the Future' franchise, the DeLorean remains as enigmatic now as when it was launched forty years ago. The brain-child of John Zachary DeLorean: an American engineer and marketer who had risen to the top of the General Motors empire and become something of a celebrity. DeLorean fell out of love with the corporate world founding the DeLorean motor company in 1975. DeLorean attracted celebrity investors to back his dream to create a supercar that would provide style, safety and performance in an ecologically friendly modern package.

In the end it was the British government who stepped up to the plate to provide the finance for DeLorean's dream and the car was eventually produced in a brand new factory in Belfast.

Nobody could fault the styling: the work of Giorgetto Giugiaro who founded Ital design and based on a concept he had put forward to Porsche. The stainless steel body with its Gullwing doors looked and still looks sensational.

The engine and transmission were another story: the French V6 was a slothful motor and the car's performance was a massive disappointment. Sadly the company failed in 1983.

However, the DeLorean remains an epic failure and more than half of the 10,000 produced survive.

Ford Cortina Mk2 Ambulance by William Lomas

This unique vehicle was bought by Vic Hallam Ltd of Langley Mill Derbyshire who were manufacturers of prefabricated wooden buildings, from Sandiccliffe Ford dealers in Heanor in 1970.

Hallams had developed their own 'Derwent System' of construction and built the Derbyshire Miners' Holiday Camp at Skegness and countless schools and classrooms. Clearly the amount of wood sawing involved was a serious hazard in days when health and safety legislation was virtually non-existent. Consequently, the Cortina was sent to William Lomas in Manchester who were the country's premier ambulance builder. She returned fully equipped with illuminated ambulance sign, blue light and air horns and a split rear seat with a roll-out stretcher. It is believed that only one other Mk2 Cortina was similarly converted.

Hallams fell on hard times in the 1990s and having covered very small mileage she was passed on to the St Johns Ambulance service. Eventually, she was retired from active service but looked after and cherished by a serving paramedic. She joined The Great British Car Journey collection in June of this year and now has 22,500 miles on the clock and is now less than ten miles from the site of the Hallam factory.



1902 Arrol-Johnston 'Dog Cart'

George Johnston was prosecuted under the Locomotive Amendment Act 1878 for driving a horseless carriage in Glasgow in 1895 and was almost certainly the first person to build a car in Scotland if not the UK.

Fortunately the magistrates recognised the inexorable march of progress and in the same year Johnston was joined by Sir William Arrol MP and the Arrol-Johnston Company began production of their 'Dog Cart' model displayed here.

Built in 1902 at their new factory in Paisley the car has a 2 cylinder rear mounted engine with horizontally opposed cylinders with chain drive transmitting power to the huge wooden rear wheels. Brakes are rudimentary shoes operated by a huge lever acting directly on the solid rear tyres! This car was owned by Geoffrey Plaister of Wiltshire for many years, and we are grateful to the Plaister Charitable Foundation for the loan of such a historic vehicle. The trust is dedicated to the preservation of Crabbet Arabian horses which Mr Plaister bred.

The car has been gently and sympathetically cleaned by experts from Autoglym and retains a lovely patina from nearly 120 years of use. It is on display at The Great British Car Journey representing the very start of motoring in Great Britain.



BRM Type 15 Mark 1

Founded in 1949, British Racing Motors (BRM) was Britain's first Formula One Motor Racing Team. The Type 15 Mark 1 on display, better known simply as "The V16" was Britain's first Formula One Car and was designed and constructed entirely by British engineers, using British components.

It was an incredibly ambitious Motor car, with 16-Cylinders and a scaled down version of the Rolls Royce Merlin Supercharger found in the Spitfire engine. It produced some 600 horsepower and in 1953 at Albi, Fangio was purported to drive it at 200 MPH. These are astonishing statistics, even by modern standards, especially when one considers this all comes from an engine size of just 1.5 litres!

It has an engine sound that once heard is never forgotten, and was described by J-M Fangio as *"Quite simply ... the best Formula One Car ever made ... No Car has ever given me such a thrill to drive, or a greater sense of absolute mastery"*

Chassis Number IV was authorised by British Racing Motors Limited and the Owen family in 1919 and has been built over a 2-year period by historic race car engineers, Hall and Hall using the original engineering drawings from Period and consists of some 36,000 individual components.

If ever there was a car that showcases the engineering enterprise, talent, and ambition of the country in the immediate Post War period, then the V16 is it. It is also a stark reminder of the importance of maintaining and preserving the skills needed to produce and maintain such an important part of our motor racing heritage.



Special mention to...

Transport Museum Wythall kindly supplied us with their glorious 1931 AEC Regent Bus OV4486 and their 1954 Morrison-Electricar D1 30cwt Milk Float. They are situated in north Worcestershire, just to the south of Birmingham near to M42 Junction 3 and are handily placed for visitors from the West Midlands and further afield.

The museum is home to over 90 buses. Midland Red, WMPTE blue and cream and the corporation fleets from Birmingham, Walsall, West Bromwich and Wolverhampton are all represented, plus local independent operators. They are also home to the largest collection of battery electric road vehicles, including over 30 electric milk floats and bread vans from operators such as the Co-op, Midland Counties and Birmingham and Handsworth Dairies.

Their main event days feature vintage buses running all day and a miniature steam railway for you to ride on, plus visiting buses and sales stands. On most event days a bus service runs from Birmingham City Centre. The museum also hosts a cafe, shop and 'Kids Kabin' activity area, why not pop in for a visit? Please see their website for more details www.wythall.org.uk



At Classic Motor Show

Whilst at the show the Federation hosted its very first Facebook Live! Please feel free to take a moment to view the video which can be accessed via our Facebook page (Federation of British Historic Vehicle Clubs).

Morris Minor Apprentice Awards

Every year the Morris Minor Owners Club present one lucky apprentice with an award - the Jack Daniels Trophy along with a cheque for £250.00 to spend on any equipment they require for their course. The lucky recipient for 2021 was Jorn Scharlemann. Congratulations!

Introduction of Tree-V

For those who have watched the Facebook video you would have seen our very own Wayne Scott interview Tom Worthington from Tree-V our newest partner. Historic vehicles make up less than 0.2% of vehicles on the road. We now have the option via Tree-V to carbon capture the miles in which we drive by planting trees within the UK. Tree-V will be working closely with all members of the FBHVC, helping them to carbon balance their vehicles at a discounted rate. These schemes are available for either individuals or clubs to arrange bulk carbon balancing or bespoke balancing for individual events, all at special rates.

David Whale was awarded a gold trophy on the live stage at The NEC Classic Motor Show in recognition of his work in supporting and promoting the development of skills training and apprenticeship programmes.

David Whale is well known for his work as a volunteer leading the Federation of British Historic Vehicle Clubs for over 10 years. As Chairman of the Federation, David has led the organisation in its work to protect the rights of all of us to



use our historic vehicles, specifically by representation to Government and Government Agencies. Under his stewardship the Federation has built a strong reputation for its research work and as we have heard, has been very successful in raising funds, through Drive It Day, for Childline's 'One Unforgettable Day'.

What many will not know is that David has also been very much involved in the development and support of apprentice programmes to address the shortage of skills in the historic vehicle sector. Indeed, the Federation was one of the first organisations, ten years ago, to identify that there would be a skills shortage.

More recently David has been involved in the establishment of the Federation Skills Trust, a charity spun out of the Federation of British Historic Vehicle Clubs with the objectives of training and teaching engineering skills for the repair, maintenance, preservation and renovation of all types of historic transport, not just motor vehicles.

Welcome

A very warm welcome is offered to our newest Members & Supporters: **Droop Snoot Group** and **The Great British Car Club**. We have also had many Individual Supporters who have recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you all enjoy your subscription over the coming year.

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

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

FBHVC News Articles

Don't forget, only input from you - our members and supporters - will provide some interesting features to read about in future editions of FBHVC News. The article cupboard is relatively bare and I hope many of you will spring into action and help spread the diversity of our beloved hobby! From the Classic Motor Show feature included in this edition we try our very best to include all sectors of the Historic Vehicle community. Details can be sent via email to secretary@fbhvc.co.uk Alternatively you can send them via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG**

Recent Press Releases & Information

Since printing Issue 5 we have only issued one press release. Hopefully you have all received the important information via email. If not, please let me know and I can arrange to send you another copy.

FBHVC position statement on the Future of Transport Regulatory Review

The FBHVC (Federation of British Historic Vehicle Clubs) has been in dialogue with the Department for Transport regarding the recently released proposals within the DfT's Future of Transport Regulatory Review.

In particular, there were concerns raised by the historic vehicle community around the implied intent of the review to make it an

offence to modify, remove or reduce the effectiveness of an existing vehicle system.

For more information or to read the FBHVC Position Statement please visit: <https://www.fbhvc.co.uk/news/article/fbhvc-position-statement-on-the-future-of-transport-regulatory-review>

22nd Annual General Meeting



The Twenty Second Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited took place on Saturday 9 October 2021 at the British Motor Museum. For the first time the event was also streamed live to assist those who felt it best to watch from home or had a long journey to take part in person. Thank you to everyone who visited in person (it was lovely to see you all again) and those who watched from the comfort of their own home. In addition to the AGM the Conference was also a huge success. First to take up the mantle was Callum Goodland - UK & Ireland Country Manager - Motul UK - who shared with us Motul's history and how they wish to support our historic vehicles. Please take a moment to view www.fbhvc.co.uk/motul to find out how. Also don't forget to register for free Club Motul Membership which is available in the Discounts section of the Members Area. To log in please visit www.fbhvc.co.uk/login If you have not yet registered for this free service please visit www.fbhvc.co.uk/register

Don't worry, if you missed the AGM & Conference, you can still watch both events. Please visit <https://www.fbhvc.co.uk/agm2021> On that page you will find an additional link to the YouTube video, just press play and skip the adverts (if you wish).





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CLUB EXPO 2022

IS BACK!



In Association with **BRITISH MOTOR MUSEUM**

Following the success of previous events the Federation of British Historic Vehicle Clubs will host the next Club Expo on 22 January 2022 at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ. Club Expo 2022 will deliver some new topics in addition to your favourite subjects such as DVLA and Insurance Question time. All discussions will be delivered in a plenary and due to the nature of the information available we shall endeavour to provide an extended lunchbreak to enable you to grab a bite to eat in the cafeteria and take some time to view the museum. At the time of going to print we have the following speakers confirmed.



Welcome

David Whale

Our Chairman, David Whale will open the proceedings and provide you with the Federation's perspective on Club Expo and introduce Tom Caren from the British Motor Museum as Show Manager. Tom will acquaint you with all the necessary information on the Museum before other guest speakers delight you with the following:

Key Note Address – Historic Vehicles & the Future

Rt Hon Sir Greg Knight MP

The Rt Hon Sir Greg Knight MP, Chairman of the All-Party Parliamentary Historic Vehicles Group will deliver a key note address at Club Expo 2022. Regular attendees of the event will recall the request to ask Sir Greg to attend and we are delighted to announce his attendance and commitment to historic vehicles and the future.



Our Environmental Journey Towards the Future

Tom Worthington – Tree-V

Your chance to listen and engage with the new and exciting opportunity the Federation along with Tree-V has to offer in becoming more environmentally friendly. Learn about the ways in which you can help by capturing carbon whether it be on an individual or club basis.



Insurance Question Time

Greg Nock – Peter James Insurance

Previously Greg Nock with host provided us with an insight to the Club Scheme and Product Liability. This year we welcome any insurance related queries.



DVLA Question Time

Ian Edmunds

Our very own Ian Edmunds along with host will be answering some of the most popular DVLA related questions.



Making Tax Digital

Barbara Whale

New for this year and by request are details on Making Tax Digital. Practising Chartered Accountant Barbara Whale along with her host will provide you with valuable information to ensure you are following the correct procedures.



Classic Car Loan Project

Bob Wilkinson

To provide an update on the project and what you can do to be part of a unique and rewarding experience.



Archiving & Scanning Workshop

From Genus

To continue on previous Club Expo Archives sessions, we will be hosting a presentation from FBHVC Trade Supporter Genus; specialists in the field of document digitisation, microfilming and imaging hardware.

They will help delegates to better understand:

- Why you should digitise?
- What items can be digitised?
- How you digitise?
- What can be achieved?
- What standards you should meet?
- What you must do to prepare material for scanning

They will also provide an overview of their recent Genus projects to show what is possible.



Please forward your questions either via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG** or email to **secretary@fbhvc.co.uk**

Additional Club Expo Information...

If you wish to raise any questions to any of our speakers, please forward them in advance of the day to secretary@fbhvc.co.uk. Also featured will be a limited number of interesting companies we wish you to meet including Traders whose specialisms are solely for the Club industry. No conflicting businesses will be present. As well as enjoying the talks we hope for you to meet other clubs and help towards building a community of like-minded historic vehicle enthusiasts. You never know, you may learn something invaluable for your club from another!

How Much Will It Cost?

The Federation and British Motor Museum are offering the service **free of charge** and will commence at 10am and close at 4pm.

How Do I Book?

Due to space limitations, we can only take a booking for two representatives from each Club or Association. If more representatives from your organisation wish to attend, please contact Emma in the Federation office via secretary@fbhvc.co.uk. To book please send the names, addresses and contact information for each person wishing to attend either via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG** or email to secretary@fbhvc.co.uk

We hope you can attend and look forward to meeting you again (or for the first time) in the New Year.

Classic Car Loan Project Time to Grow!

Bob Wilkinson

Despite some of the sceptics five years ago, the Classic Car Loan Project (CCLP) has been running successfully giving younger enthusiasts an opportunity to have a classic car on loan for a whole year with support. Everyone in the classic car world puts encouraging the next generation very high on their list of aims. It certainly was the case when I started the CCLP and even more necessary today five years on. Now is the time for clubs (one make or regional / local) to take on the task, each managing one or two cars, using the CCLP as a blue print.

There are 23 cars out with younger drivers in the current phase

The cars range in age from 1929 (Ford Model A Phaeton), 2 x Austin 7's, 3 x thirties Morgans, through the 'fifties and 'sixties with Alvis, Triumphs, Morris Minor, Vauxhall Victor, Wolseley 1500 and have 'eighties MG Maestro and Vauxhall Viva as modern classics. What a wonderful range!

The cars have been generously offered by private owners and by clubs purchasing cars specifically to offer into the project. Owners and clubs have given individual support to the drivers throughout the loan period.

Sponsors

From the outset Peter James Insurance has not only provided a dedicated insurance scheme but has sponsored each driver with a discount voucher. FBHVC has supported young drivers from the Heritage Skills Academy and Longstone Tyres have been on hand to ensure cars were well shod. The British Motor Museum has provided facilities for meeting and use of their excellent driving area on 'hand over' days.

All the young drivers sign an Agreement with each owner on use and care during the loan period and keep in regular touch through the year. A dedicated WhatsApp group keeps the group in regular contact. I have ensured that Club magazines and websites have had their stories and experiences. Facebook and Instagram usage has dragged me into a new century!

Has anything gone wrong with the cars?

Of course... but nothing serious. On hand over day, the Morris Minor refused to leave the BMM driving area until an AA man replaced a clutch release arm, George soon learned that the Victor radiator leaked... Sarah's Ford Model A lost sparks on a hot day and needed a new coil... but all were covered by breakdown anyway so no emergency. One or two drivers have been more adventurous (with owner consent) in such work as cylinder head gasket replacement... all part of the old car scene. As a consequence, some have become more confident in taking on basic maintenance of their "modern".

Has the project been successful?

No doubt! In terms of the challenge met by young drivers... in terms of smiles per mile... attending events... and importantly all indicate that the experience has made them better drivers. The pleasure felt by owners in creating these opportunities is tangible. And the real test ?...

Of the 45 drivers involved 15 have so far become classic owners as a direct result of taking part. I have no idea how many more families and friends we have reached through the project.

Success has come from reducing risk at every stage. Car preparation, young driver selection, 'handing over' information and driving practice, insurance and agreement, individual support, feedback - all these aspects have been carefully managed.

Have we enjoyed it?

A resounding YES! The young drivers have taken on the challenge with great responsibility; owners and clubs have shared this excitement and been justified in joining the project; after over 60 years of classic ownership, I have been greatly heartened to create



the opportunity for all concerned and by the great support from all involved.

What Next? Club Expo 2022.

At Club Expo 2022 I will be making a presentation of the CCLP with the direct aim of clubs now getting involved in running their own "in house" schemes using all CCLP experience and documentation as a blueprint. In addition, I will be prepared to arrange ongoing meetings with clubs to enable them to get started down this important path.

There are thousands of budding enthusiasts out there. Let's get started!

Readers unable to attend Expo may contact me on bobwilkinson49@hotmail.co.uk or via the FBHVC secretary.

For more information please visit www.classiccarloanproject.co.uk

Keeping it green:

Carbon balancing the historic vehicle community

Historic vehicle enthusiasts can now balance their love of heritage vehicles with doing good for the environment thanks to a new initiative from the FBHVC. Last month, at the NEC Classic Motor Show, the Federation were pleased to announce a new partnership with Tree-V, a carbon offsetting company that specialises in anything with wheels or tracks. Launching this month, the FBHVC will be providing a quick and simple way for the historic vehicle community to carbon balance their emissions thanks to the planting of new woodland here in the UK.

Why is it important our community keeps it green?

Many historic vehicle owners will point out, correctly, that the carbon footprint of their vehicle is low. Its manufacturing footprint has been spread over so many years and the footprint from its emissions each year is as low as the mileage it covers.

Let's not forget, however, as much as our pride and joy attracts lots of positive attention for its looks and the nostalgia it evokes, it can also attract attention for having a grubby old exhaust pipe! If we want to keep our beautiful machines relevant and responsible in the 21st century, we need to recognise how others view them and ensure they're as green as can be.

The last thing we want is for our vehicles to only exist to be wheeled out for a quick wash and polish or a short, once in a blue moon trip. Making our vehicles eco-friendly, and shouting about it, is a way we can secure the future of our community and to attract the next generation of enthusiasts.

Hosting COP26, in November this year, has increased public interest in tackling the climate crisis and has highlighted the impact vehicle emissions have on the planet. The resolutions passed at COP26 lay a clear path to how governments will be turning our transport networks green and if we do not want to be left behind then our movement needs to show we are thinking eco and moving with the times.

What's the plan?

With this in mind the FBHVC is launching a new Carbon Capture initiative at www.trees.fbhvc.co.uk. This scheme will allow Federation members to **carbon capture** their emissions and plant new woodland in the UK, via Tree-V. Simply head to the website, select your vehicle type and pick how many miles you do a

year. It couldn't be easier, or cheaper! For example a car can be balanced for the sum of £20 or a motorcycle for as little as £15 per year! Bonus: you also receive a sticker for your vehicle to wear with pride and show off you've carbon balanced.

As you'd expect, the Federation's Carbon Capture programme embraces all historic vehicles including categories for cars, motorcycles, buses, coaches, lorries, commercials, military, agricultural and steam vehicles.

With this in mind the FBHVC has worked closely with Tree-V to tailor bespoke prices for their members, providing prices for all the vehicle categories in the FBHVC family, in bands that reflect each vehicle type's average usage. All thanks to the data from the recently published 2020/2021 National Historic Vehicle Survey.

Why do it this way?

The FBHVC were keen to secure a partner who could provide a holistic solution covering individuals through to large clubs that delivered a project in the UK. Many capturing programmes available only cover 'cars' but the FBHVC are proud to look after all historic vehicles and a simple capturing service through the Federation's own website allows every individual to feel confident in their contributions to the initiative and the planet's future.

If we as a community embrace this opportunity, imagine what we can achieve by showcasing our passion for our vehicles to the greater community and future generations to come.

The FBHVC is happy to take the lead on behalf of the historic vehicle community and provide a green banner under which we can demonstrate how much we care about our planet as much as



we do our vehicles. After researching a capturing solution for more than a year they discovered many of the solutions are global in scale. Laudable as these solutions are, they were left with the feeling that historic vehicle enthusiasts would enjoy a solution closer to home. And what could be better than planting new woodland within the UK?

Why Tree-V

Tree-V are a company set up by a family of classic car enthusiasts. In fact they were inspired to set up Tree-V when buying Myrtle, the Morris Minor! They're passionate about the environment and driving in equal measure and are determined to provide a way for their fellow enthusiasts to enjoy their hobby, while remaining conscious of the environment.

Tom Worthington, co-founder of Tree-V said *"We're incredibly indebted to the combustion engine and the way it has shaped the society we live in today. Therefore, we passionately believe that all our historic vehicles, regardless of their size, whether they are driven or ridden, should continue to be turning their wheels and racking up the miles. But let's make those miles green by offsetting and capturing those emissions!"*

***"Preserve the past,
preserve the future"***

- Tree-V

Whilst Tree-V provides the delivery of the scheme and an automotive lens to planting trees, the planting, validation and monitoring of the Federation's trees is delivered by Tree-V's tree planting partners, Forest Carbon.

Established in 2006, they've planted over 13 million trees and are certified by the Woodland Carbon Code – which is supported by the UK government and internationally recognised by ICROA (International Carbon Reduction and Offset Alliance). They make sure they plant the 'right tree in the right place' as required through adherence to the Forestry Commission standards. Think of Tree-V as the oily fingers and Forest Carbon as the green fingers.

And the final cherry on this partnership's carbon capture cake? With the FBHVC and Tree-V you can build a bespoke package to carbon capture one-off events from drive or ride outs to shows. You can make sure the miles of your participants or visitors are balanced to highlight your green credentials to your members and the communities you drive in! So, if you're in the process of organising an exciting 2022 calendar for your club, get in touch to see how you can make it even more special, thanks to an eco-twist.



The creation of new woodlands thanks to carbon capture brings a host of other benefits, including; increase in biodiversity, creation of recreational space, flood mitigation, soil and water protection and cleaner air.

"This is a very exciting opportunity and with the support of our member clubs and historic vehicle enthusiasts it provides the perfect opportunity for the Federation of British Historic Vehicle Clubs to demonstrate to the UK population that we embrace the environmental challenges ahead of us and are leading by example. To coincide with National Tree Week in late November/early December the Federation made an advance purchase on behalf of our members of 1,000 trees to be planted in Tom's Wood, near Castle Howard in Yorkshire.

This announcement marks more than 18 months of research to find a solution that we believe will appeal to all historic vehicle enthusiasts and I would like to acknowledge the support of Peter Spours on that journey. But let us be clear, we have adopted the planting of trees as a highly visible first step, we recognise carbon balancing solutions will evolve over time, the management of peatland is another option and there will be more! Please invest for the future in this new initiative."

David Whale, Chairman

What is CARBON BALANCING?

Let's talk about carbon balancing. Whilst carbon offsetting is often the phrase we hear in the media, it is actually only one of the ways you can counter those emissions coming from your exhaust pipe. There is also carbon capture and between them, offsetting and capturing, give us our carbon balancing strategy.

So, your first choice is, do you want to carbon capture or carbon offset? Let's have a look at the differences:

CARBON OFFSETTING

Should you choose to carbon offset your emissions you will be funding the protection and development of already established forestry. This means the carbon you are producing right now has already been balanced out by trees that would not be there, or continue to be there, without your intervention.

CARBON CAPTURING

Carbon capture is all about the future. Should you choose to carbon capture your emissions you will be investing in the development of new woodland. So whilst your emissions from this year aren't immediately captured, they will be over the lifetime of your trees.

How to get involved

Head to www.trees.fbhvc.co.uk or click on the QR code to see how little it costs to carbon capture your emissions and keep an eye out for updates on this initiative in future issues of FBHVC news.

For clubs interested in capturing their emissions as a group or for one-off events then please send an enquiry to hello@tree-v.com



East comes West for ACE Event

A one-off display of Cold War cars and motorbikes rocked up at the renowned Ace Café, North London, to jog people's memories in October.

Members of the Wartburg, Trabant, IFA Club UK gathered at the café on the North Circular, near Stonebridge – for the annual 'Red Oktober' event.

The annual display, promoted heavily by the club and its partners, saw the final pre-ULEZ gathering of cold war classics.

The selection of vehicles from the former 'eastern bloc' included the only Zaporozhets 968M on the road in the UK (built in Russia, rear-engine air-cooled V4) and one of only four Tatra 603 cars (built in Czechoslovakia, rear-engine air-cooled V8), on UK roads.

They joined the iconic Trabants and Wartburgs, alongside Russian, Czech and East German motorbikes. The event attracted many passers-by – locals from

the former Eastern Bloc – who were shocked to see the cars of their childhood as they drove by.

One visitor, a man who fled Yugoslavia to the UK as a child just before the 1990s civil war, was in tears as he sat in the seat of a two-stroke Wartburg 353. He shared memories of happy times before the war, being driven by his father: *"This was my childhood; it's brought it all back,"* he said.

Although a London event, most people had travelled very far with only two from the outskirts of north London. Others travelled from places as far afield as Colchester, Peterborough, Leicester, High Wycombe and Reading.

Says IFA Club Chairman Mel Holley: *"While the Café puts the date in its diary every year, we understand that in recent years turnout has been very modest. So, with the agreement of the Ace café we promoted it heavily. Almost everyone who came, did so as a direct result of seeing our publicity."*

"While the Ace Café is a great venue, it's just a whisker outside the ULEZ, so a wrong turn off the North Circular will in future bring a hefty charge or fine, so I'm not sure when we will return."

The IFA Club is the home of eastern bloc classics and its 290 members have vehicles covering a remarkable 41 makes.



A Green Car

by N. Cairns an Individual Supporter

I own a green car. It is indeed green and what follows is a bit tongue-in-cheek but as today huge companies are claiming to 'offset' their 'carbon footprint' (otherwise called pollution of this planet) by buying up Welsh mountain farms and planting trees, I see no reason we classic vehicle owners cannot follow suit. Whilst my car is painted green, it also has other claims to being green by being more than carbon neutral and in fact well into credit.

It was built in 1952 and the current statistics say the production of one car produces about eleven tonnes of carbon dioxide, one of the gasses causing the greenhouse effect heating up our planet. I've owned the car for 28 years and by now the CO₂ produced back in 1952 will have been absorbed by nature. By not buying a new car every three years I have saved the planet the pollution of nine cars, that is 99 tonnes of CO₂.

The average car today doing an average of 10,000 miles a year produces about 4.5 tonnes of CO₂. I do an average of just 3,500 miles a year, so my green car puts just over a tonne of CO₂ a year into our atmosphere. The car is maintained in excellent condition and well-tuned. I use the Classic Car companies to supply me with spares and have used MG specialists for restoration work, pumping about £41,000

into the UK economy over those 28 years (and not some foreign car maker's profits).

If we do the arithmetic (11 tonnes when made; 28 years producing one tonne a year equates to 39 tonnes of CO₂) it means I am in credit by about 60 tonnes (by not buying a new car every 3 years). So like those big companies who claim to be carbon-neutral by planting trees and continuing to goods that produce CO₂, I claim to be 'greener' than them.

(I also walk, cycle, use my bus-pass and ride a selection of 1950s British motorcycles).



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The Tamar bridge celebrated its 60th Anniversary on Sunday 24th October. The **Tamar Historic Transport Club** marked the occasion by driving a few cars over the bridge between 12 noon and 2pm. Due to the narrow gap this only applied to cars manufactured before 1961, however a few 1960s vehicles were allowed! A great day was had by all and many of the participants enjoyed a lovely Sunday lunch afterwards. (The sharp eyed might see the land rover is a 64 reg oops! We wanted a LR because we are a very rural area and this was the only one available).



The **Suffolk Vehicle Enthusiasts Club** (SVEC) presented a cheque for the sum of £5,500 to the East Anglia Childrens Hospice (EACH) on 27 September. The funds were raised from donations and a proportion of the entrance fee for those

who visited the Annual Classic and Sports Car Show on 1 August.

The event was held at Helmingham Hall and the SVEC have worked with Helmingham Hall staff for many years on this event. Lord Tollemache attended, and the cheque was presented to Georgina Morrison the EACH Fundraiser, by Colin Whitmore, SVEC Secretary. Several Club Committee and members were also at the presentation along with their vehicles.

Having cancelled the 2020 event due to the pandemic, this event happily took place in glorious weather with around 1200 vehicles in attendance.

The SVEC are proud of their association with Helmingham Hall, and EACH, and plan to continue this association. The SVEC also look forward to another successful year as they approach their 50th Anniversary in 2022.



Andy Bye, our Director of Museums & Archiving has been advising a number of Club archives since the launch of the Federation's Essential Guide to Archiving. Andy is pictured here with a Trustee of the **Alvis Archive Trust**, Chris Taylor, an **Alvis Owner Club** member and Trust supporter, Tim Parks and John Fox the archivist who manages the Alvis archive on a day to day basis. The Alvis Archive Trust is based at Bowcliffe Hall near Wetherby and retains archives relating not only to cars but also to military vehicles and to aero engines, including the post war 9 cylinder rotary Leonides.



The November edition of TR Action from the **TR Register** reports on the

'Round Britain Reliability Run' which was due to take place in October 2020. The event took place on Friday 1 October and consisted of driving around the UK using a Triumph motor car and visiting pre-arranged controls from Knebworth to John O'Groats to Land's End and back to Knebworth, covering 2,000 miles in just 48 hours non-stop. What an achievement!

Inside the covers of 'club torque' from **Club Triumph** is a dedicated 12 page feature on the Dolomite. A wonderful insight indeed!

The original worldwide 100th anniversary of the Lancia Lambda in Italy in 2021 will now take place in two parts: 2021 for the continental Europeans in Torino and hopefully 2022 with as many participants as possible in Torino and Varallo/Fobello. In 2021 the organisation lay with the **Italian Lancia Club** with the support of RILL (Registro Italiano Lancia Lambda) and LWR (Lancia World Register). About 40 participants with their Lambdas from seven countries (Austria, Belgium, Germany, Holland, Italy, Sweden and Switzerland) had registered for the celebration from 31 August to 5 September. A snippet taken from the **Lancia Motor Club** magazine. It's great to know what's happening overseas with our vehicles.

If you are a member of the **Mercedes-Benz Club** and are interested in Commercial vehicles then you'll love the third instalment of the history of Mercedes-Benz commercial vehicles. Part 2 covered early diesel development and the post-war era vehicles, whereas the November edition details the 1970s, 1980s and up to present day machines. A very interesting read!

'Jaguar Enthusiast' the magazine from the **Jaguar Enthusiasts Club** provides a lovely feature on collecting Jaguar automobilia, particularly Swallow cars.

A feature inside **The MG Car Club's** magazine 'Safety Fast' details 'One Car, Numerous Dilemmas' by Peter Cook. AO426, MG 18/80 Mk2 a.k.a. JO 770 was commissioned on 5 December 1930. While there was little or nothing exceptional about the car, there was something special about the owner - Sir William Morris. An article with some historic images.

'Albert Champion, whose initials formed the 'AC' in the AC Spark Plug brand, was one of the most colourful men in the auto industry and, by all accounts, a human spark plug.' Words taken from the **Swansea Historic Vehicle Register's**

newsletter. Also enclosed was a delightful 2022 calendar.

One member of the **Panther Owners Club** provided an insight into how he passed his test on a Panther within their November 'Sloper' magazine.

If you own a Mini and are free between 16 - 22 September 2022 you could always take part in the event entitled 'Minis to the Alps' organised by the **Mini Cooper Register**. For more information please visit www.minicooper.org

The **Series One Club** provides a pull out word search and connect the dots leaflet for all their small budding Land Rover enthusiasts. A great way to engage the younger ones!

Inside the online version of Issue 174 from **The 6/80 & MO Oxford & Cowley Club** is an article entitled '1956 Autobahn Testing of the Morris Oxford' by J Weir. Did you know that in the late summer of 1956 BMC sent a team of engineers and cars from Cowley (Morris) and Longbridge (Austin) to Germany to undertake proving trials on the new and modified engines for the 1957 'season' to see if they could cope with the high speed and long-distance demands of continental motoring? Well they did, the team comprised of 5 cars that were prototypes of new models: Morris Minor: 345 AWL Morris Minor: 346 AWL Morris Oxford SII: 347 AWL Austin A50: TOK 879 Austin A35: TOK 874.

The **Devon Austin 7 Club** are putting together plans for a short video on their club. It is intended to provide a glimpse into life with a Seven. We wish them all the best.

Inside the virtual covers of the **Colne Valley Classic & Vintage Club** Newsletter you will find part 2 of the September Evening Talk by Rosemary Smith. Topics covered were the London to Sydney Marathon Rally 1968 and the London to Mexico World Cup Rally 1970.

Boundless by CSMA are delighted to report that they have been awarded the Investors in Volunteers accreditation. The team headed by M. Grubb had been working towards the award for over 2 years. A very well deserved achievement.

Congratulations to the **Invicta Military Preservation Society** on their 40th Anniversary.

If you're looking for that perfect gift, the **Oxford Bus Museum** report no Christmas shortages in their Museum shop! It's well stocked with models,

books, jigsaw puzzles and Christmas cards. As well as boxed models there is a selection of unboxed models of cars, vans, military vehicles, which are ideal as stocking fillers as are museum badges, pens, pencils and fridge magnets. For the bus enthusiast, why not give a copy of 'The Book of Oxford Buses and Trams', which was published by The Oxford Bus Museum Trust Limited. It is only £9.99 and provides a readable history of the development of buses from 1881 to 1980. Also, for the younger enthusiast we can report that Father Christmas will be visiting the museum on Sunday 12 and Sunday 19 December when they shall be offering bus rides at 12.15pm and 2.45pm.

The **Surrey Vintage Vehicle Society** showcased one of their heroes in their November publication. The feature, Surrey Motoring Heroes, concentrated on Beatrice (Tilly) Shilling (written by J Alderton) starts...

In 1957 I did a conversion course onto the Vickers Varsity in which a whole day was devoted to the operation of the carburettors of the Bristol Hercules engines. These were 14 cylinder sleeve valve, 38.7 litre radial engines developing more than 2,000 b.h.p. and the carburettor had to cope with absolutely everything that flying would subject it to. It delivered exactly the correct mixture under all conditions of flight: temperature, altitude, humidity, throttle setting, engine revolutions and, if necessary, it did all this upside down! This carburettor was an incredible piece of pure engineering genius. At the conclusion of the tedious, day long lecture, the instructor dumped the carburettor on his table and said, "... and that, gentlemen, was designed by a woman".

Edwin Charles Ellis (Barry) Baragwanath (1884-1961) had two great claims to fame, in addition to a full life as a qualified engineer and holder of many world records on his tuned racing motorcycles during the Brooklands heydays in the twenties and thirties. The first occurred before WWII in daring to fit a blower to George Brough's fastest 996cc 'Brough Superior' plus a sidecar, to gain a 'Gold Star' and world record mile and then, after the war, helping to save the oldest road racing club in the world, BEMSEE, or the British Racing Motorcycle Club, from extinction. Words by B. Southcombe inside 'Roadholder' the magazine of the **Norton Owners Club**.

Covering three double pages inside the magazine of the **Scottish Vintage Bus Museum** is a glorious feature by G. Fraser on '50 years of Bus Preservation...and associated activities!'. A wonder read and great to see so many interesting images.

An interesting feature adorns one page of the **South Hants Vehicle Preservation Society** magazine on how much cars cost in the 1960s. According to their data 'the cheapest car for sale in the UK in 1965 was the Fiat 500. You could buy one for £470.' 'The two best selling cars of the whole decade were the Ford Cortina and the BMC 1100/1300. Both were introduced in 1962.'

The **Sentinel Drivers Club** report on assisting one of their members in tracing family links with 'George Lewis Timber Merchants' from Reading in Berkshire. The member had found a picture on eBay with the firms' livery on a Super-sentinel Tractor. With the Clubs assistance certain details were found. A truly sentimental story from the Sentinel Drivers Club!

'In an endeavour to better understand the development of local public transport in Scotland, a study was made of the build up and decline in the number of known bus operators across the whole of Scotland.' With the assistance of the PSV Circle's data some interesting facts were found. 'In summary, it emerged from the survey that the peak of operators was a total of 947 in 1926, this maximum dropping to 520 in 1939.' These excerpts were taken from a feature entitled 'Very Early Albion Buses in Scotland' from the magazine of the **Albion Club**.

The **Foden Society** always delight their members with lots of varied images within their publication 'Foden Society News'. The October edition is no exception.

It always amazes me with the number of items for sale/wanted adverts within the pages of 'The Cultivator' the newsletter from the **Vintage Horticultural & Garden Machinery Club**. The October edition boasts 2 full A4 pages! Surely this is the most any club has published for quite some time!



2021 marks the 50th anniversary of the Morris Marina. Congratulations to the **Morris Marina Owners Club**.

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