

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 1 · 2022

ROUND BRITAIN RELIABILITY RUN GOES AHEAD AGAINST ALL ODDS



Plus

Research

Key findings from the 2020/21 Trade Survey

Drive it Day 2022

All the latest news and how to get your fundraising plate

British Motor Museum

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PETER JAMES
INSURANCE



Editorial Wayne Scott Communications Director

It's truly amazing how fast things are changing. A decade ago, if I had taken up my editorial column with talk of planting trees to work towards a net-zero carbon future for the historic vehicle industry, I'd have raised more than a few eyebrows. Now though, not only is the scheme launched and a part of the Federation's activities to secure "Yesterday's Vehicles on Tomorrow's Roads" as our mantra goes – but you have supported it in droves. We are now in the situation where we have scores of historic vehicles' carbon being balanced every single day! The Federation advance funded the planting of 1,000 trees to coincide with National Tree Week in late November last year and since then, Tree-V's planting partner Forest Carbon has provided us with photographs of our trees, in the ground and already making their positive impact on the local ecosystem. To see the trees in place, and to learn more about how you can achieve guilt-free, carbon balanced motoring head to: <https://trees.fbhvc.co.uk>

Now is also an idea time to get those all-important carbon balanced stickers for your car's bumper and windscreen in readiness for **National Drive it Day**, this year held on **24th April**. Remember, this is our movement's national awareness day. It serves to remind the public that we are here and that transport heritage has a crucial place in UK life. It's a great opportunity to engage with the public, encourage interest in our vehicles and community and educate about what we represent. We are going to need support from the wider public in the years ahead.

Furthermore now of course, it is a significant chance to contribute to wider society through our support of charity partners for the event, the NSPCC's Childline®.

Supporting the charity is really easy, just get online to www.driveitday.co.uk and purchase your rally plate. If you're on two-wheels, don't forget our "Ride it Day" plates as well, we haven't left you out!

It's going to be a special Drive it Day this year because it feels like the first one since 2019 that should allow 'normal' activities to resume unhindered, with Government in England at least aiming to have lifted all Coronavirus restrictions by then – so let's make the most of it this year and celebrate being out once again to start what I hope. Will be a very special season of historic motoring ahead.

Finally, keep your eyes peeled elsewhere in this issue for an advert for a company called Genus. This highly experienced team of archiving specialists are our new partners helping to advise and assist clubs on how to manage and digitise historic artefacts and archives. I've recently been doing some work (as part of the day-job) with the Jaguar Daimler Heritage Trust and Aston Martin Heritage Trust to record and preserve the stories and memories of people from all walks of life within the motor industry related to their marque for future historical archives. That, driven by just how many obituaries I seem to have written recently, strikes me as an ever more urgent activity these days. There are podcasts, YouTube, Magazines and all sorts of other multimedia channels you can utilise to get the memories, stories and knowledge of your club members and those connected with your vehicles recorded for future posterity. We must act now before we lose these insights forever and as ever, happy to help and advise you on doing this through the Federation. We are always here for you and your club.

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

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

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Introduction

First of all, I hope you had a restful Christmas, and you have my very best wishes for a safe and enjoyable year's motoring (remember Drive it Day on Sunday 24 April). Aside from an update on a couple of current areas, I have devoted a major part of this edition of the column to an issue which originally arose in our 'Postbag', which is a little different and I hope you find interesting and even useful.

Environmental Matters

England

The Legislation Committee continues to monitor the introduction of LEZs and CAZs across UK mainland towns and cities. As reported in the last Newsletter, save for the London ULEZ expansion, there was nothing significant to add. The only other significant matter to report is in relation to Bradford. Due to start at the beginning of this year, we note that this Zone which would not have affected private cars and had exemptions for historic HGVs and buses is now delayed until the spring. I will mention the Truro Quiet Lanes initiative again if only to remind those readers who live or work in the relevant area (<https://letstalk.cornwall.gov.uk/truro-quiet-lanes>) and who will have the most influence on its future, that the trial of the Experimental Traffic Regulation Order is live and that

the consultation period finishes in March. Your local views will have far more effect than any intervention by a national organisation like the Federation at this stage. Please ensure that your comments go in the formal response and not simply on the webpage comments section.

Scotland

Looking again at the position in Scotland where LEZs are to be introduced in Aberdeen, Dundee, Edinburgh and Glasgow, we note that in the case of the first 3 cities the zones will commence mid this year with a 2 year grace period during which enforcement of the LEZ will not take place for all vehicle types to allow people sufficient time to consider how best they can comply with the LEZ. This means that, as per the current

programme, enforcement (the issuing of fines) will not start until mid-2024. Glasgow had already introduced a Low Emission Zone (LEZ) in 2018 that initially applied only to local bus services. The scheme being implemented in the other cities will be extended in Glasgow but only a 1-year grace period will be granted which means that practical Phase 2 enforcement will start in June 2023. You will remember that unlike the Zones in England where access is permitted to all vehicles subject to payment according to its emissions level, in Scotland access is forbidden to certain 'non-compliant' categories of vehicles with penalty charge notices issued to the registered keeper of a non-compliant vehicle breaching the ban.

Environment Agency

I indicated in the last newsletter that we were awaiting the promised FAQs from the Environment Agency which would hopefully provide additional assurances that their crackdown on the unauthorised scrapping and sale of scrap vehicle parts was not intended to inhibit the harvesting and sale of historic

vehicle parts. We wrote again to ask for an update on progress on these FAQs and received a reply that they are still finalising some detail on exemptions before final review and approval and that, realistically, they are looking at early January. Our contact has been asked to be kept in the loop and is happy to be chased again!

Jersey

The challenge of importing HVs is a persisting one, but our HCVS representative on the Legislation Committee received some helpful advice from HMRC in response to a query he had sent them on behalf of an HCVS member importing two Historic Buses from Jersey to the UK mainland. They had previously been registered in the UK, and had export markers on the DVLA database. His question concerned NOVA (Notification of Vehicle Arrival) forms which are required on importation from Europe, but was this the case from Jersey?

He received the following

reply from HMRC which may be of interest to other readers.

Jersey is treated as a Special Territory. Vehicles coming from Jersey to the UK are exempt from paying Duty but import VAT needs to be paid. In order to make a NOVA application, you will need to email us the following:

- Completed form C384 (can be found at www.gov.uk)
- Bill of Sale or Purchase Invoice or Receipt if the vehicle was purchased within the last 4-6 weeks. If the purchase was before this or the receipt is lost, a current UK valuation

- Certificate of Title or Registration Document or Export Certificate or Dating letter from vehicle manufacturers/motor club to confirm the year of manufacture, make, model and VIN/Chassis number

For vehicles less than 30 years old, import VAT will be charged at 20%. For vehicles over 30 years old, import VAT will be charged at 5%.

You will need to make a separate application for each vehicle. A separate email should be sent for each application.

Vnuk – a further Update

In truth this topic should now come under the longer and less inscrutable title of the Motor Vehicles (Compulsory Insurance) Bill. I hesitate to repeat the entire history of this issue (its the background is detailed in recent Newsletters Issues 4 and 6/21), but in brief Vnuk (Damijan Vnuk v Zavarovalnica Triglav) is the European Court of Justice case going back to 2014 which ruled that the EU Motor Insurance Directive extended the remit of motor insurance into uses and places of use that were beyond what had been intended. Thus compulsory motor cover would be required for a greater range of vehicles including those not constructed for road

use such as ride-on lawn mowers (simply requiring that the use is consistent with the 'normal function' of the vehicle) and for the use of vehicles on private land. The Federation responded in detail to a government consultation in the aftermath of the case about the potentially adverse effect on historic vehicles (i.e. those for example on a SORN) of changing the existing legislation, but by the time of the UK departure from the EU, no amendment had been proposed.

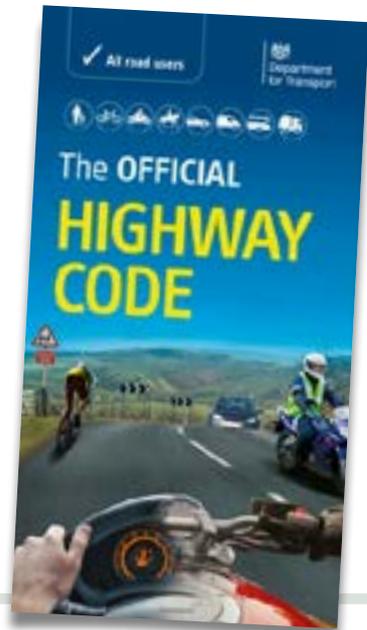
However to nudge things along, an MP laid the Motor Vehicles (Compulsory Insurance) Private Members Bill in Parliament in June 2021. As readers may know, most Private Member's Bills go

nowhere unless they have a measure of at least Government acquiescence. I reported in the last Newsletter that the Bill had passed 2nd Reading on 29 October and as I write this, it has now passed the Committee stage when our Parliamentary advocate and Chair of the All Party Parliamentary Historic Vehicles Group, Sir Greg Knight, contributed to the debate. It passed without amendment to the Report Stage (Commons) where it can be further debated by all MPs on 28 January and hopefully onwards to 3rd Reading. Unless new opposition to its terms emerges in the Commons or Lords, things look fair for it passing into law.

Highway Code Revision (January 2022)

In the last Newsletter of 2020, I flagged up a consultation on major changes to the Highway Code principally concerned with pedestrian, cycling and equestrian safety. As I write, those changes are about to be launched and as is the way things, the media has finally raised concerns about some aspects which they had not done when the opportunity to comment existed. The Legislation Committee discussed at some length the proposals and the effect on historic vehicles. Amongst a range of issues (which included the potential danger of giving way to pedestrians waiting to cross at junctions

off a major road) we debated whether to ask for special status for historic vehicles (i.e. to make drivers of modern vehicles give them additional consideration along the lines of cyclists and pedestrians). Ultimately it was decided that given the vast and differing range of capabilities of historic vehicles and other solid policy reasons, this was not a route we should pursue. However, for those who have not dipped their nose into the Code for many years, I would recommend you study the extensive updates in order to avoid any legal tangles with the authorities in relation to changed priorities.



Is it a bird, is it a plane ... no it's a Lanchester

Last year, we received correspondence from a member about his attempt to sell at auction his 1932 Lanchester 30hp Straight 8. He has given us permission to tell his story about this magnificent car. By way of background, in May 2021, when the Lanchester did not sell at the auction (he thinks it may not have attracted a bid), his concerns arose when he received paperwork from the hugely respected and well known auction house. Quite properly, as part of their due diligence, the auctioneers had obtained an 'HPI Trade Services Check Report' which readers will know is to ensure the vehicle being sold is not subject to some encumbrance or issue which might affect its value or even right to be put up for sale. At the very top of the HPI report on the 1932 Lanchester, explicit warnings or alerts in relation 'Finance' and 'Insurance Write Off (Damage)' were highlighted in large

boxes. The report detailed two finance agreements, one for a Hire purchase and one for a lease, together with a Cat B insurance loss ('Body shell should have been Crushed Vehicle Should Not Be on the Road') associated with this check. Not very confidence building stuff when you are considering purchasing such a cherished historical vehicle. Lower down on the report, the details of the finance agreements and write off are recorded:
1) A T2 Terminal Tractor (something which tows containers at a US depot which I mistakenly confused for an airport tug!)
2) A Cool Boy 375 Vacuum lifter (don't ask) and 3) a Slurry Tank. As our correspondent observed 'If you do not read the detail it gives the impression the Lanchester has no value'.
How can this be you may ask? Having made inquiries with HPI (who added a

stolen dumper truck for extra interest!), the answer from HPI officials was the Vehicle Identification Number (VIN). They said:
"The vehicle that you have check [sic] has a short digit VIN (Vehicle Identification Number), these are now usually 17 digits. Short VINs are not unique to one vehicle and can be associated with other vehicles/plant machinery, some of which may be subject to outstanding finance, stolen and insurance loss interests."
Although a VIN was not a concept yet contemplated in 1932, the 4 digit chassis number of the Lanchester did count as the identifier and hence was used interchangeably with 'VIN' on the HPI report. Our correspondent separately obtained a personal HPI Check report on his car and a report from a competitor car data organisation. Whilst the first still contained the finance





agreements and insurance write off incorrectly recorded as associated with our member's vehicle, the check form did contain caveats relating to the VIN and that 'some alerts may be incorrectly attributed.' In relation to the second report, no 'false' alerts are recorded in respect of the Lanchester. However when he asked for the trade report to be amended, the answer was an acknowledgement that whilst the finance marker and the category were not related to his vehicle:

"..With the short VIN stops us from updating the marker as it is not a unique [sic] and would remove the stolen marker from the dumper that is still outstanding as stolen.

Therefore, although we are unfortunately unable to amend your report, I hope this confirmation is of use to your enquiries. We apologise for any inconvenience caused."

He was obviously concerned that on the face of it the report remained inaccurate and the finance and insurance entries might damage his and the car's reputation since its rarity meant he might be identified. You will understand that neither I nor the Federation are resourced or configured to take on individual cases. However when our correspondent asked if we could assist, we could see that the

situation he described could have broader application and therefore we decided we should seek further clarification from HPI and a potential solution on his and your behalf. In addition we requested that they alter their system to filter out or exclude irrelevant agreements or information specifically on our correspondent's car but more generally so that historic vehicles with short VINs would not similarly trigger irrelevant and potentially damaging warnings or alerts.

Whilst undertaking to supply written confirmation for customers that have checked his vehicle to verify the 'irrelevancy' of the warnings, in their correspondence with us, unfortunately HPI maintained that because an HPI Check confirms if there were any interests recorded against a specific serial number, if those interests or agreements are still current "it would not be possible to remove it from the serial number as this is the only identifying marker the finance/insurance company can use to record their interest in the machine". In other words, because the information was recorded against a specific serial number or VIN, it was obliged to provide it on a search. Their further suggestion to our correspondent was that he try and obtain a modern 17 digit VIN from DVLA. We indicated that recommending

maintenance of the status quo or seeking a new VIN were not satisfactory suggestions; irrelevant agreements were filtered out on other reports and as a minimum, the warnings or triggers on the Trade report should expressly include a statement that they do not apply to the subject vehicle. Our advocacy for a proper filter in the database able to identify other criteria to allow the omission of irrelevant references or information was not accepted.

We indicated to HPI that if our concerns could not be addressed then, with our correspondent's leave, we would be obliged to publicise the quirks of the trade report as many members will have vehicles with similarly short VINs and may experience a similar situation in respect of an HPI report in relation to their historic vehicle if put up for sale. They might then want to check the situation especially if the vehicle is being sold through an agent or auction house and pre-empt any adverse warnings that might be flagged up so that HPI could supply the appropriate assurances on their irrelevance as they undertook to do in the above case. Hopefully, you are now better informed and are able to have the appropriate dialogue with the credit check company or your agent. Any feedback would be welcome.

As a result of the recently reported formation of the DVLA Historic Vehicle User Group the Federation now automatically receives 'Your DVLA', a regular newsletter produced by the Agency primarily for the benefit of its corporate customers.

Much of the content, although interesting in a general sense, is not of direct significance to the historic vehicle community. Did you know for instance that to confirm identity the Police can now access your image as it appears on your driving licence at the roadside!

There are two subjects where I will draw on the DVLA information as it does have some relevance. The first of these is the situation of DVLA itself and its workforce which has now improved considerably. At the last ballot a large majority did not support further strike action and DVLA's recovery plans are now well underway. These include a wide range of measures to recover the position on the paper application services including leasing new accommodation, recruitment of additional staff plus overtime and shift working. The processing of vocational driving licence applications has been prioritised and as a result these are now back to normal.

DVLA digital services have not been affected and have performed well throughout the pandemic and the period of industrial action. They continue to encourage all customers to use the digital services whenever possible. However from a historic vehicle perspective we know that some transactions can only be processed via paper applications and that in some cases there have been significant delays. The turnaround times should now return to normal and any backlog will be progressively cleared.

Whilst employers, including DVLA, have been struggling with a shortage

of available staff many individuals have been taking advantage of lockdowns and general social restrictions to concentrate on their hobbies and projects – including their old vehicles. Presumably as a result of this I currently have an unusually large number of queries and problems from members where for various reasons I need to consult DVLA. It is unreasonable and probably counterproductive to swamp my contact with all of these together, so I must request patience.

You will appreciate that it is not generally appropriate to report these discussions step by step but the final outcomes will be shared via this column at the earliest opportunity whenever they are of general interest. I believe we are close to a satisfactory outcome on one topic, not only for the person and car concerned but I hope for a small number of others who are in the same situation. I will of course share full details as soon as I am able.

Another issue which I have raised with

DVLA but to which I do not at the time of writing have a response concerns the conditions for the registration of lorries and/or ex-military vehicles in the historic tax class to benefit from nil VED. The published advice from DVLA and on gov.uk appears to be inconsistent and we believe in one place incorrect. With assistance from Lindsay I have studied the base legislation but it is not easy to follow. As always, more information will follow once matters are clearer.

I will close with some mind-boggling statistics as the second 'take-out' from 'Your DVLA'. The sheer magnitude of their operation is not only difficult to comprehend but also serves to remind us what a tiny part of the whole are historic vehicles. I suspect through no fault of their owners but due to the diversity of supporting documents etc they are also one of the most troublesome groups of vehicles to process. We should perhaps in times of difficulty and disagreement remember that!

Driver & Vehicle Licensing Agency

03. DVLA by numbers

We are a multi-award winning executive agency of the Department for Transport (DfT)

Every year, we...

- Collect **7 billion** in vehicle excise duty
- Answer **more than 18 million** phone calls
- Deal with **over 1 billion** online enquiries
- Respond to **over 600,000** emails and webchats
- Issue nearly **13 million** registration certificates
- Issue **more than 10 million** driving licences

Feedback

Morris Minor Owners Club Apprentice of the Year 2021

Last year at The Classic Car Show at the NEC in November we took the opportunity to celebrate the winner of The Jack Daniel trophy that is awarded by the Morris Minor Owners Club each year to the best apprentice chosen by the management team at The Heritage Skills Academy.

In addition to the trophy the winner also receives a cheque for £250.00.

The winner was Jorn Scharlemann who is an apprentice at the Jaguar specialist, CLK Developments Ltd in East Sussex. Jorn was chosen by The Heritage Skills team for his commitment to the historic engineering

technician apprenticeship scheme and his support of the other apprentices.

In addition, Jorn was further described as an ambassador for the scheme, really genuine and a role model.

Ray Newell of the Morris Minor Owners Club (MMOC) made the presentation to Jorn on the FBHVC Village stand together with other MMOC members who were also at the show. It was a complete surprise to Jorn as he was not told that his name had been put forward and we announced it with a number of other apprentices who were at the show and he was certainly a popular and worthy winner for 2021.



Events

Welcome to 2022 – Let’s hope we can get our Clubs and Events back on the road with more confidence than for the last two years! The initial signs are positive as I had three Classic Car events, with three different clubs, all scheduled to take place within the first two weeks in January.

Sadly, the first event – ‘New Year’s Day’ at Brooklands had to be cancelled at short notice due to changes in the Covid restrictions. This despite superhuman efforts by the Museum Staff, the volunteers, and marshals to get everything organised and compliant. So, it was incredibly disappointing for everyone involved, but fortunately all is not lost as the ‘New Year’s Day’ gathering will now take place at Brooklands in Easter – so I hope to meet some of you there on 16 April.

The Vintage Sports Car Club (VSCC) Driving Tests at Brooklands launches their calendar in January 2022, followed by 31 other events throughout the year. Events range from gentle Tours to full-on speed events on road and track.

I have also met with premier UK based organisers, including Historic Rally Car Register (HRCR), Bespoke Rallies, Classic Rally Press, HERO-ERA and Rally the Globe. These have all launched their 2022 – 2023 events calendars. The lists are extremely impressive – from one day UK based events to multinational marathons.

The FBHVC also maintains its own 2022 event calendar on our website, listing is free for member clubs so please make use of it to promote your club events. At Club Expo 2022 we announced the launch of our new online Event

Submission form, and you can find it here <https://www.fbhvc.co.uk/list-your-club-event>. Note that each Event submission will be validated before it is published. So please use the form from now on and we welcome your feedback.

There are plenty of events to choose from depending upon your personal preferences, your availability, your vehicle(s) – and, of course, the depth of your pockets!

To find out more here are some links you may find useful.

- FBHVC events** <https://www.fbhvc.co.uk/events>
- VSCC** <https://www.vsc.co.uk/page/events>
- HRCR** <https://www.hrcr.co.uk/events/>
- Bespoke Rallies** <https://www.bespokerallies.com/all-rallies/>
- Classic Rally Press** <http://www.classicrallypress.co.uk/index.html>
- HERO-ERA** <https://heroevents.eu/>
- Rally the Globe** <https://rallytheglobe.com/rallies-main/>

So, get your vehicles ‘event ready’ and back on the road – or track, and enjoy them to the full.

And finally, FIVA have produced a ‘Guide for responsible use of historic vehicles’, which I recommend you view and share with your members. It gives some practical hints and tips (much of which is common sense) as well as encouraging proper maintenance to minimise pollution and help keep the general public happy.

You can find it using this link <https://www.fbhvc.co.uk/event-entry-documentation>, then click on option 8.

Drive and Ride safely - and have fun.

The Heritage Alliance has a new chairperson, Pam Alexander OBE

Pam has many years’ experience leading strategies and schemes in economic development and urban regeneration and was CEO of English Heritage from 1996 to 2001.

The whole THA team are an enthusiastic group and a pleasure to work with and I anticipate Pam will be a powerful advocate for the heritage movement.

See <https://www.heritagealliance.or.uk/blog/announcing-our-new-chair-elect>



National Lottery Open Week (19 - 27 March 2022)

The National Lottery is calling for organisations that they support to register their interest in participating in National Lottery Open Week from Saturday 19 – Sunday 27 March 2022. During this week, National Lottery players are invited to visit heritage sites and use their lottery tickets to access a special offer registered by organisations and advertised through the National Lottery listings page. Last year’s Open Week attracted almost 25,000 national lottery players to 650 sites across the UK.



Another opportunity, like Heritage Open Days, to display our vehicles?

Source: Heritage Update <https://createsend.com/t/r-428EC91179BC3F2D2540EF23F30FEDED>

As we enter 2022 most museums are now announcing their plans for the year and already **The British Motor Museum** has announced a massive schedule of over 30 motoring shows including several new events for 2022.

This is a sizable increase on previous years and is testament to the popularity and demand for events at the Museum.

Last year's free evening '**Gaydon Gatherings**' proved very popular with hundreds of vehicles turning up on the second Tuesday of every month, so these events are returning from Tuesday 12 April in the same format as a fun, free and informal evening gathering for motoring enthusiasts and all vehicle makes and models.

New for 2022 is a special Members only event, which will take place on Friday 29 April. '**Museum on the Move**' will showcase a selection of cars from the collection with the opportunity for Members to ride in them. Also new for 2022 is an '**Austin Seven Centenary Exhibition**' opening in June, it will replace the '**Factor Us In**' Exhibition which ends in May.

Meanwhile, the Museum will welcome back many of its key shows in 2022 including the **Gaydon Land Rover Show** on 7 & 8 May, **National Metro & Mini Show** on 5 June & **Classic & Vintage Commercial Show** on 11 & 12 June.

Other shows include the new **Ultimate BMW Car Meet** on 10 April, the new **Indoor Doll and Teddy Fair** on 15 May, the return of the indoor **UK Slot Car Festival** on 28 & 29 May and a new **Wythall Buses Fest** on 3 July. **The Electric Vehicles Festival** returns on 3 July and the **BMC & Leyland Show** on 10 July followed by the **Old Ford Rally** celebrating 35 years of the Capri 280 and a new **Rootes Heritage Day** on 17 July.

A new **Big MINI Show** for BMW Minis will take place on the 24 July and the **999 Emergency Services Show** on 13 & 14 August. On Saturday 3 September **Jaguars at Gaydon** will celebrate the Swallow Sidecars Centenary. The **Retro Truck Show** returns on 11 & 12 September and on Sunday 25 September **MGB** will celebrate their **60th Anniversary** event. The last two shows of the year include the indoor **Large Model Aircraft** show on 23 October and **Great British Model Railway Show** on 29 & 30 October.

Full details can be found on their website www.britishmotormuseum.co.uk

The **National Motor Museum** at Beaulieu has launched a vast array of dates for its '**Simply**' events. These focus on specific brands or types of vehicle and offers owners the opportunity to drive into and park up within the museum complex for a great day with other owners and enthusiasts. Even if you don't have one of the models concerned it still makes a great day out as you can enjoy the cars on display alongside the excellent museum.

Dates for first half of 2022 are:

Simply Aston Martin	3rd April	Simply Electric	29th May
Simply Audi	10th April	Simply Porsche	5th June
Simply Italian	24th April	Simply VW	18th June
Simply Ford	22nd May	Simply Jaguar	26th June

In the second half of 2022 events are scheduled for Land Rover, Vauxhall, French, Japanese, Mercedes, BMW, British Classic and Smart. Full details and dates can be viewed on their website: <https://www.beaulieu.co.uk>

Over in Sparkford the **Haynes Motor Museum** has an exhibition on John Haynes OBE – The Man, the Manuals, and the Museum.

John H Haynes OBE was a real car enthusiast, whose love for motoring was the driving force behind the hugely successful Haynes Manuals, which became the global go-to guide for car and motorbike owners.

The exhibition explores: 'The Man', John's life, his energy, the support of his wife Annette and his love of people and life; 'The Manuals', the petrol-head entrepreneur feeding a new culture of hands-on enthusiasm for repairing your own vehicle and of course 'The Museum', his legacy, the cars and the stories behind them.

Full details of this exhibition and other events are detailed on their website www.haynesmuseum.org

Full details of all our museum supporters events and exhibitions can be found on our website <https://www.fbhvc.co.uk> and it's well worth also regularly checking the news section on the website where details of new events and exhibitions are regularly featured.



BRITISH
MOTOR
MUSEUM

Beaulieu

HAYNES
MOTOR MUSEUM

ROUND BRITAIN RELIABILITY RUN GOES AHEAD AGAINST ALL ODDS

Wayne Scott

This year's Round Britain Reliability Run taking place was really an achievement against all the odds. It was originally penned for October 2020 but, as with so much that year, could not happen due to the pandemic and so was postponed by 12 months. Hard enough for our friends over at Club Triumph to organise and plan the event around the uncertainty of the pandemic, but to add to the woes, just a week before the crews were set to leave from the start at Knebworth, Hertfordshire - a fuel shortage struck. Could we find enough petrol to even get us to the start, let alone complete the Run?



A busy start line at Knebworth



Big Triumph saloons at the head of the field



Charlie and Nathan in the Toledo



LAND'S END

The week preceding the Run was a case of 'will we? won't we?', as during everyday life it was increasingly difficult to get fuel to just go about our daily lives, let alone travelling 2,000 miles around the most remote parts of the UK. However, on the Wednesday before we were due to start, we were assured by the government and the fuel supply chain that things were levelling out. As a result, the message came through from Tim Bancroft to press on and so, on Friday 1st October 2021, 113 Triumphs (including one Standard 8) assembled on the drive outside Knebworth House for the 2021 Round Britain Reliability Run.

The Club Triumph Round Britain Reliability Run was first devised and run in 1966 and since then has been run 27 times. The event consists of driving around the UK using a Triumph motor car and visiting pre-arranged controls from Knebworth to John O'Groats to Land's End and back to Knebworth, covering 2,000 miles in just 48 hours non-stop.

Over 1,000 crews have now successfully completed the event since the first one. Since the event started supporting UK charities, over £700,000 has been successfully raised and, in 2018, the event raised nearly £100k for Epilepsy Research UK.

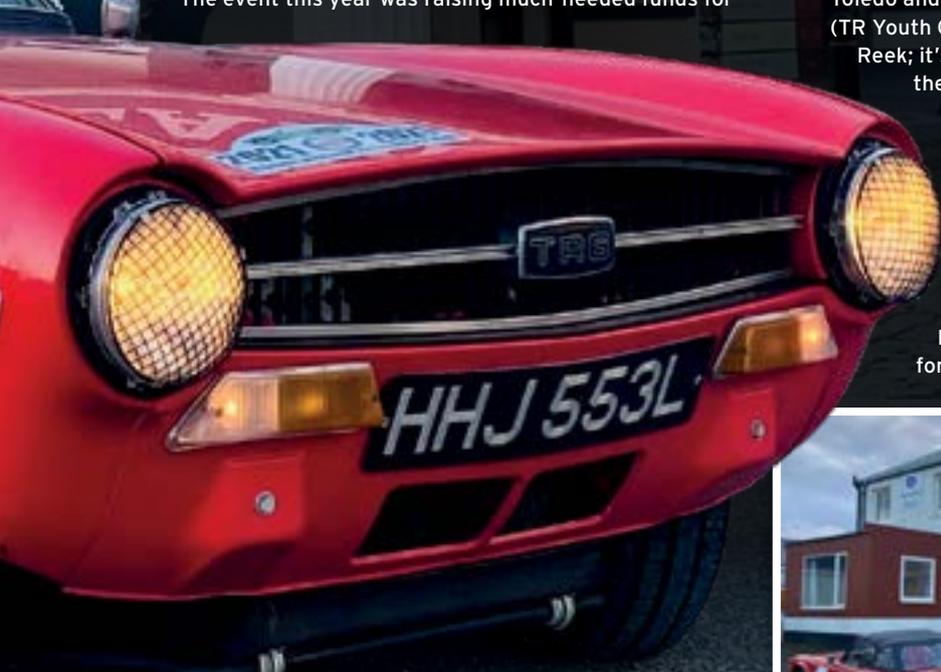
The event this year was raising much-needed funds for

the Motor Neurone Disease (MND) Association. The MND Association is the only national charity in England, Wales and Northern Ireland focused on improving care, research and campaigning for people living with and affected by MND.

There was an electric atmosphere amongst the cars at the start as the sun shone and everyone was keen and eager to get on the road. It always amazes me just how many spectators the start attracts, many from the local TR Register Group Lea Valley, who come down to watch the cars head off on their great adventure of endurance. At just after 6pm and following a final briefing from Tim Bancroft and Nigel Abdullah - we were off. There were a number of TR Register crews present; some in TRs, others, like Phil Sanford and Mike Aldridge from Lea Valley Group undertook the run at the helm of saloons, in their case, a Mimosa Yellow Dolomite Sprint called Katy.

Tim Hunt, Lea Valley Group member and Club Triumph Chairman, was incredibly starting his 23rd Round Britain Reliability Run in the same car, his White TR4A. An amazing achievement. The youngest team was at the wheel of a Yellow Toledo and was none other than our own Charlie Crawshaw (TR Youth Group Leader) and his friend and car owner Nathan Reek; it's fair to say we were all rooting for them and they looked pretty apprehensive at the beginning.

Crews headed north up the A1 for their first route card signing at Wetherby Services, where many took the opportunity to grab some dinner before pressing on further into the night to the Scottish Border, crossing at Carter Bar on the amazing A68 in the border country hills above Jedburgh. This year, a new innovation saw crews checking in 'virtually' using My Rally App Live, preventing the need for marshals and queues of people.



We made it to Land's End



John O'Groats

The next stop was a welcome rest for those who had driven a single stint to Kinross Services at around 2am before the Triumphs headed into the deep darkness of the A9 north to Skiach on the Dornoch Firth, near Inverness. It was great to see TSSC Chairman Chris Gunby and TSSC events man Nigel Hill checking us in here. They told us that we would see them again the following day as marshals near Lairg and it occurred to me that this event really does bring the whole Triumph community together in celebration of our cars, just like the Triumph and MG Weekend did at Malvern earlier in the year.

No issues were found with fuel supplies, even at this time of the morning, but many garages were limiting fill-ups to £30, which for our TR6 running on PI, meant that we were going to be stopping very frequently indeed. I was glad of the two security gallons of fuel we had in the boot this year!

By the time the sun broke and dawn arrived, the Triumphs running at the head of the field were already pulling into John O'Groats for their full English breakfast. Whilst the A9 along the coast here provides some of the best driving on the whole route, the final approach to John O'Groats always feels bleak, regardless of the sunshine. It has that 'end of the world' feel about it and life here in the winter is reserved for the hardy.

After bagging the customary photographs, the Run heads due west along the north coast of Scotland, through Thurso and Bettyhill before turning inland to run alongside the breath-taking banks of Loch Naver. Richard Chapman, my co-driver once again for another adventure, was enjoying his TR6 along this route and rightly so. The car is a factory standard TR6 but runs so sweetly, handles well with some gentle uprating to bushes and delivers great power and performance, not to mention reliability. It's a car that is not messed about with but, most importantly, is in very regular use in all weathers and this, I believe, is the explanation for why it runs so reliably. We had completed the run in my Grinnall on the last event, so it was good to see Richard giving his car a chance at glory.

The drive through Scotland never disappoints and a new control signing at the Falls of Shin near Lairg was a beautiful addition to the route this year. Remaining on the west coast, the RBRR heads along Loch Ness to Fort William and onwards to Glen Coe. By the time crews arrive at the next control in Glasgow it is already well into Saturday evening but despite not leaving Scotland yet, the route reaches its first 1,000 miles - marking half distance.

The camaraderie on the Round Britain Run is a key feature of the event and all crews make a pledge to help each other round. So, when I came across London Group Leader Mark Bulford with his head buried in his TR4A's footwell, we stopped and assisted them with getting their



A busy Badgers Holt in Dartmoor



Surfing weather at Bude Bay



Bude Control



Some of the fuel stations have a Lombard Rally atmosphere to them as crews fill up and make quick repairs

The new Forth Bridge at 1 am



Heading into the first night



Tebay services



Wetherby control stop with Mark Bulford and David Boucher in the background



Tim Hunt on his 23rd RBRR



When was the last time you saw a street with cars like this parked along it?

indicators back up and running. Mark Bulford, who was taking part with fellow London Group member David Boucher, had been struggling with electrical issues since John O'Groats and these would ultimately prove their undoing later on the Run.

As light failed and crews embarked on another night of driving ahead, the route made haste along the M6, stopping for dinner at the excellent Tebay Services which has more of a farm shop feel to it than the normal gaudy fast food-dominated motorway stopovers we have become used to. Here, home-cooked food is on offer and it's just the ticket to power you through to Wales.

It always amazes me just how quickly you seem to arrive at Gledrid, near Oswestry. For this section, it was my turn to sleep because the next night shift through rural

Wales is always my favourite, taking on the twisty roads through Builth Wells and down to Abergavenny. The roads here are empty and writhe and snake through the countryside. The route here is just made for TRs and, as a driver, you really get to connect with the car and use its full potential. I latched onto the back of a group of cars driving enthusiastically through the night and later discovered that the leader of this 'peloton' was none other than the organiser Tim Bancroft - a superb drive.

The TR6 beneath me performed flawlessly and capably as ever and, by this point on the Run, the cars always feel at their best, free revving and smooth. This year, a bit of impromptu map navigating to pick up some single-track roads to short circuit the town centre of Builth Wells was needed as a major incident had

closed the road. I could see just enough of the emergency vehicles to see that several fire engines were in attendance with around 10 police cars and a number of ambulances. It later transpired to have been an attempted arson!

Suddenly, you emerge into the bright lights of Monmouth for a quick splash, dash and route card signing before heading on into the Forest of Dean. Here, we found there had been significant rain fall causing some areas of flooding and a thick, thick fog. I picked my way through the pea soup here and no sooner had I noticed that the road ahead looked 'a bit wet', we had plummeted like a log flume into a deep patch of standing water. This overpowered the delicate windscreen wipers and visibility was obliterated. Worried of what I



might find swimming or stationary in this road lake, I came to a stop until I could see properly - and so did the engine.

After finally moving forward out of the water, we bailed out the floors, luckily no carpets to destroy and a few well-placed squirts of WD40 saw the engine back running sweetly again. Sadly, a Stag behind us was less fortunate and they were still bailing water out when they were seen at Land's End the next morning!

The next section of the RBRR is the toughest. After crossing the Severn Bridge it is really difficult to keep your mind active on the dark, monotonous and deserted M5 and then A30 to Okehampton. Only the odd solitary truck offered any kind of amusement on that route and by the next control, I was ready for a coffee. I felt rested after a stop at the control here and pressed on, into the dawn of Sunday to Land's End. There is always a great sense of achievement upon reaching this point of the Run and from now on of course we

would be 'heading for home'. After acting as photographer for Mike Aldridge, Phil Sandford and the crew of Katy of the Yellow Dolly, we realised that we had taken pictures of the wrong sign post so quickly re-shot the images and after breakfast made the short hop to Bude Bay. Here we arrived to applause and encouragement and it was great to see TR Register stalwarts Ben & Vicky Freer checking us into the control.

Here, Richard and I took advantage of a superb café for a 'proper coffee' and awaited the marshals surrendering our book whilst we watched a torrential downpour from the comfort of a warm leather sofa.

By the time we had avoided more standing water on the road and arrived to meet Derek Hurford and Chris Musselwhite at Badgers Holt, Dartmeet, we were enjoying the sunshine in the heart of Dartmoor. In fact, the sun was blazing to such an extent that it was felt rude not to treat ourselves to an ice cream.

A new control this year saw us arrive

at Haynes Motor Museum, Sparkford, near Yeovil. For Richard and I, this is such a familiar place as it is our first control on the MCC Exeter Trial that we have campaigned the 'Wedgie Warrior' on over the last few years. It was nice to see the place in daylight and we were treated to a magnificent 1920s Bentley 3 litre parked in the car park. The owner and his pal joined us for a coffee in the canteen and told us that they had been touring around the UK for the past two weeks. On hearing of what we were doing for charity, they produced a 20-pound note as a donation to the cause and bid us good luck for the final section of the run. Top chaps and a stunning car.

From there, we had a straightforward run back via the M25 to Knebworth, but we later learned that London Group Leader, Mark Bulford, had broken down with a failed alternator and due to it being a rather unique modern conversion type, nobody had a spare that would fit his brackets - so sadly they were awaiting a recovery truck.

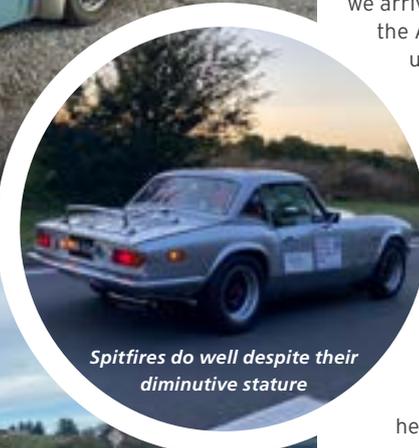




A success story from the youngest crew, Charlie Crawshaw (right) with Nathan Reek



One of our favourite cars on the event, a stunning TR3A



Spitfires do well despite their diminutive stature



Early GT6



Success - the finish at Knebworth on Sunday evening

The sense of achievement you feel after successfully nursing a Triumph around this challenging event never diminishes. This year it was punctuated by the superb achievements of our Youth Group Leader, Charlie Crawshaw, who, along with his friend Nathan, managed to nurture their Triumph Toledo around the route to a successful finish. Well done lads!

Another crew successfully completing the Run was our very own TR Register Insurance team led by Pete Barratt. The Cherished Vehicle Insurance Services team were shoe-horned into a Triumph Dolomite and made it round successfully to welcome us all back with a cheery message of congratulations. Great to see our insurers really immersing themselves in the Triumph community.

We headed for home after celebrations subsided at the finish line and at this point needed to use our emergency two gallons of fuel from within the boot. We had made it around the whole of Britain with very little issues with fuel, but the Home Counties seemed to be the worst affected by the fuel shortage. By the time we arrived at Peterborough services on the A1, we were able to fill up again unhindered and even found a tankful of E5 to give the old girl a treat after her mammoth road trip.

I couldn't help but reminisce about my own experiences on the Round Britain Run; this was my eighth successful completion of the event and certainly I have noticed the changes over the past 15 years.

It felt for the first time this year that the event was a bit of a victory over adversity and you can't help wonder just how much longer we are going to be allowed to do events like this without the need for a serious fight for the right to do it. Public opinion is key and so good PR, engagement with the public and openness and accessibility to the cars and the hobby is going to be key.

This year, 176 teams entered the event: 113 started, 14 retired, 99 finished.

Speaking after the event, organiser Tim Bancroft said, "We have never experienced so many withdrawals before the event; COVID and the recent fuel supply issue must have contributed, but still massively worrying from a reliability point of view. DNFs ranged from electrical to drivetrain."

A spokesperson on behalf of the charity, Motor Neurone Disease Association, said, "Well done, congratulations and thank you to all the teams for taking part and all their sponsors who collectively have now got the donations up to an amazing £94,465."

The cheque for the final amount will be presented at the post-event dinner to be held in March 2022 and our thanks go to organisers Tim Bancroft, Jason Chinn, Nigel Abdullah, Mark Bulford and all the other volunteers and marshals that make this incredible event happen.

Back in

4th September saw me wending my way to Hampton Court for the annual Concours of Elegance. It's a fair trek from Suffolk by train, taking around

3 and a bit hours each way, but it does mean it can be done in the one day and saves getting caught up in the horrendous perpetual traffic jams in that area.

The event always attracts around 80 of the very finest automobiles from around the world and, with covid restrictions still causing travel problems for so many owners, there was a threat that this year's entries would perhaps be rather 'thin'.

As it turned out, it meant that the show's organisers had to 'dig deep', persuading several owners/collectors, who are usually reluctant to show their cars, to take part. The result was many exhibits that have rarely, if ever, been hitherto seen in public.

Without doubt, the best example of this is the Aston Martin Bulldog, a one-off experimental car designed by William Towns in 1979 and intended to achieve 200mph. It never quite made it (192mph was its best) and it subsequently disappeared from view. Until now – currently it is being totally restored and prepared ready for another crack at that magic speed!

There were several themes connecting exhibits, notably "Gulf v Martini", capturing many of the most successful racing Porsches and Lancias that wore their liveries over a period of 25 years.

Other themes celebrated "100 years of Bentley" and "60 years of the Jaguar E-Type", with some of the most famous examples (the Geneva 1961 show car, Tommy Sopwith's first race-winning roadster and the original lightweight low drag coupé) on view.

There were some amazing rarities on display, with magnificent examples of some of the truly ethereal names – Bugatti, Delahaye, Delage, Lorraine-Dietrich and Hispano Suiza – but perhaps my choice for the most imposing would have been the 1935 5-litre Horch, a 1938 Maybach SW38 and the very distinctive 1934 Avions Voisin C27, with its flamboyant interior, which won "Best of Show".

Mention must also be made of two Rolls-Royce cars present. Making its first appearance in public for more than 30 years was AX201 – the original

Silver Ghost – hailed in its day as "The Best Car in the World" and without doubt the "most perfectly presented in every detail" vehicle I've ever seen!

The other one was, not to put too fine a point upon it, unusual. Called an Airline



With the easing of most of the restrictions imposed by the pandemic, I have been playing catch-up, attending some of my favourite motoring events that seem to have come 'thick and fast' this year. I guess everyone is playing catch-up, including the event organisers!

At one show, one of the cars on display reminded me of a conversation that I once had with a staunch William Lyons-era Jaguar fan who held strong opinions on many topics. He was not given to 'suffering fools gladly', an attitude which extended to most of the products of British Leyland! But his dislike of their output sometimes strayed back to an era before that unfortunate conglomerate's formation.

On this occasion, he was lambasting the Austin Atlantic – a valiant if somewhat misguided attempt to secure volume sales from the USA to help Britain's post war recovery. While not one of my favourite cars, I did feel compelled to come to its 'rescue'.

Yes, it was weirdly styled, not quite so sporting as its looks suggested and a marketing flop, but to this day, it still holds a bagful of endurance records established at Indianapolis in April 1949.

The car's success was totally unexpected by the American Automobile Association and it earned from them the kind of respect that we have most recently seen bestowed by the tennis cognoscenti upon Emma Raducanu after her astounding US Open victory. Sadly, in the case of the Atlantic, it didn't help its sales, though!



Aston Martin Bulldog



Gulf v Martini



Liveried Porsche & Lancia



circulation

• Roy Dowding

Limousine, it was a 1937 Phantom III with a 7.3 litre V12 engine, made for Sir Alan Butler, then Chairman of the De Havilland Aircraft Company. Crafted by HJ Mulliner, it had a fastback tail reminiscent of several small streamlined sporting cars

of that period, such as the Hillman Aero Minx. But the sheer bulk of the R-R, fully double the size of the Minx, meant that it was perhaps not quite so successful aesthetically.

However, the real shock feature was

the windscreen that sloped forwards. Apparently De Havilland had found this to be aerodynamically efficient. On that basis, should Ford have reverse-engineered the 1959 105E Anglia, to be driven everywhere backwards?



1935 5-litre Horch



Rolls-Royce Silver Ghost



1938 Maybach SW38



1937 Rolls-Royce Phantom III front...



1934 Avions Voisin C27 & flamboyant interior



...and rear

1972 WINGS TOUR BUS



LEGEND OF ROCK & ROAD

"To paraphrase 5th Beatle Abbey Road Producer George Martin, If you believe as I do that a bus, like a house, has an atmosphere and is capable of absorbing the personalities and emotions of its inhabitants you will have no difficulty in appreciating the unique quality of... Paul McCartney's 1972 Wings Tour Bus WNO 481"
- Tom Jennings

"WOODSTOCK ON WHEELS"

PAUL McC
197



**WNO
481**

25 CONCERTS

25 CITIES

9 COUNTRIES

12,072 KM's
7,500 MILES

Band on the Run

NORWAY

SWEDEN

FINLAND

DENMARK

UK

NETHERLANDS

GERMANY

BEEP BEEP
BEEP BEEP
YEAH!

JET
WO WO WO WO
WO WO WO
WO WO WO

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"THE ROCKIN' & ROLLIN' ROAD TRIP
FAMILY AND BAND ADVENTURE.."

McCartney's

1972 WINGS TOUR BUS

The invitation in the artwork "We come in peace, we come to play, we come to have a good time, we Come Together - Join Us"

carried Paul McCartney, Linda McCartney, Heather, Mary & Stella McCartney, Denny Laine, Henry McCullough & Denny Seiwell to 25 concerts in 25 cities in 9 countries across Europe racking up over 12,072 km's - 7,500 miles

"Doing this tour is like playing Hamburg 8 hours a day with The Beatles".

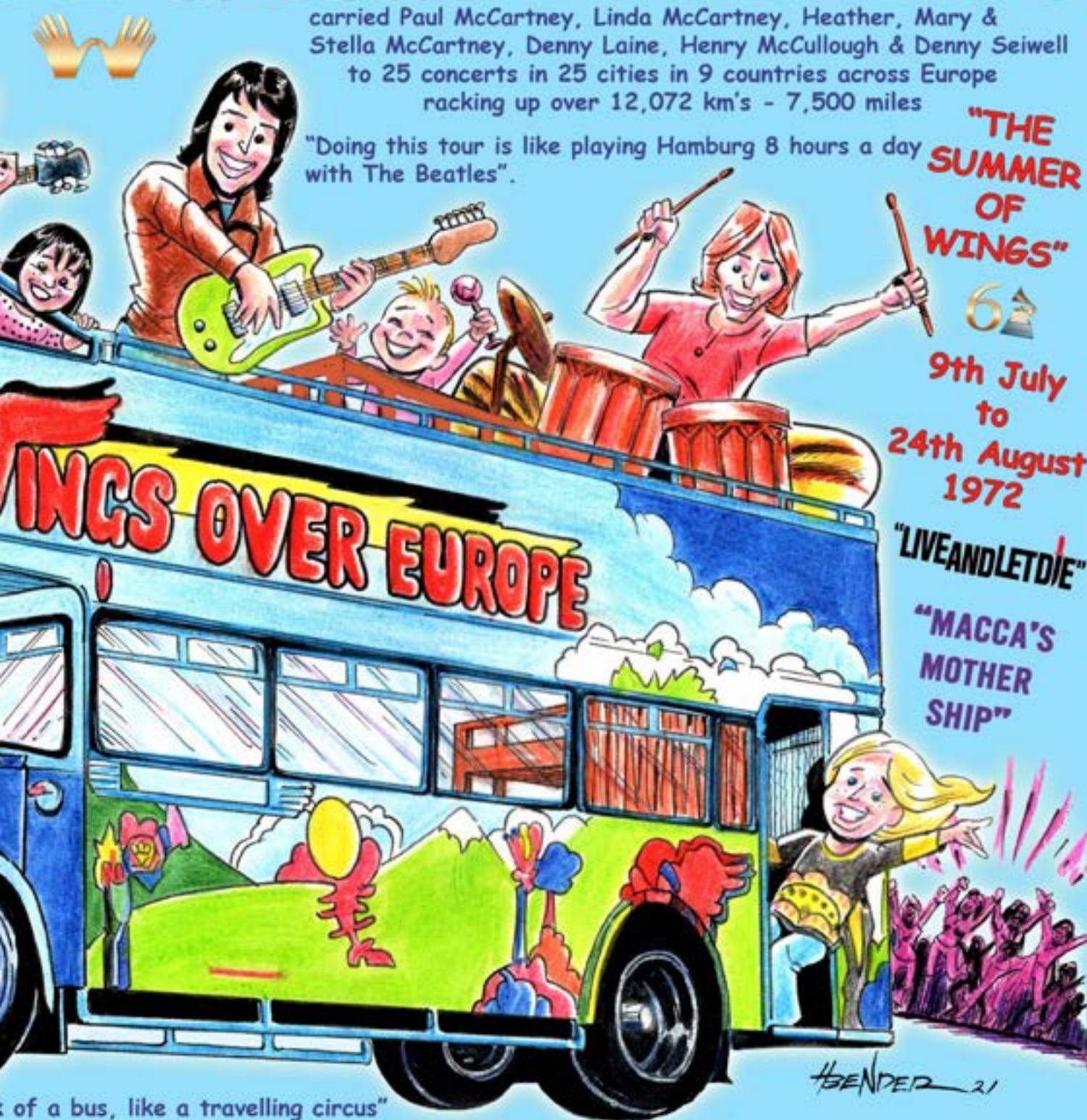
"THE SUMMER OF WINGS"

6

9th July to 24th August 1972

"LIVE AND LET DIE"

"MACCA'S MOTHER SHIP"



... of a bus, like a travelling circus"

...om/1972wingstourbus
...s-related collectible" - Steve Bradley



...wingstourbus.com



ARTWORK INSPIRED BY

THE BEATLES



Yellow Submarine



©Tom Jennings - 1972 Wings Tour Bus Ltd

Welcome

A very warm welcome is offered to our newest Members & Supporters: **Middlebridge Enthusiasts Scimitar Set, Northampton Transport Heritage, and Autobahnstormers Car Club**. We have also had applications from a number of Enhanced Trade Supporters too. They are: **Genus, Mathewson & Sons, Denis Welch Motorsport, Exeter Engineering Solutions Ltd, Great British Motor Shows Ltd** and **Body & Soul Autoworks Ltd**. Please all take a moment to view their 'Featured Company' details on our website www.fbhvc.co.uk/trade-supporters. Additionally, many **Individual Supporters** have also recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you and all our members and supporters enjoy your subscriptions over the coming year.

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

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

FBHVC News Articles

Sadly we always seem to be very low on articles concerning motorcycles, buses/coaches, military, commercial, agricultural and steam vehicles. Don't be shy, we'd love to hear from you! Details can be forwarded via email to secretary@fbhvc.co.uk or via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG**

Thomas' Tales

Another of our Individual Supporters, Thomas Andrews has been in contact to supply some short, interesting stories. Here is his first, others will be published over the course of the year...

"As we were talking some time ago, I have come up with a little story of how the Caterpillar machinery came into existence. It is true, and I hope that it is of interest to you?"

The worldwide machinery manufacturer known as Caterpillar started in the USA by two people whose origins were British. One was called Holt and the other was called Best.

They started by trying to make tractors to work in the fruit and horticultural areas of California. Apparently the areas they wanted to supply tractors to was very flat, with a land slope or fall varying from 1ft in 1 mile to 1ft in 6 miles. Almost dead flat! Wheels were very inefficient in transmitting drawbar pull on the very loose soil. Holt and Best then developed a tract laying system which was much more efficient in creating the required draft. One of the first crawler type tractors.

The very first of the crawler tractors was marketed as Holt & Best. As they were so successful, they decided to include a small cast caterpillar on the radiator, which led to the word 'Caterpillar' being cast on the radiator, and it being known as the Caterpillar Tractor. It was so originally cast in a humped up and down form just like a real live caterpillar crossing a cabbage leaf. This name stood for some 120 years."

Recent Press Releases & Information

Since printing Issue 6/2021 we have only issued one press release. Hopefully you have all received the important information via email. If not, please let me know and I can arrange to send you another copy.

FBHVC announce carbon balancing scheme for historic vehicles.

Historic vehicle owners and event organisers can now continue their enjoyment of transport heritage, whilst playing their part to protect the environment, through a new carbon balancing initiative from the Federation of British Historic Vehicle Clubs (FBHVC) delivered in partnership with Tree-V.

The scheme, launched on 15 December 2021, offers individuals, clubs and those organising events within the historic vehicle community a quick and convenient way to carbon balance their emissions thanks to the planting of new woodland here in the UK.

For more information or to read the FBHVC Press Release please visit: <https://www.fbhvc.co.uk/news/article/fbhvc-launch-carbon-balancing-scheme-for-historic-vehicles>



Environmental Feedback

It's great to receive feedback on the various topics the Federation are involved with. One great email was received from one of our Individual Supporters...

Dear Emma

It does please me to know that a worthwhile scheme is in place for those of us that see the need for Carbon control and the FBHVC is a clear leader in this field.

For some years now I have tried to make a contribution to air cleanliness because what we breath needs to be cleaner.

My contribution since the year 2001 has been to plant approximately 125 trees in our garden and more will be planted, created a rain water tank that holds 3,500 litres of rain water, self-compost annually 95% of our garden waste, installed in 2011 14 Solar panels on my roof, in 2021 installed a Tesla Powerwall Battery to store all the electricity produced, have driven over the last 14 years as my day car self-charging Hybrids and now as my day car an all-electric Volkswagen ID4.

I drive my TR3 knowing that the small amount of Carbon I am producing is taken care of.

This is not a boast, it is just something I have been aware of for many years and feel the classic car fraternity can contribute in a similar way.

Well done to Tree-V and FBHVC.

Thank you

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Drive it Day & Ride it Day 2022

National Drive It Day was created by the Federation of British Historic Vehicle Clubs in 2005. It is the occasion when historic vehicle enthusiasts and the public at large have the opportunity to celebrate the One Thousand Mile Trial organised in 1900 to prove the viability of the new invention, the motor vehicle. It's also a chance to raise awareness and support amongst the public for the historic vehicle movement and keeping transport heritage on UK roads.

This year the date for your diary is **Sunday 24th April 2022**. In addition to Drive it Day, Sunday 24th April will also be Ride it Day. The term Ride it Day has been especially trademarked for our motorcycle enthusiasts and for all vehicles which are ridden and not driven!

With the success of raising £40,310 for NSPCC's Childline® for Drive it Day 2021, we will once again be raising funds for Childline® through the sale of Drive it Day, and new for 2022, Ride it Day fundraising plates.

Our sales for 2021 far exceeded our expectations as the amount raised meant that the historic vehicle community joined together to fund 'One Unforgettable Day' meaning that the NSPCC's Childline® activities were completely funded by our community for a whole 24 hour period. Our 'One Unforgettable Day' coincided with the opening day of Classic Motor Show on Friday 12th November. Let's hope we can do it again, or even better still, raise more funds for such a worthwhile charity.

Where can I purchase my fundraising plates?

That's easy, just visit www.driveitday.co.uk to place your order. Alternatively, we have an order form we can send if you don't have access to a computer.

This year we have six variations for you to choose from. Each plate is pre-drilled and comes with 2 cable ties. To assist in your choice the dimensions and details are below:

Regular vehicle plate dimensions: 290mm x 145mm

Small vehicle plate dimensions: 150mm x 75mm

What are you waiting for, purchase your plate today! All you need to do is visit www.driveitday.co.uk to place your order. All profits go directly to NSPCC's Childline® so lets make 2022 a Drive it Day to remember!

Add your Drive it Day/Ride it Day Event to our website

To make it easier for every event to be publicised we have added a new feature to our website. Any organiser of an event can post the events details on our website. All you need to do is visit www.fbhvc.co.uk/list-your-club-event and complete the relevant information and select 'Submit' at the bottom of the page. Your event will then be authorised and posted within the Events Page of the Website for all to see. This is a great way of getting all your events noticed.

Drive it Day/Ride it Day images

Also, please don't forget to tell us about your event after Drive it Day/Ride it Day, we'd love to feature as many event reports as possible and images of the vehicles in attendance. www.driveitday.co.uk also has the facility of a 'Gallery' (www.driveitday.co.uk/gallery) whereby you can upload your own images of the day. We hope you take advantage of this facility which was very successful last year. Why not take a look at the images from 2021 if you haven't already done so? It may give you some inspiration!



Drive it Day Regular **£10.00**



Drive it Day Regular (Platinum) **£30.00**



Drive it Day Small **£10.00**



Drive it Day Small (Platinum) **£30.00**



Ride it Day Small **£10.00**



Ride it Day Small (Platinum) **£30.00**



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Great British Car Journey Supports Drive It Day & Childline®

Great British Car Journey will be actively supporting Drive It Day and Childline® on Sunday April 24th by opening its doors to all members of Federation-affiliated Clubs allowing them to use the facilities at the venue free of charge. Situated on the banks of the river Derwent close to some of Derbyshire's most beautiful countryside, GBCJ will be a great rest point for those planning a scenic day out. For members who wish to look at the car collection, there will be a special discounted entry price of £10 (normally £15) and Drive It Day fundraising plates will be available on the day.

Richard Usher founder of the UK's newest car collection commented: *"We opened our car park last year a month before our official opening and were delighted by the turn-out from Classic enthusiasts. This year we will be completely open with our café offering a great range of meals and refreshments and nice clean toilets. We will be donating 10% of all money taken on the day to Childline® and putting together some great offers for Federation Clubs' members. We will also be offering passenger rides in at least 10 cars from the collection with all proceeds going to Childline®."*

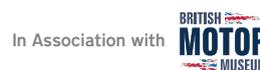


CLUB EXPO 2022

By the time we go to print, Club Expo has just taken place. We shall provide some news in the next edition of FBHVC News. However, in the meantime, I can confirm the event was extremely successful in which we have received some great feedback.

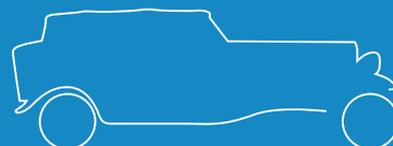
Thank you to Peter James Insurance for sponsoring and the British Motor Museum for hosting the event.

More news next time...



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Is Your Club Protected against Breach of Copyright or Defamation?

Many Clubs have recently expressed growing concern about breaches of copyright and defamation and what protection they have against this risk. It is worth taking a look at your Club Insurance, as some insurance policies such as the Peter James Club Insurance Scheme, automatically includes cover for copyright infringements and defamation.

Let's explore the risks in more detail....

Copyright breaches arise when content is used without seeking the right permissions or with the right licences in place. For example, without the right permissions, your Club could accidentally infringe copyright laws by using photographs within a newsletter, videos within social media, music on a website, or sharing news clippings within an email.

The other risk under scrutiny here is defamation. Defamation describes an untrue statement that's been presented as fact and causes harm to a business, or the character of the person it describes. If a business or someone's reputation is damaged because of a false statement, this statement will be considered defamatory. Importantly, such statements can cause a business or individual to start legal proceedings.

Defamation can often be confused with libel and slander. In fact, these are both types of defamation and fall under this umbrella term.

Libel specifically describes a false or defamatory statement that has been written down. This could be in a letter, email, social media post or text message, for instance. The term slander is defined as a false



or defamatory spoken statement. This could be made in a speech or even a video posted on a website or social media channel.

The Peter James Club Insurance Scheme automatically includes cover up to £50,000 for Breach of Copyright and £250,000 for libel and slander, to protect the Club for alleged breach of copyright or if employees of the Club are accused of defamation.

With the success of the various Essential Guides the Federation have previously issued, Andy Bye, our Director of Museums & Archiving has been working hard to put together another for you. This one entitled 'Essential Guide on Copyright', should be published within the next few weeks. So watch this space!

To enquire about the Peter James Club Insurance Scheme, please call **0330 124 9536**

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Saving the UK's Old Motorcycle Factory Records

by K German

Throughout the early 1970s as each of the British Motorcycle Manufacturers started to close down, information came into my office at the Stolen Car Squad (SVS) at New Scotland Yard that many of these unique production records were being abandoned in skips or burnt in fires outside some of the factories.

The information they contained, as most enthusiasts now know, originated from the very earliest days of motorcycle manufacturing and essentially held details of all machines that ever rolled off their respective production lines.

It seems extraordinary to many of us today that this was happening, but 50 years ago it was the police who were mainly requiring the information they held simply to identify some of the seized and cloned motorcycles that were part of ever increasing theft problem that was rapidly heading towards a total of 100,000 machines stolen annually. Less than 20% of these were being recovered.

A joint police operation to visit the premises of the Norton, Triumph, Ariel, BSA, Vespa, New Hudson, Sunbeam, JAP factories was urgently organised and thankfully most were salvaged before they were destroyed.

We stored them all in my office at the SVS and I remember just how valuable they proved to be over the next decade. Whilst all searches were done manually, it proved to be worth the effort because it certainly helped to combat motorcycle crime over the next decade.

During this period, many of the British machines were being repaired and restored by enthusiasts and their enquiries searching for information on individual machine provenance started to mount.

Whilst I did not mind answering these individual requests for help, my own work was also increasing due to the amount of both two and four wheeled theft that we now had to deal with.

By the mid 1980s, with the influx of Japanese machines into the UK, the factory ledgers, which were starting to suffer from age, clearly needed not only restoration but proper storage and collation in a place more suitable for their importance, heritage and history.

In May 1984 over 5 tons of these British motorcycle manufacturers' records were handed over to the custody of the Director of the Science Museum in London who promised us that they would be cared, restored and

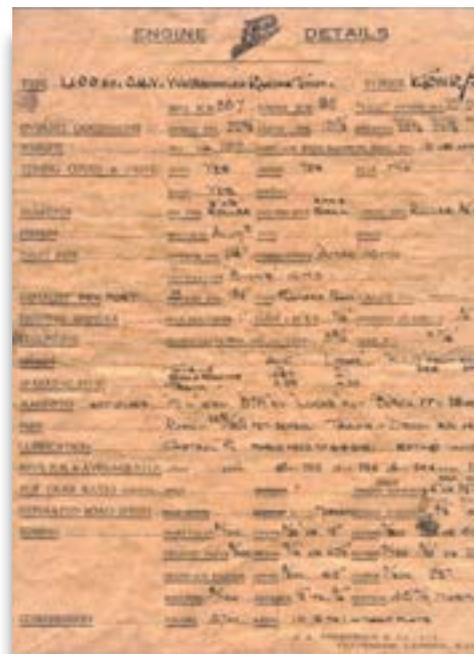
the information they contained would be available to all who needed it.

The press reported at the time that hundreds of these old leather bound dusty ledgers collected from eight manufacturers, each contained neatly entered individual crafted script written records of thousands of machine specifications, including frame and engine numbers and often who purchased them. Amongst them many famous names.

Amongst these famous names were for example an Ariel 500cc that was shown to be sold to the King of Java and a Norton was purchased and collected directly by Noel Pope a famous racer of the 1920s. Even Selfridges, the West End of London department store purchased a few machines for selected customers. One entry simply mentioned HRH –



BSA brochure stuck on the inside of a BSA ledger



Copy of a J.A.P. information sheet



D/I Ken German and the Science Museum curator Rob Brydon in my store room at NSY with some of the factory records

further details with the management.

As we know the information from these manuscripts was eventually copied on to microfilm and then computers and offered to various motorcycle clubs and associations allowing members to make their own searches.

In 2019 a famous name in the world of UK motorcycle history, Norton was purchased by the T.V.Sundram Lyengar motor company (TVS) of India.

It is interesting that back in 1911 when TVS was first established running buses and lorries around Delhi, at the same time Norton motorcycles were winning their first of 94 TT races in the famous Isle of Man.

At that time it's likely that neither knew of each others existence but just a few years later in 1929 a letter was received from the offices of the Maharaja Srikantadatta Narasimharaja Wadiyar by the management of Norton motorcycles in Bracebridge Street in Birmingham ordering 24 machines for his army and police force.

I remember a beautifully coloured and embossed letter from the Maharaja explained his interest in motorcycles and an indication of a possible future visit to the factory..

This letter formed part of a collection of correspondence found tucked in the leaves of an early leather bound ledger from the Norton factory that was saved from a burning builders skip.

Whether by fate, intuition or destiny the wise Maharaja with his interest in motorcycles who once ruled over India's Tamil Nadu region, might be smiling at the fact that Norton motorcycles now owned by TVS Motors is located in Hosur (known as little England) in the region of Tamil Nadu, South Central India.

'All Car Marques Ever Built Worldwide' and 'Dictionary of World Coachbuilders and Car Stylists'

Both titles published by the author, Marian Suman-Hreblay, Editions Autoantikvariat © 2020 in Slovakia.

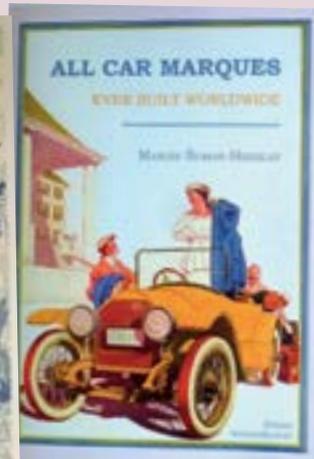
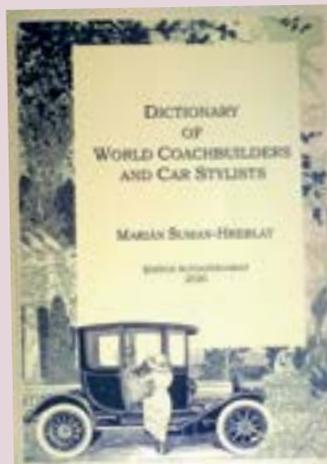
In my various roles as editor for the Gordon-Keeble Owners' Club, leader of the University of the Third Age in East Suffolk Transport Group and the Chair and occasional presenter at Club nights (remember those?) of my local multi-make car club, East Anglian Practical Classics, I frequently need to undertake research for articles and PowerPoint presentations.

Some of my recent 'pet' topics have been 'Slippery Shapes', examining the effects of car design upon drag, 'East Anglian Vehicle Manufacturers' and 'A Special Relationship', cataloguing examples of British-made cars with American power plants – obviously influenced by my passion for the Gordon-Keeble.

Internet search engines are a great source but require a starting point, and there have been various works published in the past covering the World's car makers to provide triggers to follow up. For example, Temple Press (who used to publish 'The Motor' magazine) released a book by G.R.Doyle in 1955 listing some 5,000 constructors during the span of 75 years since 1880, while Chartwell Books Inc., from Secausus, New Jersey published "The Illustrated Encyclopedia of The World's Automobiles" in 1979. Written by David Burgess Wise, this detailed just over 4,000 entries, with at least a quarter of these suitably illustrated.

But in late September 2021, the Slovakian author Marian Suman-Hreblay emailed details of, and later sent for review, two (self-published) paperback A4 format books. Both are amazingly comprehensive volumes that would have made my life so much easier – and now stand ready to assist in the next project.

The "All Car Marques" has 469 pages, contains facts on about 16,500 car builders, ranging from one-offs to the major makers, and has an extensive bibliography. It has been invaluable in verifying the manufacturers I had previously found



and may even reveal a few more.

The "World Coachbuilders", 388 pages, features 5,493 companies and 1,806 individuals and comes with a USB stick containing over 14,000 relevant photographs. Between them, they help to pinpoint the names of the particular stylists responsible for some of the most beautiful automotive creations – generally only attributed to the design house they worked for, or to the company's chief stylist!

Neither volume has any illustrations - they are 'hard core' reference books, but represent a staggering achievement and a 'must' for inclusion on any enthusiast's bookshelf.

Priced at €40 per volume, they are obtainable direct from the author by email: mariansuman@gmail.com

About the author

Marian Suman-Hreblay was born in 1950 in Komarno, Czechoslovakia, near the village of Kocs, famous for the kocsi, a carriage style first made over 500 years ago. He graduated from Charles University in Prague with a degree in Library & Information Science, and for many years was the owner of the Autoantikvariat bookselling and consulting firm.

He has written 25 books on the history of Czechoslovakian motor vehicles and has contributed to 30 others. An honorary member of the Duryea Transportation Society and Lancia Club Vincenzo, he has been a member of the Society of Automotive Historians since 1985 and compiled the Automobile Manufacturers Worldwide Registry in 2000.



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Genus is a 47-year-old private family-owned Heritage Digitisation Company based in Nuneaton, Warwickshire. We have 3 digitisation studios specifically designed for the capture of both heritage and modern material. All digitisation and storage takes place in a humidity and temperature-controlled environment to ensure the best possible handling and capture of material. The studio has seen some amazing specialist documents pass through, including Births, Deaths and Marriage registers, WW2 Trench Newspapers, Save the Children Archive, Vehicle Build Cards, Eighteenth-Century Maps, the whole Archive of Shakespeare's Globe Theatre, Soldiers Postcards, Engine Component Drawings, Royal Navy Diaries, Parts Manuals, WW1 Letters from the Front, Photo Albums and Police Gazettes.

Working with several independent consultants and major archives and libraries across the UK and Ireland has helped us to devise a robust methodology, supported by our ISO 27001 Information Security and ISO9001 Quality Management System certifications, which allows us to focus on the conservation of material through to the final digital output. Our methods of capture have been approved by our clients, who include The Wellcome Trust, Imperial War Museum, British Library, Country Life Magazine, Getty Images, Rolls Royce, Sandwell Register Office, Scottish Fisheries Museum, Foyles Book Shop and Personal Archive, Guild Hall Museum Looe and more. Specifically in relation to the Federation of British Historic Vehicle Clubs, we have conducted and are in the middle of a number of Digitisation projects for BRM, Rootes, Riley, British Motor Industry Heritage Trust and Jaguar Heritage.

Genus also sells a complete range of Book, Photo, Document and Film Negative Scanning equipment, fully supported by our six engineers. This allows Genus to help you set up your own digitisation facilities, thus allowing your volunteers to contribute to your digitisation project.

In 2022 we will be hosting a number of free of charge workshops at our Nuneaton headquarters to both educate and demonstrate our digitisation processes and equipment, including a tour around our studios and lunch! All members of the Federation of British Historic Vehicle Clubs are warmly welcome.

In conclusion, Genus can either digitise your unique content for you at our Nuneaton studios or we can either sell or rent you the necessary equipment for you and your volunteers to conduct the digitisation at your premises. For either option you would have our free of charge consultation, help and advice, as a fellow Federation member.

The Leeds and District Traction Engine Club's final farewell to Harry Denton age 91

During the Club's 'Glory Days', Harry Denton and his late brother Fred, were stalwarts in not only providing but also operating many of the working exhibits on the field at Harewood.

At times, there was a constant procession of 'stuff' along Arthington Lane both before and after August Bank Holiday when equipment from the yard at Pool-in-Wharfedale was hauled along by one of his tractors - or by David Mitchell's Fowler tractor. This not only involved a threshing machine but also a big belt driven-mill which he'd constructed plus, of course, his stone crusher for the road making demonstration.

He also kept Ken Ellwood's threshing outfit in his yard for a time, so handy was it to the rally site at Harewood and this was operated by Ken's single crank Burrell compound engine alongside the fence at the bottom of the field. They also delivered water to engines during the rally and, during the rally period, the business in the yard suffered as a result of them not being there.

The two brothers were two remarkable people who gave so much to the Leeds Club over the years with their helpful natures in not only helping members to understand how the various bits of agricultural equipment worked but also teaching them how to operate it.

And who can forget Harry's Fowler roller when it was secretly 'converted' by members in the Red Shed close to Harewood Church into an LDV battle tank (with the obvious 'nod' to the Wallis & Stevens 'Advance' steam roller in the film) on the occasion of the guest appearance of John Le Mesurier and Clive Dunn from Dad's Army at Harewood one year.



Harry at the Steam Apprentice Day, Otley, 2015

FEDERATION FACT FILE



WHAT ARE THE CHALLENGES FACED BY BUSINESSES SERVICING THE HISTORIC VEHICLES SECTOR TODAY?

This short Fact File contains results from 206 trade-based surveys which form part of the FBHVC 2020/21 National Historic Vehicle Survey. These surveys were completed by business owners and senior managers of commercial enterprises that provide products and services to the historic vehicle industry in the UK. The results are set against a backdrop of a 50% increase in registered historic vehicles and a 38% increase in vehicle owners.

On the surface the results from the National Historic Vehicle Survey suggests the sector is in good health with business turnovers averaging £900K, and business longevity at an all time high (30 years). With the growth in historic vehicle ownership hitting new highs it would appear these businesses will continue to make significant contributions to their local and national economies, but what are the challenges they face and what should we be alert to looking ahead? - read on...

Snapshot of Traders in the sector



c.4,000
the estimated number of businesses operating in the historic vehicle sector



£946M
the estimated total turnover of UK based historic vehicle businesses



£884K
average turnover of a UK based historic vehicle business



34K
the estimated total workforce working in jobs directly related to the sector

THE NEXT 5 YEARS

We know that in the next 5 years a third of businesses operating in the historic vehicle sector expect their turnover to shrink, compared to 29% that expect their business to grow. That would seem like a natural balance in a competitive market.

However, it is not until you compare that question to equivalent surveys 5 and 10 years ago that you sense that optimism has shrunk from a base where 1 in 2 (52%) were confident of growth, to one where fewer than 1 in 3 (29%) are positive about future trading. This is rather surprising against a backdrop of where there are considerably more historic vehicles and more owners than ever before.

WHY MIGHT THIS BE?

There are several key factors influencing opinion - here are a few:

Covid-19

We know that the impact of the global pandemic is significant and hard-hitting. More than 4 in 10 firms say they have been seriously impacted in some way as a result of Covid-19, and it is only slightly more encouraging to learn that 1 in 20 businesses are having to take drastic action in order to survive.

Difficulties recruiting staff

More than a quarter of firms are also struggling to recruit staff (28%). This appears an ongoing issue with 21% saying they have had difficulties in finding staff with the necessary manual skills, and 19% saying that they struggle to find staff with the knowledge required to complete skilled tasks. Clearly, availability of skills remains high on the agenda.

Q. I expect our financial turnover attributable to historic vehicles to:

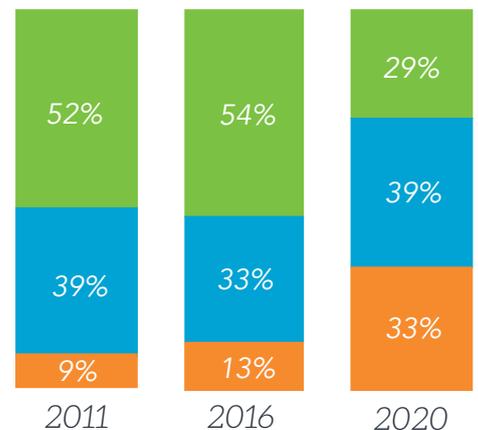
T/o over the next 5 years

Our T/o will...

GROW

STAY THE SAME

SHRINK



33%
the proportion of businesses that expect their t/o to shrink



6%
the proportion of businesses that are taking drastic action to survive the Covid-19 pandemic



19%
the proportion of businesses that are struggling to find staff with the required knowledge

LOOKING TO THE FUTURE



APPRENTICESHIPS ARE GETTING TRACTION

As with firms across different sectors many in the historic vehicle sector will be experiencing challenges at present and this will naturally lead to a more cautious outlook. At the same time, our wider research reveals quite dramatic growth in historic vehicle owner numbers, and the expenditure associated with maintaining vehicles which will filter down to businesses in the short term post Covid-19. We believe the outlook remains very bright.

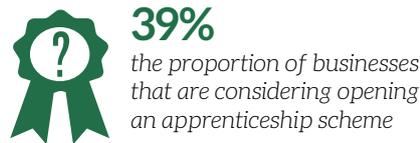
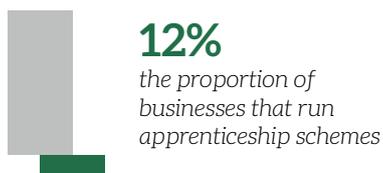
An example of this can be seen elsewhere in our Trade survey where there are signs of progress that focus more on skills development and guarding against their loss.

10 YEAR GROWTH IN APPRENTICESHIPS

Over the last 10 years apprenticeships have experienced a 3-fold take up by firms in the sector. Today, more than 1 in 10 businesses are running an apprenticeship scheme compared to 1 in 20 in 2011 (12% vs. 4%). This is pretty big news that shows that skills safeguarding is high on the agenda for the sector as a whole.

However, this may just be in time as the average age of a worker in the historic vehicle industry appears to have increased over that same period (now 45, compared to 42 in 2016). Whilst overall age has increased, the growth in younger workers (those aged under 25) has grown by 70% in just 5 years (17% of the workforce vs 10% in 2016). This is even bigger news and evidence of the value being delivered through apprenticeship and training schemes.

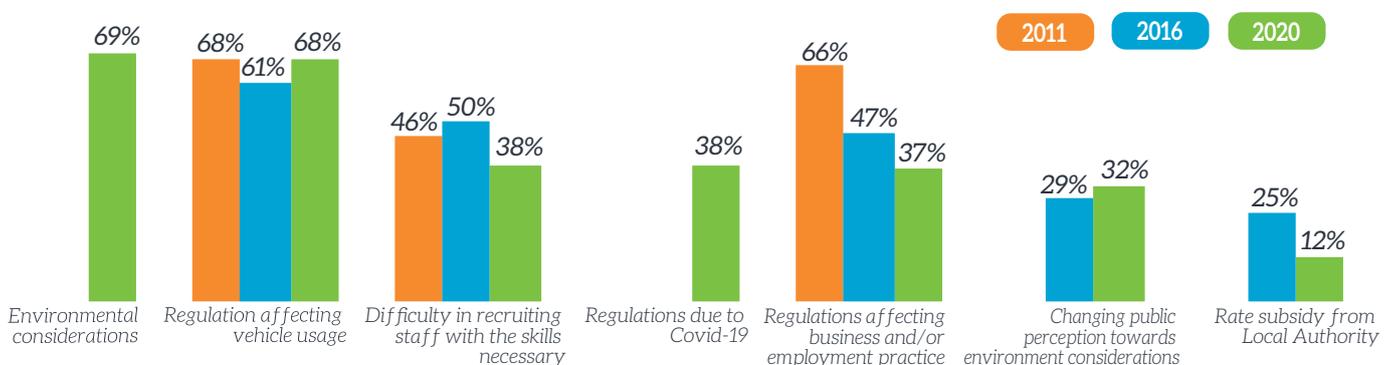
Snapshot of apprenticeships



SO WHERE SHOULD THE FUTURE FOCUS LIE?

The industry must recognise the challenges that the global pandemic has created for firms operating in the sector, but equally it needs to consider the nature and scale of issues and the priorities that are coming down the line. The greatest of these is likely to be the role environmental issues play and the regulations that might be placed on historic vehicles. Beyond these issues, there is likely to be an acute skills shortage, with nearly 4 in 10 firms saying they expect future difficulties in recruiting staff with the necessary skills.

The potential problems that businesses expect to face



In conclusion, this Federation Fact File provides a unique look at the position faced by businesses operating in the historic vehicle sector. It is clearly not plain sailing and the ability of many firms to look beyond the current pandemic will be a major challenge. That said, future demand for their services looks set to grow and safeguarding the skills and knowledge that will be needed to service that demand should be seen as an ongoing priority.

For more information on the survey, or other opportunities to get involved email research@fbhvc.co.uk





Key findings from the 2020/21 Trade Survey



1,538,927

NUMBER OF REGISTERED
HISTORIC VEHICLES IN THE UK

(Up from 1,039,950 in 2015/16)



682,967

NUMBER OF
HISTORIC
VEHICLES
OWNERS

(Up from 493,000 in 2015/16)



34,113

THE ESTIMATED SIZE
OF WORKFORCE IN
THE HISTORIC VEHICLE
SECTOR

THE AVERAGE AGE OF A
WORKER IN THE HISTORIC
VEHICLE SECTOR IS:



(Up from 42 yrs in 2015/16)



1 in 10

12% OF FIRMS OPERATE
AN APPRENTICESHIP
SCHEME

(39% are considering
launching a scheme)



69%

SEE PROBLEMS
ARISING FROM
ENVIRONMENT
CONSIDERATIONS

4 in 10

SEE FUTURE DIFFICULTY IN
RECRUITING STAFF WITH THE
NECESSARY SKILLS



1 in 20

ARE TAKING DRASTIC ACTION TO
SURVIVE THE COVID-19 PANDEMIC



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At the start of a new year many clubs issue calendars to their club members with their publications. A few clubs who have sent calendars this year are:

- **AC Owners Club**
- **Cavalier and Chevette Club**
- **Historic Commercial Vehicle Society**
- **Military Vehicle Trust**
- **Morgan Sports Car Club**
- **National Street Rod Association**
- **Range Rover Register**
- **Swansea Historic Vehicle Register**
- **Triumph Razoredge Owners' Club**
- **Vintage Sports Car Club**
- **Wolseley Hornet Special Club**

In addition to calendars, some clubs have sent their members other goodies, such as the **Norton Owners Club** issuing a multifunctional head scarf, the **Range Rover Register** sending a pen and keyring and the **Vintage Japanese Motorcycle Club** sending their members a glass cleaning cloth. It's great to know clubs are still providing gifts to their members. I'm sure each and every one is very grateful.

I also like to report at the beginning of each year the percentage split of the frequency of how clubs' publications are issued. Surprisingly there has been no change from last year with 70% of clubs sending a monthly magazine, 17% bi-monthly and 13% sending a quarterly newsletter. Interesting!

'Building a 2cv on the kitchen table' is an article inside **2cv GB News**. One of their members during lockdown rediscovered a plastic assembly kit of the Revell Citroën Big Fifteen which he had started to assemble back in 1979 without finishing! Can you guess what happened next...? Yes, he completed it, and then decided to buy and build their 2cv kit.

Adorning five pages of **'Foden Society News'** is a feature on a Tilcon lorry. This 6x4 S39 cabbled former Tilcon tanker was found by cutting back thick brambles as it had been in the hands of mother nature for many years. A full restoration will now begin!

The **Cornwall Vintage Vehicle Society** remind their members that drivers could risk being fined up to £2,500 for not replacing the wiper blades on their vehicles.

As described in 'Leading Link' the newsletter from the **Greeves Riders Association** - an old photograph was loaded on a Facebook MX page of Roger Day riding at the first Mick Day Memorial Scramble on 22nd October

1961 at Walkes Colne. The image taken from the Jim Shepherd archive captures the period and racing history perfectly!

If you need to replace your brake light switch on your Mini Moke, then you need to read 'Moking' the magazine of the **Mini Moke Club**!

The **Colchester Vintage Motor Club** have provided their members with details on the new Highway Code changes. If you are unaware, you are welcome to view the news article on the FBHVC website here: www.fbhvc.co.uk/news/article/chantes-to-the-highway-code-hierarchy-of-road-users

If any historic vehicle enthusiast has an Autocycle or similar for sale whether it's a runner or not, but is complete, one member of the **Suffolk Vehicle Enthusiasts Club** is looking for one.

Inside 'Front Wheels' the bulletin of the **BSA Front Wheel Drive Club** is a detailed drawing and information on the similarities of the Mk 1 Daimler Scout Car hub to those used on BSA FWD vehicles!

'The first murder trial in which a motor car played the central role was that of Alfred Arthur Rouse (6 April 1894 - 10 March 1931) who was a British murderer who was convicted and subsequently hanged in Hardingstone, Northamptonshire. Rouse's crime became known as the "Blazing Car Murder" due to the fact Rouse, seeking to fabricate his own death, burned to death an unknown hitchhiker whom he had rendered unconscious inside his car. The murder was notable because the identity of the victim has never been established, resulting in Rouse being tried, convicted and executed for the murder of an unknown man. Despite recent DNA testing, the identity of the victim still remains unknown.' What an interesting story from **H&H CVC**. Thank you

It's fabulous to see the **Southend & District Classic Car Club** detail our new environmental programme with Tree-V within their own publication the 'Distributor'. Many thanks.

Adorning a double five page spread in 'Cross Purposes' the official journal of **The Vauxhall VX4/90 Driver Club** is all the information you would ever need to know about Vauxhall's fifth Victor.

One of the many articles written by the late Graham Robson is featured inside 'Carriagecraft' the **Vanden Plas Owner Club** magazine. Entitled 'From Metro - The Book of the Car'. A wonderful read for anyone with the same interests.

Talbot won the makes championship by scoring 117 points out of the 126 that were available and became the 1981 World Champions. 18 points were awarded

for overall victory and class win, and as Talbot secured class victory on every event entered, they won maximum class points to give totals of 17 for finishing in second place, 16 for third, and 15 for fourth. A lovely article with some historic images from the championship inside 'Opposite Loc' the publication from the **Sunbeam Lotus Owners' Club**.

As detailed by the **Historic Commercial Vehicle Society** 'the first long distance bus service' was started by Greyhound Motors of Bristol (later becoming part of Bristol Omnibus Co.). Commencing a public service on 11 February 1925, covering the 117 miles from Bristol to London via Marlborough, Newbury (where lunch was taken) and Reading, the journey took eight hours using solid-tyred Dennis saloon buses of the latest 40hp type.

Later George E Chirgwin formed Albatross Roadways Ltd, London with the proposal of operating a night sleeper service from London to Liverpool. It's maiden journey took place in August 1928 and a wonderful image can be seen in their magazine.

In 1934 a team of ladies took part in the Light Car Club International Relay Race at Brooklands. Kay Petre, Eileen Ellison and Sheila Tolhurst competed in red, white and blue singer 9hp cars, built by the Singer competitions Dept in 1933. The team came 5th and won the Houghton Cup for the highest placed ladies' team. Thank you to the **Singer Motor Club** for providing the information.

Some of the advertisements that have featured on the **Railton Owners Club** Bulletin back cover show the art deco 'R' badge on the radiator cap. Where were they from originally? They were certainly not a catalogued extra from Cobham, so possibly something the Sales Department at T & T dreamed up as they are evident only in their advertisements. They may possibly have been offered by the likes of Gamages, but the market would have been so small as to be hardly worth the bother. There is a unique version with wings on the Rippon-bodied saloon but that would have been a special commission. Do you know more about their origin? If so, let me know and I'll forward the information directly to the **Railton Owners Club**.

Inside 'old Faithful' the magazine of the **Post Vintage Humber Car Club** is a feature detailing the 'road Test of the Humber Pullman Limousine by The Motoring Correspondent of the Birmingham Post. This a full-sized seven-seater car was capable of speeds that could seldom be used to the full in this country.

In addition, the below quote from the **Post Vintage Humber Car Club** also caught my eye... 'Scientists have today announced that they have invented a car that runs off Parsley. They say next, they are going to try a train that will run on thyme.'

Another club to report on the new FBHVC Environmental programme with Tree-V recently launched is the **20-49 Motor Club**. Thank you.

Are you free on 6th April 2022? If so, and you own a Jaguar (and you're a member) don't forget to book your **Jaguar Enthusiasts Track Day and Club Car Meet** at Mallory Park. For more information, please visit <https://events.jec.org.uk/events/jec-track-day-mallory-park>

Wigton Motor Club are pleased to announce a touring assembly for classic and other fine cars. Starting in Gretna (Solway firth) and finishing in Dunbar (Firth of Forth) using many of the finest roads in the borders including some of those traversed on the Jim Clark Rally. For more information, please visit <https://wigtonmc.co.uk>

One of our clubs provide an electronic weekly newsletter entitled 'News of the Week' or NOTW for short!

The Motor Cycling Club have just reported the following from their MSUK Representative:

"With the ongoing fire extinguisher debate finally drawing to a close, the MSUK have amended the ruling in the Blue Book to be as follows:

Section T - Trials

T10.2 All vehicles must comply with Construction and Use Regulations and be fitted with safety belts if appropriate. Where fitted, seat belts must be worn on the public highway. Fire extinguishers to a level of safety specified in K.3.2 are mandatory and which are accessible to the crew (note a 1.75ltr minimum for AFFF or 2x1ltr AFFF or 2x1Kg Powder is permitted).

T11.7.3 Fire extinguishers to safety criteria K.3.2 (note a 1.75ltr minimum for AFFF or 2x1ltr AFFF or 2x1Kg Powder is permitted).

Date of Implementation: Immediate

Reason: To accommodate fire extinguishers in the restricted cockpits common to many trials cars, either through the 2021 capacity requirements for a single AFFF extinguisher or to permit the minimum capacity to be achieved by two physically smaller extinguishers."

The 'Bustler' Journal from the **Cardiff**

Transport Preservation Group

provided details on a gas generator during the second world war...

'In the 1920s, German engineer Georges Imbert developed a wood gas generator for mobile use. The gases were cleaned and dried and then fed into the vehicle's combustion engine, which barely needed any adaption. The Imbert generator was mass produced from 1931 on. At the end of the 1930s, c.9,000 wood gas vehicles were in use, mostly in Europe.'

Adorning the online pages of the **Invicta Military-Vehicle Preservation Society** Newsletter are some wonderful images of their 21st Frostbite Run which took place on 16 January 2022. What a wonderful way to start the New Year!

Inside the **Gay Classic Car Group's** 'All-Torque' newsletter are a huge range of events planned for 2022. From the Practical Classics, Classic Car & Restoration Show (18-20 March), Drive it Day (24 April), Donington Historic Festival (30 April - 1 May) and Simply Dartmoor (20-23 May). It looks like they will all be exhausted! We wish them all the very best with their plans.

The **Mercedes-Benz Club** pay a glorious tribute to the late Sir Stirling Moss in their January 'Gazette'. Rob Halloway said "Wouldn't it be cool if we could pay tribute to Stirling by having his car drive to his house?" Rob meant "by his car" he meant the Mercedes-Benz 300SLR (chassis number four) in which he won three races in 1955 -the Mille Miglia, the Targa Florio and Dundrod. Known as '722' by virtue of its Brescia start number, it was Stirling's favourite car, and one that symbolised a glorious moment of company history and personal achievement. The words and images are truly outstanding!



Congratulations to the **Banbridge Old Vehicle Club** on celebrating their 40th year in 2021. Here's to a wonderful 41st year!

On 20th October, Andrew Semple, President of the **National Traction Engine Trust**, was presented with a Lifetime Achievement Award from the National Transport Trust, presented by HRH The Princess Royal in a ceremony at Fawley Hill, near Henley-on-Thames. Congratulations.

2022 marks the 50th Anniversary of the **Reliant Sabre and Scimitar Owners Club**. Inside their Jan/Feb 2022 edition newsletter is a letter from HRH The Princess Royal which reads...

"Congratulations to the Reliant Sabre and Scimitar Owners Club on the occasion of its 50th Anniversary year. It is a significant anniversary, and a testament to the enthusiasm the members have for their car, and their support for the Club itself. I have hugely enjoyed the experience of driving and owning my Scimitar, which also goes back a long time. Please enjoy the Golden Anniversary and the activities you have planned to celebrate.

I would also like to thank the Club for its offer of honorary life membership, which I accept with pleasure."

FBHVC Job Vacancy Club News Editor

Club News is a very popular feature in each bi-monthly issue of FBHVC News. Member clubs' share their publications with us on a regular basis reporting their interesting news and activities. If you love historic vehicles, would like to read the many magazines and newsletters we receive each month and provide condensed snippets of this information to the Federation membership, this could be the job for you! It's a great way to find out what is happening in our broader community.

The task would occupy a couple of hours each week, on a voluntary basis. Attention to detail is a must and the successful candidate must be able to provide the content to the secretary in Microsoft Word format via email by the relevant deadline dates which will be supplied.

If you wish to find out more, please contact Emma in the office via secretary@fbhvc.co.uk

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