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# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 1 · 2021

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## Editorial Wayne Scott Communications Director

It's a new year and everything will be better in 2021, or so we thought. There is so much uncertainty as we look toward events, gatherings and historic vehicle activities over the next 12 months. Normally, I have a very clear idea of where I need to be and on which weekend, but this year, I have no clue!

We are all just taking our best guess as to whether the event we are either organising or just planning to attend will be able to go ahead or not. We are all wondering, have we postponed until late enough into the year? How many of us will be vaccinated by then? And will anyone actually want to come, given the seriousness of the virus?

However, most clubs seem to be pressing ahead with the planning in the hope that, if we are able, then at least they will be prepared to run an event. For your optimism and dedication to the cause, I salute you. To all those volunteer groups and event organisers within the historic vehicle community that are trying their best to make the most of the downtime and prepare for laying on extra enjoyment for club members when the good times return – well done!

This issue is packed with critical information, not least in the form of the first two fact files showing the detailed results from the National Historic Vehicle Survey. For some while now, clubs have contacted us to ask if we could provide information to help them tackle some of the difficult conversations with the public we all occasionally have around historic vehicle emissions. These conversations usually arise as a result of an interaction with a member of the general public who have self-allocated themselves the job title of community environmental police. Refrain from being too irritated by these over-zealous individuals, who

often, for all their judgmental prejudice and aggression actually mean well, but are just ignorant of the facts. Instead, why not use our Environmental Fact File as a means to educate and promote the good things that the historic vehicle community can contribute to society. Above all, be friendly, be polite and extend the hand of friendship because, with the aid of facts and figures you may even be able to gain their support for our ever – important activities.

However, within the Club Fact File, there is a lot to take in. The often-necessary evolution and change within society is being accelerated at an alarming rate and our historic vehicle clubs are not immune to the pressures of these changes. There are some sobering conclusions to the outcome of the data and if you are a board or committee member of a club, I would urge you to print the results, present them to your team and make the most use of the insights they offer. This is a great example of the work that your support for the Federation allows us to do and in turn, the valuable data we are able to give back to you to support you running your club and taking decisions on its future direction.

As you will see in the figures, the very survival of historic vehicle clubs relies on our ability to adapt, embrace change and appeal to the new priorities in society. It's not easy and nobody has all the answers, but addressing it now, especially if you are a smaller club of finite resources, will help ensure your future.

The main message I would give though is to have confidence and pride in both yourselves as individuals and your historic vehicle club as a whole, we will all weather the storm and come out all the stronger for it and you are all doing an amazing job – keep going!

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

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

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## Introduction

*In providing a New Year update on the main legal areas the Federation and specifically the Legislation Committee has focused on since the last issue, there is a change in emphasis compared to my last two editions. Rather than short references, in this edition you will have a more detailed update on what is broadly termed "Environmental Matters" but is principally concerned with the establishment of Clean Air or Low Emissions Zones in towns and cities.*

Thanks to sterling efforts by my predecessors in the Federation, the default position in respect of almost all these Zones is that historic vehicles are exempt from any charges or penalties for entry into these Zones. However I describe some of the actions we have taken to both to ensure the default position and seek some additional benefits for members of our community.

I also cover some action taken in respect of "car cruising" bans and touch on SMART motorways once more, finishing the main section with a brief comment on ICE2030 – the government intent to end sales of new petrol and diesel cars in 10 year's time. Finally I provide a taster of what legal topics are gaining the attention of our colleagues at FIVA.

+++ STOP PRESS! +++

*For the most recent information on the 10 year old tyre ban, please refer to [www.fbhvc.co.uk](http://www.fbhvc.co.uk)*

## Environmental Matters

Since the last Newsletter, the Federation has responded to 3 consultations relating to vehicle emissions; 2 consultations concerning Clean Air Zones in English cities and the third in anticipation of proposed subordinate legislation under the Transport (Scotland) Act 2019.

Full details of the consultations and the Federation's responses are on the FBHVC website but the following is a brief summary.

**a. Great Manchester CAZ** – the Federation had made submissions in 2019 in answer to then outline proposals for a clean air zone, entry into which would be subject to a charging regime. Whilst it was anticipated that vehicles in the historic Vehicle Excise Duty (VED) class would enjoy permanent exemptions, the Federation sought alleviation of some or all of the charges for those larger vehicles which would fall outside the 40 year VED exemption but were nevertheless no longer in commercial service and in preservation. The particular problem was the sheer size of the Greater Manchester CAZ which encompasses many ex industrial storage sites where such larger vehicles might be stored or maintained. With the full details of the CAZ proposals published in October 2020, our second response welcomed confirmation that the historic vehicle exemption was included and sought clarification that the "younger" category of preserved lorries and buses resident inside the zone would fall within the category of Private HGV and benefit from local discounts.

**b. "Clean Air for Bristol" Zone** – in December we made a second and final submission on the options being put forward by Bristol City Council for a Clean Air Zone. The consultation contained no overt confirmation of the standard historic vehicle exemptions but a delve into the Council's business papers indicated that we should have no major concerns on their broad intent. The consultation requested views on 2 zones, one covering a relatively small part of the centre of Bristol but where heavier vehicles and private cars would be charged for entry. The other larger zone being

considered would apply to heavier vehicles only but would include Bristol Temple Meads Railway Station which would make the running of a shuttle service to an historic event by a younger bus potentially uneconomic. Thus we have advocated for a limited class of less than 40 year old buses to enjoy a concession even if not on an open ended basis.

**c. Scotland** – readers will recollect that the principal difference between the CAZs proliferating in English towns and cities and the intent in the Transport (Scotland) Act 2019 is that whereas the former have a charging regime based on how polluting a vehicle is, the latter prohibits the entry into the zone of certain polluting vehicles on penalty of a fine. Since the latter type is essentially a restriction on freedom of use, the Federation some time ago sought and obtained the assurance that exemptions would extend to vehicles defined as historic by the international standard of 30 years. The good news is that this Scottish government undertaking has been confirmed in the final consultation prior to drafting the subordinate regulations, backed up by 72% support in a public survey. I have written to welcome this indication whilst requesting that the checking and enforcement process is made as accurate and painless as technology allows.

Elsewhere in this issue of FBHVC News, my colleague James Fairchild updates you on the York CAZ which is a slightly different beast and the Bath Zone terms and conditions. Whilst the Cambridge ULEZ is not yet at the stage for a formal response, I am currently working on input to Oxford's "ZEZ". As the name implies, this started off in 2017 with the concept of banning access to an area of central Oxford to all except zero emission vehicles. The current proposals out for consultation are more "conventional" charging scheme based, with the promise of the usual historic vehicle exemptions and initially only covering a very small area of central Oxford. Inspector Endeavour Morse fans need only worry if filming which requires period vehicles begins to involve his later post 1980 career!

# Car Cruising & Dangerous Doughnuts

When Car Cruising as a topic popped into my inbox, my naivety and still relative newness to this task meant I was a bit uncertain about the subject; it sounded a little dodgy, with a whiff of Sid James importuning young ladies from his Vauxhall Victor in Carry On Cruising. My fears were heightened when I saw "injunction" in relation to the activity!

However, regular readers will know that the phrase is attached to less unsavoury but nevertheless annoying and occasionally dangerous behaviour perpetrated in some of our towns and cities. A growing number of councils have sought to restrain large gatherings of what they term "boy racer" drivers on the public highway or in car parks where some perform stunts such as drifting, power slides and, beloved of Jeremy Clarkson, - "doing doughnuts"! These activities coupled often with the sheer number of attendees give rise to alarm in members of the public and have on occasion resulted in serious injuries when control of vehicles has been lost. Zealous readers of this journal will recall that my esteemed predecessor wrote on the topic a few years back.

Restraint has come in two forms; a Public Spaces Protection Order (PSPO) under the Anti-Social behaviour, Crime and Policing Act or an injunction under the Local Government and Highways Acts. The latter is far more interesting to lawyers such as myself and based on the reported judgements, to the High Court Judges also! An injunction carries the power of arrest and secondly the penalties for breach are greater (likely imprisonment for contempt of court) whilst only a financial penalty is available for breach of a PSPO. Such potentially draconian powers have been subject to legal challenge, as recently as November of this year, but the High Court has upheld the principle of granting injunctions in relation to these car cruising events.

So why were and are these banning orders of significance to the historic vehicle community? As indicated earlier, essentially the kind of harm Councils are trying to prevent is excessive noise, danger to other

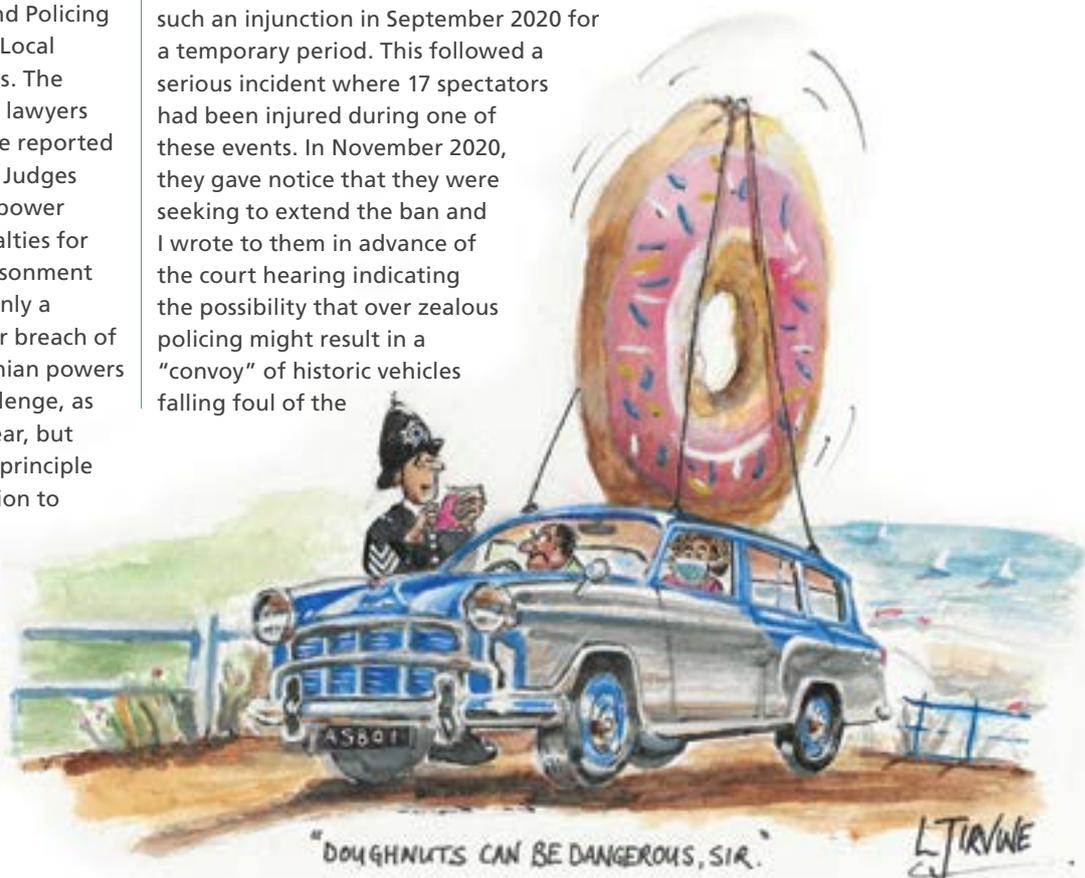
road users and pedestrians, damage to property and nuisance to those not participating in the fun. Specifically the banned activities include driving at excessive speed, racing other vehicles (including motor bikes and quad bikes), performing stunts (i.e. doughnuts) shouting or swearing at or otherwise intimidating other people and driving in convoy. On the assumption that none of our readers is likely to indulge in most of the listed activities, it has been the "driving in convoy" prohibition which concerned the Federation. The concept of the Lanchester Owners Club or the Jowetteers being "banged up" for following each other to the Dog and Duck for lunch is ridiculous but at the same time not so entirely incredible as to warrant no action.

Therefore the Federation has in the past corresponded with councils applying for an injunction or PSPO, pointing out that driving in convoy can be entirely innocent. This has resulted in mixed reactions. At one end of the spectrum, one council amended the wording of the PSPO to remove the offending words; at the other end the reaction has been defensive and occasionally dismissive. A recent example has been Stevenage Borough Council which applied for and obtained such an injunction in September 2020 for a temporary period. This followed a serious incident where 17 spectators had been injured during one of these events. In November 2020, they gave notice that they were seeking to extend the ban and I wrote to them in advance of the court hearing indicating the possibility that over zealous policing might result in a "convoy" of historic vehicles falling foul of the

injunction and requesting mitigating action. Whilst (unsurprisingly) they were not prepared to amend the wording of the injunction, they emphasised that it had been drafted in a way that driving in convoy would not per se fall foul of the ban; only if it had the effect of causing one of the harms listed earlier might a breach occur. The Council's lawyer gave the following assurance:

*"I would add that SBC and the Police fully intend to enforce the Injunction in a common-sense fashion, and that it appears unlikely that a historic vehicle convoy would give rise to the issues that the Injunction seeks to prevent".*

I do appreciate that some of the impromptu gatherings which have prompted complaints but just remained shy of the worst offending behaviours, are made up of young drivers whose cars may one day be classics and they our members. So to them if they read this and to our existing readers, although it is unlikely the pandemic will allow much socialising for a while, if you are driving in Stevenage, Wolverhampton, Scarborough, Birmingham, and Southend (and I am sure some other areas) please –  no doughnuts!



## SMART again ...

I covered this topic quite extensively in the last journal. Although I did not intend the article to serve as a eulogy for SMART motorways, it did seek to contextualise the obvious defects against ongoing Government mitigating action. A similar tack was taken in relation to the Federation response to a correspondent with deep concerns about the concept. This was not intended to minimise a healthy scepticism about the safety of these new motorway set ups undoubtedly held by a number of readers. To an extent I was giving the government the benefit of any residual doubts; they seemed to be proactive in reviewing concerns about the roads and appeared to be taking active steps to mitigate

those concerns. One of those mitigating steps identified in the government review as lacking was the Stopped Vehicle Detection System (SVD), the radar detection technology I referred to in my article. The clear implication in the Government Review was that it would be installed as a matter of priority. Imagine my disappointment when I saw a newspaper article just before Christmas headlined:

“Fears over safety radar on smart motorways - Highways England has failed to switch on any new ‘Stopped Vehicle Detection’ (SVD) systems in last nine months”.

The article went on to confirm that although other remote detection devices (CCTV and

MIDAS (Motorway Incident Detection and Automatic Signalling)) are in operation, only 23.86 miles of almost 500 miles of SMART motorway had SVD. Although Highways England had been given until 2023 to equip the whole network with SVD, this paltry amount was clearly a poor show. In a separate piece around the same time, it was reported that a coroner was flirting with reporting Highways England to the CPS for manslaughter (of the corporate statutory kind) on the basis of an earlier accident.

As my article had indicated, the Federation had not been strident critics of the concept (for the reasons stated) and have been patient given

the government’s broadly proactive and measured review into identifying and making recommendations to address weaknesses in the system. However the dilatory nature of the installation of SVD, one of the most important devices in mitigating risk to life, is of obvious concern and the Federation will be passing on these concerns to the Chairman of the APPHVG to raise them in turn with the Secretary of State for Transport. Meantime, remember to consider whether your journey in your historic vehicle needs to be on the motorway and if so, have a look again at the tips for ensuring your historic is in the right condition to undertake it in the FIVA Guide.

## ICE 2030

The Government announcement on its intent to legislate for the end of UK sales of new petrol and diesel cars by 2030 came out after the submission date for the last newsletter. <https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030>. It should be made clear that for now, thanks to the work of the Motorcycle Action Group (MAG), the ban does not extend to our motorcycling colleagues. <https://www.mag-uk.org/motorcycles-not-in-scope-for-2030-end-of-sale-of-petrol-and-diesel-vehicles/> This topic will, I am sure, have extensive coverage in this journal and elsewhere in the coming months and years. I am also confident that our Chairman will make clear that, “ours is not to reason why” but to ensure that our freedom to operate our historic vehicles remains. Whether that is to seek the continuance of suitable fuels and lubricants, access to towns and cities and repair and maintenance expertise, the Federation will take the relevant steps. The task will be different and perhaps more onerous than the battles of 50 or so years ago undertaken to ensure that changing testing and roadworthiness regimes did not put classic vehicles off the road. However it may help that although more niche and less frequently used, historic vehicles for now attract a fondness and support from the general public that may not have been present all those decades ago. The task of all of us is to foster and maintain that support through a range of policies and initiatives which I touched on last time round under the heading “Environmental Initiatives”. The Legislation Committee and I will be keeping a beady eye open for the first legislative steps down this road.

## FIVA

At our last Legislation Committee (LC) meeting in December, our representative on the FIVA Legislative Committee, my predecessor Bob Owen, provided a summary of the legal issues under consideration at international level.

In a fairly full pre-Christmas agenda, the FIVA LC discussed both highly topical issues and some more arcane and technical ones. On the topical Climate Change front, the LC agreed that FIVA should be able to present something relevant to the 26th UN Climate Change Conference later this year (COP26), to prevent historic vehicles being thoughtlessly swept up in general moves towards introduction of less-polluting power sources for vehicles and consequent restrictions on use of older vehicles. A dialogue on how this will be progressed will now be started. The FIVA LC also considered a FIVA General Assembly proposal to change the Technical Code clarifying that any historic vehicle converted to electric power will be regarded as making that vehicle new. The LC was interested in some of the potential ramifications of such a change and will work on how this change may be introduced with the least adverse effects from such a conventional but stark position.

Again connected to the environment, FIVA has submitted a paper to the EU Commission regarding work to create an amendment of the EU End of Life Directive. This covers the vexed issue of destruction vs. dismantling and proposals for how to limit the inclusion of historic vehicles in scrappage schemes and reflects work done by the FBHVC on the subject. Notwithstanding Brexit, Bob hopes that after the dust has settled, the DfT will at least take notice of EU legislation in this area in the drafting of UK proposals on the subject.

On the more technical side, the LC agreed to set up a database of national registration rules, not currently included in the current legislation survey. This will be a major task (think of the complexity of the potential UK answer!) and will certainly expose vast differences in national approaches to the subject. Finally the LC also learned of the suspension for now of proposals to amend the FIVA Statutes to include Global Partners (i.e. high-profile commercial sponsors) as FIVA Members at the 2020 virtual General Assembly. As with so much last year, proper debate on the topic had been constrained by the virtual meeting limitations necessary during the pandemic.



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# Clean Air Zone News

James Fairchild

## Zone Updates

Elsewhere in this issue of FBHVC News, the Legislation Director summarises continued action by the Federation to protect the interests of historic vehicles owners as fresh proposals for Clean Air Zones emerge or re-emerge from various councils. For those zones on which the Federation has already made representations, James Fairchild outlines some changes for the Capital and other major cities to take effect during 2021. The good news is the hard won exemptions from Government for historic vehicles promulgated by DEFRA in 2015 are recognised in all these changes.

## York and others

With effect from 31st January 2021, a Clean Air Zone in York (for local service buses only) has commenced. This joins existing service-bus-only emission zones in Glasgow, Oxford and Norwich. This zone does not affect preserved buses, so I won't say anything further about it. We were expecting Edinburgh to also commence such a zone around the same date, but this has been delayed - with the current Scottish plan being that what they term 'phase 1' LEZs (which we understand to be local service bus only) to happen in Edinburgh, Aberdeen, Dundee and a wider Glasgow zone in approx. Feb to May 2022 with further phases to encompass cars subsequently. We keep a watching brief.

## London

On 1 March 2021 there are two important changes in Greater London which apply to some commercial vehicles regardless of use. For brevity, when I say Greater London I mean the area approximately inside the M25 (including one small area beyond it) to which the LEZ applies - see map at <https://tfl.gov.uk/modes/driving/low-emission-zone/about-the-lez>

Firstly, the Low Emission Zone (which has existed since 2008 when it was Euro III) increases to Euro VI for buses and trucks over 3.5 tonnes. The historic vehicle exemption (which for this zone, is all vehicles in the historic VED class and all

vehicles pre 1973 regardless of VED class) remains in place. There is a lower price for buses and trucks that comply with euro IV or V of £100 per day, compared with vehicles euro III or earlier that are charged £300.

Vans (up to 3.5 tonnes) and minibuses (9-16 seats, up to 5 tonnes gross) remain subject to the Euro 3 emissions standard with no change to their £100 charge (although the ULEZ van charge of £12.50 and congestion charge of £15 are also payable depending how far in your vehicle goes).

On the same date, the London Direct Vision Standard Permit scheme described by the Legislation Director in Newsletter No 5 of 2020 commences (this applies to goods vehicles over 12 tonnes only). As described in that Newsletter, he had sought and obtained clarification that vehicles in the historic VED class enjoy an exemption from the requirement to obtain a Permit due to the impracticability of being modified to comply. Any newer preserved trucks (or commercially operated trucks of any age) which wish to enter Greater London will need to comply. Put simply, this is a requirement to allow the driver to see more from his or her drivers seat, and encourages manufacturers to make cabs lower and potentially to cut a window into the passenger side cab door. Vehicles that do not comply by design can have 'indirect' vision features added to make them acceptable, i.e. further mirrors, camera systems, cycle alert features when turning left, as well as protection against under-run. We were reminded in that Newsletter these measures are being introduced for safety reasons following a number of fatal accidents between cyclists and HGVs in Central London. That being the case, even if historic vehicles do not have to comply with DVS nor need a permit (so long as they are not being used for commercial purposes), this does not exempt their operators, owners or drivers from potential liability if the 'privilege' is exercised and the worst happens where an accident occurs where lack of vision is judged to have contributed. The Federation's expectation and Tfl's understanding is that historic heavy vehicles will be present in the area of

Greater London covered by the scheme on rare occasions such as parades or events when the traffic is otherwise quiet, and crowds can enjoy the spectacle.

For younger vehicles whether or not in preservation or commercial use, they will have to comply with the requirements of the Scheme involving potentially onerous and expensive modifications. Full details are in the HGV Permit Guidance Document on the Tfl website <http://content.tfl.gov.uk/hgv-safety-permit-guidance-for-operators-entering-london2.pdf> In summary, a vehicle is given a star rating between 0 and 5 according to its compliance. In terms of checking the star rating, Tfl has created a checker with various vehicles already in it. Having put a variety of older and new trucks into it, virtually everything seems to get zero stars (including the 19 plate articulated lorry I drove for a haulier recently). Some vehicles are not in it at all, and for these vehicles one needs to get a confirmation from the manufacturer (which will almost definitely be zero stars). DAF UK has confirmed that it will issue this if needed for all vehicles made by DAF, Leyland and all constituents. If anyone needs to obtain manufacturer evidence from DAF they may email [ukwvta@daftrucks.com](mailto:ukwvta@daftrucks.com) enclosing a chassis number and as much information as possible. If a vehicle with zero stars is modified with indirect features (extra mirrors, sensors, and so on) this will only last until 2024 when further compliance (to be specified nearer the time) will be required. Do not forget however that you will either need an emissions kit or to pay the LEZ charge in addition.

Tfl have reserved themselves the power to grant general or specific exemptions under article 4(g) of the Greater London Council (Restriction of Goods Vehicles) Traffic Order 1985. The current list of exemptions is set out in the Permit Guidance Document referred to earlier. However, the provision does give scope for a one off exemption to be sought if there is a genuine reason for a non-compliant truck under 40 to access London (perhaps for a commemoration, or similar cultural event).

Notwithstanding the exemption for vehicles in the historic tax class, given the

actual and legal liability risks of operating historic HGVs in this densely populated area together with the costs of modifying younger preserved HGVs, the effect is to discourage their use in this area outside the protection of an organised event or parade. However, I anticipate this will have very little adverse impact given that historic commercial events tend to take place elsewhere. The Historic commercial Vehicle Society (HCVS) London to Brighton Commercial run (which we do truly hope can take place as pencilled on Sunday 9 May 2021 from Crystal Palace Park – which is outside the South Circular) stipulates pre 1980 vehicles which will be covered by the historic tax concession. We will however keep a watching brief on any proposals to include direct vision or similar elsewhere.

For clarity to readers who use a lorry of some description to transport their historic vehicles around, the above London matters do affect you also. Whilst DVS only affects vehicles with a gross

weight over 12 tonnes, the LEZ euro VI requirement affects all vehicles over 3.5 tonnes, with no private use concession.

## Bath

On 15 March 2021 the Bath Clean Air Zone (CAZ) commences. Whilst this zone applies to trucks, buses and vans (regardless of use) and not cars or motorcycles, the good news is that vehicles in the historic vehicle tax class are again exempt. The zone encompasses the city centre and suburbs just beyond, example Bathwick, Walcot, Royal Victoria Park, and the Wells Road hill up to (but not including) Bear Flat. The zone includes the A4, A36 and all roads within. Zone map link <https://beta.bathnes.gov.uk/view-map-baths-clean-air-zone> and vehicle tax class checker can be accessed on the government website

At the time of writing, details of how to pay have yet to be published, therefore

we recommend visiting the website of Bath & North East Somerset Council nearer your visit. If we have any further information we will update our page at [www.fbhvc.co.uk/emissions](http://www.fbhvc.co.uk/emissions) as this zone will be in force before the next newsletter is with you.

## Birmingham

The Birmingham CAZ commences on 1 June 2021 – this zone is not limited to trucks and buses but applies to ALL vehicles unless exempt, so including cars but not two-wheeled motorcycles. Again, all vehicles in the historic VED class are exempt. The zone covers the central area inside the Middleway (A4540) but not Middleway itself. It does however include the A38M/A4400 Queensway tunnels. Again, please refer to our emissions webpage, as we will attempt to keep this updated where we can. >>>



*In the early 1980s, Leyland poured considerable investment into the truck range. The Ogle-designed T45 cab was the new face of this range, from the Road Train at the heaviest end, through to the slightly smaller Cruiser and Constructor, and their 7.5 tonne little brother, the Leyland Roadrunner. On this vehicle only, the nearside of the cab featured a lower window where a glovebox might typically be, designed to give the driver better direct vision. This preserved example is seen at Brough on the occasion of the commercial vehicle rally held there (in normal times) around Easter. Upon the DAF takeover this nearside kerb window was deleted and the truck remained Leyland DAF 45, and with a few significant redesigns it remains in production today as the DAF LF City - photo Copyright Peter Steel on Flickr*



*One of the earliest such examples was the FG, branded first of all as a Morris or Austin, and then as Redline or Leyland, this design with its lower corner windows had a long production period from 1960 to 1982. This 1979 example shows off the lower corner window very well. Copyright Nivek.Old.Gold on flickr*

## London ULEZ

From 25 October 2021, and again applying to all vehicles (this time including motorcycles too) unless exempt, the boundary of the ULEZ increases to be everything within the North Circular and South Circular roads.

The congestion charge boundary remains as per existing and does NOT broaden, although we remind people that the congestion charge (to which historic vehicles have never been exempt) was expanded to 7 days a week during mid 2019 from the previous weekdays only.

Charges and exemptions remain as they currently are.

## On the horizon

In December 2020 the London Evening Standard reported that consideration was been given to a 'Greater London Boundary Charge' of £3.50 payable by all vehicles coming from outside (in addition to the other charges). This seems a very speculative and politically controversial proposal, but again we will keep a watching brief. However, if this is applied to all vehicles then, like the existing congestion charge, historic vehicles would not be disadvantaged.

This article was prepared in December 2020, using the Federation's best endeavours at that time. It is possible that one of the other proposed zones could formalise and commence during 2021, in which case where the Federation becomes aware of suitable information, it will update the emissions webpage where it is in a position to do so. As further zones are created, we will approach the time where route planning involves a check of every city that one will pass through to see whether an emissions zone exists and whether charges or exemptions may apply, and this will make journeys with cars, motorcycles and commercials between 30 and 40 years of age that bit harder. Arguably motoring on the continent has already reached this point (especially given that some zones there do not have 'historic' concessions).

We would close by emphasising to the owners of cars 40 years old or under that the Birmingham A38 Queensway tunnels are subject to the CAZ from June 2021 and therefore that vehicles which aren't exempt must either plan to pay the charge or plan a suitable alternative route.

## JUST IN

### Driver Certificate of Professional Competence (CPC)

Following a consultation back in April 2020 to which the Federation responded, DVSA sent an email around in early January 2021 advising that one proposed change, which was to stop drivers doing the same Certificate of Professional Competence (CPC) module five times in a row, has been enacted.

This repetition was a criticism that many people had of Driver CPC, and it seems sensible to all concerned that this change has occurred. We would remind the reader that a CPC is NOT necessary in order to drive buses and trucks non-commercially, although many people in the preservation movement do in fact attend such courses and, depending on the quality of the trainer, people enjoy them and do learn something. If anyone might be about to do some hire/reward work, or a situation where

an official may consider that it could be 'commercial' rather than 'non', it may be worth keeping the certification up, just in case.

For the benefit of those who drive cars, motorcycles, tractors and construction plant as their heritage vehicle of choice, Driver CPC is a scheme whereby a bus or truck driver must attend five full-day courses every five years, covering a variety of subjects, in order to remain 'competent' to undertake the driving of a large vehicle. Seminars the writer have attended have included 'vehicle checks, operator compliance and fuel efficient driving', 'drivers' hours and tachographs' and the less descriptive 'periodic training modular course LGV' which was actually most informative, and 'modular course 2017' which was less so.

*This left hand drive Scania 141 truck again of the early 1980s shows a small lower window in its (continental) nearside door. Whilst the windows being retrofitted into some trucks at present are larger than this, this window may have alerted the driver to the presence of a pedestrian or cyclist not visible in his or her main mirrors due to blind spots. I have been unable to find a picture of a right hand drive Scania 1 series with a lower window in its (UK) nearside door, but perhaps a reader knows whether any were made thus?*



# Carbon Neutrality and Historic Vehicles

Our historic vehicles, with a very few exceptions, use fossil fuel and so emit carbon dioxide. This gas is seen as a major contributor to global warming and is prompting governments across the world to support electric vehicle sales to eliminate the damage this gas causes. There are arguments that electric vehicles are not as 'carbon neutral' as promoted, but that is a discussion for another day!

There is little we can do to alter the carbon emissions from our vehicles without destroying their historic integrity, but we need to look carefully at what we can do to counter global warming effect of exhaust gas. The historic context for our vehicles is 'driving on the roads' and the value of our cars is upheld by the ability to enjoy their use. They should not be just museum exhibits but to maintain this status, requires us do all we can to ensure public and governmental support. This means we must address carbon emissions.

Carbon dioxide emissions is an issue for many sectors; aviation and shipping being obvious transport candidates, but home central heating and agriculture are also major contributors. It is helpful to look at the methods used to mitigate the environmental damage their carbon footprint causes. An industry is growing up to assist those using combustion engines and companies wishing to reduce or eliminate their footprint. All are using methods to reduce emissions, trade carbon or offset its damage.

Historic vehicles are a small contributor to UK carbon dioxide emissions. DVLA data shows that there are 1.5 million historic vehicles

in the UK and almost half are insured to allow use. In context, this is out of a total of about 38 million vehicles on the UK roads. Taking the example of historic cars in isolation, they are likely to emit about quarter of a million tonnes per year or just over 0.1% of the total UK car emissions. However, as our usage continues, more recent cars join the historic class, the percentage contribution will rise, even if emissions stay constant, because electric vehicles numbers will grow.

Our historic vehicles use the engines appropriate to the vehicle. The engine is a core element in providing the vehicle with its identity and its historical integrity. We can ensure that vehicles produce no more carbon dioxide that is required by ensuring that the engine is correctly tuned but there is little we can do to further reduce emissions. We are aided by the FBHVC research carried out over recent months which gives a measure of average vehicle usage and can make an informed assessment of the scale of emissions by historic vehicles. This is valuable in persuading government that we are a small contributor to the much bigger carbon footprint of UK society.

Carbon trading is a process of buying and selling rights to emit defined amounts of carbon dioxide. It is a scheme managed at governmental level and is based on the premise that large scale emitters can pay to for others to shoulder their emissions responsibility. Some commentators question whether this reduces carbon emissions or just shifts the problems to others. We have one planet and overall reduction is the sole test.

This type of scheme is suited to major polluters in industry, shipping or aviation. It is unlikely to be cost effective for FBHVC or its members.

Carbon offsetting is a process where emitters pay for mitigation of damage to the environment. The aim is an overall reduction in carbon dioxide by its removal or usage reduction. The methods deployed include absorption of carbon dioxide – usually by tree planting, forest or peat bog preservation or assisting communities that burn wood. This might be reductions in logging and felling for agriculture or by providing efficient stoves to deter tree destruction.

FBHVC favours a scheme to offset the carbon dioxide produced by our historic vehicles. Currently we are evaluating several potential partners who could assist us. We are not equipped to undertake the land acquisition and forest management but will join other like-minded ventures. We are discussing offset plans that have UK based offset as a major feature. This will involve maintenance of existing landscape and planting of new. The likely cost, on an individual vehicle basis, is likely to be modest and it is our hope that many if not everyone will support the initiative.

We will come forward with plan details this year which will include details of our chosen partners. The scheme will allow members the opportunity to donate that recognises carbon we produce based on the differences between the types of vehicle, the scale of use and fuel consumption.

***No sooner than I had written the copy for the December edition of FBHVC News encouraging you to visit a newly reopened Motor Museum to help them recover from their COVID closures than we were back into a lock down situation in many parts of the country and as I write this article most Museums are again closed which will, yet again, put them under severe financial pressure.***

Despite the closures many Museums have worked hard to have a strong "online" presence and there have been some great stories and images shared on sites such as Twitter, Facebook and Instagram – I really would encourage you to go looking for these sites.

Just before the last lockdown I spent an interesting, socially distanced, morning with Charlotte Gallant who is the Archivist for the British Motor Industry Heritage Trust based in the British Motor Museum at Gaydon in Warwickshire.

It was during the visit that I realized many enthusiasts whilst knowing of the existence of the Trust may not fully comprehend what they do and the scale of the material they hold – which is truly vast.

I therefore took the opportunity to get Charlotte to explain who they are and what they do, and this is her overview of their operation.

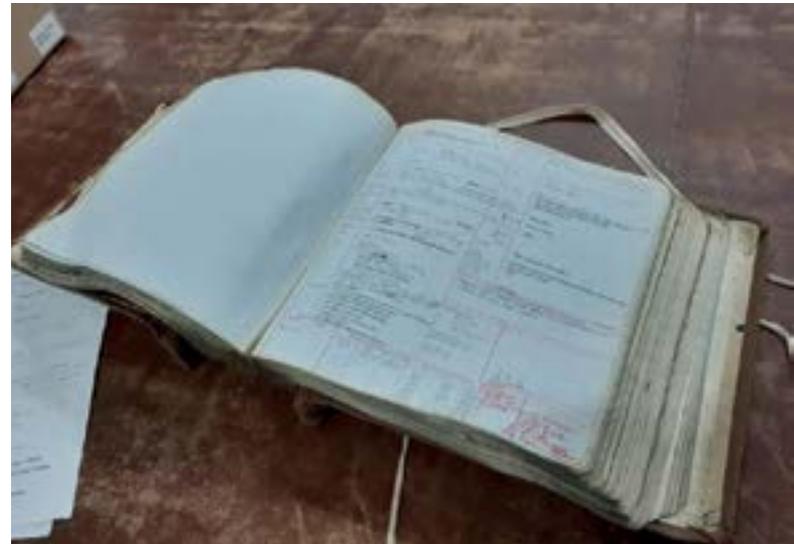
Our origins go back to the creation of British Leyland Motor Corporation in 1968, a merger which brought together most of the surviving British motor manufacturers; they were themselves results of earlier mergers and therefore encompassed a large variety of firms. These included not just car, bus and truck manufacturers but also some very obscure products - bridges, construction equipment, refrigerators, milk float etc. As a result, the records in the archives encompass a total of 97 different companies which were at one point under British Leyland!

On top of this we also have the records of independent companies, most notably Dunlop and Lucas. Lucas is one of the most complete company collections in our archive and includes some of our oldest records including finance ledgers belonging to Joseph

Lucas from the mid-1800s. We also have the personal papers of Alec Issigonis, Herbert Austin and Miles Thomas to name a few.

We are perhaps most well-known for our Heritage Certificate service which provides certified copies of a vehicle's entry in the original factory ledger, showing a car's specification as it left the production line. There are currently accepted by the DVLA as proof of date of manufacture for tax exemption, but are also popular as gifts, especially for Father's Day and Christmas. This information comes from the original factory registers which range from the beautifully handwritten to 1980s computer printouts.

But this is just one strand of the work that we do. Our records include not only the business side of the motoring industry – financial ledgers,





legal agreements etc., but also capture the social life of the factory workers too. Although the personnel records of the factories do not survive, lots of information has been captured in the magazines produced for the workforce such as BMC World. These normally describe the most recent events occurring at the factory including factory sports team results, births, marriages, deaths and retirement parties (usually detailing the presents received by the lucky retiree).

There are also well over one million negatives in our photographic collection. These range from glass plate negatives from the beginning of the 20th century, to cellulose negatives, slides, prints and transparencies. We also hold a huge amount of film, not only in the original reels but in Umatic, Betacam and VHS format. The film and photographic collection includes everything from the fabulous press shots used in

sales brochures to pieces of engine, test runs and even staff portrait images.

We also have a huge collection of press and sales material generated by the motoring industry during the 1960s, 70s and 80s. This ranges from the press releases generated by the launch of a new car model, including this huge pack of press material for the Marina.

Far from being an old collection, our archive is a living organism and is still expanding, not just with donations from the public (which have increased dramatically during the lockdown with everyone having a sort out!) but in how we promote access to our material in the increasingly digital age.

We have a website showcasing a small portion of our photographic collections [www.motorgraphs.com](http://www.motorgraphs.com). We also have a Flickr account where viewers can comment on our images and help us

identify locations and people <https://www.flickr.com/photos/bmiht/albums>

We publish a monthly blog via the museums website which alternates between archive news and a document of the month chosen by one of our archive team. <https://www.britishmotormuseum.co.uk/explore/museum-blog>

We are also starting work, with the help of our dedicated volunteer team, on digitizing more documents, including the aforementioned factory magazines, so they can be enjoyed by the public and used for family history research.

Our Reading Room is open to researchers (although how often depends on government COVID guidelines), but there is always work

going on behind the scenes. Please look at the links above or the British Motor Museum Facebook, Twitter, and Instagram pages to view more of our collections.



*Charlotte has given us a great insight into their operation, and I will be working with the many Archives and Museums who are FBHVC members over the coming months to create more awareness of their operations and activities.*



# BSA Owners' Club Library Update - More Items now available online...

The BSA Owners' Club has an extensive library of factory documents, photos and other items which has been built up over many years. This is all looked after by the Club Librarian, Steve Foden.

This archive covers from an image of the 1903 BSA, right through to after Armoury Road closed and the BSA name was used on a number of incarnations. A large amount of this collection has been digitised, whilst work is continuing to cover more items. This has been available online to members for a while, but during the recent Lockdown period the Club Webmaster Rob Jones, with the help of Jeff Allen, has been updating the database and search facilities to allow members to find what they need in a more streamlined way.



One major set of documents now available is the catalogues and sales literature, covering almost 100 years of machines – two, three and four wheelers - bearing the BSA mark.



The items now available online include ...

- 111 Parts Books,
- 103 Riders Handbooks,
- 39 Workshop Manuals,
- 487 Service Sheets and Dealer Bulletins and
- 340 Catalogues and other Sales Literature.

Note that this is a "members only" facility – another great reason to join the BSA Owners' Club (details on the website - <https://www.bsaownersclub.co.uk/membership.php>).

Open to All - For all who own, or have owned, a BSA (including non-members) and who want to see what their BSA should look like, images of the BSA range can be viewed on the website at [https://www.bsaownersclub.co.uk/bsa\\_range.php](https://www.bsaownersclub.co.uk/bsa_range.php) These are organised by year for ease of searching.

Select the year to see the BSA Models available  
Example of 1935 Models



## Events

As an event organiser myself I can only sympathise with all of you in the same position – trying to put on even a simple one-day event is a nightmare, and multi day multi venue ones are virtually impossible. On the plus side there is so much pent up demand out there that we are constantly responding to requests from previous entrants wanting to know when and where their favourite event(s) are taking place so they can arrange their 2021 diaries. With MSUK licences on hold once again (except for elite events) we can only ask everyone to be patient whilst we collectively benefit from the vaccination programme and some semblance of normality returns.

As Drive it Day approaches (April 25th) you, as individuals or informal groups can, I hope, get your classic cars, motorcycles, and commercial vehicles out on the road. In any case you can already purchase your personal Rally Plate from the Drive it Day website at <https://www.driveitday.co.uk/>

The site explains the collaboration between the FBHVC and Childline® and you can also submit details of your club Drive it Day plans – Covid-19 restrictions permitting of course. Please support this initiative and promote it to your club members and historic vehicle enthusiasts you know.

Also, can I ask you to update the club events listing on the FBHVC website at <https://www.fbhvc.co.uk/events> so that all our members can see what your club is planning for 2021 and can contact you for more information.

## Motorsport UK Update

If you have not already done so then please renew your clubman RS Licence for 2021. It is free and you can always upgrade it if and when you need to.

Preparation for Lockdowns is well advanced and as mentioned above MSUK Permits are on hold for as long as necessary to comply with government restrictions – which as we know can change at very short notice. Keep up to date by checking their website at <https://www.motorsportuk.org/covid-19/>

So by the time you read this many things may have changed, hopefully for the better, so keep positive and lets enjoy our classics whenever the opportunity arises.

Take care and stay safe.



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# THE NATIONAL HISTORIC VEHICLE SURVEY 2020/21 CLUB FACT FILE

HISTORIC VEHICLE CLUBS



## ARE BRITISH HISTORIC VEHICLE CLUBS HAVING A MID-LIFE CRISIS?

This short fact file contains results from 248 club surveys which form part of the National Historic Vehicle Survey.

The average age of Clubs since formation that completed the Federation's 2020 National Historic Vehicle Survey is 41 years. The survey reveals there are potential problems ahead for clubs who are not prepared and starting to take action - read on...

### IN THE NEXT 5 YEARS...



**43%** of historic vehicle clubs think the average age of their members will increase



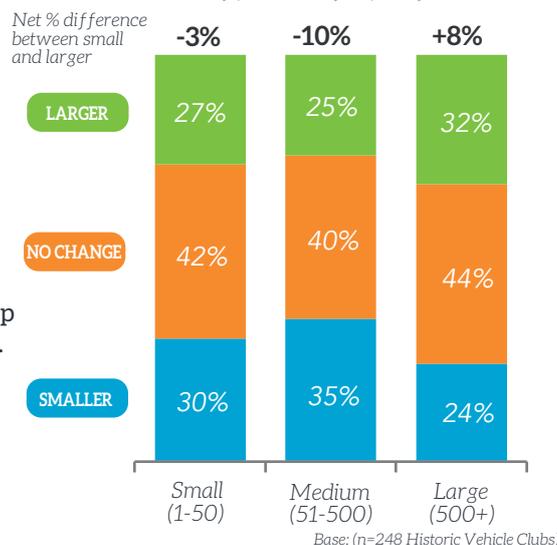
**32%** of historic vehicle clubs that expect their membership numbers to decrease

We know from the enthusiast part of the 2020 Survey that of those responding to the survey 87% of owners and 50% of non-owners are members of at least one historic vehicle club. This is a small decline from comparative figures of 90% and 56% in 2016.

We also know from the enthusiast survey that the average age of Club members is 64 compared to 59 for enthusiasts that are not a member of a historic vehicle club.

### MEMBERSHIP TREND

Q. How do you envisage the number of members of your club in five years from now?



### DIRECTION OF TRAVEL

In addition we know that 43% of Clubs expect the average age of their membership to increase over the next 5 years, while only 5% expect it to decrease.

We also know that 1 in 3 Clubs overall expect a decline in membership over the next 5 years, when in 2016 they were predicting an increase.

All this when the number of historic vehicles on the DVLA database has increased and the estimated number of enthusiast owners has grown from around 500,000 to over 700,000.

### WHY MIGHT THIS BE?

**Lack of enthusiasm for historic vehicles? Probably not.**

We know that in 2019 21 million of the population saw historic vehicles as an important part of the Nation's heritage.

We also know that in 2019 around 10% of the adult population, 5.1 million people, do not have a historic vehicle but aspire to own one. Indeed the interest was strongest amongst younger adults.

**Is it too expensive to join a club? Probably not.**

In 2016 the average cost of club membership was £20 per annum. In 2020 it has risen to £25.

*Beertoday.co.uk suggests that the average cost of a pint of beer is currently around £4.00. Membership of a historic vehicle Club for the price of five or six pints, hardly a night out!*

**HERITAGE**

**21 MILLION**

People see historic vehicles as an important part of the Nation's heritage

**£25**

Average annual subscription to a historic vehicle club (increased from £20 in 2016)

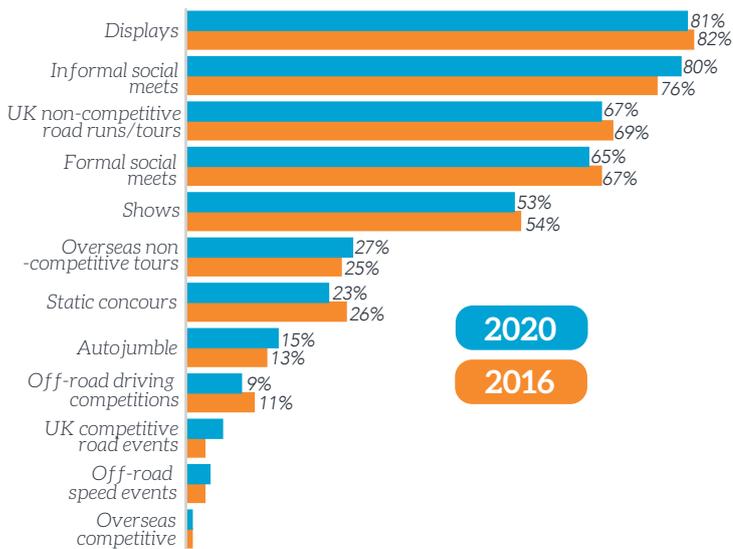
# IS THERE A PROBLEM?



**What then is the problem?** Are Clubs just not seen as relevant to today's historic vehicle driver? Clubs were mostly started by like minded individuals with a shared interest in vehicles, whether generally or specifically by make or model. Clubs offered the opportunity for enthusiasts to compare notes on their vehicles, seek help with problems and often obtain assistance with repairs. Clubs provided magazines and social meetings or events for the interest and benefit of members. Our survey shows that Clubs are continuing to do all these things:

## CLUBS ARE STILL VERY ACTIVE!

Q. Please tell us if you organise the following types of event?  
(n=248 Historic Vehicle Clubs)



But in fact is that the problem? Clubs are doing what they have always done yet most are not thriving and growing. We have to conclude: **'if clubs keep doing what they have always done the results will always be the same'.**

Communication between a club and its members has changed. 85% of Clubs have a website, similar to the number in 2016 (86%), but managing and maintaining this resource with relevant content must be challenging.

There has been a **significant increase** in the use of Social media where now over two thirds of Clubs have a presence against barely half in 2016. There is an emphasis in use with larger clubs far more readily adopting social media than small clubs (80% vs 45%).

One major change is the reduction in the number of clubs offering a library service, down from 40% of clubs to only 23%. **Are Clubs finding members do not want the library service now that so much information, mostly free, is available on the web?**

**85%** have club websites  
Club websites are a valuable tool for clubs

**69%** offer Facebook content  
Around 7 in 10 clubs now provide content on Facebook

**23%** offer library facilities  
Around 1 in 4 clubs now offer a library service to members

## ATTRACTING YOUNGER MEMBERS

Our research does show that 11% of clubs either have a youth group or make special arrangements for younger members. Set against that 89% that do not. It is the larger clubs that cater best for younger members (24% do so), which perhaps contributes to the potential for a polarisation effect - the large get larger, whilst medium size clubs get smaller and smaller clubs eventually disappear.



## HOW ARE LARGE CLUBS DIFFERENT?

**Large clubs** tend to be single make and benefit from the 'halo' effect of current vehicle production. These larger clubs tend to be national or international and have well developed communication routes. They are more familiar with social media and tend to have some dedicated staff or volunteers helping. **Small clubs** tend to be less formal groups. Many are multi-marque clubs based in a specific area or region. In these clubs communication by social media has fallen from 2016 to 2020 (from 50% to 45% of clubs).

Large clubs also offer more activity, for example, 93% of large clubs participate in displays (on average 23 per annum), where 76% of small clubs do so (on average 6 displays per annum). This pattern repeats down the range of club activities from informal social activity to static concours. The impact of this may influence membership patterns or perceived value of club membership.

In conclusion, some clubs will be thriving, many are not. This overview starts to illustrate some of the reasons that are in play in the club scene. The FBHVC is available to advise and share experiences between clubs, contact us at [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)

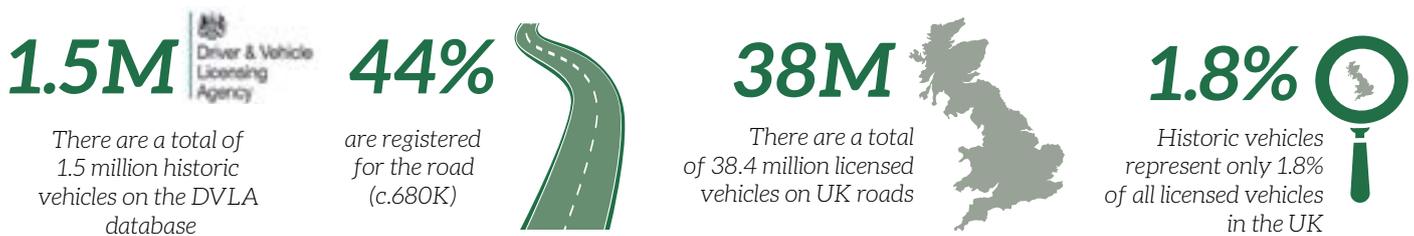
For more information on the survey, or other opportunities to get involved [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)

# THE NATIONAL HISTORIC VEHICLE SURVEY 2020/21 ENVIRONMENTAL FACT FILE



## #1 OLD VEHICLES ARE DIRTY, SMELLY & POLLUTING - RIGHT? WELL NO ACTUALLY! CONSIDER THESE FACTS A-D:

A. There are not that many historic vehicles compared to the total number of vehicles on UK roads today.



B. Historic vehicles are not driven very far each year which means they don't actually account for that many miles.



C. Total emissions from fuel used by licensed historic vehicles are low by comparison to those emitted by all other licensed vehicles.



Given the high proportion of cars and motorcycles in the historic vehicle group and the relatively low number of buses, coaches, heavy goods, agricultural and military vehicles, the level of actual emissions is likely to be even lower than the mileage driven would suggest.

Note: when comparing emissions from new vehicles, figures must reflect the carbon footprint of manufacture. The carbon footprint of the manufacture of historic vehicles has already been sequestered. There is a strong case to encourage owners to retain and repair vehicles rather than purchase new.

D. The environmental footprint associated with historic vehicles spending is smaller than that of normal consumer spending.



ENVIRONMENT

There are three main reasons for a smaller footprint - 1: spending on classic and historic vehicles has a high labour content and low energy and materials content, 2: the philosophy of repair rather than new build means the industry focuses on re-use, and 3: these types of vehicles typically have very low levels of usage.

Source: *The Economic Impact of the Historic Motor Industry in the UK, HERO-ERA / CEBR December 2020.*

# YES, THERE ARE SOME EMISSIONS BUT THESE ARE HERITAGE ASSETS



#2

## HISTORIC VEHICLES STILL CAUSE SOME ENVIRONMENTAL POLLUTION SO SURELY YOU SHOULD STOP USING THEM?



NET ZERO

Of course historic vehicles cause some pollution but owners are aware of the environmental issues, and we have seen this from our survey. The FBHVC is committed to carbon zero.

Already, **35%** of enthusiast owners either contribute to a carbon off-set programme or would do if a suitable programme was available

*The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.*

#3

## NEARLY 1 IN 3 OF THE BRITISH POPULATION THINK THAT HISTORIC VEHICLES SHOULD BE USED RATHER THAN SIT IN A MUSEUM



USE THEM

We know from previous research that a significant proportion (**32%**) of the population think that historic vehicles should be used rather than sit in a museum and that nearly half (**48%**) believe they should be preserved for people to enjoy in the future.

A similar proportion believe historic vehicles are an important part of our heritage.

### HISTORIC VEHICLE ANNUAL MILEAGE

Source: 2020 National Historic Vehicle Survey



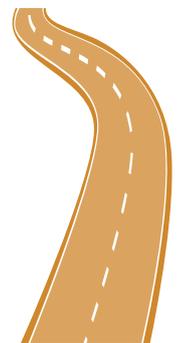
1,395  
Cars

881  
Motorcycles

71  
Tractors

827  
Bus/Coach

1,387  
Vans



THE FUTURE

The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.

For more information please contact: [environmental@fbhvc.co.uk](mailto:environmental@fbhvc.co.uk)



For more information on the survey or other opportunities to get involved email: [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)

# MORE THAN JUST SOME

## Riding the 1907 Six Day Trial

by Tom Norman, Chairman, Panther Owners Club

*In the summer of 2019, I stumbled across an auction listing for an auction house in Otley, Yorkshire. The item of interest was described as late Victorian silver trophy cup the inscription of which suggested that it had originally been awarded to an R Moore.*

As I am sure you are all aware, Panther motorcycles were made by Messrs Phelon and Moore, founded in 1905 by Joah Phelon and Richard Moore. Could it be the same R Moore? I decided, in the interest of P&M, to bid on it.

Ultimately, I was successful, and I soon collected my new silverware from the auction house. It was indeed a handsome trophy and I was inspired to do a little research...

It transpires that the Auto Cycle Club later in 1907 changed its name to the Auto Cycle Union or ACU which is still in existence today and very important in the world of motorcycle sport. The results of the 1907 Six Day Trial are even available online as indeed is a very full report in The Motor Cycle of 28 August 1907 which makes for fascinating reading and provides a unique insight into the event in question.



The hardy 1904 P&M proved reliable throughout the trial

A quick look at the results showed that three P&Ms were entered in the trial but only one finished, with zero marks lost, ridden by one R. Moore. So, almost by accident I had acquired a trophy awarded to Richard Moore himself – one half of Phelon and Moore! It was worth the bid after all.

In August 1907, Richard Moore was a youthful 25 years old – probably not dissimilar to the other entrants, but he needed to be - the 1907 Six Day Trial was a tough event. Richard Moore was a regular competitor in this and many other trials and motorcycling events. He saw this as an excellent way of advertising the products of Phelon and Moore. This was his fourth entry in the Six Day Trial.

The riders faced many challenges. Interestingly, The Motor Cycle correspondent makes much of the hazards of riding in towns. Unlike today, there were tram lines, cobble stones and setts, all of which are very slippery when wet but bear in mind also that it has been calculated that some 36,000 tons of horse manure were deposited annually on the streets of London alone. This would then spread as a fine glaze on top of the aforementioned hazards. The Motor Cycle noted: "On entering Matlock, the second check, there is a notice which reads 'Roads slippery, traffic congested, turns numerous, drive cautiously' – a truly

necessary warning. Here it was reported that the checker (marshal) made bets with some of the competitors that they would not leave the town without falling off their machines and so it is affirmed that quite half the competitors did not reach Buxton without experiencing a tumble."

Out in the country, the roads were no less dangerous as they were very unlikely to have a sealed surface. Indeed, most roads were 'Macadam' roads constructed on the same principles set out by John McAdam in 1820 where a surface layer of crushed stone and gravel was laid on top of a base of larger stones. In 1820 this was a big step forward but with the coming of the motor vehicle certain disadvantages were becoming evident. The disadvantages that they presented depended on whether it was raining or not. In the former condition the surface became very slippery. Nowadays, and forgetting about diesel spills, one only really experiences conditions like this when greenlaning and I believe that greenlaning quickly the rider teaches a very simple rule – DON'T TOUCH THE FRONT BRAKE! It is notable that on Panthers it was common right through to the 1930s to have a larger, more powerful brake

on the rear wheel. It is only today in our concrete and tarmac-bound world that we have come to rely on the front brake as our principal stopping device. On the white roads of the Edwardian period when it stopped raining grip returned but the problem then became one of dust; as vehicle speeds rose so too did the dust clouds. This dust cut visibility, clogged the primitive carburettors of the day and penetrated everywhere. Much of the motoring literature of the period contains advertisements for allegedly dust-proof clothing. On day 4 on the run to Cardiff the correspondent noted that "Towards the latter part of the journey the dust was exceedingly trying".

Near Worcester, participants had to tackle the notoriously challenging Fish Hill. The Motor Cycle's correspondent reported that "R. Moore (3½ hp, Phelon and Moore) came up excellently at low speed". This is a significant comment. Most of the motorcycles entered in the event were single-speeders which is what can make steep climbs so challenging to the riders of bikes from this era. With only one speed to work with, there are two ways one can maintain progress up a hill. The first is by pedalling, known as LPA [Light Pedal Assistance] and so

### Route of trial with daily mileages

Day	Date	Start	Finish
1	Monday 19 August 1907	Hatfield (N.London)	Cove
2	Tuesday 20 August 1907	Coventry	Llang
3	Wednesday 21 August	Llangollen	Aber
4	Thursday 22 August 1907	Aberystwyth	Card
5	Friday 23 August 1907	Cardiff	Glou
6	Saturday 24 August 1907	Gloucester	Hou

# SILVERWARE



Period coverage of the event in *The Motor Cycle*

beloved of road-testers of the period. Indeed, one competitor on Fish Hill was described as "pedalling vigorously". The second method of ascending a hill is by approaching it going as fast as possible. This is not too difficult if the approach is straight but very often it is not and if there is a bend at the bottom that bend may have to be attempted on the limit. Even in the present day I have seen the rider of a veteran single-speeder make

two failed attempts at a steep hill which had a sharp bend at the foot. On his third attempt he tried too hard, touched down a footrest and, as *The Motor Cycle's* correspondent would have said "took a tumble". However, Richard Moore with the patented P&M two speed gear did not pedal, none were even fitted, instead he came up the hill at "low speed". Proof indeed of the excellence of the elegant, simple and robust P&M two-speed gear. It is perhaps also worthy of note that the only thing harder on a veteran than going up a hill is descending the other side. Veteran brakes are not powerful, and it is not difficult to inadvertently allow the machine to run too fast downhill and then find there is little reserve of braking to bring matters back under control.



	Miles
h	193
entry	162
gollen	166
rystwyth	143
liff	171
ncester	168
nslow (W.London)	1,003
<b>Total Miles</b>	



The silver trophy cup commemorating the win for P&M



### Item description from Auction

#### OF VETERAN MOTORCYCLING AND LOCAL INTEREST - A LATE VICTORIAN SILVER TROPHY CUP

Maker's mark possibly F & Co. Ltd., Birmingham 1899, the plain "U" shaped bowl engraved "Presented to The Auto Cycle Club by Captain L.L. L'Estrange", "Auto. Cycle Club Six Days Trial, 1907, Awarded to Messrs. Phelon & Moore for best performance of a motor bicycle with variable gear", raised upon a single blade knopped stem and stepped circular foot, 8 3/4" high, 12ozs 14dwts (Illustrated) (Est. plus 21% premium inc. VAT) NB Phelon and Moore of Bradford (particularly famous for their Panther marque) manufactured motorcycles in Cleckheaton from 1904. Phelon made the first chain-driven motorcycle in 1900 but could not afford to put the bike in to production and sold the design to Humber. P & M cycles were used by the Royal Flying Corps. during the First World War. After 1922 the RAC added their sidecars to their range. After many tribulations including an ill fated period of importing French scooters and mopeds in the 1950's, in 1962 the receivers were called in but production staggering on until 1966 when they eventually ceased manufacture.

Entrants faced further challenges beyond those caused by the topography. The Motor Car Act of 1903 had raised the speed limit to a dizzying 20mph but remember this is not 20mph past schools or hospitals or even built-up areas; it is everywhere and even for the motorcycle of 1907, keeping it down to 20mph would have been quite a challenge. Moreover, the constabulary of 1907 was no less keen than today on a little extra revenue and speed traps were a common hazard. The Motor Cycle reported that *"In Corwen the police were very much on the alert, and one competitor was stopped and told he was driving too fast. Several of the competitors were asked to show their licenses."*

Part of the reason for these recent legislative changes stemmed from the transition on the highways of the time. It has been estimated that in 1901 there were 3¼ million horses in the UK. Horses and motor vehicles do not mix particularly well. Consider that these horses had a propensity of losing shoe-nails and this combined with primitive tyre compounds made punctures an everyday occurrence. Punctures were so commonplace that The Motor Cycle merely noted *"Except for a few punctures the other competitors were*

*travelling well."* And later another competitor retired *"owing to continuous tyre troubles."* While repairing any puncture on a motorcycle is not fun it becomes significantly more difficult with non-QD wheels and beaded edge tyres.

By comparison, the number of motor vehicles was much lower than the number of horses and that is perhaps the greatest difference between riding 1,000 miles in 1907 and 2020. In 1907, of approximately 100,000 motor vehicles registered in the UK, nearly 50% were motorcycles – every second motor vehicle! Today, the total number of vehicles has grown more than 300 times that to 32.5 million but within that the number of motorcycles has increased to only 1.1 million. So, motorcycles have now declined to only 3% of the total. Of course, as well as 300 times the volume, the speed of modern traffic would appear suicidal to the pioneers of 1907. Road rage, however, is not a purely modern phenomenon. The Motor Cycle reported that *"Between Machynlleth and Aberystwyth, Geiger (one of the entrants) related an exciting experience. He was in the act of passing a horse-drawn vehicle when one of the occupants threw a long knife at him. He then dismounted and began to expostulate, at this point the individual drew a revolver and fired*



R Moore aboard his P&M in 1907

*two shots at him but without effect. Needless to say, the police were at once informed, and it is reported that the vehicle and its occupants were stopped."*

Given all that I've learnt about the trial and considering today's roads I do not feel inclined to reprise the route on an early motorcycle, but on a somewhat more modern machine I would love to follow their footsteps. Better yet, to be able to step back in time and ride those roads as they were, would certainly

be a challenging but exciting opportunity. Surprisingly, all the hotels which were used for lunch stops, it does seem that they expected a good lunch, and overnight stays still exist. However, most of them would rather stretch my budget these days. This is an echo of the fact that motorcycling in the pioneer days was not generally a working-class pursuit.

By the way, I have been able to discover little about Captain L.L. L'Estrange, who presented the trophy in the first place. If anybody knows anything about him, I would love to know.



Machynlleth, in Mid-Wales, was the scene of extreme road rage

## Welcome

A very warm welcome is offered to our newest Members & Supporters: **The Metropolitan Owners Club, Saddleworth Classic & Rare Car Enthusiasts SCARCE, Ayrshire Classics Car Club, Walkers Garage, Sparrow Automotive Ltd, Platts of Marlow, Acespeed Historic Motorsport, Halls Garage, Foster & Heanes Ltd, Henlow Car Centre, C.A.T.S (Car and Truck Services), Mayswood Garage, John Motors Ltd, Warren Garage Ltd, Just Kampers Limited, SNC Vehicle Services, John Childs (Garages) Ltd and Fisher Group.** We have also had many Individuals who have recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you all enjoy your subscription over the coming year. Don't forget, one of the many benefits of being a member or supporter is sharing the articles in FBHVC News. We provide two versions of FBHVC News for this reason. Please see here: <https://www.fbhvc.co.uk/newsletter-archive>

If you wish to use any of our articles in your own publications we urge you to not change any of the wording and to please give credit to the FBHVC. We are a voluntary organisation just like the vast majority of our member clubs and work very hard in keeping yesterday's vehicles on tomorrows roads.

Thank you very much to all the members and supporters who have sent in items of copy for Federation News, please don't stop! We have received many which we have not been able to publish in Issue 1, but please keep your eyes peeled for future issues! Details can be sent via email to [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) Alternatively you can send them via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG.**

## Clubs and their Spares! - Could you Assist?

Are you in a dilemma of wishing to maintain a membership spares service, but are faced with potential storage issues?

The Federation has been contacted to enquire if any clubs are facing issues with regards the storing of their spare parts for sale. Are you needing to save costs? Maybe considering joining with another club to share the burden? Or could you benefit your club in subletting the facilities you use to another?

If you think you may be able to assist or have any ideas which could be shared, please get in contact we'd love to hear from you. ([secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk))

## Don't forget your logo can make a huge difference!

Thank you to the Members and Supporters who have forwarded me their logos for inclusion on either the Club, Trade or Museum Directories. Please don't worry if you haven't got round to it yet, there is still time. Please forward your logo to me via [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) and I will arrange for it to be uploaded.

## Dan Gurney's All American Racers Inc, California Require Our Assistance

I have recently been contacted by the CEO of Dan Gurney's All American Racers Inc, California to see if anyone from the historic vehicle community could assist them locating a car transporter. Please see below:

I am trying to find an old car transporter our company All American Racers purchased in 1966. It was used to carry my Dad's Eagle F1 racing cars to several events in the UK, Germany and elsewhere.



After our Formula 1 team was shut down the bus/transporter was sold and was used by other race teams for several years. It was said to have been used by the Malaya Garage Racing Division and later in 1973 used by Graham McRae's racing team and painted yellow, white and red. The last time we can find when it was registered was 1984.

It is a Ford R226 bus chassis with Norwich Coachworks body  
Registration: JYP108D  
Chassis Number: BC04FT29588  
First registered June 1966

If anyone can assist, please contact Mr Gurney directly via email on [jgurney@aarinc.com](mailto:jgurney@aarinc.com)

## Drive it Day in support of Childline® 25 April 2021 - Reminder!

Some of you have already ordered your Drive it Day rally plates. Thank you for your support. We have four different variations to choose from! They come in two sizes (depending on the size of vehicle) and in two donation amounts.

Drive it Day Rally Plate (white background) priced at £10.00 and a Platinum Drive it Day Rally Plate priced at £30.00 (with proceeds going directly to Childline®). Both come in two sizes; regular and a smaller version for motorcycles. All four variations are pre-drilled with four holes and come with two cable ties.

If you wish to support Childline® and the amazing work they do, please visit the Drive it Day website <https://www.driveitday.co.uk/> where you can purchase a rally plate.



# Post-pandemic travelling with your historic vehicle



Andrew Fawkes, Petrolheads Welcome

***One of the joys of historic vehicle ownership is the camaraderie of all involved. Anyone who's attended a classic car event or broken down at the side of the road in an 'old banger' will be able to testify to shared stories and new-found friendships.***

Sadly, the turmoil of recent months looks set to continue. The cancellation of major events in the classic vehicle calendar is now a fact of life. Requirements brought about by COVID are currently creating complications when travelling such as isolation and pre – border virus testing and that's before the changes that Brexit has now foisted upon us.

It seems that we live in interesting times!

Thankfully, historic vehicles provide us with the choice of when, where and how far to travel. In particular, they offer an opportunity to continue enjoying holidays and tours without being too inconvenienced by the hassle of airport and hopefully, as the year progresses, so things may improve and we can continue to enjoy our passion, albeit with perhaps a little more forethought than was previously necessary.

The following tips are, we hope, helpful to consider when restrictions are eased and we can venture out once more!

***Some top tips for when travel within and from the UK resumes.***

Let's consider a trip from, say, Edinburgh to Bergamo in Italy. Three aspects spring to mind: route, accommodation and what to take.

My preferred way of planning such a trip starts with how long have I got to get there and get back? I then factor-in what things I would like to see and do along the way. Motor museums, switchback roads, river valleys, racetracks, scenic railways, cafés and restaurants all require consideration. If only we had time and budget to include them all!

When it comes to accommodation, I look for cheaper places (with suitable vehicle parking, naturally) for a single night stop over and then spend a little more money when staying for two or more nights.

The journey to Bergamo is around 1,250 miles and so not usually one to contemplate non-stop in a historic vehicle. Of course, there's possibly more fun to be had enjoying the drive and taking in some scenic diversions en-route. We'll work on 250-400 miles per day with a first stop to break up the monotony of the M1, M25 and M20 to Dover. Instead, a scenic drive through the Northumberland National Park along the A68 and A696 can be followed by a blast along the A1/M1 to aim for Cambridge overnight. A stop at Quay Mill Hotel & Spa will be welcome after 350 miles!

Day 2 is a two-hour drive to the Channel Tunnel so not too early a start. In the Covid world, the 'Chunnel' is much the preferred crossing, given the relative safety of staying in our car rather than mixing with the crowds on the ferry stairwells. We will be well-advised to add at least an hour on to our check-in time. Thanks to Brexit, the passport control area is likely to be very busy (aka slow) and so a noon or later train will be our aim. We'll have kept an ear open for 'Operation Stack' on the M20 that, if in operation (as seems possible), the motorway will not be running freely. Maybe it will be an early start from Cambridge after all!

The channel crossing takes about 40 minutes and we'll lose an hour for the Euro time zone when we land in France, so a stopover about an hour south will enable an early night, if needed, ready for a full day in the saddle tomorrow. Overnight at Le Manoir de Gavrelle will provide great parking in a quiet location with the usual excellent choices of evening meal and breakfast fare.

Day 3 – Now our journey becomes really interesting as there are so many attractions and desirable diversions. How about a stopover in Stuttgart to visit the Mercedes Benz and Porsche museums? It's a six



hours/650km drive, so there's plenty of time for a photo stop at the old Reims-Geux GP Circuit pit lane. Probably every classic car club has lined up for such a photograph since the circuit closed in 1972. Not only is it a chance to drink in the memories of the heady atmosphere of 1960s racing, but we'll probably meet some like-minded people there too... albeit we may have to socially distance. Overnight at the Ibis Hotel provides great safe parking and we can choose whether or not to drive to the museums from there on our 'day off' (Day 4).

Day 5 sees us arrive in Bergamo after seven or more hours in the saddle. It might be a tiring day, but what scenery as we traverse the Alps and skirt Lake Como. We'll also skirt around the busy centre of Milan by using the E64 for the last hour of the journey. Bergamo itself is sometimes known only as the 'cheaper' airport for Milan, as used by budget airlines. In fact it's a glorious citadel city with amazing views looking out towards the distant 'Motor Valley' of Italy. A couple of days touring around here can take in the Ferrari, Lamborghini and Ducati museums and factory tours (by pre-booking), plus a walk around Imola race circuit, when it's not being used for racing, that is!

The return journey could take in Austria and Switzerland and the fabulous scenery and the driving roads they offer. After all, that's the freedom of driving.

What will we need to take with us to make sure our journey runs hitch-free... or at least as hitch-free as possible?

In addition to our passport, driving license and original V5, a European Driving License (EDL) will be required along with a 'green card' from our insurance company

to say we are fully covered for medical emergencies when driving in Europe. The EDL can be obtained from the Post Office. It's a simple application form, for which a passport style photograph is required, and is dealt with there and then. Care is needed to ensure that you have the correct EDL for the country(ies) you are visiting or driving through. More information on the requirement for European driving can be found online (such as the AA.com) including what you must carry. As an example, the French stipulate hi-vis jackets for every occupant of the car and even where to store them, i.e., not in the boot).

Every historic vehicle owner will have their own list of spares and tools to take along. Modern battery booster packs are a particularly good modern addition to the toolbox, especially when there is no other vehicle around to attach jump leads.

A pass for motorways is advisable, especially if travelling alone in a right-hand drive car. A pre-payment tag that affixes to your windscreen saves a lot of fuss at the toll booths. Alternatively, use the old roads for a slower but perhaps more scenic journey.

Some cities, such as Stuttgart, require an emissions tag that can be bought from a range of garages and shops in the city, although they sometimes struggle with cars driven by foreigners. That will be less of a problem when classic cars won't be allowed to enter the city at all, as one day seems likely.

Unless you are your own expert mechanic, a trip to your local friendly garage for a pre-trip check over will pay for itself in peace of mind. Whilst there, enquire about their ability to send you spares



whilst you're away. I was able to change a broken hydraulic brake light switch in a hotel car park without affecting my journey, thanks to my friendly UK garage and an overnight courier. If your car doesn't need an MOT, it would be worth having it tested and taking the certificate along with you, as they are still required in some European countries, including France.

Sod's Law usually means that you don't use the spares you take along but instead require spares for unforeseen problems. They're then added to your spares bag for next time and are never needed again! If that doesn't feel like part of the joy of classic motoring in the moment, it adds to our rich vein of stories to share with other classic vehicle enthusiasts for years to come. Ultimately, that is the joy of historic vehicle ownership.

Introducing

# THE VINTAGE JAPANESE MOTORCYCLE CLUB

by Steve Cooper

**Well who would have thought it? The Vintage Japanese Motorcycle Club (VJMC) is looking at celebrating its 40th anniversary next year!** When founded back in 1982 by Mike Ridley the nascent club was almost a spin-off of the American VJMC found some five years previously. Membership was initially in the tens then moved into the hundreds before finally passing the one thousand mark a few years later. Today VJMC UK has in excess of 5,700 members and continues to grow as lads and lasses of the 60s, 70s and 80s relive their youth. Truth be told the VJMC recognises any Japanese motorcycle over 15 years old which has always widened its appeal. With every model of machine effectively designed and constructed with supposed 'built in obsolescence' it's always been our aim to ensure as many are not only rescued and preserved, but also actively used.

The early days of the VJMC in Britain saw a dedicated hard core of enthusiasts beavering away, pooling knowledge, expertise, experience and know how. The importers and manufacturers had little, if any, interest in their old machines and even sourcing spares often proved

challenging. Those Bridgestones, Hondas, Kawasakis, Suzukis and Yamahas that arrived here in the early 1960s were often imported by enterprising individual dealers rather than corporate entities, which led to many machines being laid up for want of basic service items. As the situation improved appointed dealers would hold regional stock, acting as 'official agents', as the importer/concessionaire structure was gradually finalised. Knowing where to get a disc valve for a Kawasaki Avenger or a set of points for a Yamaha YDS3 was, back then, of immense value.

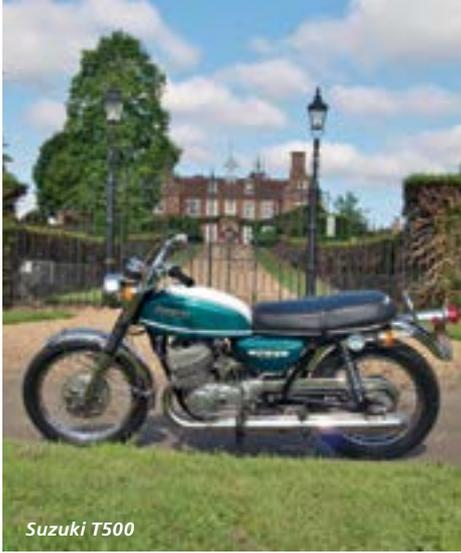
As the market for Japanese bikes grew at the back end of the 1960s, then literally took off in the 1970s, there was a never-ending trend for year on year revisions and updates, leaving many dealers struggling to keep up. By the 1980s things had steadied a bit but few motorcycle enthusiasts saw any worth or value in what were, arguably, anachronistic old two wheelers. Unless, of course, you'd grown up with them in which case you were probably already obsessed but didn't know where to get support.

The club has prided itself on supporting its members whether it's parts availability, machine set up, common problems or full-on restorations and that continues today. The VJMC has some forty local sections around the UK where members regularly meet up to help each other, chew the fat and go on ride outs etc. For those who don't partake of local happenings the club has a raft of model/make/mark experts who are happy to advise and help with even the most obscure of enquiries. There is currently some thirty volunteers who can lend a hand with anything from Hondas to Hodakas and beyond.

Of course running old vehicles of any type will regularly throw up issues that will need specialist input that's not automatically out there in the public domain. We have dedicated members who restore period shock absorbers, offer replica rubber parts, supply long deleted crucial plastic panels, repair locks, supply reproduction handle bar grips and much, much, more. With one or two notable exceptions and with a little dedication it's fair to say that, with a modicum of patience, pretty much any Japanese



Yamaha XS1 & XS1B



Suzuki T500



Yamaha trail bikes



Honda SS125



Kawasaki S1A RHS



Hodaka Combat Wombat

motorcycle can be put back on the road where it belongs!

The VJMC's rolling 15 year cut off may have raised more than a few eyebrows within the classic scene but this open minded approach has been roundly supported by the club's insurance partners. These companies are, with one or two exceptions, happy to insure any Japanese machine 15 years or older. Better still multi-bike policies are very much the norm and cater amazingly well for the members who are often serial motorcycle collectors.

The same 15 year cut off also ensures there's an ever abundant variety of machines to display at the numerous events the VJMC attends. The premier event is always the October Stafford Classic Motorcycle Show and it has remained one of the primary 'shop windows' for the club for many years. This event offers the opportunity to see early 1960s Japanese machines with their strange and sometimes gawky styling sharing floor space with the super sleek superbikes of the 2000s. Some might argue that the restored Oriental machinery on display is presented in a format that is arguably better than original. However, as any ardent vehicle restorer will know, it's almost impossible getting artisan painters, platers and chromers to refinish parts to the parlous levels of the period!

It would be easy to suggest that many of the machines within the club fall into the 'hidden, not ridden' category, but the vast majority of the members are active users and probably have a couple of show quality machines, as well as regular and/or daily riders. There's a growing trend, amongst the club's serial restorers, that sees older restorations being used more frequently before they are once again stripped and refurbished again having been ridden for decades following their initial rebirth back in the 1980s! Conversely there's also a raft of unrestored machinery within the ranks

of the club where many appreciate an authentic machine that proudly displays its patina. As the saying goes ... "These machines are only original the once!"

As might be expected, Hondas remain the most prevalent marque within the club and quite possibly because "The Big Aitch" was the first Japanese manufacturer to really get a fully functional distribution network up and running. Yamaha's probably come in second followed closely by Suzuki and Kawasaki. The Bridgestone marque was never especially well established or supported here in the UK. Some fifty years after the firm stopped making motor cycles there's probably as many if not more 'imported' Bridgestones from America as there are genuine British examples. Adding to the variety the VJMC has a few fans of the much rarer Hodaka marque which was never officially sold in the UK. Essentially a cooperative arrangement, between an American importer and a small Japanese factory, Hodakas focused on sub 250 cc two stroke singles marketed with some truly amazing model names. Combat Wombat, Road Toad and Dirt Squirt are just a few of the names chosen to get potential buyers attention back in the day.

As general interest in older Japanese motorcycles continues to gain momentum so the demand for them increases – along with prices unfortunately. What was once a £300 wrecker is now often a £1200 restoration project. As these bikes are rescued from oblivion there's a requirement to get them registered for the road and the VJMC has become one of the primary 'go-to' organisations for Japanese two wheelers. We are officially recognised by the DVLA and, perhaps a little perplexingly, are sometimes recommended by the Swansea organisation to individuals who have had their original manufacturer's dating letters previously refused!

The club is active both on the road and on the race track and actively supports

the CRMC (Classic Racing Motorcycle Club) attending races and track days around the country. Such is the interest that, prior to the pandemic, we were working with specialist organisations to establish more track based events at key circuits. Judging by the popularity of the Castle Coombe event in 2019 we'll be back in force as soon as humanly possible.

A primary point of contact has always been the club's bimonthly magazine known as Tansha. Why is it called that? It's Japanese for bike - pure and simple. This publication carries everything the club's members get up to; riding, touring, restoration, repairs, technical upgrades, engine rebuilds, model histories, events and much more. It also features reports from local sections which are a key focal point for many. Written entirely by club members it's a perfect shop window of what the VJMC does best – "On the Road and In the Shed". From a stapled 16 pages newsletter produced in someone's front room and hand stuffed into stamped envelopes by volunteers, Tansha has now grown to become a 112 page, perfect bound, commercially printed publication which goes out as far as Australia and America!

With the majority of members sitting within the 50+ years age group the future looks healthy as people look to relive their two wheeled youth. If you have an interest in old Japanese motorcycles you'll find us at [www.vjmc.com](http://www.vjmc.com)

# Homage to a MUCH-LOVED

Keeping a car so long that it becomes part of the family means you forgive it a lot of things. As we did over 15 years with an export-model Vauxhall Velox.

*'Why did you tell him we were interested? You know we can't afford it!'*

My father's secondment to the Belgian Air Force had just moved us to Brussels in Autumn 1954. A parental dispute was raging over a car – a three-year-old left hand drive Vauxhall Velox my mother had seen parked in our avenue with an 'À Vendre' (For Sale) sign on it. On ringing the number, a charming Frenchman named Daniel J Marx had been *'Only too pleased, Madame, to show your 'us-band ze car'*, and an appointment was promptly made.

Dad wasn't too pleased to have been dropped in it with a charming Frenchmen, under the impression that three-year-old Vauxhalls wouldn't come cheap. Yet something had to be done about replacing our existing hack before it became an unsaleable old frump. It was a 1939 Vauxhall I-type Twelve – the rare original six-window version which in sophisticated Brussels

looked old-hat, at a time when only Mercedes-Benz were still marketing a pre-war style car with their 170. Its 1442cc long-stroke engine proved a loser in the traffic-light grand prix, horrible kids in overtaking Simca Arondes and Renault Frégates thumbing their noses through the back window or pointing downwards to trick you into thinking you had a flat tyre. Then there was the question of image, with all Dad's Belgian colleagues running modern stuff. Commandant Cuisinier for instance, with whom there was a car-sharing arrangement to work, owned a Studebaker Champion, while others had recent Citroën Tractions, Peugeot 203s, and Fiat 1400s.

But over the next few days, there was a change of heart. A demonstration run took place with Monsieur Marx and the old Twelve, unmarketable in Belgium with right-hand drive, disappeared across the Channel to be sold

at a dealers in Dover for £160. Dad then took me round the corner to the Garage La Nation, where owners without garages attached to their apartments kept their cars in a huge indoor park. Standing next to a DKW Sonderklasse 3-6 was the green Velox. *'This is ours'*, said Dad.

I was amazed, thrilled and delighted which, as a six-year-old, blinded me to all the car's imperfections – obviously the reason why Dad had got it cheap. Looking at the bill-of-sale years later revealed that he'd paid only 38,000 francs for it in October '54 which, at an exchange rate of 140 to the pound, worked out at about £270 – at a time when many '52 Veloxes were selling at British dealers for over £600!

Exported from Luton for distribution from General Motors France's Gennevilliers-sur-Seine depot, the car was first registered in Paris in December 1951, which made it a very early EIP-model still fitted with the 2275cc long-stroke engine of its L-type predecessor, as Luton wasn't production-ready at the time with the intended 'oversquare' unit. Other early-model features included a bonnet which



Returning from Keukenhof's flower gardens, Amsterdam, May 1956; writer and car suitably garlanded with daffs.

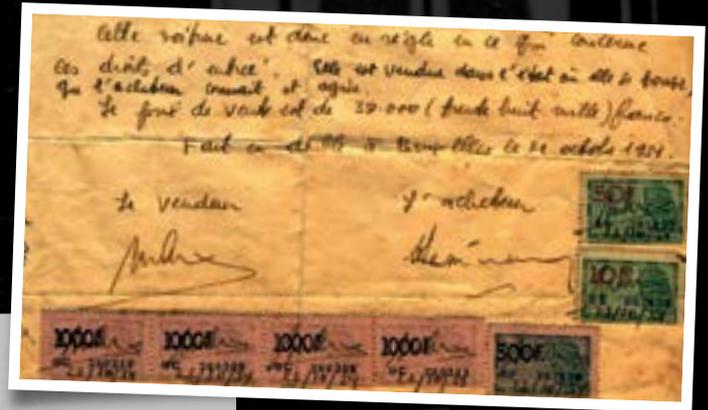


Early E-type Vauxhall bonnets opened from either side, a GM novelty shared with this 1946 Buick (right) by means of a combined hinge and fastener.

# HEAP

By Jeremy Satherley, Southend & District Classic Car Club

It's a deal. Bill of sale dated October 1954 records the transaction of 38,000 francs (£270) with the car sold 'dans l'état où elle se trouve' – 'the condition in which it stands'. Er, yes... Meanwhile, the relieved vendor skips off to buy his dream car, a Sunbeam Alpine.



resembled an alligator type but opened 'Forties Buick-fashion from either side, and a press-button bootlid release under the rear seat.

Imported from Paris in 1953, the Velox looked as if it had suffered several unsuccessful laps of the Arc de Triomphe, and that cowboy backstreet bodyshops had been let loose on its scars. For starters, dents in the horizontal bar of the extrovert 'cross-bow' radiator grille and the offside back door had been crudely knocked out with a hammer. But quite the worst aspect was the paint-matching. No attempt had been made to obtain the correct Forest Green metallic for any of the body repairs. Starting at the front wing, three-quarters of the nearside bodywork had been sprayed in a lighter green, while the same shade also appeared on the offside front wing above the rubbing strip, and the entire offside back door.

But what the hell? Here was something modern that could hold its own, its three forward ratios powering it away from the lights to wipe the smile off those nasty back-seat brats.

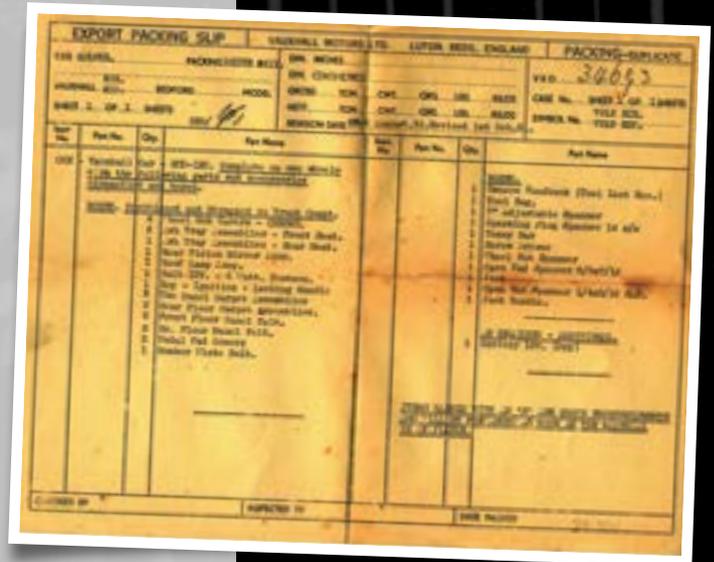
Over the following year the car did everything that was asked of it admirably, whether sightseeing the four corners of Belgium, the Dutch bulb fields, or alternating on Dad's 40-mile carshare to work with the Studebaker. And it was the only car to which I've ever given a name: 'Fast and Roomy', after the description of the Velox in my I-Spy Cars book.

In 1956 however, gremlins began to stir. The boot lid tended to shake open going over bad bumps and level crossings – so often that it became my job in the back

seat to keep an eye on it. Top gear kept jumping out on the way back from The Hague, and the oil warning light once came on at alarming intervals, although that turned out to be a faulty connection. Then, on a drive down through France to Spain, a rear wheel bearing began droning so insistently that it could no longer be explained away to my mother as 'new tyre noise' and we were forced to pull in at Troyes, some 90 miles south-east of Paris, where we found a General Motors agent in the Rue Kléber.

Despite the might of the GM organisation, this was long before Vauxhall had any interchangeability with Opel, and heads were shaking. 'Ze part would 'ave to be ordered from Paris, M'sieur', and would take 24 hours. However, even a Vauxhall customer was entitled to a bit of royal treatment, and Garage Kléber chauffeured us to the nearest hotel, much to my boyish excitement, in the latest Chevrolet 210 sedan with Powerglide transmission.

Returning to England in late 1956, the 'Fast and Roomy' was re-registered TGY 63. Things were OK for a while until the column change became increasingly worn to the point where it would often jam between first and second, or



Equipment manifest that accompanied the car's original shipment from Luton to France. Hubcaps, ashtrays and carpets were packed in the boot. The list shows that even a Vauxhall came with a 10-piece toolkit in 1951.



Red Belgian visitor's plate, 1956, and the British registration on returning to England.





*Just before the last drive to the scrapyards, October 1969.*

»» when selecting bottom gear. This was highly embarrassing, as it involved getting out, lifting the bonnet and jiggling the linkage into place, to a tirade of impatient horns behind.

Meanwhile there was the question of bodywork. We say fondly that 'They don't make 'em like they used to'. But by the time this car was nine years old...well, let's put it another way: can you imagine a 2011 or 12-reg car with a dropped driver's door dragging on the sill, a rust-holed rear door bottom, and paintwork wearing down to the undercoat on the bonnet and boot lid? Inside, the front-seat's vinyl had cracked and hardened and chrome strips had come adrift from warped door cards, while the pea-soup-green plastic fascia was 'milking over' and beginning to obscure the instruments. In short, it did not reflect the build quality of preceding Vauxhalls, although two later E-models I owned in the 1970s as daily drivers were much better in this respect.

Then came the dreaded Ten Year Test, or MoT. The car survived the first couple, but by 1963 testers were getting tougher about rust. A damning failure sheet was issued with angry writing proclaiming, 'chassis very badly corroded', and indeed the front outriggers and jacking points were well perforated. Most sensible people would have jumped ship at this stage, given that rough Vauxhall E-types in the early to mid-1960s, (and there were many by then), were virtually worthless. However, like a nice old cat or dog, the car was very much part of the family,

and uneconomic spending continued unabated (a tendency I inherited in full with most cars I've owned since).

A decoke by the local garage costing £20, which seemed a fortune in the early 1960s, restored performance for a while. But within a couple of years the car was becoming increasingly lethargic, holding up new Anglia 105Es and Mini-Minors eager to get past. This wasn't helped by an ageing Zenith bedevilled by air leaks, which had the car farcically spitting, hesitating and lurching along when pulling, especially when cold. The base of the carb had warped, allowing air in, so a brand-new replacement was fitted for nine guineas (£9.45!). As part of a pleasant bonding session in 1966 father and son also decoked the head again and ground in some new valves, the originals looking like stalactited specimens from the Cheddar Gorge caves. Piston tops however were surprisingly clean, perhaps thanks to regular squirts of Redex at 2d a shot from those cylindrical dispensers on wheels that used to grace forecourts.

## THE END IS NIGH

On retiring from the RAF the following year, Dad treated himself to a 1963 PB Cresta and after the old car's right-hand column change, it took him a week before he stopped trying to change gear on the indicator stalk. I'd passed my driving test by then, and the 'Fast and Roomy' was going free provided I paid to get it through the MoT test. Its rear chassis members were crumbling, so after cashing in

all my National Savings Certificates, £25 worth of welding resulted in my very first set of wheels. Apart from a replacement clutch, new sills and the constantly-jamming gear change – most uncool with a mini-skirted girl aboard, although the bench seat was very user-friendly otherwise – I got away with two years' tolerable motoring. But by October 1969, I had to admit defeat. The side-opening bonnet was virtually resting in place, the offside rear bumper corner was secured with a bungee cord to the back door handle, the axle whined, and the exhaust downpipe regularly loosened itself from the manifold. So, one sad, wet, sleeting Sunday, I took it on a last journey to my favourite rural scrapyards in Norfolk, where I was rewarded with £5 and the rear number plate as a souvenir. 'Pity', said the gaffer, 'Oi'd've given yer fifteen-pound if there were any MoT left'. Returning home on the bus, it was as if I'd just shot a faithful horse.

I was to have 10 more years' fun with two further EIP-type Vauxhalls before defecting to Issigonis Landcrabs. But later ownership of a P4 Rover and a Wolseley 6/80 made me realise how well a good '52-'57 Velox stacked up for its price range in terms of roominess, luggage space, performance, fuel consumption and straightforward maintenance. And of course, collectors love them now. So yes, 'The Wind's Behind You In a Vauxhall', as the slogan used to say. As long as it wasn't blowing a howling gale through any rust holes...

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# A Summer of Names



*For James Fairchild (FBHVC Legislation Committee Member) and his colleagues up in Leeds at Transport Yorkshire Preservation Group, lockdown did not stop two commemorations going ahead.*



Around four years ago, we realised the powers that be in Leeds had done a very good job at commemorating most of the railway and aircraft builders that had a presence in the city, but there was nothing at all to commemorate the buses.

Crossgates Carriageworks opened in 1921 by Charles H Roe, and by the time of closure in 2011 had turned out over 18,000 buses, a mixture of double and single deck, some electric trolleybuses, a couple of trams, a railway train, a batch of bendybuses, some gas-powered buses and hybrid

ones, and even battery electric buses (both a 1990s trial, and a modern version at the very end of production).

The works was originally privately owned, but in 1947 Park Royal Vehicles bought a controlling stake. In 1949, Park Royal itself was taken over by Associated Commercial Vehicles (the parent company of AEC) who in 1962 merged to form the Leyland Motor Corporation. In September 1984, the Roe factory closed, but was reopened by former staff in February 1985 as Optare. In 1990 Optare joined United Bus, which also

included DAF bus. Optare once again being bought out in 1993 when this group failed. In 2000 the company was bought again, this time by North American Bus Industries which resulted in several export orders, but this group also failed in 2005, and yet again there was a management buy-out. In 2008 there was a reverse takeover by Darwin Group, which renamed as Optare Plc.

In 2010 a new factory on an industrial estate at Sherburn-in-Elmet was opened, with the historic Crossgates Carriageworks being closed in 2011 and demolished for houses shortly after. In 2010 Optare commenced involvement with Ashok Leyland who took an initial 25% stake increasing to 99% over time. The Leyland roundel appeared on buses bodied in Yorkshire once more.

Due to failing the blue plaque criteria and the refusal of the developer of the houses to engage with history, thoughts turned to other ways that Mr. Roe could be commemorated. JD Wetherspoon, the national pub chain, had purchased premises in Cross Gates, and a successful submission was made for this site to be named The Charles Henry Roe. On opening day in July 2020, a small procession of Yorkshire built buses attended, headed by the final surviving CH Roe bus, a Leyland Olympian of 1984, an early Optare product on a Leyland Cub chassis, a

brand new electric Optare Metrodecker borrowed from the factory for the day, and a 1990s Mercedes O-405. These images show the procession at the former factory site, and the Leyland Cub with members of Wetherspoon staff visiting briefly during staff training.

A good chunk of the public information about Mr. Roe and his buses has been imparted via a series of five hardback books (over 2,000 A4 pages) written by Jim Soper of the Leeds Transport Historic Society.

Mr. Soper sadly died in early 2020, and because of lockdown, his funeral was for family only. While helping society members clear the house, discussions turned to a form of tribute to him. In a particularly fitting manner, bus company FirstGroup agreed to name one of their new Euro VI double decker buses after him. One picture shows James Fairchild with FirstGroup Leeds City operations manager Alistair Timmis and the chairman of the Leeds Transport Historical Society, Ian Dougill, all of whom spoke at the dedication ceremony performed at the Hunslet Park bus depot in socially distanced fashion.

It is hoped that Spring 2021 can see some form of historic bus event in Yorkshire to commemorate 100 years since bus building at the CH Roe site commenced, subject of course to the pandemic.



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# The Car That Changed My Life

Roger Martin

*It all started with a 1930 Austin 7 Top Hat saloon, which my father found behind a cottage outside Pitlochry. I had often mentioned that I would like to have one and as my father had been taught to drive in one by his mother, he bought it for £12 -10-0d in 1959.*

Driving this on L plates, I quickly learned to double declutch, which stood me in good stead in my later driving career.

About this time, my dad and I drove to Ayrshire in the Austin to view the cars to be sold in the first Sword Collection auction. There was a nice Lancia Lambda and a 1930s 2 seater Alpha Romeo in a condition that I thought might be in my price range. The next day, with £200 in my pocket, we returned, only for both cars to sell for over £400. I often wonder how my life would have differed if one of those cars had become mine.

In 1961 I joined the Glasgow Model Aeroplane Club where we flew our planes on RNAS Abbotsinch, which is now Glasgow Airport. They held their monthly meetings in the basement of a large house on Paisley Road West in Glasgow, to which I travelled in the Austin 7.

When the house owner's sons saw my interest in old cars, they showed me

their dismantled 1930 Aston Martin International that lay in the stables and said it could be mine for a mere £30. After the simplicity of the Austin, which I had stripped and rebuilt, this overhead cam sports car seemed far too complicated for me: also, being an impecunious student, £30 was a lot of money for me so I declined their offer. Over the next year they kept trying to persuade me as it turned out the house was being compulsorily purchased to build the M8 motorway through the garden and stables and if I did not save it, it would go with the demolition. Eventually, in October 1962, I relented if they paid half the towing cost to my house. Thus, I paid them £27.10.0d for my second car, the dismantled parts of which filled the back of my parents Triumph Herald Estate and the rest was towed to my house by Andersons of Newton Mearns, owned by the well-known sunbeam Alpine rally drivers.



After putting the parts I had bought back together, I started running and enjoying it until. On a trip back from Edinburgh, there was a loud bang as a conrod broke and came out of either side of the block. There then followed the first of many tows home for repairs. In fact the poor International had almost more periods off the road as on it, due partly to my lack of time to attend to it and also to funding some large engine and other repairs.

This was the start of my life with Aston Martins and the Aston Martin Owners Club, of which I became the Scottish Area

Representative in 1964. There followed several years of organising monthly meetings – we used to send out post cards to between 45 and 50 members to confirm the dates and locations of these! I also organised a couple of track days at the original Croft racing circuit where things were a bit differently organised in those days. The manager unlocked the gate and let us in, drove round the circuit to ensure it was clear, gave us the keys to an old ambulance and said it was all ours till 5pm. He then went home!





After several years, I passed the Reps. position on to new blood, still attending many of the meetings. Then in 1988 I bought a DB6 (just before the first price rise) following which, in the early 1990s, as a result of nobody wanting the reps position, I took it on again. I then had the DB6 to drive, the International actually being stored in the Lanark museum at that time.

I put a tow bar on the DB6 just after I bought it and it towed our caravan on holidays including one in Denmark. It was also much used for club meetings, rallies, track days and hill climbs. It was once hired for 7 days filming to star in the BBC2 series, *The Crow Road* – a nice little earner!



It also had a short spell as my daily driver after I changed jobs and no longer had a company car. I remember one Aston Martin Owners Club (AMOC) meeting at Airth Castle Hotel when four of us were there in DB Astons and not one of us had a job or an income!

Thereafter, I and another member organised our first tour for AMOC members in Scotland – a long weekend

in 1990 going up the West coast from Glasgow, over to Inverness and finishing at Cromlix House, where Murray Motors brought the brand new Virage for the 40 participants to view.

Thereafter I organised a tour every few years culminating in our Balmoral Highland Jog in 2000, starting in front of Balmoral Castle and effectively doing the North Coast 500 route, before it was publicised and became too busy, over 10 days, which included a day trip by bus round Orkney. Forty Two Astons from several countries and aged from 1929 to 2000 participated.

Thereafter, there were a group of four area reps, who organised another two tours with me in the North of England and Scotland. Many new lasting friendships started on these tours and they were great fun to organise and participate in.

After my first retirement, I had a couple of spells on the Committee of the AMOC but more importantly, I was asked by a DB6 Volant owning member who could look after a pre-war Aston for him in Scotland, if he bought one. I volunteered to do it for him,

which was the start of Martins Aston Services back in 2008, from which I retired in 2013 passing it on to my two sons, who continue to run it, working on classic and current Astons, which I could never have done – my expertise stops at the time when computers arrived in cars! It is very pleasing to see the business continuing to thrive and grow.



Since my second retirement, I have had the time to finish the rebuild of the International's axles and gear box, so it is now back on the road again in its 90th year, 58 of which have been in my ownership.

Having removed the engine and gearbox from the DB6 back in 2008, I am again continuing the rebuild of its engine and stripping the brightwork off the body for a back to metal respray. When that is finished, there is a 1973 AM Vantage barn find which has been waiting my attention since 2009. Finally, I have a DB7 Vantage on the road, which is a great car for high days and holiday trips, (when they will become possible again?).

Because this is not enough (!) I also have a steam launch to maintain and sail on our Scottish lochs.



*Thank you to all the Clubs who send their printed and electronic material to the Federation. Due to the vast quantity of publications, it is very difficult to read every single issue, however we do try our very best. Over 70% of the printed magazines in which we are sent are monthly therefore you can imagine with over 500 member clubs the quantity we receive! In addition, 17% are bimonthly and 12% are quarterly. I'd like to take this opportunity to praise both the **Jaguar Enthusiasts' Club** and **The Motor Cycling Club** whom both have the dedication to produce a weekly electronic newsletter to their members. What an achievement!*

*Thank you to some of our Directors (Andy Bye, Museums & Archiving; Paul Chasney, Research; Keith Gibbins, Heritage; Malcolm Grubb, Events & Technical and Lindsay Irvine, Legislation) who have assisted with viewing some of our electronic newsletters. Here are their findings...*

The Christmas edition of the **Tamar Historic Transport Club** carried the memories of travelling across Australia as part of a convoy of vehicles whilst performing carol services in the various townships.

In the **Scottish Riley Enthusiasts** Newsletter, there is part 2 of an interesting article entitled "The Charging of the Lighting Brigade" and in this edition gives a good overview of the operation and testing of a Voltage Regulator along with some clear photographs.

In New Imp News the newsletter of the **New Imperial Owners Association** there was an interesting article analysing frame numbers and explaining the difficulties. A useful table was provided to enable members to identify the year of manufacture.

In the Blue Diamond, newsletter of the **Victorian Riley Motor Club** there were a series of articles about Riley's out and about with the photographs showing the cars parked in some stunning locations.

The **Oxford Bus Museum** e-newsletter charts the history of a 1953 AEC Regent III double decker bus which currently resides in the Museum. It describes its working life with some great photographs of it operating in different company liveries.

The **20-49 Motor Club** Newsletter has an interesting article by Jeremy Ball about putting his late father's 1935 Riley 12/4 Kestrel back onto the road and the trials and tribulations he went through to do so.

In the Rootes Gazette the newsletter of **The Rootes Archive Centre Trust** they featured an article describing driving around the Monaco Grand Prix circuit in

a "works" Sunbeam Rapier and along with a detailed drivers view of the circuit there are some great period photographs.

The **Bristol Austin Seven Club** magazine includes two touching stories. One about a son visiting his father during the summer. He was encouraged to drive a 'Seven' and as a result has caught the 'Austin Bug' and joined the club. His father has lost the use of a car though! The second relates to a car purchased from France in small pieces which has now been reunited with a former owner who rescued the same car in the 1970s from a garage in Sheffield.

The **Gay Classic Car Group** is promoting ideas for virtual meetings during lock-down and carries a picture of an interesting car as a taster for its car recognition quiz. It also carries an article thanking their chairman Brian Palmer for his 20 years service. The club presented him with a picture book of 100 photos taken by members to mark the occasion.

In addition, Classic and Sports Car magazine gave the **Gay Classic Car Group** the Best Virtual Club Event award. They stated "Our winner embraces the diversity and inclusivity encouraged by virtual events. Following the cancellation of the annual NEC Restoration Show, the Gay Classic Car Group's Fix-It Weekends engaged members and encouraged them to get stuck-in to those long-neglected projects on their classics with online tutorials, and shared encouragement and assistance via the hashtag #gccgfixit. A vital support to the mental health of club members and the physical health of their cars."

The **Reliant Kitten Register** carries an interesting story of the rebuild of a Kitten and follows it with an article about rebuilding a rear axle where it warns that without the correct tools and considerable care, the half shaft can break away 'like a bullet from a gun, a BIG bullet'. It goes on to warn that it may cause considerable damage or be life threatening!

The **Ford Y&C Model Register** carries some good technical articles but also this month carries tips from 'Classic

Newcomers', young drivers who have taken part in the Classic Loan Project. A particularly valuable tip is 'to become familiar with your car so you can find all the switches even in the dark!' One younger driver quoted that "the experience of driving a classic over several months has made me a better and safer driver of my modern car. Smoother driver, greater anticipation and awareness." We should have more young historic vehicle drivers on the road.

The **Motor Cycling Club** reported that Humphrey the 'infamous' camel, known for looking over a fence next to the M5 near Bridgewater, was temporarily out of service, as his head had fallen off! Originally made famous nationally when he was stolen off one of the displays at a Bridgewater carnival, we are told Humphrey will be back observing the traffic soon!



The **Trojan Owners Club** includes an article about the very long term ownership of a 1926 car, noting that an early owner was the Marquess of Ailsbury, who had special handles fitted in order that he could stand in the rear of the car to follow the hunt. The magazine also reproduces an advert for the Wallis Windscreen Wiper, which for only 5 shillings (25p to younger readers) will clean both sides of the screen (i.e. both inside and out!) 'at one operation'. Not an available option on your Audi or BMW today. In addition, member Mike Tebbett spotted a neat little YouTube video, <https://youtu.be/iSyvUKzur48>, of London traffic in 1932. His eagle eye had spotted a Trojan van running on solid tyres.

Welsh Rarebit, the magazine of the **Gilbern Owners Club**, contained 'Down in the Workshop' advice on repainting a vehicle, learnt from bitter experience. I won't list them all but the first was "Don't paint a car after 5pm because as soon as it starts to get cool hundreds of flies will descend on anything wet" and the last "the most important one is to aim for 'good enough', or you may end up in a psychiatric ward". Something anyone who has tried doing a quick paint job will sympathise with!

The beautifully colour illustrated magazine of **The Austin Counties Car Club** contained an excellent article by archivist Norman Milne on the history of Austin. Initial production in 1906 was of high quality and expensive vehicles. Post Great War, saw Herbert Austin save the company virtual bankruptcy by introducing diminutive Seven and the 'Heavy' 12/4. During WW2, more than 40,000 Austin Tens & Tillys and close on 100,000 trucks were built for the military, including a K2 Austin ambulance driven and maintained by the then Princess Elizabeth. The big hitters in the initial 50 years were the Austin Seven (1922 - 39: 290,000 built); the Twelve (1922 - 47: 170,000 total – roughly half Heavy 12s, half Light 12s); the Ten (1932 - 47: 260,000); and the A40 (1947 - 54: 600,000-plus).

Keith Gibbins had a soft spot for Triumph's, since he learnt to drive in a Mayflower. So, reading the **Triumph Razoredge Owners' Club** magazine 'The Globe' was a pleasure. In the spirit of the season they reworded O Come, All Ye Faithful, an extract below;

*O come, all ye faithful, loyal  
Triumph owners*

*O come ye, O come ye, back on  
the road again;*

*O Come let's press the starter...  
(silent pause)*

*O Come let's press the starter...  
(silent pause)*

*O Come let's press the starter:  
we're on the road again!*

Which we all hope for in 2021!

The **British Two Stroke Club** magazine 'The Independent' had a write up by Keith Day of the Triumph T10. City dwellers will be aware of the proliferation of 'twist & go' scooters. Edward Turner designed the Triumph Tina in 1962 with a 100cc engine and a CVT auto gearbox. Despite a marketing campaign fronted by Cliff

Richard, sales were poor. Keith's machine was the T10, the successor model with an improved CVT, a 'drive' engagement activated when the rider sits on the seat. This change was prompted after Turner crashed a Tina and broke his ankle. The drive switch was left on and when he started it, it accelerated instantly! Keith says the T10 does buzz up to 40mph quite smartly and stops well when you remember that the front brake lever on the left. His biggest frustration is his friends constantly referring to it as a Tina!



The Rover 75 was regarded as an elegant but fairly staid saloon. However **Colne Valley Classic & Vintage Club** newsletter has an interesting article on the limited edition and late model MG ZT 260 model. MG Rover transformed this front-wheel drive saloon car into a rear wheel drive rubber burning model powered by a 4.6litre Ford Mustang V8. The perfect Q-car!

2021 is the 49th anniversary of the **East Anglian Cyclemotor Club**. Covid has prevented most of their meetings and events, but they are hoping to 'run' their Annual Mince Pie Run on an individual basis – with participants taking selfies as proof of their individual rideout.

Volunteers at the **Cardiff Transport Preservation Group** have (between lockdowns) been able to work on their Cardiff and South Wales Trolleybus project.

The October 2020 edition of the **Scottish Riley Enthusiasts** Newsletter includes a very informative article regarding the dismantling and repair of pre-war Rotax Dynamos.

Lockdown has resulted in more activity from members undertaking restorations – to the financial benefit of the clubs own spares scheme. As reported by the **Railton Owners Club**. It also includes an interesting 'wager' between a Bentley owner and a Railton Terraplane owner as to which was the quickest car over half a mile. The event took place at Brooklands in November 1930 and the Railton won!

So used are we to virtually all rallies being cancelled this year that we overlook that a few have managed to happen on the other side of the globe. To make us appreciate what we have been missing, the Jowetteer carries pictures of the annual rally of the **Jowett Car Club of New Zealand** held in October 2020. As we appreciate the kindness of strangers during the pandemic, so we can enjoy a nostalgic article on Scottish generosity when it comes to emergency vehicle repairs in the wilds of Caithness in the 1960s.

An article in the magazine of the **Wigton Motor Club** on Devil's Own Lockdown Tests organised by the Kirkby Lonsdale Motor Club showed that COVID compliant motoring events were also possible in the UK for a limited period. These fulfilled a hunger for any form of competitive event and these were at a new Cumbrian venue.

The cover of the **Surrey Vintage Vehicle Society** magazine heralds a fascinating article inside for grown up boys on the history of Meccano toys. There is also an in depth biography of engineer Roy Lunn, best known for his role in the development of the Mustang and GT40 at Ford but also for engineering the Jeep Cherokee line. This article is in the Surrey Motoring Heroes series, as although he became a US citizen in 1962, he hailed from Richmond Surrey, working for AC Cars, Aston Martin and Jowett before crossing the Atlantic.



Hardy folks are members of the **Gilbern Owners Club** as revealed in their club magazine the Welsh Rarebit. There is an account of a very damp meet at Castle Combe where even the cancellation of the main classic racing event due to rain did not stop their own impromptu Annual Gilbern day. Elsewhere is a thoughtful Editorial by Nigel Lenton comparing the similar fortunes of Gilbern and Bristol cars, niche British car makers living from hand to mouth but always believing the next super model will be the breakthrough one!



## Club News - Emma Balaam (continued)

One popular topic of conversation this time of year is the club calendar. At the time of writing, the following clubs have all distributed calendars to their members. Some of which held competitions for the wonderful images that adorn the pages. Thank you to the **Historic Commercial Vehicle Society**, **Traction Owners Club**, **Cavalier and Chevette Club**, **Swansea Historic Vehicle Register**, **Morgan Sports Car Club**, **The 1100 Club**, **Singer Motor Club**, **Wolseley Hornet Special Club**, **National Street Rod Association**, **Military Vehicle Trust**, **Fiat 500 Club**, **Triumph Razoredge Owners' Club** and **Mercedes Benz Club**.

The winter edition of the **Routemaster Magazine** provided a Christmas offer of a 15% discount on soft toy/Routemaster cushions. I wonder how many woke up to one in their stocking on Christmas morning?

'The Stars of the Show?' is a double page feature of Rovers appearing in films or on the television within the **Rover P5 Club** magazine. Their December issue depicts the Rover P5B.

Depicted in Naylor News the magazine of the **Naylor Car Club** is a full page article on 'Top Tips for Winter Layups'. Item 3 suggests... Tyres are important as left standing they can develop flat spots and bulges, so it is important to keep them well inflated probably a few p.s.i above recommended. Putting the car on axle stands does relieve the car of this problem. Remember if putting up on stands to insert the front axle stands first with the car handbrake firmly applied before jacking the rear. If you jack the rear of the car first the car will want to roll forward unless you chock it firmly. Thank you very much indeed!

If you fancy something to watch, the **Vintage Sports-Car Club** recommend you viewing a YouTube video entitled 'Goodwood 2020'. Up will pop a 9 hour 21 minute film featuring some of the most entertaining motorsport, including the thundering S.F Edge trophy race in which 22 Edwardian cars, all driven by VSCC members, hammer it out over ten glorious laps in two separate races.

One member of the **Panther Owners Club** writes in to say he 'came across some old lead mine workings whilst working in Burnsall in the Yorkshire Dales. There, somebody had unearthed a fossilised late M120 petrol tank.' He goes on to say, 'this

isn't what you expect to find on a walk in the Dales!'

Due to the lack of events this year the **Citroën Car Club** held an 'A-Z' virtual car show. Members were encouraged to share their vehicle stories and the reasons on why they love them.

One for your diary - **The Riley RM Club** National Rally is planned for 9th to 11th July 2021 and will be held at Chinnor Rugby Club, Thame, OX9 3JL.

In the December edition of the magazine of the **Mini Cooper Register** you will find a triple page feature on the brief history of the Mini Cooper. A very interesting read indeed!

The **Historic Rally Car Register** features a column from Chris Derbyshire entitled 'Model News'. *"The model car industry has changed greatly over the years and making models of service vans would not have been considered before now... but now there are loads, in different liveries."* If you are an avid collector, you may want to do some research?

Following on in a similar vein, Big End Journal, the magazine of the **Gay Classic Car Group** also has a feature on model cars. One member who sadly sold his vehicles due to space restrictions decided to put together a feature on his collection of matchbox cars.

Featured in the Editor's Scrapbook of the **Pre 50 American Auto Club** magazine is the Fageol 1950 TC Cargoliner - a trailer without a tractor. William B. Fageol and his brother Frank R. began the Fageol Motors Company in 1916 to manufacture motor trucks, farm tractors and automobiles in Oakfield, California. The 1950 TC Cargoliner used an under-floor diesel engine and transmission that drove through a rear drive axle. What a fascinating vehicle!

Confused about fuses? If the answer is yes and you own a TR, you're in luck! Inside the November edition of TR Action produced by the **TR Register** you will find a double page spread on the subject.

The **Swansea Historic Vehicle Register** provide their members with an in depth article on UK road signs. 'Modern British road signage can be traced to the development of the 'ordinary' bicycle and the establishment of clubs to further the interests of its riders, notably the Cyclists' Touring Club (CTC), the National Cyclists' Union (NCU), and the Scottish Cyclists' Union (SCU). By the early 1880s, all three

organisations were erecting their own cast-iron 'danger boards'.

The **Morris Minor Owners Club** reflect on the relaunch of the Minor Junior and traces its origin courtesy of Ray Newell. Originally launched in 1991 at the London Motorfair, the Minor Junior was the brainchild of Nic Harding. 56 Minor Juniors were sold during the first phase of production. The New Minor Juniors that have recently entered production are faithful to the original design brief and replicate many of the original features. Initial interest has been promising with several overseas orders having been placed.

A stunning 15 page article on the Standard, 8,10 and Pennant adorns the pages within Club Torque' the November issue of **Club Triumph's** magazine. Some original articles are shown from 'The Autocar - Road Tests' and a comprehensive comparisons section is also featured.

Within **Foden Society** news and courtesy of John Ormandy for Modellers World is a 'Foden Toy Story' article. In 1947, Maurice Shackleton (founder of James Shackleton & Sons Ltd.), whilst visiting an engineering exhibition, was inspired by the toy making possibilities of a small die casting machine. The company bought two die-cast machines and started tooling up to produce the famous FG 6-wheel platform lorry.

The donated spares operation from the **Triumph Roadster Club** is going well. Do you have any? If so, please get in touch! [www.triumphroadster.org.uk](http://www.triumphroadster.org.uk)

The **Morris Commercial Club** feature a double page spread on 'Gun Tractors'. Inspired by the book 'Moving the Guns - The Mechanisation of the Royal Artillery 1854-1939' the Royal Artillery wished to make the transition from actual horse power to mechanical horse power to facilitate the movement of guns, shells and troops. Subsequently a Morris-Commercial CT5 Tractor was tested.

An interesting note inside the magazine of the **Crash Box & Classic Car Club**. A member shares their experience of water loss from a 1947 Vauxhall J type and how they cured it!

If you're looking for a Mercedes-Benz previously owned by a pop legend, look no further than inside the December edition of Gazette, the **Mercedes-Benz Club** magazine. Offered for sale is Cliff Richard's R230 SL500. Being sold via Amari Supercars for around £49,995.

The December issue of Jaguar Enthusiast courtesy of the **Jaguar Enthusiasts' Club** depicts some of the accessories you could buy for your Jaguar in the late 1950s and early 1960s - how things have changed!

The **Rolls-Royce Enthusiasts' Club** treat their members to a delightful selection of photographs from the Bernard L King Collection. Bernard L King's obsession with civil aviation and Rolls-Royce and Bentley motoring products began in 1959 and his collection of memorabilia linking the two interests was started in 1964.

Congratulations to the **1100 Club** for being able to furnish their members the opportunity to purchase original specification front wings. "Brand new panels using original BMC factory tooling and made by a proper British family-run engineering firm."

The **6/80 & MO Oxford & Cowley Club** provide a feature on preparing your car for winter hibernation. 'Try to use your car occasionally - but avoid wet salted roads wherever possible.'

The 'Austin Technical' feature inside the magazine of the **Austin A30-35 Owners Club** provide a few thoughts on ignition timing. Correct ignition timing is very important. Whilst Austin A30/35 engines are relatively tolerant of slightly inaccurate timing, retarded timing will result in overheating.

The magazine of the **Morgan Sports Car Club** provides a film review on 'The India Queen'. Back in February Alan and Pat Braithwaite set off on the adventure of a lifetime, driving their black and yellow Morgan three wheeler, nicknamed Queen Bee, all round India, visiting sites where charity GOONJ operates as well as seeing the sights. Proceeds from renting or purchasing the DVD are donated to the charity.

An interesting article on hand signals, indicators and hazard lights is provided by the **Bullnose Morris Club**. It asks the question - are indicators and hazard warning lights legally required, or just desirable? Indicators are not a legal requirement for our cars first used before 1st January 1936 (<http://www.gov.uk/guidance/mot-inspection-manual-for-private-passengers-and-light-commercial-vehicles/4-lamps-reflectors-and-electrical-equipment>).

Did you attend the Sywell Piston & Props 2020 Event in September 2020? Well, if you did, one

member of the **Ginetta Owners Club** was also in attendance! The organisers had included vintage motorcycles and commercial vehicles (including some American 'big rigs') which proved very popular.

Morris Minor Saloon £232. I wish! A period advertisement depicts Morris Car Prices in New Zealand from the Auckland Star, dated 17th June 1930. Featured within the winter edition of the magazine from the **Vintage Minor Register**.

One member of the **Historic Caravan Club** was inspired by a book entitled 'The Yellow Caravan' detailing the exploits of a group of three young ladies who took a horse-drawn caravan on tour round Norfolk in 1912. Armed with a copy of the book they took off on their adventure!

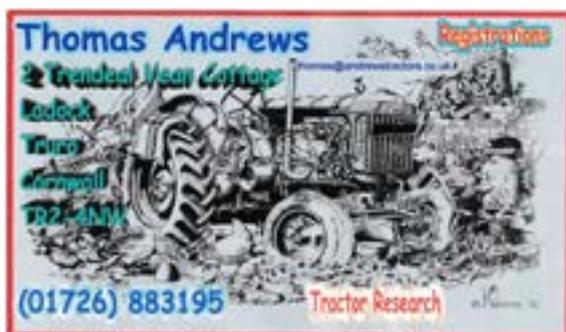
As featured in the **Wolseley Register Journal**, and if you have a few minutes spare why not check out a YouTube channel called Twin-Cam. Recently featured by Edward Westby was a 1968 Wolseley Hornet MkIII. Edward researched the history, inception, production details and character of these BMC cars, and for the most part presented a factual and well-informed video.

Featured in the **Sunbeam Motor Cycle Club News** is a mainly pictorial feature (part 4) on a trip from John O'Groats to Land's End on an 1896 Leon Bollee.

The **Citroën Specials Club** provide us with a date in the diary for 2021. Their Annual Summer Gathering. To be held at the Seacote Camp Site and Hotel at St. Bees, Cumbria.

'Technical Topics' inside the magazine of the **Reliant Sabre Scimitar Owners Club** provide much needed information on part 2 of an SE6 Wiper Overhaul - putting it back together!

Thomas Andrews, from **Thomas Andrews Tractors** has reported since lockdown (March 2020) more enthusiasts have had the time to finally get their tractor projects on the road! He has been assisting them for many years!



The **Singer Owners' Club** celebrates its 70th Anniversary in 2021. The Club started when a young journalist Keith McDowall placed an advertisement in the motoring press proposing the formation of a club for Singer enthusiasts. On 4 March 1951 forty five people attended the inaugural meeting in Hertford with their Le Mans, Roadsters and SM 1500 saloons.

Today the Club has around 850 members in 23 countries, produces a full colour 48 page magazine six times per year, can supply or access parts for most popular models, has a technical and sales literature archive for many Singer models, a very informative website, an active Facebook page and still benefits from the support of its founder member.

Few marque clubs can have members involved with every age and type of vehicle with the earliest surviving car from 1907, through the 1920s and 1930s with the Juniors and the most well-known 9hp and 1½ Litre Le Mans and Sports models, pre and post war Roadsters, to the Singer versions of the Rootes Group models; the Gazelle, Vogue and Chamois. Records show that during the 65 years of car production at least 240 different models were produced, a considerable challenge for any Club!

Apart from cars they welcome anything with the Singer name: - bicycles, made from 1876, motorcycles (including the Motorwheel with its engine inside the wheel), commercials, tractors and even boats, but the line is drawn at sewing machines!

They plan to celebrate their 70th Anniversary in March (Covid permitting) by recreating the inaugural meeting and in June at their 52nd annual rally near Nottingham. The Club aims to have the widest range and greatest number of Singer vehicles on display. To involve as many members as possible other local road runs and trips to Jersey and Holland are planned.

More information about the Singer Owners' Club and the Singer Company can be found on the Club's website [www.singerownersclub.co.uk](http://www.singerownersclub.co.uk)

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