

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 4 · 2023

THE ISLE OF MAN CLASSIC TT PETROLHEAD HEAVEN

Plus

Drive It Day 2023

More vehicles, more participants than ever before

The Enduring Appeal of A Peel

Single seater seldom out of the limelight

Celebrating Anniversaries

Plenty of them in 2023

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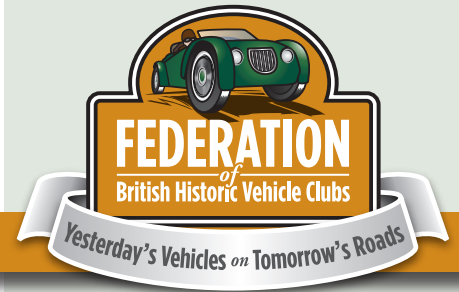
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Editorial Andrew Fawkes | Editor | editor@fbhvc.co.uk

Now that the historic vehicle season is in full flow (in the northern hemisphere), it seems that I'm having to decline more opportunities to go to events than I can possibly accept. It's a nice problem to have and illustrates how many events there are now in the growing and ever popular classic and historic vehicle sector. The rapid growth of 'cars & coffee' venues is another attraction that competes for the time available to spend in, rather than under, our historic vehicles. However, I mentioned last time that museums are usually high (highest?) on my list of places to visit either during a tour or as a destination for a day out, and that remains the case for me. Andy Bye shares my sentiment in his article on page 12.

A trip to the Isle of Man a couple of weeks before the TT races served up the dual treat of visiting the two museums at Jurby and seeing a local car meeting in action. You can read about the little Peel cars on display in the IoM Motor Museum in Roy Dowding's excellent article on page 16.

Driving around the island felt like making 'history in progress' as we flashed past marshals' posts, grandstands (empty) and circuit markers. There were no lap records broken (unlike two weeks later: 136mph for 37 miles on a motorbike, can you imagine?!) but it was a fabulous tour and one well worth undertaking if you're looking for inspiration.

I then enjoyed a mid-week trip to Devon and stumbled across the delightful Moretonhampstead Motor Museum. We were greeted on arrival by owner, Frank Loft, who gave a very welcome short introductory talk (as he does for all visitors, apparently) and his MG Magnette standing sentinel in the doorway. I was made aware of the model by Neil Cairn's article (see page 20) and so took a couple of photos in case they were needed. I dare say I may otherwise have given the car less attention. Learning about perhaps lesser known makes and models is an unexpected benefit of doing the

editor's job. The Zagato Zele on page 11 was another that passed me by in period, although probably not literally. A look around the museum revealed numerous terrific stories about the exhibits and how they came to be on display in Devon.

As usual, it's the people's stories that bring the exhibits to life. Those stories continue with every historic vehicle event we attend.

As we arrive, it's sometimes hard to get to the desperately needed coffee as eager enquirers ask about the car's top speed, mpg, etc. After the last edition of *FBHVC News*, I was contacted by Dennis Duggan who picked up on Michael Ware's comment in *Club Chatter* about the lack of information sheets in/on historic vehicles at shows. He, like me, keeps a laminated sheet in his car. It not only informs enquirers when he's not with his car (escaped for coffee, perhaps?) but also starts conversations as readers seek more detailed information from him. I also carry a version in the local language of any country I'm driving through/to. Each one ends with an apology that the Google translation may not be perfect. Those sheets also start conversations that, sadly, I'm sometimes unable to progress!

Regardless, as always, our historic vehicles create smiles, conversations and mini histories when and wherever we go. Long may that continue... as is the Federation's aim.

Andrew Fawkes

Andrew is a member of the Aston Martin Owners Club and the Classic & Historic Club of Somerset. He has contributed many articles to publications and websites, mainly about Aston Martin. He qualified as an advanced motorcycle instructor in 1982. His role as editor enables him to combine his passions for classic cars, motorbikes and apostrophes!



President: **Lord Steel of Aikwood**
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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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The views and opinions expressed in this publication may not reflect the views or policies of the FBHVC.

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DRIVE IT DAY & RIDE IT DAY 2023

This year's Drive It and Ride It Day events in support of Childline® involved more vehicles, more people and once more spanned the globe, well almost! The home nations' historic vehicles clubs are of course always well represented, along with perennial support from the Channel Islands. You may recall from Issue #3 that friends in Australia sought rally plates from us to display at their local events. Perhaps other international clubs can fill in the geographic gap in future years so that Drive It and Ride It Day becomes a truly international affair!

Windsor

The second 'coffee & cakes' Drive It Day event held at Castle View Retirement Village in Windsor attracted some 35 classic cars and raised £444 for Childline®, well up on last year's event.

Three Aston Martins, a 1957 Bentley S1 Coupé, a 1966 Mustang and, with a remarkable 290,000 miles on the clock, a 2004 Lamborghini Murciélago, whose owner also provided sponsored rides.

"Although the weather wasn't as kind to us as last year, we were so pleased to see the number of cars arriving, the enthusiasm of the owners and the amount raised for the NSPCC - our residents did us proud with all the cakes they baked and sold - a record! This is now a regular fixture in our events calendar!" commented Robin Hughes, CEO of Castle View.



Above: Lamborghini and cakes went down well at Castle View's Drive It Day coffee morning (Credit: LawsonClarke PR)

Right: Breath in! The Castle View annual event is becoming increasingly popular with car owners (Credit: LawsonClarke PR)



Tom Keene (right) receives the keys to 12 months' pre-war car 'ownership' from Great British Car Journey founder, Richard Usher (Credit: GBC.J)

Loan Car Project

Drive It Day also saw the official handover by the Pre-War Austin Seven Club of their loan car (a 1933 RP Box Saloon) to its latest custodian, Tom Keene. The scheme provides a full year of car 'ownership experience' to young people who may otherwise have no opportunity to try such things. The handover took place at the Great British Car Journey in Derbyshire.

Tom was inspired to apply by watching the exploits of previous custodian, Liam Murphy, on Liam's excellent YouTube channel that documented his experiences as the car's 'owner'.

It's great to see how modern communications methods are being used to help inspire the next generation of the historic vehicle movement.



bit.ly/3CP3NZY



A stop off at Bill Rawles' workshop en-route to the Solent Sky Museum for the CSMA Centenary drive. Proof that Drive It Day rally plates suit all types of classic cars (Credit: Malcolm Grubb)

Down Under



Chris Martin, president of the Australian Motorlife Museum, asked us to send him DID rally plates to display on National Motoring Heritage Day in New South Wales.

“On the third Sunday of May over here we have National Motoring Heritage Day which is an excuse for all old car owners to get their vehicles out and take a drive, much like Drive It Day in the UK. Some go their own way, but many clubs organise shows large and small to attract members and guests.” Some of these events are fund-raisers for charities, and the Australian Motorlife Museum just south of Wollongong is promoted as a suitable destination attracting visitors from anywhere between Sydney and Canberra. All proceeds from this event help support the museum, a not for profit charity itself. This year saw a good mixed display and although Chris Martin, the museum’s President, had ordered a Drive It Day plaque to show on the front of his Amilcar, he was too busy helping out on the day and only got to drive a short distance before he was needed back at the museum. Is this the furthest a Drive It Day plaque has been?



New NG Owners Club chairman, John Watson, took his Drive It Day rally plate with him to Queensland where the locals made him very welcome (Credit: From the NG Owners Club magazine)

Colourful selection from a non-club Drive It Day outing from Lancashire to Yorkshire. Organiser, Keith Oldham, was surprised when his expected turnout of 6 to 10 cars became 25 plus 3 motorcycles. He’s planning more Drive It Days and other driving days in between! (Credit: c/o Keith Oldham)



24th Annual General Meeting

Saturday, 14 October 2023

The 24th Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on **Saturday 14 October 2023** at the **British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ** at **10.30** for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 8 October 2022 as made available to members in November 2022 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2023
3. Election of Directors [See note 2 below]
4. To receive the Reports of the Directors

Notes:

1. The financial statements, directors’ reports and the proxy form will all be distributed to club nominated contacts in late August.
2. Nominations for directors to fill the posts of Deputy Chairman & Skills, Research, Events & Technical and Communications are required by 25 August 2023. Nominations from Member Clubs should be sent in writing to the secretary: (secretary@fbhvc.co.uk)

CONFERENCE

Saturday, 14 October 2023, commencing at 2pm.

The Conference programme is currently under development.

COST AND REFRESHMENTS

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

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

All non-member/supporter tickets should be ordered from the FBHVC secretary (secretary@fbhvc.co.uk) by no later than Friday 6 October.

Preferred payment can be made via BACS (Account Name: FBHVC Ltd, Sort Code: 30-65-85, Account Number: 47342260). Alternatively, you can send a cheque payable to FBHVC Ltd and post to:

FBHVC, PO Box 1563, Peterborough, PE1 9AU, or by card by telephoning **01708 223111**.

Introduction

Though not quite ready for Drive It Day events, my Riley attended its first major event in May, the Abingdon Air and Country Show. This civilian organised event at the former RAF Abingdon seeks to recreate some of the atmosphere and excitement of the many major airshows which took place there, post war. The Riley was a substitute for my flying machine which inconveniently was undergoing its annual maintenance. As well as a crowd-pleasing air display, there was a good selection of historic vehicles including some fellow RMEs and a fine collection of 1950s lorries. It occurred to me that if the classic vehicle section of the show was photographed in black and white, it would resemble the visitor car park at one of the major shows of the 1960s!

I persist with trafficators on the Riley which, from the facial expressions I see in my mirror, are increasingly a source of surprise. A right turn is always supplemented by a hand signal. I fully endorse the decision of those who have fitted indicators either as an addition or in place of trafficators. However, the fact that complete originality can be maintained is thanks to the efforts of our forebears who fought for earlier generations of vehicles to continue to operate without the need to conform to later vehicle design and equipment standards. This is an issue we remain vigilant about.

Illustrated by Lindsay Irvine

That said, Ian's DVLA columns increasingly reflect a growing punitive, incomprehensible and often inconsistent approach by the agency towards ANY modification or repair to historic vehicles, even those alterations which were approved of or even encouraged by the authorities in earlier years such as the fitting of seatbelts or roll bars. The Federation is working flat out in this area, so keep a close eye on Ian's column to view progress.

My issues for this edition are perhaps less gripping; the usual update on CAZ/LEZ focusing again on Scotland; a note on public liability and risk and parking in the 'Green era'.

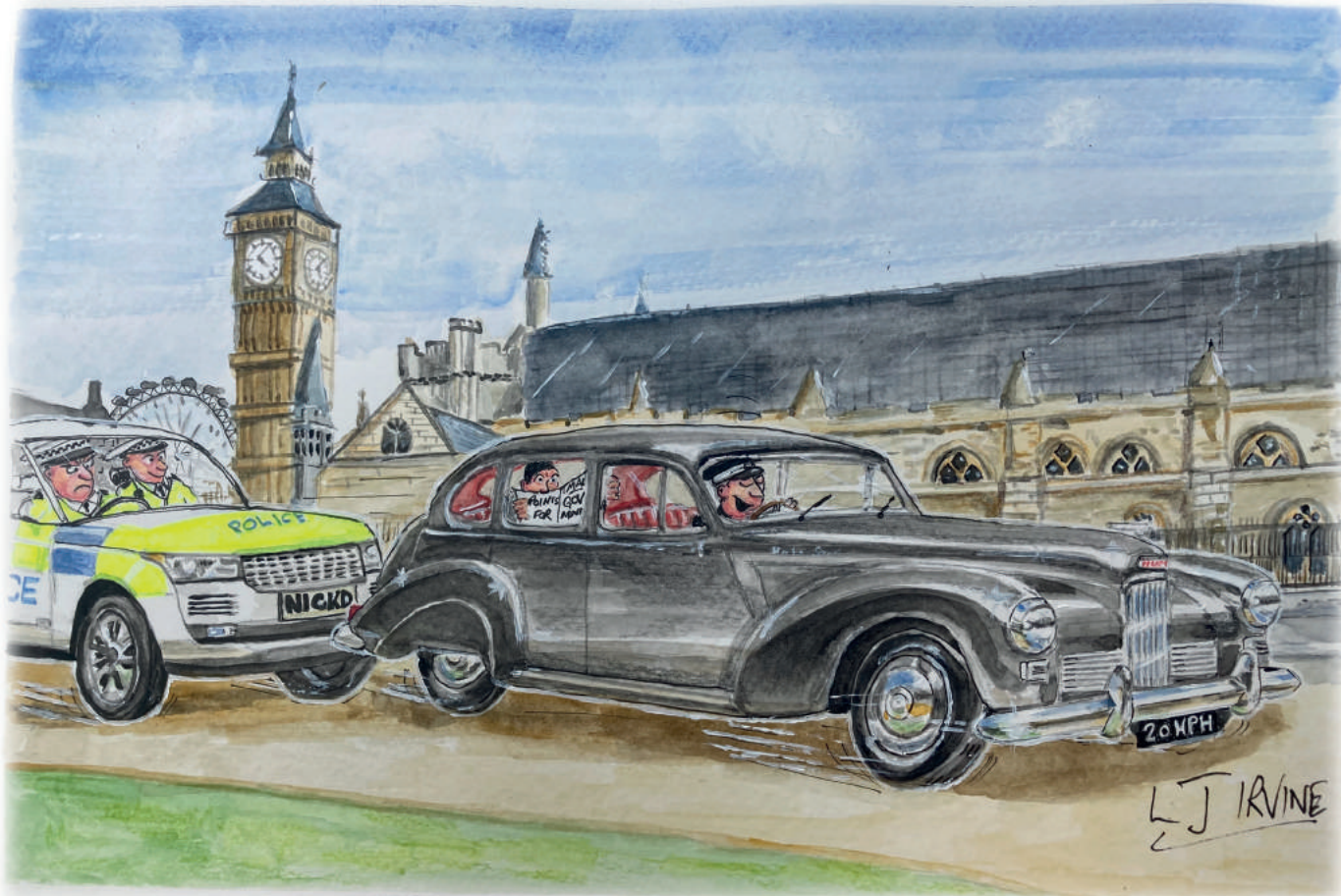
Environmental Matters

Guide to Clean Air Zones (CAZ)

To add to the newly updated FBHVC website page with its comprehensive guide to the growing number of Clean Air and Low Emissions Zones (CAZ and LEZ) in the UK and of course the Government website which is the authoritative source, I would like to put in a small plug for an additional commentary on the topic. Though by no means a formal database and likely to become dated quite quickly, *Autocar* published a readable commentary on this area, linked below.



bit.ly/46qDs1S



"It's the P.M.'s idea, Sir - he thinks bringing back the Humbers means fewer Ministerial speeding tickets!"

London ULEZ

Barring a legal or political miracle, the expanded London ULEZ will be coming into force as this issue is published. I will refrain from repeating what has already been covered extensively in this column (FBHVC News 2/2023). Whilst we understand the chagrin of those whose cars are close to being historic in UK terms and sympathise with those whose vehicles are historic by the international definition, the fact is that the same class of historic vehicles that are exempt from charges in every other CAZ or LEZ in England, is exempt from the London ULEZ. It will be obvious from press coverage that many of those advocating a lowering of the age-related exemption to 30 years based on the apparently more generous international definition, wish to use their older cars for the daily commute without charge. What I have not emphasised before and what lower threshold advocates often overlook, is the FIVA definition of an historic vehicle comes with strings:

“FIVA defines it as a mechanically propelled road vehicle at least 30 years old, preserved and maintained in a historically correct condition, which is not used as means of daily transport and which is therefore part of our technical and cultural heritage”

We know from their consultations on a wide variety of transport issues, whether it be CAZ, MOTs or tyre legislation, that the Government accepts what our surveys suggest that historic vehicles are almost invariably used for leisure and pleasure and not for daily travel. Indeed, it is largely on this basis that we enjoy our current exemptions. There is no monitoring or declaration process or any “ban” on the occasional commute. However, it is not fanciful to conclude that a demand for wider categories of an exemption might prompt greater concentration on this issue and result in a constraint on our existing freedoms.

Scotland

Since the last issue, the Glasgow LEZ is now up and running. It is astonishing how the mainstream media shifted from almost complete lack of interest to near hysteria on 1 June with belated complaints on behalf of non-compliant vehicle owners. I am happy to say that whether planned or in response to our regular inquiries about how the checking and identification system was going to work, the LEZ checker seems to recognise the exemption for vehicles more than 30 years old. This is obviously a positive indicator for the 3 other Scottish LEZs due to go live next year.

Risk Assessment and Liability & Exclusion Clauses

A topic which regularly features in our postbag comes under the broad headings of risk, duty of care and personal and public liability insurance cover. The separate but related area of liability exclusion clauses, particularly those on entry forms for competitions or non-competitive touring events, also features regularly. The law, particularly in the personal injury field, is often complex and scenarios nuanced and facts dependent. Yes, clubs will have duties in respect of safety and security when organising events. However, the level of risk assessment and mitigation to fulfil their duty of care, will obviously vary according to the type of event. Generic guidance is available on the HSE website and club public liability insurers may

have their own advice or guidance but we cannot advise on specific scenarios.

Yes, public liability can be excluded in relation to certain eventualities and an event organiser is entitled to expect a participant to understand risks inherent, particularly in competitive motorsport events, and to have their own road compliant insurance for events on public roads. However, liability for personal injury or death of members of the public cannot be contractually excluded. Beyond such broad explanation of legal principles, readers will understand that the Federation is neither resourced nor has a mission to provide specialist legal advice. However, we are considering how we might provide some more generic guidance in this area or more helpful direction to reliable sources.

Parking

A further matter which has recently exercised the mainstream media relates to one which we have been monitoring for some time – charging for parking by local councils. The proliferation of ‘digital payment parking solutions’ i.e. parking Apps, has caught the eye of motoring journalists whose concern is the decline in the ability to pay by cash or card at machines, with only automated phone or App options available. Not only can these be time consuming and complex, but there is a worry that they discriminate against less ‘digitally savvy’ citizens. Essentially, I would agree with both these contentions whilst accepting the local authority position that cash and card machines are expensive to maintain, frequently broken into and are open to ‘skimming’ by digital fraudsters. There is another incentive for councils to go digital which is the area we are interested in. I thank the reader who has brought this new angle to our attention.

For some time, particularly in London boroughs, resident parking permits have increasingly featured CO₂ emissions as a determinant of the cost of the permit. Essentially, the fee for the permit has been based on the CO₂ emissions of the vehicle as recorded on the DVLA database. For

pre-2001 vehicles (almost invariably cars) where CO₂ emissions are not available, the fee has been based on engine capacity, usually delineated in 2-5 categories (0-1000, 1000-1300, etc.) or based on the 2 engine capacity VED bandings. Obviously, HVs could be affected but our incentivisation to act was constrained by a number of factors. Namely, the relatively small number of historic vehicles likely to be involved, the lack of any centralised policy maker for us to deal with and the fact that a total exemption (such as for VED) would not be regarded as fair or sustainable. For many authorities, even zero emission vehicles were still going to have to pay for the privilege albeit at a low level.

What our correspondent has brought to our attention is that the companies behind the parking Apps are now able to offer and provide to local authorities the same CO₂ based parking charges for all situations not simply on-street resident parking. Thus, no longer are councils constrained to charge for parking in one of their carparks solely based on time, but the App algorithms will permit differential charging according to emissions (or engine capacity) as appropriate. Since this is likely to spread, we will have to consider what, if any, action is fair and practicable on our part given that a total exemption is unlikely to succeed.



Lindsay Irvine

Lindsay is a qualified barrister who spent over 30 years as a commissioned Legal Officer in the Royal Air Force and continues to practice in a regulatory capacity. A car and aviation enthusiast from boyhood, he has owned a Riley RME for over 25 years. Counting coach driving amongst his qualifications, he is a member of several car and aircraft clubs and a Fellow of the Royal Aeronautical Society.

The FBHVC was instrumental in testing aftermarket lead replacement additives for unleaded petrol and corrosion inhibitors for ethanol containing petrol and historically endorsed several fuel additives. The FBHVC continues to support the use of aftermarket additives for lead replacement and corrosion protection where appropriate.

Fuel additive approval requires extensive performance and no-harm testing to validate performance claims and safe use in classic and historic vehicles. The FBHVC has therefore decided to cease endorsement of aftermarket fuel additives as it is difficult to keep up to date with fuel additive formulation and performance claim changes and is expensive to test their respective performance in classic and historic vehicles.

The fuel additive aftermarket is mature, and many classic and historic vehicle owners have good experience of using these additives to protect their vehicles from damage. The FBHVC recommends that this experience is shared via member clubs to their membership to help select appropriate fuel additives. The FBHVC will continue to recommend that lead replacement and corrosion inhibitor additives are considered by FBHVC members but will not make specific manufacturer recommendations or endorsements.

The FBHVC welcomes feedback on members' experiences with fuel additives so that they can be shared with member clubs and any issues highlighted. The FBHVC will continue to provide advice on fuel quality to member clubs and their members including the appropriate use of fuel additives to protect classic and historic vehicles.



We have received some enquiries following recent news coverage about Esso changing its approach to adding ethanol to their fuel. In the next edition of FBHVC News, Nigel Elliott will explore this further along with providing tips for laying up over winter and other fuel-related matters.



Nigel Elliott

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

In the last issue, Ian stated that the Federation was pursuing the outstanding and concerning DVLA issues by all means available to it. One of the very valuable routes we can use is via the very supportive All-Party Parliamentary Historic Vehicles Group (APPHVG) and its Chairman, Sir Greg Knight MP. I was recently able to attend two meetings in Westminster, firstly an exclusive APPHVG meeting on the 21st June where the cross-party group wholeheartedly endorsed the Federation's position. Thanks to sterling efforts by Sir Greg, this was followed on 27th June by a meeting with the Minister for Roads, Richard Holden MP, whose remit includes the DfT Executive Agencies DVLA and DVSA.

We spent 30 minutes with Richard who listened intently to the concerns we expressed with regard to our recent interaction with the DVLA and the current challenges over the registration of historic vehicles. We recognised that technical challenges should be resolved with greater involvement of the DVSA team. The Minister was particularly keen for his people to work more closely with all organisations involved and very senior members of the DVLA team in Swansea joined the meeting by audio conference. It was agreed that the next formal meeting of the Historic Vehicle User Group will be scheduled within the next few weeks.

Reviewing the meeting afterwards, Sir Greg and I concluded it was a successful outcome. We will follow up on all these issues as appropriate and Ian will continue to report progress in **FBHVC News** as usual. If members have any particular concerns please advise the Federation team accordingly.



David Whale with Minister for Roads, Richard Holden MP on his left and Sir Greg Knight MP on his right



David Whale

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

Events

I promised you all a report on the FIVA World Rally in Portugal, an event with 100 historic vehicles taking part with participants from 11 countries and a large contingent of British made cars. These included Jaguars, MGs, Bentleys, Rolls Royces and two Minis.

One Mini was a well prepared 1275 Cooper S and the other was my completely standard Mini 850 from 1962. Being more used to a Cooper S it was a real shock to have only 35 BHP available, drum brakes, a gearlever with so much free play that you needed to remember which gear you used last - as the gearlever 'rest position' was the same regardless of gear engaged. It was even more bizarre as it was a right-hand drive Mini (having originally lived in Mozambique) but with a KPH speedo and odometer. We really struggled on any uphill roads (there were lots of them, of course) but downhill the Mini was magic – despite the drum brakes! Entrants could choose to enter a Touring event, or a competitive Regularity event. Both used the same roads, roadbooks and route, but the Regularity group were set off 30 minutes ahead of the Touring group so that the 'competitors' were not compromised or held up by the 'Tourists'. The event was well received by entrants, the dignitaries of the towns visited and, importantly, the general public and their children. If you fancy taking part in a UK Scenic Tour then the HRCR scenic-tours-series is worth a look. Please see the link opposite.

In 2023 we have also run FIVA World Events for a motorcycle centenary celebration event in Austria, another car one in Mexico and in July will be running our first ever World Event for Utilitarian vehicles in the Netherlands. Please contact me if you are interested in finding out more about these events and those already scheduled for 2024.

By the time you read this I will also have taken part in the Mille Miglia and Le Mans Classics, where I will be working alongside the FFVE, which is the French equivalent of the FBHVC. The spirit of cooperation between these two National Federations is very important to the future of the HV movement in Europe, especially where Sustainability is concerned. In my FIA and FIM roles, on behalf of FIVA, it's clear that a coordinated 'top down' strategy is already having an impact on organisers and events at National Level. If interested, please use the link opposite.



Malcolm Grubb

Malcolm spent 10 years as a government scientist before specialising in Business Systems and IT on a global basis. He now runs his own business systems consultancy. In parallel, he has been an active competitor, organiser and marshal and has held many committee and director roles within UK based motoring organisations and clubs.

FBHVC Events Calendar

The events calendar is looking very healthy with events listed all the way to May 2024. There is plenty of room for more though, so please make use of this free 'publicity'.

Useful links.

FBHVC List your event <https://www.fbhvc.co.uk/list-your-club-event>

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

HRCR Scenic Tours <https://www.hrcr.co.uk/events/category/scenic-tours/>

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

FIA-FIVA-FIM document <https://www.fia.com/multimedia/publication/securing-future-our-motoring-heritage>

Drive and ride safely and have fun.



Malcolm and Madeleine Grubb enjoying a sunny moment in neutral



A fine array of British classics grace the Portugal rally

Heritage Engineering Skills

Needs & Requirements of Heritage Engineering

Can You Help with this Research Project?

We are seeking e-mail responses to a series of 5 questions listed below. If, having read the following background information, you are able to assist, you will not only be helping an important aspect of our work in the historic vehicle sector, but also a Masters-level degree student who is undertaking the analysis on our behalf.

Background

As you may know already, my role as the research director, and the FBHVC's survey of the heritage vehicle sector are inextricably linked. Our ability to track industry trends over time has provided the FBHVC and our membership with data about our contribution to UK plc that would otherwise be unavailable or inaccessible. The disruption caused by the Covid pandemic to what was becoming a seamless transition from one survey to the next, has enforced an unusual gap between the previous 'large' survey and the roll out of the next.

In the meantime, we (notably my predecessor, Paul Chasney) have undertaken smaller, exploratory research projects, e.g. around climate change and TreeV. This work will continue as we build up towards our next 'flagship' survey in 2025.

Which brings me to this request...

Heritage Skill Sets Research

Engineering education in the UK has undergone significant changes, reflecting both technology and consumer requirements. However, whilst this should be largely beneficial, there is a concern that it may overlook the needs and requirements of heritage engineering.

The FBHVC, as an advocate for the continued use of historic vehicles, would like to understand if there is any misalignment in the skills sets required for heritage, as opposed to current, engineering. The following questions are an invitation to contribute to this endeavour and are deliberately set at a high-level, targeting:

- Assessing/confirming if the sector considers that there is a skills gap.
- Isolating possible reasons for any apparent gap.
- What corrective actions can be identified.
- Identifying barriers to implementation.
- Investigating what role should sector organisations take in responding to the above.

The Survey Questions

Question 1

Do you consider that there is a skills gap in the historic vehicle sector and if so, where is this skills gap most acute (i.e. is it across all skills or aligned to particular skills)?

Question 2

On what basis have you answered the above question (i.e. if there is a skill gap, what are the possible reasons for this skill gap)?

Question 3

What are the appropriate corrective actions that should be taken to close a skills gap?

Question 4

What are the barriers stopping these corrective actions being implemented (i.e. is it financial, policy and/or other)?

Question 5

What is the role to be played by sector organisations and are you aware of the actions that they are presently taking (e.g. the FBHVC and its support for the Heritage Skills Academy apprenticeship scheme)?

Next Steps

Please send your answers to any/all of the above questions to: research@fbhvc.co.uk

The information you supply will be analysed by a research student who is undertaking a Masters-level degree course and, through the host institution, has the relevant ethical approval in place dealing with anonymity, data security and retention, copies of which can be forwarded upon request.

The intention is to analyse the responses to establish themes and then to interview key stakeholders including the FBHVC chairman, David Whale, and the Skills Director, Karl Carter.

This research will evaluate whether activities (ongoing, planned or otherwise) are aligned to the requirements of the sector and those that the sector interacts with, i.e. external funders and the wider economy.

Hopefully, this will be the first of many smaller 'investigative' actions that will set the scene for ensuring that we continue to collect the right data in the larger flagship surveys.

Providing the FBHVC and its membership with the evidence and arguments in support of our activities and the contribution we collectively provide to the economy and wider society is a key aspect of my role.

Zele Bags Authenticity Award

There are some classic vehicles that seem to exist mainly to make people smile. The Zagato Zele is perhaps a good example.

“A Zagato what?” would be a common response.

In 1974, the famed Italian styling house created an all-electric 2-seat microcar based on a Fiat 500 chassis. It's claimed range and top speed was 40 kilometres in one hour. About 500 were produced until 1976, with many being exported to the USA where some were extended to provide four seats.

The project was in response to the oil shortage of the time. It was also harking back to a period when, as many readers will know, electric cars dominated the early developing automotive industry... plus ça change anyone?

Our very own chairman, David Whale, has owned a stunning example in period orange (one of 6 colour options when new) since 2019. Some members will have seen the car on the FBHVC stand at the NEC Classic Car Show.

A chance conversation at this year's Retromobile Paris resulted in an invitation to enter the little car in the Concours Dinard Elégance. The event, over 3 days, necessitated carrying spare batteries for the mobile aspects of the event. Might that be an innovation for the modern EV industry to adopt?

It's perhaps not a surprise that the little orange Zele stood out against such historic automotive luminaries as Delage, Delahaye, Alfa Romeo, Stutz and Packard. It stood out even more when it was awarded the FIVA Spirit (Authenticity) award. That result brought a few more smiles to the gathering.

The event report stated: “Not only is it a great case of superb conservation, but also makes a very fine case for being an electric historic vehicle—yes, FIVA isn't against electric vehicles if they are more than 30 years old!” The French regional press also featured the Zele in an article supporting the historic vehicle movement.

David commented, “Wouldn't it be good if car batteries could be charged by smiles because in Dinard the Zele's 'smilometer' always registered full!”



Smiling winners, David and Barbara Whale, were suitably attired (Credit: Gautam Sen)

MUSEUMS

As we get into the swing of the Summer there are just so many events and venues to visit, we are all faced with almost too much choice, which is a nice position to be in.

One event you may consider is over at the British Motor Museum where they have just opened another exciting and thought-provoking exhibition entitled **“Transitions: The Impact of Innovation”** which will run until summer 2024.

The exhibition explores the technologies that are bringing cars into the future and considers their effects. The car has shaped our world for the better, but also for the worse. As the motor industry strives to find cleaner, safer, and more efficient ways to get us around, the exhibition will look at what its developments mean for our cars.

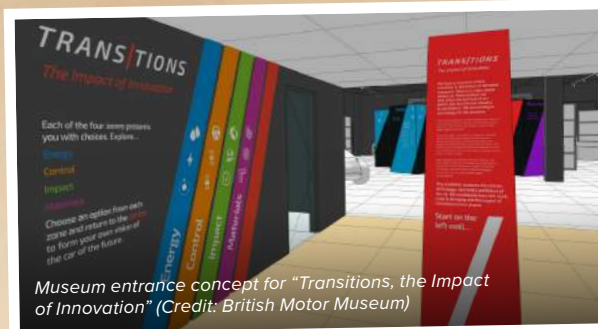
In the past, the British Motor Museum has inspired curiosity about the future of the car, and this exhibition will revisit concepts explored in their 2019 exhibition ‘The Car. The Future. Me’. However, this brand-new exhibition will bring a fresh perspective, delving into the practical thoughts and ideas surrounding these new technologies. Visitors will leave the exhibition with a greater insight into the direction car engineering will take in the years to come and how this will affect our day-to-day lives.

The exhibition uses a combination of cars and interactive stations to illustrate areas of future development, such as how cars will be powered, their impact, the materials they use and alternative methods of control. Several vehicles will be on display, including a hydrogen-powered Riversimple

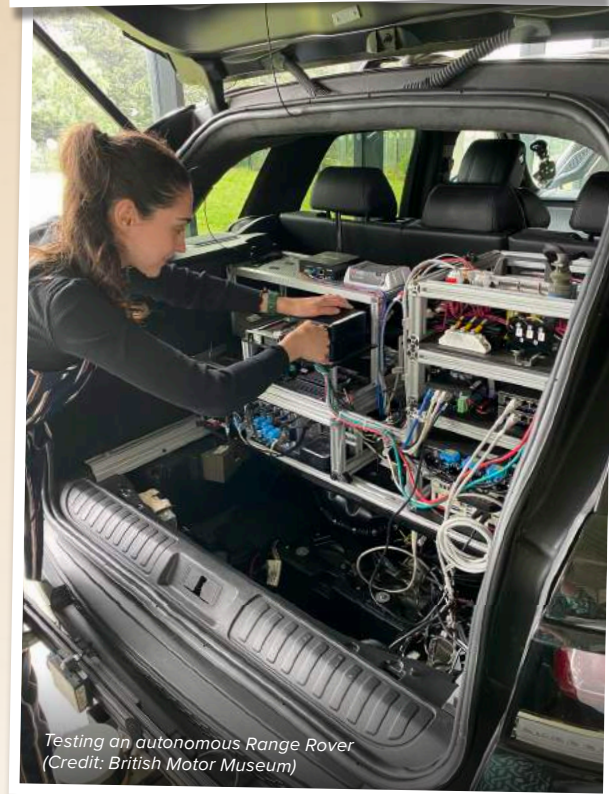
Rasa and a sectioned Nissan Leaf electric car, alongside interactive elements which allow comparisons between different technologies.

Stephen Laing, Head of Collections at the British Motor Museum, told us: *“We’re delighted to open this fascinating new exhibition. We are in a period of radical change and can see how quickly cars are shifting. Fobs, keypads, push buttons, and smartphones have been steadily replacing the familiar key turn. Electric motors are slowly supplanting internal combustion engines, while drivers are being supplemented with autonomous controls. Transitions will look at what the car will become in the future and how the industry will take us there.”*

Access to the exhibition is included with standard museum admission tickets and don’t forget the museum has held its visitor prices for 2023, offering even greater value! Museum entry costs just £40 for a family in advance or £44 on the day, £14.50 for adults in advance or £16 on the day, £12.50 for concessions in advance or £14 on the day, £9 for children (5-16 years) in advance or £10 on the day, and under 5s go FREE. There is also the option to Gift Aid or donate your entry fee at the time



Museum entrance concept for “Transitions, the Impact of Innovation” (Credit: British Motor Museum)



Testing an autonomous Range Rover (Credit: British Motor Museum)

of booking and upgrade your ticket to an Annual Pass in return, at no extra cost. More information can be found at: <https://www.britishmotormuseum.co.uk>.

If you enjoy model cars, why not visit the Cloverlands Model Car Collection which is now housed at the Welshpool & Llanfair Light Railway station in Llanfair Caereinion in Powys?

The museum is more than just models and is in fact a sublime piece of motoring social history. Its core is the collection gathered by Gillian Rogers who, when she was a child, was given two model cars by her father and this fired her lifetime enthusiasm for motoring and collecting.

She not only collected models, but built and commissioned cars large and small. She

drove all over Europe, visiting classic race circuits and was a member of the Veteran Sports Car Club and The Society of Motoring Historians.

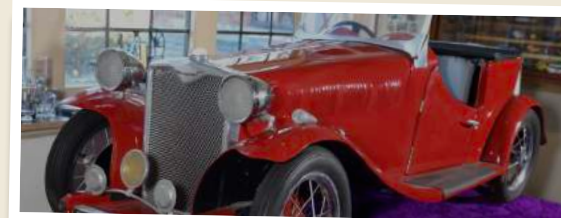
The Museum is entirely self-financing and is open to the public on Saturdays, Sundays and most railway gala days from 10.30am – 4.30pm.

You can of course combine your visit with a ride on the fabulous steam railway too and have a great day out.

More details can be found at www.cloverlandscarmuseum.com



One of many displays at Cloverlands



Models large and small feature at Cloverlands



Andy Bye

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



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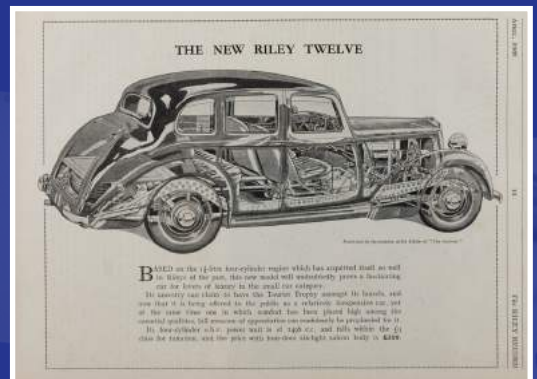
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Antifreeze Something to Think About in Summer



As the fine weather of Spring slowly displaced the incessant rain, the Federation received a query about antifreeze from one obviously far-sighted club.

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. There are some alarming stories around relating to the use of some of these in historic vehicles which go beyond the well-known tendency of antifreeze to find the tiniest hole and cause leaks and in some cases lead to catastrophic engine problems. Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both are declared suitable for 'classic cars' on their company websites. Halfords also sells this type of anti-freeze with its own branding. Beware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines. Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, has now

discontinued it in favour of an ethylene glycol product containing 'bittering agents' to make it less palatable and minimise the risk of accidental poisoning. Both of the above products use inorganic additive technology (IAT). Recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However, these products do seem to cause problems in older engines. Over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason, the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange. The final category is HOAT. These products use hybrid organic acid technology (HOAT) in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and is not recommended for use in historic vehicles.

Thus, the FBHVC advice remains:

- Only use blue coloured IAT usually coloured blue but can be green antifreeze in historic vehicles.
- Only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer.
- Never mix different types of antifreeze without thoroughly flushing out the system.
- Always use the correct amount of anti-freeze for year-round protection and replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors deplete over time.

Product labels state that the radiator should be drained and flushed, a hosepipe will suffice rather than proprietary flushing liquids, every two years.

However, there does seem to be some confusion over the colouring of antifreeze in that traditionally ethylene glycol containing IAT corrosion inhibitors were dyed blue, but it seems that in the USA and some companies in Europe are dyeing the IAT antifreeze green. For example, see Total Energies' product range and advice below:

Total Energies

Unsure what antifreeze you need? Multiple types of antifreeze are available, with each using a different type of corrosion inhibitor. This is indicated by a coloured dye:

<i>Technology</i>	<i>Formulation</i>	<i>Colour</i>
IAT (Inorganic Additive Technology)	Silicates	Green
OAT (Organic Acid Technology)	Organic Acids	Orange
HOAT (Hybrid OAT, Phosphate-free)	NAP-free	Turquoise
HOAT (Hybrid OAT)	Silicates and organic acids	Yellow
Si-OAT (Silicated HOAT)	Silicates and organic acids	Purple
P-HOAT (Phosphated HOAT)	Phosphates and organic acids	Blue or pink

Planes, Trains and Automobiles - W.O. Style

By Dr. Tom Dine – Honorary Archivist, Bentley Foundation Museum

When the name W.O. Bentley is mentioned most people visualise large green cars thundering down the Mulsanne Straight on their way to another Le Mans victory. However, 'WO' was not all British Racing Green and laurel wreaths. He started out on his engineering journey as an apprentice at the Doncaster Works of the Great Northern Railway and transitioned through motorbikes and Brooklands records with his DFP to cut his engine-design teeth on aeroplane and tank engines during the First World War. It was only then, when the guns had fallen silent,

that he turned his attention to designing "a fast car, a good car, the best in its class".

The Bentley Memorial Foundation is a Museum, Archive and Research Library with displays of WO's life and achievements. It also includes the history of the Bentley Drivers Club and Bentley Motors.

The most recent display, they are changed regularly, is dedicated to one of the notable characters in the Bentley story, 'Nobby' Clarke who in the 1920s was the Chief Racing Mechanic.

The exhibition includes personal correspondence and artefacts, photographs and a

Sopwith Pup model hanging from the ceiling!

The aircraft symbolises Nobby's World War One career as an RNAS mechanic and is painted to represent N6200, nicknamed 'BOBS', an aeroplane that Nobby would have worked on.

Photographs on display show him on the airfield at Bray Dunes in France, the location where he was destined to meet WO and forge a lifetime's friendship.

The next display is being developed which will be a celebration of the 20th anniversary of the 2003 Bentley victory at Le Mans, supported by one of the victorious cars.



Bentley Museum: The Sopwith Pup connects WO and mechanic, Nobby Clarke (Credit: Bentley Foundation Museum)

Harrington Day

Nick Maltby contacted us recently to wax lyrical about the Harrington Day at the Transport Museum Wythall. Examples of Thomas Harrington's work on coaches and 1960s sports cars gathered for the celebration, including rare examples such as the sole Sunbeam Tiger Harrington Coupé. You can read his report, along with many excellent photographs, at bit.ly/3PJ3qrt



(Credit N. Maltby)

The enduring appeal

Although only around 50 of the original Peel P50 three-wheelers were made on the Isle of Man between 1962 and 1965, of which some 27 still survive, this tiny single seater seems to be seldom out of the limelight. Examples can frequently be seen at classic car shows, such as that held at the NEC in November, and not surprisingly two of the island's museums each have one. It was also featured on a special Isle of Man stamp issued in 2021.

With its DKW single cylinder engine of just 49cc, its progress, like its sales, is best described as slow and steady. Back then, an example could be purchased for £199. But such is its appeal, an original P50 fetched no less than \$176,000 at a Sotheby's auction in the USA in 2016 - just one of several extraordinary sales figures that have been achieved over the years.

For some, interest in this microcar – it is the holder of The Guinness Book of Records 'smallest production car' – never waned. In 2011, following a successful approach to TV's *Dragon's Den* by the marque's co-owners, Gary Hillman and Faizal Khan, production recommenced by Peel Engineering in a new factory at Sutton-in-Ashfield, in Nottinghamshire.

Now available with either electric power, at £13,679, or with a 5hp Honda single cylinder engine, giving 110 miles per gallon and costing £14,879, sales are still slow and steady, averaging 15 per year, with the electric version having proved slightly more popular, particularly with American buyers.

Weighing only 59kg, the original cars came without reverse gear. If you wished to turn around, the car could be picked up by the tail and carried round. However, the latest cars do now come with reverse.

Getting in and out of the P50 is an art form. I can remember trying once, at a



The Trident provided space for 2 people

demonstration of electric vehicles at Battersea a few years back. I got in, with a little effort, but was unable to get back out without the assistance of the sales team, to their consternation and the considerable amusement of several bystanders.

Somehow, for an episode of BBC TV's *Top Gear*, Jeremy Clarkson (who is somewhat bigger than me) managed to prise himself into one and drove it through a standard-size doorway into Television Centre.

It is not known how he got back out of it!



Jeremy Clarkson sitting comfortably?



For a while, the company contemplated a variation on the theme, known as the P55 Saloon Scooter, notable for having the single wheel at the front rather than the rear. At least one prototype was made, but the concept was not pursued.



The P55 has the opposite wheel layout



Henry Kissack, one of the company's founders, demonstrates 'reverse gear'

of a Peel

Roy Dowding

An additional seat

Was it the awkwardness of the P50's entry and exit, or the acknowledged lack of interior room (Peel's own advertising stated it was big enough for one occupant and one shopping bag) that led, in 1964, to the unveiling of the two-seat Trident?

Still a three-wheeler, made from 1965 to 1966, certainly access was vastly improved with the entire roof and forward body section able to open upwards. However it had no provision for ventilation, with the result that it became a hothouse in warm months, and seriously fogged by condensation in wet weather.

Utilising the same 4.2hp engine, performance was similar to the P50 with just one on board – but appreciably slower if carrying two, when the combined weight of the occupants might be equal to or greater than that of the car! Room-wise, the seats offered a total width of 37" – more than half as much again as inside a P50 – but the driver would still be rubbing shoulders with the passenger. The Trident (in red) is seen below alongside a P50.

The Trident has also been resurrected by Peel Engineering, using the same Honda engine. Though not obvious from external shots, it is thought that improvements have been made to the internal ventilation. To date, around 85 Tridents have been sold.



Proudly displayed at the Isle of Man Motor Museum



The Mini-based Viking Sport

An extra wheel

What is not generally known were the occasional forays into four-wheel cars by Peel. The original Peel Company, formed by Cyril Cannel and Henry Kissack, had started in 1950 near Peel Harbour making fibreglass boats and motorcycle fairings. In 1953, they began making a sports car bodyshell designed to fit the Ford 8, Morris 8 or MGTA/C chassis. This was the Peel P1000, a sleek design sold completely finished, with double skinned doors, opening luggage boot and a one-piece front end. All this for £75 ex-works, plus £20 more for a hardtop. It is not known how many were made in total; only a handful still exist, with two examples under restoration at the Isle of Man Motor Museum.



A Peel P1000 based on a Ford 8 chassis, pictured at the Isle of Man Motor Museum, with a 1962 Pontiac Flower Car beyond



A P1000 on an MG chassis with distinctive MGA wheels, also at the Museum. Behind it is an ex-Royal Family Daimler Double Six

Beware of imitators?

It is probably no surprise that, with something so endearing and enduring, copies would emerge. A London-based company, P50Cars, has offered kit-built and made-up replicas of the P50 in closed or cabriolet versions, as well as the Trident. A range of engines is available, from 50cc to 125cc, and an electric option is offered. Fully assembled, prices range from £11,500 to £19,500, while kits begin at £7,500.

With the largest of the engine options, and suitably set up, the top speed can be a frightening 55mph!

THE ISLE OF MAN CE A FORM OF PETR



Mike Hailwood Tribute



Morecambe Missile leads the way



Airborne at Ballough Bridge



And they do it on 3 wheels

CLASSIC TT PETROLHEAD HEAVEN

Andrew Fawkes

There are few events in the motorsport pantheon that are more famous than the Isle of Man Tourist Trophy (TT) races. Whether or not you're a supporter of two-wheeled petrolhead activities, a trip to the Isle of Man should be on your to-do list. The heady mix of dramatic scenery, no speed restrictions on some public roads, the 100 years+ motorsport history and the sheer adrenaline rush just from watching, combine to create a form of petrolhead heaven.

I went to my first Classic TT event in August 2018. This event is a little less manic than the 'full TT' in early June but involves the same racers on the same roads. Their 'classic' machinery includes 180mph+ super bikes of the current millennium. They are in no way simply tootling around for fun. Once a racer, always a racer!

Naturally, there are also plenty of older racers and older bikes amongst the onlookers and the competitors. The heyday of the IoM TT was perhaps in the 1950s and 60s when the races counted towards the World Motorcycling Championship. Naturally, those bikes are amongst the most popular racing at this event, particularly in 350cc and 500cc variants.

There was a dip in popularity in the late 1970s after the races were withdrawn from the World Championship on safety grounds. This followed a concerted campaign led by some notable racers of the time, including Barry Sheene, Phil Read and Giacomo Agostini. However, despite the stand-alone nature of the TT, the races are now more popular than ever, leading to the launch and growing popularity of the Classic TT meeting alongside the Manx GP in late summer each year [see Bruce Hosie's tribute to Manx GP founder, John Lee Hargreaves, in Issue 3/23].

The 2018 event was notable for a few reasons, such as being the worst year ever in terms of the weather... cold, wet and windy, leading to delayed starts and the cancellation of much practising time.

John McGuinness, the 'Morecambe Missile', returned from a 15-months absence following horrific injuries to his leg in the North West 200 race in 2017. Naturally (some might say), he came back

to win the senior race on a Paton at an average speed of more than 109mph. It was an emotional return for him and the crowd who cheered him all the way around the 37-miles mountain course.

It was also the 40th anniversary of Mike 'the Bike' Hailwood's return from an 11-years retirement from motorcycle racing to win the Senior TT on a privately entered Ducati 900. John McGuinness was the natural choice to ride Hailwood's bike around the course on a tribute lap. He wore replica Hailwood leathers from 1978 and was waved off by Mike's widow, Pauline. There were a few moist eyes around the course.

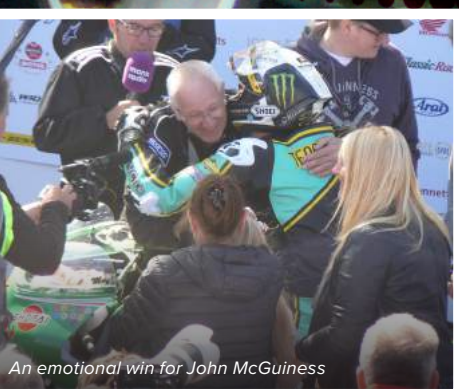
The popular New Zealand racer, Bruce Anstey, returned to the mountain course after a long period of cancer treatment. After getting off the bike, tired but exhilarated, he agreed that the experience helped his recovery and suggested it should be a prescribed treatment!

Finally, it was the 30th anniversary of the all-conquering Honda RC30 750 V4 road/racer bike and the 50th anniversary of the Triumph Trident and BSA Rocket 3 that were so successful on the mountain circuit in the early 1970s.

Yes indeed, 2018 was a good year to be there... provided you had some wet weather gear!

The pandemic break hasn't dampened the event's popularity and this year's main TT races were, for many reasons, the best in a long time. No doubt the classic racing in August will also be popular again.

Outside of the thrills and spills of race weeks, the island is a tranquil paradise of mountain scenery, beaches, harbours and history. If you haven't been there, add it to your to-do list.



An emotional win for John McGuinness

A Different Sort

The World-famous name 'MG' conjures up historic images of a small sports car with a flat cap wearing young man driving and a young lady beside him in the passenger seat. Today, the rarer models can fetch high prices and the name has at least three large national clubs catering for the models. This year there are many celebrations at car shows and car museums for the company's 100th year.

However, it's a fact that over 60% of all MGs made in the UK were saloon cars and there's one model that few remember. In all the long history of the MG, no other model was as tenacious as the 'Farina Magnette'. This is a car that if you brought it up in conversation when amongst MG enthusiasts, you were liable to find yourself left alone in the corner of the room. Such was the dislike of this car in the MG world that today very few recent aficionados have even heard of it.

The bad name it gained upon the introduction of the MG Magnette Mk3 in late 1958 was a little harsh on the model, after all it went on to sell 31,004 between 1959 and 1968. The car that it replaced, the Z Series Magnette, sold 36,601 between 1953 and 1959. Sad to say, the Palmer-designed MG Magnette 'Z Series' was a much better car. It was faster, road holding was better and its monocoque structure more efficient. The Farina MG Magnette was a re-bodied Austin A55, the A55 itself dating back to the post-war A40.

In adverts it was claimed to be the first MG available with a Borg Warner type 35 automatic gearbox (later shared with the MGB). Wilson McComb pointed out in the MG Car Club's magazine *Safety Fast*, "It is interesting to remember that the very first MG Magnette, the K series saloon of 1932 was at first not sold with a manual gearbox, but with semi-automatic Wilson pre-selector unit as standard." This appeared in an advert placed in many car magazines of the time called *Breeding counts*, claiming the Farina owed much of its advanced design to that earlier racing K3. The only things the two cars shared was the MG badge and the automatic gearbox idea. But then, of course, MG did begin as a garage that modified Morris Oxfords back in the early 1920s. The Farina Magnette was only following in the footsteps of that

first model, a modified Morris Oxford.

When the five BMC models of the Austin Design Office model number 9 were released to the press in late 1958, there were many complaints of 'badge engineering'. *The Times* and *Telegraph* newspapers, as well as the *Motor* and *Autocar* motoring magazines, included many letters from readers. The main thread was, all the models looked the same, had the same mechanicals, with different marque badges on the radiator grille. BMC were building a car that would suit many customers who were loyal to their particular brand.

The new company was a holding organisation for a large number of marques. It had garages that only dealt with one or two

The advert from The Motor of 1959 would today be unlikely to pass Advertising Standards Agency rules

of these marques, so they made one model that could be badged to suit at least five brands. The garages were happy as they had cars to sell and spares holdings were simpler. BMC did not realise it at the time, nor did the UK public, but the ADO9 series was one of the first 'World Cars'. They cannot claim a first, as Rolls Royce beat them to it with their dual Rolls Royce and Bentley models, with only the radiator, rocker cover, and badge differing in their 1952 all steel saloon. Daimler and Lanchester shared models in the 1950s, as did Jaguar and Daimler later. Morris and Wolseley models had been virtually identical

of Celebration for 100 Years of



by Neil Cairns



Those glorious rear fins



Few know that it was also built in Argentina as the Di Tella 1500



The car was an excellent family car for touring



The Farina MG Magnette was one of many BMC models that used the same body shell

since the early 1930s, so why all the fuss in 1958? MG took over an Austin model in 1958, the little Austin Healey Sprite and stuck the MG badge on it calling it a Midget. Badge engineering, as it was called, was practised by many companies in the 1950s and 60s. The Farina cars of BMC were styled by Italian

stylist Pinin Farina, hence the name. The MG and Riley versions had the MGA 1500 and later the MGA 1600 engine. They were a big family saloon and somewhat over-bodied.

Today the car is very rare indeed, but even though it is an MG it doesn't draw a high value. Like all early mono-construction

cars of the 1950s and 60s its under-frame is a dirt and salt trap and so corrosion is a serious problem. It does however make an excellent family car but never a sports saloon. Today the MG Magnette Mk3 exists almost in single numbers, the Mk4 version fares better but both are now very rare MGs.

Classic Assessments Anniversaries

Classic Assessments, the Historic Vehicle Assessors and Inspection Specialist are celebrating their 30th anniversary this year. As trade partners of the FBHVC, they provide inspection services to many of our member clubs.

Their anniversary inspired business owner, Brian Page, to research other automotive anniversaries happening in 2023. It seems there are many, some more easily recalled than others:



Early example of the Austin Seven

1923 - 100 Years of the Austin Seven

The good old **Austin Seven** first appeared on British roads in 1923. The vehicle type was well made, easy to drive and maintain and was cheap to buy and run. Costs for a brand new Seven in 1923 was a very reasonable £165 and the car brought motoring to the thousands. The model could be purchased in various forms, including the 'Chummy' saloon, tourer and a whole variety of special bodies were available, including the pretty looking Swallow offered by SS, the forerunner of Jaguar. The type was even raced with some success, winning competition events against much larger and more powerful opposition.

1933 - 90 Years of the Morris Ten-Four and Bentley 3½

Morris produced the very popular **Ten-Four** model in late 1932, although production didn't really start until 1933. The vehicle was almost an 'overnight' success at around £320, the range including Saloon, 4-seat Tourer, 2-seat Tourer with dicky seat, Coupé and a Commercial Traveller's Saloon.

For those with a bigger budget, the impressive **Bentley 3½ litre** was really the first new Bentley since Rolls-Royce had taken over the company, although it still retained the Bentley character. It was also the last of the Bentley breed before the marque became more of a 'badge-engineered' Rolls-Royce. The model could be purchased with coach-built Saloon, Tourer, and Drophead Coupé forms from around £525 plus, depending on the coach-builder and specification.



A smart looking Morris 10/4 Saloon



A sporty looking Bentley 3½ Coupé

1948 – 75 Years of Some Very Notable Models

The **XK120**, Jaguar's world beating car and engine, first seen by the public at the London Motor Show of 1948, seemed light years ahead of almost every other sports car or sporty model at the time. The first 100 or so were built with aluminium bodies, but production changed to the more durable and easier to manufacture steel. The engine was the legendary 'XK' unit with twin overhead camshafts and 6-cylinders displacing 3.4 litres which propelled the car to 120mph, incredibly quick for a production car of the time. The 'XK' engine went on to power Jaguars into the 1990s.



A rare RHD example of the Jaguar XK120 OTS seen here with optional wire wheels and bonnet strap

Another sporting icon to first see the light of day in 1948 was the **Porsche 356**. An interesting design from the German manufacturer, based on the VW Beetle with its air-cooled 1,100cc engine at the rear and split screen at the front. The type was not offered for sale in Britain until 1953 and then with the larger 1,287cc unit and a one-piece front screen. The founder of the company, Ferdinand Porsche, had a history of designing vehicles for VW, but this first car to bear his name was created by his son, Ferry, in 1947.



A later version of the Porsche 356

Meanwhile, Austin of England released the **A90 Atlantic**. Unashamedly targeting the US market, which would enable Austin to access government restricted post-war supplies of scarce raw materials. Alas, it didn't sell as well as anticipated, mainly because of its high price in America and its 4-cylinder engine being less appealing to US buyers preferring 6- or 8-cylinder engines. Less than 8,000 were produced in 4 years, but the engine from the type went on to power other Austin (and Austin Healey) models.



The very trans-Atlantic looking Austin A90 Atlantic Coupé

The venerable **Morris Minor** also made its debut in 1948. At first the type had a side-valve 4-cylinder engine of 918cc and relatively modern bodywork for the time. Designed by Alec Issigonis, who famously went on to design the Mini, the concept of the vehicle was to produce a car economic to build and buy, comfortable for 4 people, easy to maintain and attractive. It went on to sell over 1.5 million units in various guises and types before production ceased in 1971.



Morris Minor MM Series

Perhaps the most adaptable and copied car ever is the **Land Rover**, that first went on and off road in 1948. It was another car designed to enable access to raw materials after WWII. Little did Rover know that the vehicle was going to be such a success and continue in production for the next 50+ years. Used by Farmers, the Army, Utilities, and off-road adventurers internationally, not to mention trend-seekers, the range and uses of the Land Rover have become mind boggling!



Land Rover, promoted as 'The best 4x4 by far'

1953 - 70 Years of Models from Ford, Standard Triumph, AC, Healey and Jensen

In 1953 Ford of Great Britain finally updated its small car model range from vehicles designed before WWII. The new **100E** saloon was modern looking at the time, but still had the previous model's engine, a side-valve 4-cylinder and therefore it was a little under powered compared with other makers' offerings. However, it was the basis for models that would see the growth of Ford as a dominant UK player, selling over 620,000 in various styles up to 1962, all made in Dagenham.



A Standard Eight with extra chrome compared to the 'standard' Standard!

The sporty **Triumph TR2**, first of the TR dynasty, was launched in 1953. It shared the 4-cylinder wet-liner OHV engine with the Standard Vanguard (and the Ferguson Tractor), although this sports car had twin carburettors and produced 90bhp with a top speed of around 80mph. In 1953, a version of the car held the speed record for a mile for the under 2-litre class at the Jabbeke Highway in Belgium, which was no mean feat.



The sleek AC Ace

At the 1952 Earls Court Motor Show, the Donald Healey Motor Co. displayed a stunning open two seater sports car. The vehicle was viewed by the then M.D. of Austin, Leonard Lord, and a deal was struck between Austin and Healey to create the **Austin Healey 100**. It was to be Austin's (and later BMC's) answer to the Standard-Triumph TR range. The Austin Healey was particularly popular in the USA and over 75% of the production was sold there. It later developed into the 3000 model with production eventually ceasing in the late 60s.



Jensen 541S

The glass fibre-bodied **541** was Jensen's new model for 1953. It used the 4-litre engine from the Austin Princess fitted into a separate chassis with a GT or Coupé type body. From 1957 the model was upgraded with a more powerful edition of the A135 engine, disc brakes were fitted as was better steering and more user-friendly transmission. A total of 546 Jensen 541 models were built before production ceased.



Ford 100E Anglia

The **Standard Eight** of 1953 was a basic entry into motoring for me and many others. With its 803cc OHV engine, it could not be described as quick, but it rivalled the Austin A30 and Morris Minor of the era and was well built and a pleasure to drive. At first the model was rather sparse, with sliding door windows and basic interiors. The De-Luxe model appeared a year later with better interiors and wind-up windows!



This is the 2nd oldest production TR2 in existence

Also competing in the sports car sector was the **AC Ace**, an amalgamation of John Tejero's superb chassis and an aluminium body, at first with AC's own 1,919cc engine. From 1956 it was offered with the Bristol OHV unit, which performed considerably better than the AC engine. Racing driver Carol Shelby's later influence on the model hardly needs mentioning!



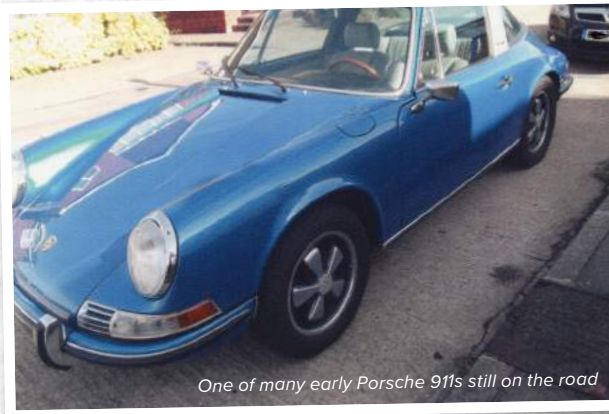
The Austin Healey 100M is a rare example

1963 – 60 Years of Variety From Europe

The iconic **Porsche 911** first appeared in 1963. The type traces its origins to the VW Beetle air-cooled mechanicals used in the earlier 356 model of 1948. Simple yet different at the time, with its timeless body shape, reliability, good build quality and good sales back up. The type sold particularly well in the USA, although it was also well received in Europe and Britain. That it's still in production, after many variants, says much for the quality of its original design.

Also new from Germany in 1963 was the **Mercedes-Benz 230SL** with its unusual Pagoda hardtop. They sold well, especially in the US, by far the most important market for the car. The SL was a comfortable and capable GT rather than a sports car. Well built and solid, most were manufactured with automatic transmission. Powered steering was an option at the time. The 230SL was in production for around 4 years, being replaced with the larger engined 250SL from late 1966.

New from Dagenham in 1963 was the **Ford Corsair**. It was similar to the German Ford Taunus of the era, but had the British-built OHV engine of 1,500cc. The car was aimed at the fleet market and was basically an 'up-market' version of the Cortina. It filled the gap in Ford's range between the Cortina and the Zephyr. It sold well initially with over 150,000 sold between 1963 and 1965, in standard, De-Lux and GT forms. It was superseded by the V4 engined Corsair in 1965 and continued in production until 1970.



One of many early Porsche 911s still on the road



Mercedes-Benz 230SL



The Ford Corsair, the 'upmarket Cortina'



The well-balanced lines of a Maserati Mistral Coupé



Iso Grifo looks menacing in yellow

The 1963 **Maserati Mistral** was a beautiful Italian built car based on a design by Frua. The Mistral was based on a shortened chassis from the earlier Sebring model and shared the six cylinder DOHC engine of 3.5 litres. However, most examples were made with the 3.7-litre engine, many with automatic transmission. All were fuel injected. A very good looking Spider was also available and, from 1967, the engine was enlarged to 4 litres. Around 800 Coupes and 120 Spiders were made.

The **Iso Grifo** was a limited production 'supercar' in production from 1963. Iso had a chequered career, being a manufacturer of refrigerators in the 50s and air conditioning in the 60s. It also manufactured Issetta 'bubble' cars for a short while. The Grifo was based on the company's Rivolta model which had a 5.3 litre Chevrolet engine, de Dion rear end and disc brakes all round. The Grifo continued with the same mechanicals, but was offered with a hefty 7-litre engine. Some examples were fitted with a Ford 5.7-litre engine. Rare, fast and with less than 450 made between 1963 and 1974 it remains an exotic rarity.

The European Car of the year for 1963 was the new **Rover 2000 (P6)**. It was the first of a new breed of smaller luxury saloons available in the 1960s and 70s. Rover made good quality motors and gained a good reputation from its first car in 1904. The P6 had a 4-cylinder OHC engine which had 90bhp, servo assisted disc brakes all round and a de-Dion rear axle. It could be supplied either with manual or auto transmission and over 200,000 were built between 1963 and 1973.



An early example of the Rover 2000



The Triumph 2000 Mk I was designed by Michelotti

An alternative to the Rover was the **Triumph 2000 Saloon**. Offered to a similar market, the two manufacturers were great rivals, although both companies ended up becoming part of the same organization – British Leylands, but that’s another story!

The Triumph was well made with a very smooth 6 cylinder 2-litre engine. The model range also had the 2.5-litre 6 cylinder petrol injection engine fitted. From 1969 a Mark 2 version of the Saloon was introduced with restyled front and rear. Made in saloon and estates, a total of around 125,000 were built in Mark 1 form.

1973 – A Mere 50 Years Ago

The MGB GT V8 first appeared in 1973, based on an already popular body shape of 10 years earlier. At first in chrome bumper form before the US restrictions on height and black bumpers were standardised, the BGT V8 was MG’s fastest sports car, with a top speed of over 125mph. Alas, due to the war in the Middle East and petrol rationing in the early 70s, as well as poor industrial relations - and to many the design was looked upon as old - the V8 was only built for 3 years and less than 3,000 were sold.



MGB GT V8



Triumph Dolomite Sprint

Triumph’s Dolomite Sprint also first appeared in 1973. It was based on the 1850 Dolomite which in turn was based on the smaller engined Triumph cars of the mid 60s. The Sprint was more sporty with its 16-valve OHC engine. It was one of the first saloons to have multi-valve engines, especially in Britain. It could be purchased with manual transmission, manual with overdrive or automatic. With a top speed of over 110mph and 127bhp it was no ‘slouch’. The type was raced and rallied with some success.

1983 – 40+ Years of the Hot Hatchback

The Peugeot 205, new in 1983, was one of many hatchback models of the era. The hatchback was fashionable and practical with the Peugeot being considered one of the better examples. Along with the VW Golf, Ford Escort and Vauxhall Astra, hatchbacks were the ‘in thing’. The more interesting (and quick) 205 GTi was a ‘member’ of the Hot Hatch Club and gained a particular following from success in international rallying.



Peugeot 205 GTi, a popular ‘hot’ hatch

Other notable Anniversaries:

- | | |
|------------------------|-----------------------|
| 1948 Citroën 2CV | 1983 Austin Maestro |
| 1963 Mercedes-Benz 600 | 1973 Austin Allegro |
| 1983 Ford Orion | 1983 Audi Quattro |
| 1963 Vauxhall Viva HA | And various others... |

Happy Anniversary!

Adapted from an essay by Brain Page MIMI. The full article and images can be obtained by emailing brian.page@classicassessments.com

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Smith of Maddiston – A Family Story

By Paul Bruce

My late father was an HGV driver for Smith of Maddiston over two periods 1968 - 1973 and 1975 - 1979 based at the Stockton-on-Tees depot in the County of Durham.

As a young boy in the late 60s and 70s, I would travel all over the UK with Dad as a passenger in his vehicle. I loved every minute of it! Into my teenage years in the mid 70s, I would finish school at 4pm on Friday, go home for dinner then off with Dad on night trunk to either Wigan, Leicester, Doncaster, Edinburgh or Maddiston, to return to Stockton (our then home town) in the early hours of Saturday morning.

Smith of Maddiston (SofM) was a large privately owned company until its sale in 1968. It was well respected in the haulage industry and had a great reputation for looking after its employees.

Dad died in 1981, two years after leaving Smiths. I often saw their vehicles on the roads bringing back many great memories of the thousands of miles travelled with him.

In the year 2000, after my marriage breakdown, I started a relationship with Linda from Alloa in Scotland. We married in 2002 and are still together. During many conversations in our early time together, SofM was mentioned as an ex-employer of my late father. Linda knew of the company because she lived overlooking their depot in Clackmannan near Alloa and remembered their livery, trailers (with the distinct locations of depots sign written on the sides) and the sheeted loads that were on the trailers.

Linda pushed me to start a major project, to research the whole life of the company.

I have spent many hours doing this, traveling across the UK to obtain information and memorabilia for which my collection now includes over 800 photographs of the fleet, depots and employees of the company. I recently catalogued the fleet into 4 albums have a sequential theme from fleet number 1 (a 1928 Morris flatbed) all the way to fleet number 1268 which was a 1980 Leyland Boxer. The bulk of my collection is the fleet numbers 500 to 1100 (1960s to 1970s) including Guys, ERF A and B series along with some Scania's, Fords, and Atkinsons.

Covid lockdown inspired me to collate all the information I had gathered and

start writing a book. The book consists of 52 pages illustrating the start of the company, its growth and peak in 1968 and its sale and eventual demise in 1984. To complement the project, I have a database of the fleet showing Fleet Number, Registration, Depot Allocation, Year of Manufacture, Carrying Capacity and Make & Model of Vehicles. It is 96% complete, covering 53 years of the brand.

In March 2023, I was invited to my local history group to give a 40-minute lecture about the history of Smith of Maddiston. The interest shown and questions asked was phenomenal. The President of the club told me that there were more questions asked that evening than the past 6 months' lectures put together! I have since given further lectures to Probus clubs in my area and I have another 10 planned over the next 12 months.

Feedback from people purchasing the book has been fantastic, for both its quantity and quality of the contents.

I plan to give more lectures to organisations that welcome the subject. Although I am based in the Scottish Borders, I can travel to locations across the UK to deliver them (I don't charge a fee, only reasonable travel expenses to support my outlay).

Anyone wanting to know more, book a presentation or buy his book (only £8 per copy) can contact Paul directly using paulmbruce@hotmail.com

Can you help?

Paul is missing a photograph of his father's vehicle and would love to hear from anyone who can help source a copy or related material. It was a 1968 Guy Big J, Fleet No. TD530, Registration OWG 27G.



Can you help Paul complete his collection?

BUS FEST @GAYDON 2023



Midland Red memories



National Express WM Driver Simulator wowed all ages



An early production Metrobus and star of the MCW Motor Show stand in 1988



Birmingham Standards from Guy

A year on from the very wet inaugural Busfest@Gaydon and the sun shone on July 1st to welcome 70 buses to the 2023 show. Organised jointly by Transport Museum Wythall and The British Motor Museum the event was a great success with good attendance.

Themes of Daimler, MCW Metrobus, Bristol Omnibus and Birmingham City Transport along with a variety of vehicles from across the decades saw immaculate displays and delighted enthusiasts as many were available for rides in the Warwickshire countryside. National Express brought along its latest

hi-tech driver simulator vehicle, particularly appealing to the children as a giant sized Playstation, so with a wide range of trade stands selling everything from memorabilia to models and books, there really was something for everyone.

Welcome

This issue we offer a very warm welcome to our newest Club Members:

- **Kimbolton Classic Car Club** - pwg.telford@gmail.com
- **Teignbridge Classics** - www.teignclassics.co.uk

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

- **AstonOwners.com** - www.astonowners.com
- **Classic Tracker** - www.classic-tracker.com

Also, we welcome our new Trade Supporters and invite you to view their website to see their services:

- **Engine Parts (UK) Ltd** - www.enginepartssuk.net

Our website is full of useful resources, of which our Trade Supporters is a key part.

Visit www.fbhvc.co.uk/trade-supporters to view them all, and you can select as many of the 28 trade sectors as you wish (and/or a free-text search box) to find someone who fits your needs.

It's a popular and growing area of our offering, and we welcome all potential new trade supporters. Our Trade Supporters package is only £30/year (standard) or £100/year (enhanced) plus VAT. Details are here www.fbhvc.co.uk/how-to-join or contact the Secretary.

Updates & Enhancements

With our club renewals falling due at the end of May, it's been a very busy time in the Federation's office. We're very grateful, not only to everyone who renewed so promptly (many clubs are blessed with super-efficient secretaries and treasurers), but also sent unsolicited messages of support.

As a result, we've added a 'testimonials' section to our website under the 'about us' tab, as these are very helpful when we are seeking to explain who we are and the valuable work that the board undertakes on your behalf.

Another feature of our website is our 'events' section. Free to list, details of your events can be uploaded at any time and, thanks to the FBHVC appearing high in Google rankings, it will help you in the quest for publicity.

As part of the renewals process, we've been asking clubs to check the details that we display to the public in our online club directory under our 'membership' section. While most clubs have responded, a few haven't. So, if you're a committee member and your club's details need updating, please get in touch.

Recently, the club directory has been enhanced so we can now display (if required) phone, postal and email contact addresses, along with a short description about your club, plus of course, your logo.

Also at this time of year, we catch any changes of Federation contact that haven't been previously notified, which is a good exercise.

At our end, while many people have updated their postal address for the Federation, following our office move from Upminster, we're still getting around half-a-dozen letters a day that have been redirected.

If you're running your club's membership/mailling database, please have a look to see if our new postal address is listed. If not, please update it for all correspondence to **FBHVC, PO Box 1563, Peterborough, PE1 9AU**.

Please note that the email address secretary@fbhvc.co.uk and telephone number **01708 223111** (weekdays 10am-4pm) remain unchanged.

Enjoy the rest of the summer!

AN INTREPID TRIP

Seasoned adventurers, Lang and Bev Kidby from Australia, are planning to replicate Francis Birtles' intrepid overland drive from London to Melbourne in 1927. Birtles drove a 1923 Bean 14 over 20,000 kms passing through Europe, the Middle East, Far East and then a ferry from Singapore to Darwin for the final overland stretch. He suffered frost bite, malaria and starvation before being welcomed in Melbourne by thousands of well-wishers.

Lang and Bev plan to set off in April next year driving an almost identical 1924 Bean and hope to arrive in Melbourne in July. We'll follow their progress. They already have FIVA-related motoring organisations joining them for the drives across Turkey, Iran and Pakistan.

In the meantime, if you want to know more about their many adventures - and there's a lot to know (e.g. they built a replica Vickers Vimy bomber and flew it from England to Australia!) – have a look at www.next-horizon.org. If you want to support them in cash or kind, they'll be delighted to hear from you.



THE WORLD'S FIRST LAND-ROVER

by Andrew Cross

With 2023 being the 75th anniversary of the launch of the Land Rover it is an appropriate time for a new book on the subject to be written. Although some background information on the Rover Motor Company is included, this book is unusual in concentrating on just one specific vehicle.

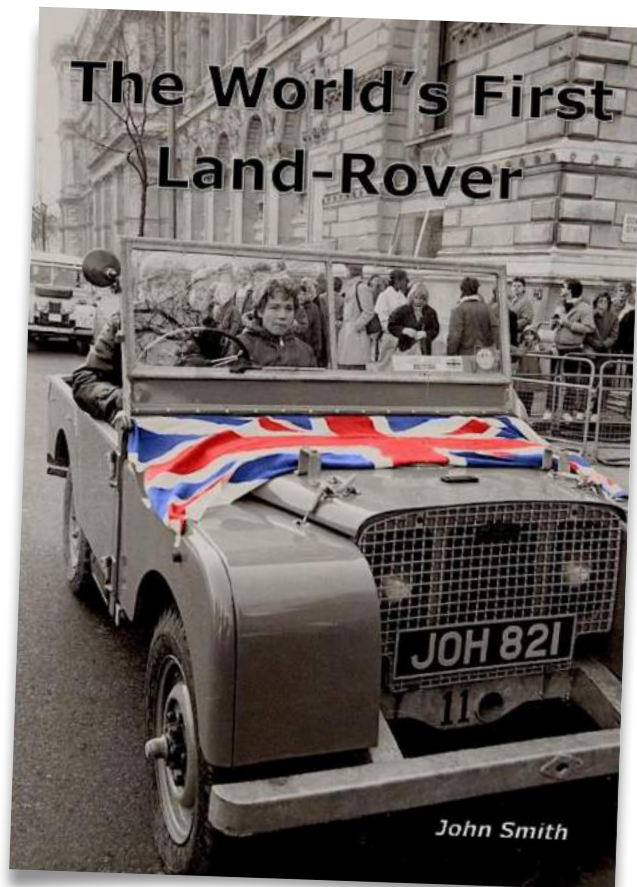
In the beginning, a batch of 48 pre-production Land Rovers were assembled and it has always been considered that the vehicle which was given number one was the first to be built. However, in this book, author John Smith has raised the claim that in fact the vehicles were not built in strict numerical order and that the one eventually given chassis number 11 was the first to be built. John Smith does admit that some may find this idea controversial, however he backs up his claims with research detail to support and explain his theory.

But don't think this book is just a series of claims as it is so much more than that. Irrespective of its position in the build order, the subject vehicle has an interesting story itself, all of which has been traced by the author who has owned this vehicle since 1985.

We can read of its time from being used by the Rover Motor Company as a show vehicle through several owners as a working vehicle and on to an epic winter journey in 1988 through Scandinavia, Russia and Turkey. It has certainly had a varied and eventful life.

The book concludes with information about the restoration in the mid 2000s when author and owner John Smith went to great lengths to ensure that this special vehicle retained its original and unique features.

With 170 pages of text including 200 illustrations and photographs there is plenty to inform and entertain motoring enthusiasts.



The book is priced at **£19 plus p&p** for the standard soft back and is available to order from Dylan Smith, email: wflr.juliansacres@gmail.com Tel: **07989 246836**. (A limited number of hardbacks have also been printed at **£29 plus p&p**).

TreeV Update

TreeV's Tom Worthington writes:

Hi everyone, we hope you are all enjoying the beautiful sunshine and getting out and about in your classics. For many of you, those miles are being carbon balanced thanks to the FBHVC's scheme and all the trees you wonderful people are planting! A huge thank you for getting involved. We're well into our second year of the FBHVC's scheme and we're so pleased to update that, as a community, we have balanced out the emissions from 3,381,434 miles. That is the equivalent of nearly 2,000 tonnes of CO₂!

It's not just individuals getting involved, many museums in the FBHVC family are also taking steps to combat the carbon footprint of their collections and operations. This is incredibly important as we show the wider public that our community is one that provides a green day out for all the family and hopefully gets the next generation excited in all things automotive.

Joining the growing ranks of carbon capturers are Transport Museum Wythall, who are capturing all the miles of the buses taking visitors to and from the museum; Brooklands Museum, who are also capturing the emissions from all their staff and volunteer miles and the National Motor Museum, who are balancing their collection's miles plus emissions from all four of their Grille Nights.



Our latest recruit is the NHS Trust London Ambulance Service Historic Collection which shares the stories and vehicles from their wonderful and important history.

If you'd like to find out more and carbon capture your vehicle, then head to <https://trees.fbhvc.co.uk/> and if you'd like to capture your club or organisation's activities then drop me a line at tom@tree-v.com

Happy green motoring!

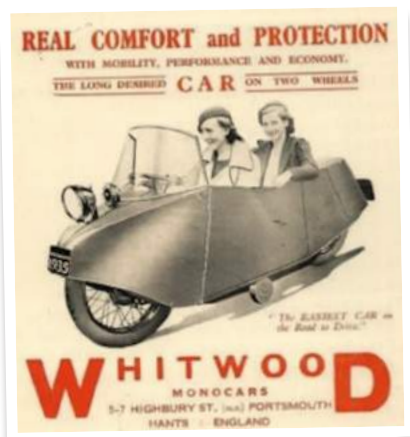


The back page of Transport Digest, the magazine of the **National Transport Trust**, featured a traction engine standing outside a pub. Part of the caption read "Burrell Traction engine No. 3035 'Surprise' new in 1922 celebrated its centenary last year... The Burrell ventured out on a grey New Year's Day for a lunch stop at the Badgers pub just south of Petworth". Surely this sums up what the FBHVC is all about. An owner could, without any further permissions, steam up his traction engine and go down to the pub for lunch. That really is freedom of the road.

In Sentinel Transport News, the magazine of the **Sentinel Drivers Club**, there is part 1 of an article by Tony Thomas about what turns out to be the oldest Sentinel surviving, having been made in 1906. It was found in Argentina by Fabio Campagnucci and he contacted the club as he was looking to sell it. Tony describes what he could make of the waggon from the photographs provided: "It was almost complete, with chassis, axles, steering, engine and boiler. What was missing [besides the bodywork] was all the brass and copper items, the complete water pump, water tank, chimney castings and ash pan". The waggon's remains were then bought by an Italian dealer and brought back to Europe, where it passed through other continental hands before being bought by Will Day here in the UK. Sadly, no history of the waggon in Argentina was available.

Good news from the **Dundee Museum of Transport**. Their planning permission for new premises has been approved. The report says: "The Museum bought the former Mayfield Tram depot and two acres of ground in 2015 and has been working with local architect Andrew Black and his team to design a world class transport museum housed in this iconic building... Work to make the Mayfield building safe and weather proof started in January this year. Planning approval means full restoration and development of the site can get underway".

The SAHB Times, the magazine of the Society of Automotive Historians in Britain, carried a back page story on the Whitwood Monocar, built in Portsmouth in 1934.



"The two ladies demonstrating the machine in this contrived photograph have every reason to look self-conscious as it would seem they are stationary. Furthermore, would they have agreed that the machine was 'The easiest car on the road to drive' as the maker claims? Very few Whitwood Monocars were built, no more than five or six and, despite good reviews, customers were not forthcoming." The cost in 1934 was £49.

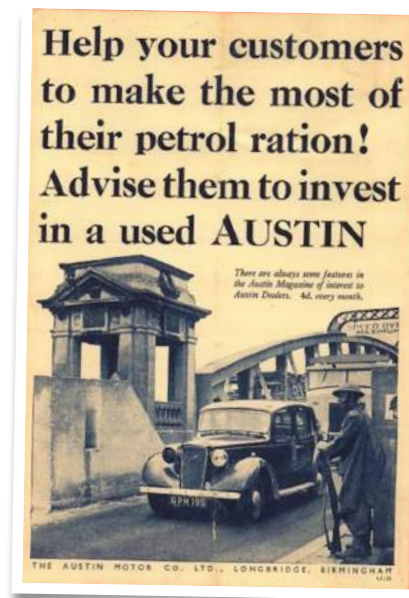
The **Austin Seven Club** magazine covered an aspect of club work not often laid bare. Hugh Barnes, the Club's Archivist, describes in detail the work performed to restore two books of press cuttings also containing memorabilia, arm bands, letters, telegrams and race publications put together by the Austin racer and regular Brooklands competitor, Gunnar Poppe. It would appear these albums were literally falling to pieces and local book restorer, Flavio Marzo, was asked to repair them. It was obviously very time consuming and expensive but without this work these records would have been almost useless. Even now they have to be handled with white gloves.

The **Jaguar Enthusiast Club** Newsletter carried an article reprinted from Magneto magazine. "The decision by a Swedish Court in 2021 to back Jaguar Land Rover's (JLR) copyright against Creare AG, a replica C-type builder, has been overturned by the SVEA Court of Appeal in Stockholm." Karl and Ann-Christine Magnusson had built one replica C-type and planned two more for commercial purposes. "The original 2012 ruling gave copyright protection to the shape of the C-type, in a similar fashion to how the system is applied concerning works of art. The court ordered the Magnussons to destroy their replica C-type and held them liable for JLR's £450,000 legal costs.

However, the SVEA Court of Appeal has now overturned the verdict because the private use of a copyright item is permitted under EU copyright law. Consequently, JLR is now liable for around £800,000 of the Magnussons' legal costs." The magazine goes on to say "Yet this could be something of a pyrrhic victory for the wider replica industry, because the court still recognises Jaguar's copyright of the C-type design. In theory this creates a legal precedent that could prevent the production of third-party replicas for commercial purposes, going forward." JLR have not said if they are going to appeal against the ruling.

Tony Russell, writing in the magazine of the **Surrey Vintage Vehicle Society**, has tried to piece together the history of the formation of **The London Ladies Motorcycle Club** which was formed in 1927. Very little is known of this organisation but one magazine from

1930 exists which gives a good idea of the membership. In 1928 we saw the first ever race for lady motorcyclists at Brooklands on the 29th of January. Several trophies were won by LLMC members. The magazine gives all sorts of advice to its members with regards to what to wear or what to take in your toolbox. I loved the following which the author has included: "The London Ladies certainly had a lot of fun with their motorcycles and there is a short film held by the British Film Institute taken in 1928 of a gymkhana held at Mitcham showing girls demonstrating their riding skills by riding over ramps, obstacles and see saws and towing their menfolk around in prams in a sort of chariot race." The article has a photo of the latter event which looks hilarious but also rather dangerous (for the men anyway). Sadly, it's not good enough to reproduce here.



This photograph was published in the **Austin Ten Drivers Club** magazine without any accompanying explanation. It is from the Garage and Motor Agent magazine for September 1940. The ruling at the time stated that headlights had to have a blackened reflector and a mask over one headlamp. The other lamp had to have the bulb removed. No instruction was given as to whether it was the right or the left headlamp that had to be masked. Petrol rationing came into force on 23rd September 1939, but it was not until July 1942 that the basic ration was withdrawn altogether.

In Buzzing, the journal of the **National Autocycle and Cyclemotor Club**, a writer under the name of Autocyclus shares a little history of 'pacer' motorcycles. He had recently come across "... a few old photos from the days when cyclists attempted to establish records at velodromes by using a 'pacer' motorcycle for them to tuck in behind and lower the wind resistance. The

motorcycles themselves are extraordinary, with enormous single-cylinder engines." Some of the pacer motorcycles carried pillion passengers right at the back to help provide a windshield for the following cyclist.



The photo shows champion cyclist Giugnard behind a two-man pacer. The rider at the front is only steering. This is clearly a posed photo.

The **Colchester Vintage Motor Club** included a piece by Paul Gallifant which had first appeared in the magazine of the Brough Motorcycle Club. In 1912 George Brough drove a 3½ hp Brough in the 1912 London-Edinburgh-London Trial. "This trial had first been held in 1904 and was one way only but, following complaints that it was too easy, the return from Edinburgh was introduced. This was a tough event, the riders leaving London from 9pm onwards just as dusk was falling, 400 miles in front of them up the A1 with only acetylene lights to show the way and, having reached Edinburgh, after a few hours rest, turning round and heading 400 miles back. George had won the event in 1910 and 1911 and the organisers were determined that he should not win a third time, because if he did it would mean that he could keep the magnificent Challenge Cup. Seventy-four check points were put in place along the whole route, substantially more than in previous years, but George won with only a ten second penalty and retained the cup in perpetuity. It is now presented annually at the Brough Superior Club Rally every August".

Why should the fact that Calor Gas announced that its "Dumpy" gas bottles would be discontinued from 1st February 2023 be of interest to us? The bottles being discontinued were the smaller ones for their gas or propane. For members of the **Historic Caravan Club**, it is a disaster as their caravans just do not have space for the larger bottles which have been suggested by Calor would take their place. I have also heard similar complaints from those owning canal narrow boats. Stop press. Just heard that Calor have relented and "Dumpy" bottled gas will be available again. [Editor: whilst Michael pointed out to me that this

was rapidly becoming old news, it's a good example of how a commercial decision was made with apparent unawareness of the consequences for some of the historic vehicle movement.]

The so called "barn find" car is quite common, but not so with commercial vehicles. The lorry or bus is larger to store for a start and there is not so much personal sentiment associated with them. Those that do survive have often been left out in the open and have deteriorated badly through weather damage. An article in the **Bullnose Morris Club** magazine tells us of the discovery of the c.1925 one ton Morris Commercial lorry which has not moved under its own power since 1938. Registered SO 3120 in Morayshire, very little is known of its history. However, in the cab was found a log book which contained details of drivers and assistants that had driven it. It would appear that its last journey was in 1938 delivering coal in the Black Isle – some lumps of coal were also found! It sounds as if it was laid up for the duration of the war, the wheels and tyres had been removed "as part of the war effort". It is now to be restored. We are told: "Our plan is to preserve the original patina, as much as possible". Restorer David Ferguson is very grateful for the help he has received from the **Bullnose Morris Club**.

For reasons I do not understand, I have been fascinated by the Singer Airstream, a car which could loosely be described as a scaled down Chrysler Airflow. It is thought there are only two in the world, one is the **Caister Castle Collection** in Norfolk and one in New Zealand.

Writing in the Singer Owner the magazine of the **Singer Owners Car Club**, Bill Cockram brings us up to date with the New

Zealand example: "It has been in the hands of the Chambers family since the mid-1960s when it broke down in the village of Sefton and local farmer Trevor Chambers acquired it for ten pounds. The car was then pretty much as it still is. It was judged uneconomic to repair but was put into a lean-to shed and occasionally shown to interested people". After Trevor's death his son Ron was still very attached to it and could not be coerced into restoring or parting with it. Recently he has allowed Bill Cockram to conserve it mechanically and get it running, which involved a full engine strip down, complete clean and rebuild. He is keeping an accurate log of the work carried out. Next will be the hydraulic brakes. It sounds as if shortly it will be possible to see the car running under its own power.

In Morris Monthly Geoff Campbell tells of an unusual discovery. "I did also venture to the Barnstaple Museum in North Devon. Here I found a home-made car on display. It had been built between 1945 and 1948 when cars were in short supply, by a local man named Percy Pooley whose family owned a bicycle shop. Powered by a motorcycle engine, the car was a veritable agglomeration of bits and pieces and served as family transport until 1960".



It is always interesting to read about old hands that were there at the time. Pete Neal has started a series of articles in *Safety Fast*, the magazine of the **MG Car Club**. The articles are entitled “*The MG- Abingdon design office in the 1950s*”. Here is an amusing extract “...I soon found myself, a very wet behind the ears 16-year-old, signed up as an apprentice at the MG Car Company for five years to ‘learn the art of a draughtsman.’” *The Drawing office and the Experimental shop were on opposite side of ‘A’ building which was the main assembly area. The two young girls in the drawing office had apparently voiced their displeasure at being asked to deliver drawings etc. between the two locations. The route took them past the production lines and of course the men would whistle and call after them. Although this was only good-natured banter the girls found it extremely embarrassing and had put their foot down. My job as the lad in the office was to takeover this task to save them their blushes*”.

Carlton Brown writing in *Windscreen*, the magazine of the **Military Vehicle Trust**, tells of the restoration of an Austin Tilly. He had just restored a Jeep and wanted another war time vehicle. The word Tilly is a popular derivative of the word ‘utility’ when used for these war time vehicles. “It was a simple idea; take a production car from the period, cut off the rear part of the body, replace it with a practical utility pick up body, use some off-road tyres and boom you have a simple little rugged vehicle, albeit with limited off-road capabilities”. Tillys were manufactured by Austin, Morris, Hillman and Standard. In recent years unrestored examples have been hard to find. Carlton wanted an Austin example and heard that a number of them had been exported to Malta soon after the war. He located three there and brought back two to the UK, one of which he has fully restored, it took him nine years.

Still on a war-time theme, *Morris Monthly*, the magazine of the **Morris Register**, again has some wonderful photographs in its series “*Pictures from the past*”. One depicts an ex-London General Omnibus Companies B type-double decker of which some 900 were used in World War 1, mainly as troop transporters. In this case however, the bus had been converted to carry homing pigeons, probably between 60 – 75 birds. Homing pigeons were widely used for carrying messages. They performed a vital role and were especially valuable when telegraph lines were cut or when a garrison was held siege by the enemy. A pigeon named “Cher Ami” delivered 12 messages during the ferocious Battle of Verdun for which she was awarded the Croix de Guerre. She is also

famous for delivering a message which saved 194 American soldiers lives during the Meuse-Argonne offensive in 1918.

Andy Main writing in *Sidevalve* the magazine of the **Ford Side Valve Owners Club**, explains that on the Somerset Levels is a pumping station adjacent to the village of Westonzoyland. It is now a museum with the 1861 steam pump back in working order. Outside there is a two-foot gauge railway that has recently gained an additional locomotive. Owned by the Treasurer of the Museum, it’s a F.C. Hibberd and Co. built Planet of 1933 fitted with a Ford 10 engine. This loco has undergone a complete restoration. The Planet series of locos were designed for use on narrow gauge industrial railways, such as were in use in quarries, mining, brickworks, woodlands, etc. From the photographs the restoration looks superb.

Writing in *Cooper Word* the magazine of the **Mini Cooper Register**, Phil Anning of Anning Race and Restoration gives a full account of a long weekend trip to Sweden to be introduced to an ice driving experience. The day started with a classroom tutorial from Rauno Aaltonen, then the candidates were taken 5km to the frozen lake where there were three different tracks laid out. Both Stig Blomqvist and Rauno gave a master class of how to drive in these conditions. The class was then let out in turn for the rest of the afternoon. Phil Anning was amazed “*by the staggering amount of grip on offer*”. He summarised his trip as: “*To have the opportunity (as a lifetime Mini enthusiast) to spend a weekend with the most decorated BMC Works Mini driver, Rauno Aaltonen, and World Rally Champion and household name, Stig Blomqvist. To get tuition as well as flying laps in a rally-prepared Cooper S, which was competed in by the rally professor himself, and all set in stunning surroundings on a frozen lake, is an experience I will never forget...*”

To finish, Keith Tween writing in *The Star*, the magazine of the **BSA Owners Club**, tells us of an incident he had with the DVLA. He owns a 1972 BSA B50 motorcycle which for many years had been SORN’d but is now eligible for zero road fund licence and no MoT requirement. Last year he applied to relinquish the SORN and taxed the bike at zero cost. The bike was not used and remained in the garage. He goes on to say: “*I missed the fact that my bike ‘garage only/limited mileage’ insurance had expired in the Autumn and I decided not to bother to renew until the Spring. Three months later I received a letter from the DVLA fining me £100 for not having valid insurance on a bike not SORN’d... unknown to me the law has now swivelled around and any garaged machine, if not SORN’d, MUST be insured*”.



Michael E Ware

Michael trained as a professional photographer and started his own motor racing

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

FBHVC news

Here at **FBHVC News**, we’re always eager to publish interesting stories from around the world of historic vehicles. If you have a story you’d like to share with other classic and historic vehicle clubs, please get in touch with me. If writing is not your thing, I’m happy to have a chat on the phone and then write something up for you to check and approve. I’m particularly eager to learn more about unusual vehicles and the stories of the people behind them. In fact, it’s the people stories that bring our vehicles truly to life. Whilst I can’t promise to publish everything I receive, I’ll do my best! Thank you.

Andrew Fawkes, Editor

I’m sure, like me, when you’re out and about you love to come across other historic vehicle clubs’ events. As we were putting this issue of **FBHVC News** to bed, I stumbled across some members of the Jowett Car Club having a weekend away in North Wales. A short while later, a yellow 2CV drove into the car park to have a look at my yellow classic. Owner, Alex, was on the beer run for his chums in the Deux Chevaux Club of Great Britain who were camping in a field a couple of miles away. Yes indeed, stumbling across and being stumbled across is all part of our historic movement!



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