

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 4 · 2020

South Yorkshire Transport Museum *Bringing a 5 tonne crane back to life*

Plus

We Need Your Help

FBHVC is asking you to contribute to our surveys

Vocational Driving Tests

The steps to getting a licence

How a car changed my life forever

Childhood memories of a Dormobile

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Editorial Wayne Scott Communications Director

One of the positive things to have come out of the past few months and its ever-evolving challenges, has been the increased digital interaction that I've enjoyed with friends from the various clubs I am a member of. It was via one of the many WhatsApp chat groups, that I happened across in an interesting 'viral video'. Now, stop your sniggering, it wasn't one of those sorts of videos, nor was it someone prancing about on 'TikTok'! No, this video made a very interesting and philosophical point.

Imagine you were born in 1900. At 14 years old, the First World War breaks out and runs until you have your 18th birthday with 22 million dead around the world. Soon after that and in time for your 20th birthday, a global pandemic of Spanish Flu strikes with 50 million dead by 1920. By the time you celebrate your 29th birthday, a global recession breaks out, the New York Stock Exchange collapses and millions suffer in poverty and famine. Riding on the back all of this, when you turn 33, the Nazis come to power in Germany. Just before your 40th birthday, World War 2 begins and by the time you are 45, some 60 million have been killed in that conflict, plus 6 million Jews. When you are 52, the Korean War begins and when you are 64 the Vietnam War breaks out and lasts until you are 75! Not to mention the Cold War which probably outlasted you altogether.

The point is, today we live in relative peace and comfort. We have many tools, technological advances and medicines to

help us. So, if we need to wear a mask and stay at home where we have food, electricity, running water, radio, TV and WiFi, we should appreciate that thankfully all this bears little resemblance the hardship encountered by some of those previous generations that 'saw it all' in their lifetime. They suffered so much, yet still came out fighting to change the world and make great advances for the betterment of all, especially in the automotive and aviation fields.

So, if ever you find yourself frustrated, angry even, at not being able to attend your favourite historic vehicle club event or venue. If you feel bereft of the freedom to meet up with like-minded friend and wander around autojumbles, then pause. Stop and remember the person born in 1900 and be inspired to find the strength, patience and tolerance to cope with the present situations' challenges.

Just as those previous generations fought for a better life, so we will come out fighting to return to our previous way of life and to once again enjoy the collective use of historic vehicles and the camaraderie they bring. We will get back to it, patience is required, but normality will return through collaboration and support for one another.

Please don't forget to take part in the National Historic Vehicle Survey, your responses are critical to the fight for our freedoms ahead. Find it at www.fbhvc.co.uk.

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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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General

Covid-19 lockdown has ensured that not very much has happened and there is little to report at the moment. Personally, I get the feeling akin to that one might get standing just below a large but rather shaky dam ...

Some evidence exists to suggest that town or city councils who were considering some form of Clean Air Zone before the lockdown have been revising their plans and that the proposed schemes may reappear in a different form. We will remain vigilant.

We are seeing temporary traffic restrictions being imposed in a number of locations around the country. These are generally aimed at providing more space for cyclists and pedestrians as the lockdown restrictions are eased. Whilst these are inherently unhelpful to motorists and in some cases their temporary status is debatable they are all general rules and treat historic vehicle in an identical manner to all other vehicles. Where exemptions exist, as with the London LEZ and ULEZ, these remain in place. Thus, they are not matters in which the Federation is going to become involved.

Whilst the clarification provided here last month on the London LEZ and ULEZ is correct, despite doubts expressed in some quarters, a strange and rather confusing feature of the TfL check and pay system has come to light. If the registration of an exempt vehicle, i.e. one registered in the historic tax class, is entered on the 'check your vehicle' page it will initially indicate that the ULEZ charge is payable, this is because this page only indicates whether or not a vehicle meets the emission standards. However, on proceeding to the 'pay to drive in London' page, as if intending to pay, it will then correctly show the vehicle as exempt. This is not immediately obvious but is explained in TfL's small print.

It is perhaps worth restating that there is not and never has been any historic vehicle exemption from the London congestion charge.

By the time you read this the Federation will have submitted a response to a consultation on transport plans for the next 25 years in Wales. A copy of the response will be on the website. In addition to making the basic points concerning the heritage importance of our vehicles and their insignificant contribution to any traffic related problems this has enabled FBHVC to establish its presence with the devolved Welsh Government. To support this response my colleague Chris Cartmell has compiled a booklet charting the Motoring Heritage of Wales, this is also on the Federation website.

How Zones Work, Including Registers

James Fairchild, Legislation Committee

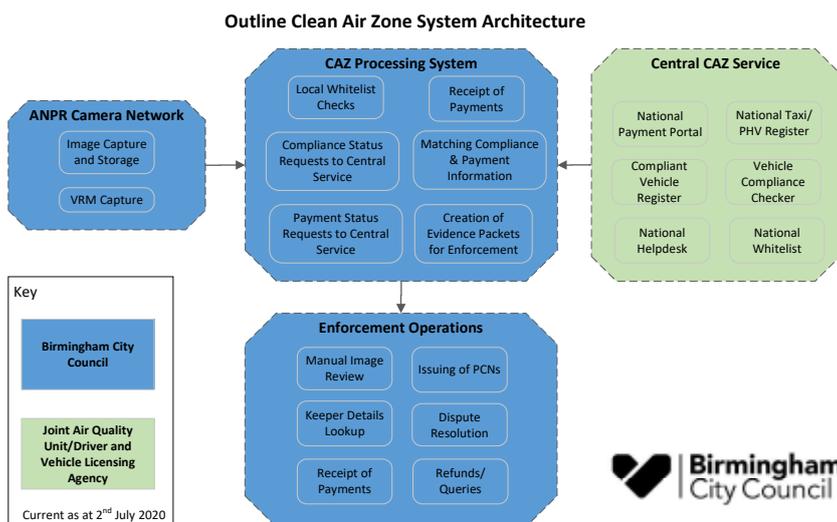
Following on from previous articles, we have received a couple of questions from readers, which we would like to reassure people on.

We are also grateful to share the flowchart from Birmingham City Council on how their zone (to start early 2021) works, from a technical point of view.

The London zones (LEZ, ULEZ and CC, as well as various forms of enforcement) will run in a similar way – and we probably don't need to know the exact details of how any of them operate. Indeed, in London, the software used is proprietary to Capita, the current contract holder, who have operated the schemes since November 2015 for five years (extendable by up to a further five).

As can be seen from the flowchart, a camera logs registration plates to a server, and the registration plates are then 'queried' against various databases, and the workflows follow-through to potentially issue a contravention if appropriate.

The London LEZ and ULEZ are defined in law by the Greater London Low Emission Zone Charging Order 2006 with amendments made by the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2018 Instrument of Confirmation 2018 as well as earlier amendments. We are particularly interested in section 11, which is reproduced in the box.



In earlier articles, we had assumed that a register was something that people had to apply for. This isn't the only way that vehicles get 'on a register'. Vehicles can appear on 'a register' as a result of regular, automated exchanges of data between the DVLA and TfL. Remembering that new vehicles (of all types) will also need to get added to the 'register of compliant vehicles' we can assume that these exchanges of data will be very frequent indeed.

Part (1) of section 11 simply requires that TfL shall maintain a register of compliant vehicles, Euro 4/5 vehicles, and nonchargeable vehicles. It does NOT say that these registers shall be populated only by manual application from vehicle owners/keepers. We must all recall that the main purpose of these schemes and the infrastructure is to enable TfL to efficiently handle the many thousands of vehicles which visit London on a daily basis including taxis, residents, HGVs delivering or passing through, and so on.

Compliant vehicles get on the 'register' either by being Euro 6 already (in which case, the keeper doesn't need to do anything; the vehicle appears on the compliant vehicle list through a process involving DVLA data) or by having an emissions kit fitted (and the TfL website tells us: "Once certified, the owner should notify TfL directly." - which is effectively asking to be placed on the compliant vehicle register by filling in a webform).

We know that there are different types of non-chargeable vehicles. Those that are historic or pre 1972 will be on the register for ever, we hope. Theoretically a car could become 'radically altered' and no longer meet the 'Vehicle of Historic Interest' definition in which case it would no longer be eligible for the historic VED class. Things like residents' vehicles will be a more fluid situation. It would be quite proper to register a vehicle as a residents' vehicle, then deregister it when the vehicle is sold or the person moves away. The same would be true of a vehicle in the disabled persons tax class. Both of these types of exemption/ discount expire on different dates.

Similarly with historic vehicles, they will appear on a register purely by an exchange of data between TfL and DVLA. This is still putting them on a 'register'. We know that foreign vehicles will need to register by a manual process, which is okay too.

So in summary, vehicles can get "on the register" and indeed "off" purely by automated processes in the background, which is a way to square the circle regarding this 'register' issue which has been causing confusion to readers.

SECTION 11 Greater London Low Emission Zone Charging Order 2006 as amended

Register of compliant and non-chargeable vehicles

- (1) Transport for London shall maintain a register of compliant vehicles, Euro IV or V heavy vehicles and nonchargeable vehicles ("the register") for the purposes of articles 4(5) and 5(1), 5(3) and 5(4) which require particulars of such vehicles to be entered in the register.
- (2) An application to enter particulars of a vehicle on the register –
 - (a) shall include all such information as Transport for London may reasonably require; and
 - (b) shall be made by such means as Transport for London may accept.
- (3) If Transport for London is satisfied that a vehicle –
 - (a) complies with the standards required of a compliant vehicle or a Euro IV or V heavy vehicle; or
 - (b) falls within a class of non-chargeable vehicle, it shall enter particulars of the vehicle in the register.
- (4) If Transport for London is satisfied that a vehicle, particulars of which are entered in the register, no longer –
 - (a) complies with the standards required of a compliant vehicle or, where relevant, a Euro IV or V heavy vehicle; or
 - (b) falls within a class of non-chargeable vehicle, it may remove the particulars of the vehicle from the register.
- (5) Where the registered keeper of such a vehicle is aware that the vehicle has ceased or will cease to –
 - (a) comply with the standards required of a compliant vehicle or, where relevant, a Euro IV or V heavy vehicle; or
 - (b) fall within a class of non-chargeable vehicle, the registered keeper shall notify Transport for London of the fact and Transport for London may remove the particulars of the vehicle from the register forthwith, or from the date notified to Transport for London as the date on which it will cease to be such a vehicle.
- (6) Nothing in this article shall prevent the making of a fresh application under paragraph (2) for particulars of a vehicle to be entered in the register after they have been removed from it in accordance with any provision of this article.

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As I think is to be expected in a period when for the best possible reasons, severe restrictions have been placed on all of us, there is very little to report. Although DVLA are slowly returning to normal operation, in common with most of the country they are not there yet. Thus, all our outstanding issues remain outstanding but at the same time I remain optimistic for future discussions.

Throughout the worst of the lockdown DVLA managed to keep all their online functions active and the majority of Post Offices have continued to offer their normal services albeit subject to

social distancing requirements etc. These measures together with the extensions to existing MoTs have enabled almost all vehicle registration and licensing, historic or otherwise, to carry on much as normal with perhaps some delay on documents being sent from Swansea, such as new or revised V5Cs.

A very small number of people were caught out by sending a V5C to Swansea before they were aware that for a period DVLA had stopped accepting mail. As a result, it was not possible to license the vehicle by any means because they did not have the reference number from the V5C. We understand that from 15 June a number of DVLA staff

have returned to the office and that as a result incoming mail is again being accepted and at the same time they are working to clear the inevitable backlog. DVLA state that due to the reduced staff levels turnaround times may be greater than normal.

We obtained confirmation from DVLA that if, as a result of not being able to change the tax class to historic for vehicles becoming eligible on 1 April, keepers taxed a vehicle at the normal VED rate a refund would be paid for each full month from the date the tax class change took place. It is not possible for DVLA to refund the 'used' VED from before the tax class change.

Events

I am still receiving lots of event postponements and cancellations, both nationally and internationally, as clubs and organisers struggle to comply with ever changing rules and guidance. It is evident that many clubs are taking a very cautious approach to restarting their club nights and events. However, I am also aware that some 'individuals' are arranging informal gatherings via social media. Although this may not directly impact their club it can appear to the general public that historic vehicle owners are visibly flouting the 'rules' and this reflects badly on the whole historic vehicle community in the UK. Please think very carefully before making any such plans.

On the positive side, it has just been announced that Scotland and Wales have relaxed their 5-mile driving limit and so events that cross National borders can be organised once again. Also, I have had my first invite to a Clubmans UK Autotest in August. The whole process of putting in an entry is now digital – see separate Annex for the COVID-19 requirements

However, the rules, guidance and social distancing requirements may well have changed by the time you read this, so it rests with your club officials to monitor and react accordingly whenever changes take effect.

Don't forget to check the FBHVC website for 'CORONAVIRUS: General advice to clubs from the FBHVC'. The link can be found here:

fbhvc.co.uk/news/article/coronavirus.

Motorsport UK Update

MSUK COVID-19 Survey results

MSUK ran a series of 'consultations' and surveys recently to better understand the impact of the COVID-19 virus on MSUK registered Clubs. They have published their initial finding from the Club survey and the headlines are shown below.

Membership Retention

- 48%** of clubs have reported that membership has declined
- 47%** of clubs reported that membership has remained the same
- 5%** of clubs reported that membership had increased

It's finely balanced with 52% maintaining or growing their membership.

Financial Impact on club funds

- 22%** severely impacted
- 53%** slightly affected
- 25%** unaffected

In this case the majority are doing OK, but the 22% who are not is very concerning.

So, if your membership renewal is coming up please renew if you can, remember your club needs you!

Take care and stay safe

Clubmans Permit Autotest – extract from 2020 entry form

Signing on will be completed electronically prior to the day of the Event and will include the following declaration: I am not currently experiencing any symptoms of COVID-19 and have not been in contact with anyone showing symptoms within the last 14 days, except as a healthcare professional. If after submitting this form I do come into contact (except as a healthcare professional) with someone with COVID-19 or if I start to exhibit any of the signs indicating that I may be infected I will immediately withdraw from the Event, notify Motorsport UK and ensure that my close contacts also do not attend. Should I become ill at or start to exhibit COVID-19 symptoms at the Event I shall withdraw safely and notify the Secretary of the Meeting by telephone / SMS accordingly including identification of those others who I have come into contact with at the Event.

All competing drivers must have sent an electronic copy of the signing on form, also incorporating a PreEvent Scrutineering declaration (to be issued with the Final Instructions) together with a photograph of their Valid Competition Licence and Club Membership Card. No documents will be accepted at the Event.

As part of promoting our historic vehicles with other heritage organisations and showing how life was enhanced, I am looking to build a set of documents that describe how a vehicle has changed your world view. Not necessarily a technical treatise but more how things changed. The first article has been written by our former Legislation Director (and current FIVA Legislation Committee UK representative).

If you have similar stories, can you please send them to our Secretary either via email to; secretary@fbhvc.co.uk or via post to; **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG.**

How a car changed my life forever Bob Owen

I was brought up in the small country town of Ayr. I lived on the edge, in a semi-rural area, where cars were rare. To get into town you used the bus and your bike. The only way to go anywhere outside the surroundings of the town was to catch a train, so we didn't leave it often.

In 1956 my father bought his first car. He was not a devotee of the aesthetics of motor cars but saw them as tools for a task. He only had a provisional driving licence, but my mum, who had not passed a test either, had a full one from before the war so we could travel around legally from the beginning. Innocent times!

And the task he foresaw was to take his family of a wife and three sons around on camping holidays. And all this at a time when camping equipment was heavy and bulky and my mother, in common with many at the time, insisted that we take all our food with us. So, he needed space.

A colleague of Dad's had just bought an original Bedford Dormobile, a vehicle so forgotten that Wikipedia doesn't know about it. This was a CAV 12cwt van, with a 1500cc 4-cylinder engine. A firm called Martin Walter in Folkestone converted it by putting in windows and making up a hinged framework of seating from angled steel and Dunlopillo. The seat ran along each side but could be raised along the sides to leave the van area clear, could be laid flat, or folded to make up two rows of seats. Dad was so impressed he bought one. Also my Dad had a keen eye for a bargain and as a van it didn't carry purchase tax!

As an optional extra (the only one my Dad bought, no nonsense with a heater) you could have four additional upholstered sections. These fitted, by simply being laid between the seats and hanging by angle brackets between the two rows, thus either creating a completely flat surface, or connecting the rows of seats, making up to six seats in total. It worked well, though when empty the whole thing rattled like a box of tacks.

In July 1959, my Dad having learned to drive properly, we set off to tour Europe, with a full length rack on the top, travelling down over two days to Dover, from which we took the original Townsend Ferries "Free Enterprise". We had two tents, one of which us three boys used and the other which was specially made to fit onto the rear doors of the car. This created a living area.



Over three whole weeks we toured France, Belgium, Germany and Switzerland. We saw most of the biggest sights, from the Atomium in Brussels, then new and a wonder of the age, to the almost restored Cologne Cathedral, and the Palace of Versailles. As there were very few other tourists from Britain, I got used to hearing everyone around me talking in a language, I either did not understand at all, or only very little. We saw scenery I had only imagined, visited places large and small sights, we met farmers with ox carts in Germany. When you camp you are closer to the people who live where you visit than in any hotel.

We crossed the Jaun Pass in the Alps, which the engine managed fine but which wrecked the brakes on the way down. This resulted in an extended stay on the sunny shores of a warm Lake of Geneva, while

the brake shoes were replaced. While there, by an amazing coincidence, my Dad's colleague with the other Dormobile turned up and pitched right by our tent, beside which ours was not parked, being in the garage. So, when we got ours back from Lausanne, the two Scottish Dormobiles had a reunion in Switzerland.



This trip was something of which all my schoolfriends were jealous. It made me feel different from them in some way. It was, I am sure, the spur for the ongoing enjoyment of independent travel and interest in people from other countries and cultures which has been one of the most important aspects of my life

Footnote

Since writing this article, Bob has been in discussion with the secretary of the Dormobile Club (<http://www.dormobile.org.uk> for the "Young at Heart"), regarding the Martin Walter modified vehicles. As part of the article research, eBay was viewed, and this brochure was found for sale. Bob forwarded the link to the secretary, Allan Horne and he purchased it!



In the last magazine I introduced you to the 5 P's of Archiving and hopefully by now many of you may have been involved in a virtual club committee meeting where hopefully the subject of Archives was raised?

Most clubs have a committee structure and designated roles and responsibilities so hopefully the primary responsibility for the Club's archive sits with just one or two people and normally this is the club Archivist or model specialists. That said the entire committee still has a high-level responsibility for protecting it.

As I have said many times before the key for any club is to know what Archive material they have and where it is located. This month I intend to focus on where the material is located.

Storage

I live in the real world and fully appreciate that unless your club is one of the very fortunate and well financed ones with a dedicated building it is most likely your archive is stored either in members houses or in rented space so to some degree you have to go with what you have:

However, there are some simple checks that you can do to minimise risk such as:

- Ensuring services running through the storage area should be minimal.
- Avoiding areas with gas, water or sewage pipes, particularly main risers, or where there are hazards from above such as kitchen areas and toilets.
- Ensuring the electrical wiring, sockets, lighting, and equipment is regularly checked for safety to reduce the fire risk, and where possible, any wiring should run through metal conduits. Any electrical master switches for electrical circuits should be outside the storage area.
- Ensuring that the roof and any windows are checked to make sure they are watertight, and any nearby gutters, downpipes and drains should also be regularly checked for blockages, and well maintained.
- If the area is known to be liable to flooding, lower shelves should not be used for storage, and plans should be in place to quickly evacuate the contents most at risk and or most valuable to you.
- You should be aware of open roof spaces above the storage area, through which fire can easily spread.
- Also think about potential hazards in adjacent areas, such as combustible chemicals, fuel, and wood. Maybe an issue if you use a garden shed for storage?
- Storage areas should not be adjacent to any areas (internal or external) where

hot work such as welding is carried out, because of the fire risk.

- In the ideal world, the storage area should have fire-resistant walls, ceilings, floors and windows, and four-hour resistant fire doors but this is virtually impossible to do if storage is at home and probably a step to far.
- Smoke detectors should be fitted inside the storage areas.
- If you store on an upper floor you need to ensure the floor-loading is sufficient to bear the weight of the collections plus the shelving. For this reason, archives can often be stored in basements, which can have additional risks of flooding or dampness.
- Solid floors are preferable to carpets in storage areas, as carpets can harbour dirt and insects.
- For a small collection it may not be feasible or appropriate to have a separate storage room, but consider investing in a secure, fire-proof cupboard or at the very least a metal filing cabinet.
- Ensuring that club owned archive material is clearly identifiable from personal items.

Environment

Again, unless you are a fully equipped archive building it is unlikely you will be able to alter the environmental conditions of where you store but it is worth considering the following points just in case you can do something:

- Archives can be endangered by extremes or rapid fluctuations of temperature and humidity. A relative humidity of over 60%, particularly for a prolonged period of time, poses the risk of a mould outbreak which can

be damaging to both documents and people, and is expensive to remedy. On the other hand, hot and dry conditions can make materials brittle.

- Different materials require different environmental conditions for their long-term preservation.
- In general, films and photographs should be stored in very cold conditions.
- Paper can be stored in cool conditions.
- In practice your archives are likely to be mixed, and also contain other media and materials, such as trophies.
- You will therefore have to find a compromise, assuming that you have any control over the environment at all. If parts of the storage area are noticeably cooler than others, take advantage of this and locate some of your collections accordingly.

The current guidelines for Temperature and Relative Humidity (RH) for mixed-media collections are an annual average of less than 18°C (with a maximum of 23°C and minimum of 13°C), and a maximum of 60%RH, and minimum of 35%RH.

In existing buildings, extremes can be mitigated by increasing airtightness, and using de-humidifiers and background heating.

You could invest in monitors so that you can be aware of how your storage area performs over the course of the year and can take appropriate steps to minimise fluctuations. Thermo-hygrographs record the levels of temperature and Relative Humidity on a chart, to show fluctuations over time. Relatively inexpensive electronic thermo-hygrometers, which can be handheld, or wall mounted, display the current temperature and Relative Humidity. You can also purchase



small electronic monitors which sit on shelves or in boxes or display cases. For these, you download the information periodically, so they show fluctuations over time rather than giving instant readings. It is important that monitoring equipment is correctly calibrated, and periodically recalibrated, if it is to give accurate results.

Dirt, dust, and pollutants are an issue, particularly in urban areas, and are hard to control unless your storage area is relatively air-tight, and filtered air-handling equipment is installed.

Ultra-violet light can be harmful to archival materials so, as a minimum, blinds should be installed on any windows.

Archive Security

The area in which archives are stored should be secure and it is worth assessing your storage area to see if any improvements can be made.

Only authorised people, with responsibility for the archive, should normally have access to the storage areas, and only they should remove any items from storage. It is good practice to place a paper slip should be left in place of any document removed, so that it is clear what has been removed, who currently has it, and where it should be eventually be replaced. A log should be kept of all withdrawals and returns.

Packaging

This is an area where you have to take a pragmatic approach. Professional Archivist's will, quite rightly, tell you that you have to use acid free storage materials to fully protect the items. However, anything acid free has a massive price premium and will be outside the range of most clubs.

If your budget does not stretch to the purchase of specialist acid free boxes at present, you can use any strong, clean cardboard box as a temporary solution (e.g. photocopy paper boxes), but do not use boxes that have metal fastenings or been used for storing food as these may attract pests.

Plastic boxes are not normally recommended because many contain chemicals that could affect the contents, and if they have airtight lids there is a risk of condensation leading to mould.

Folders and boxes should be of an appropriate size so that items can be stored flat without being crushed or folded. If possible, the contents of a box should be packaged in clearly labelled folders.

Small items within a larger box should be placed within a suitably sized folder to help protect them.

Unrelated items within a box should be packaged separately so that they do not get mixed up and can be easily identified. If loose items were originally in a file or bundle it is useful to number them consecutively so that the original order can be maintained. It may help to break down the contents of such files and bundles into smaller units (say 50-100 pages) which are easier to package.

Photographs should ideally be stored in archival polyester, polyethylene or polypropylene pockets or sleeves. Brand names include Melinex, Mylar and Polymex but they are not cheap but worth considering as they do preserve the quality of the print. These should then be stored within archival boxes if possible.

Boxes should not be over-filled as this can cause the contents to be crushed and damaged and can also make the boxes heavy and hard to handle, increasing the risk of them being dropped and posing a Health and Safety issue for club volunteers.

Shelving

Shelving can be metal or wooden, be static or mobile, depending on your budget. Wooden shelving is more of a fire risk unless treated with retardant, and when new can also give off acetic acid, so metal racking tends to be the better option.

The important thing is that it is strong enough to bear the weight of the collections; suitably spaced so that top shelves can be safely accessed; and there should be a clearance of at least 150mm (6") at floor level in case of flood. Ideally, shelving should not be placed directly against an exterior wall or window and should be open to allow for a free circulation of air.

The higher the shelving you install, the more you will need to use steps in order to safely access material.

Thinking of Health and Safety, particularly heavy items should be stored at lower levels, and their weight clearly marked on the packaging. It is also worth investing in wheeled trollies so that heavy items can be wheeled around rather than carried.

Housekeeping

Storage areas should be kept clean and tidy.

The cleaner, tidier, and better lit the storage area, the easier it is to spot problems such as mould or insect/rodent damage.

Boxes, folders, tubes, and shelves should be clearly labelled so that items can be easily found. A shelf-list can be a useful tool for locating items.

As I said at the start you will undoubtedly be restricted by what facilities you have and the level of finance available to change things.

I do believe it is worth reviewing each of the points above to see if you can integrate or change anything you currently do and anything you can changes will undoubtedly help to preserve your archive.

If you need any further information or advice you can contact me at: archives@fbhvc.co.uk

FBHVC 2020 National Historic Vehicle Club Survey

Club Officers: We need your help.

The Federation's **2020 National Historic Vehicle Club Survey** is now live and ready for each Club to complete.

A number of our member Clubs have already completed the survey but there are many who are still to join in. Please remember that the Club survey is an important part of the 2020 National Historic Vehicle Survey. It is quite separate from the enthusiast survey and is designed to give an insight into the members of our historic vehicle clubs and the activities they take part in.

Clubs organise thousands of events every year from small pub gatherings to major international meetings. Please help the Federation to gain accurate information about those events and about club activities at large. In order to represent the movement comprehensively, we really do need your involvement.

Please make sure your Club takes part.

You can find the survey on our website easily by using the direct link here: www.fbhvc.co.uk/2020-club-survey

FBHVC 2020 Enthusiast Survey

The survey is open you are invited to take part and help the Federation. Please spread the word, tell your friends and help us achieve a record number of participants.

In 2016 over 10,000 individuals completed the survey, between them they owned over 21,000 vehicles of all types. It would be great if we could get to 15,000 participants.

In this year's survey, so far, we can tell that the mileage declared is quite comparable to 2016 and the number of vehicles owned is also quite similar. However, our sample to date does not properly represent some of the smaller volume makes of cars and motorcycles and is short on vehicles such as agricultural tractors, buses and tractors. If your Club caters for owners of these sort of vehicles please help by doing the following:

- Email the survey link to your members and explain to them how important it is for the future of the movement that they take part in the survey.
- Promote the survey in your Club magazine.
- Promote the survey on your Club website.
- Post a link to the survey on your social media pages

This is the link you need:

www.fbhvc.co.uk/2020-enthusiast-survey

The survey will close on 14 September 2020 so please start your promotion as soon as you can. Remember there are prizes to be won, car insurance for a year donated by Peter James Insurance, tickets for the November 2020, Lancaster Insurance Classic Motor Show with Discovery and copies of the Federation's historic vehicle profile.

Victoria's Torton Tales

Anyone interested in books for their children or grandchildren with a historic vehicle theme? If the answer is yes, then look no further than Victoria's Torton Tales. Author and proud traction engine owner, Wendy Wakelin, has published this series of children's story books about the adventures of Victoria the traction engine and her friends. They could be the perfect introduction for the next generation of historic vehicle fans and owners! For more information please visit their website.

<https://victoriastortontales.uk>



Children's author Wendy Wakelin with her 4 story books and star's of the books Victoria the traction engine and Colin the teddy bear

Heritage Skills Academy Training in the COVID-19 World

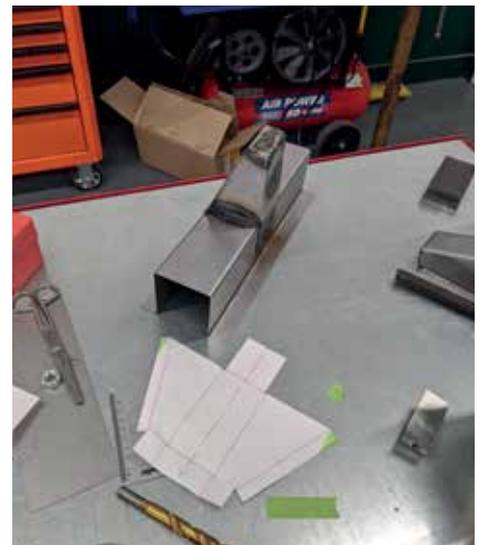
As an apprentice training provider, Heritage Skills Academy takes pride in delivering a healthy mix of knowledge and practical training to many apprentices. We were then thwarted (like everyone else) with the coronavirus pandemic! Just prior to lockdown we were getting ready for the Practical Classics Classic Car & Restoration Show which was due to be held later that month.

On 24 March we held our first Zoom meeting. This set in motion an amazing collaboration between the Directors and Trainers in preparation to deliver an online training programme. Within 72 hours, the training materials were adapted, and the necessary support was put in place for the apprentices to ensure they all had sufficient access to Zoom. Employers were updated, and the numbers of potential furloughed apprentices were gathered. After an intense induction for the teaching team a specialist online training package was procured, and the topics relevant to the training were selected. Its worth noting that none of the teachers were selected for their IT skills or ability to look good on their webcams! It is also certainly the first time any of the team have taught people in their bedrooms!

Following a seamless online delivery of our training, we restarted our on site block release course at Bicester Heritage on the 6 July. To date, a total of 16 training online blocks of five days have been delivered, and with the exception of one apprentice missing two days and another missing one day, attendance has been 100% and the schedule has been maintained.

A further 15 apprentices have started their courses for both Coach Building and Mechanical during lockdown, with 8 new employers within the restoration industry. We are pleased they've joined the growing group of specialists investing in the next generation.

Returning to on site training has meant keeping up to date with the moving target that is referred to as guidance, resulting in the creation of risk assessments unique to the environment. We are probably now on version five! Again, the team stepped up, creating plans to deliver the practical elements of the online delivery.



The workshop was cleared of anything non-essential to make social distancing easier, employers contacted, apprentices contacted, and protocols were developed and reviewed. All that remained was resolving the accommodation needs. This got resolved on 2 July and three days later the on site training was resumed. Its worth mentioning apprentices on block release, who live too far to travel to and from Bicester each day stay with local families.

During the lockdown we launched our coach building programme and fitted out a workshop with guillotines, english wheels, slip rollers, swaging and welding (both MIG and spot). Already we have our first 'Coach' group enrolled. They start their first practical on site block release week commencing 13 July. The Coach evening course is already

underway and an intense week course for private individuals is filling up fast which is due to commence on 24 August.

To say we are proud of our apprentices, employers and team would be an understatement. We believe our achievements over the past few months demonstrate the commitment and enthusiasm of everyone involved.

For details regarding our apprenticeships either employer or apprentice please contact Janice via JJ@heritageskillsacademy.co.uk or John via john.pitchforth@heritageskillsacademy.co.uk

For details regarding private Coach courses please contact Owain via oj@heritageskillsacademy.co.uk

VOCATIONAL DRIVING

In this article, James Fairchild summarises the steps for people to take to get their vocational licences. James, one of our commercial vehicle people, has written this fresh from passing his C+E (articulated lorry) test.

It is well known that, under certain circumstances, larger vehicles can be driven on a car licence. DVLA leaflet INF52 tells us that if “a bus made more than 30 years before the date it is being driven, and not used for business purposes, or for carrying more than eight passengers” and also that “goods vehicles built before 1 January 1960, as long as they are not loaded and are not towing a loaded trailer” can both be driven on a car licence. This is under the proviso that the driver is at least 21 years of age, and has held their car licence for at least two years (so, at the time of writing, if one passed ones car test in July 2018 or earlier, this will be okay). The leaflet doesn’t state it, but the driver and their licence held must in addition be acceptable to the vehicle’s insurer, which can be a sticking point.

Let’s suppose you have decided that having one or more of the licences is desirable. A change from 2014 means that, as long as your car test was done in a manual car, that your bus or truck used for vocational test need only to have automatic transmission for you to be granted the manual truck or bus entitlement. This was done because very few current vehicles have manual transmission, and in order that driver training schools can better reflect the sorts of vehicles one will meet in industry.

Incidentally, you must all-but forget the idea of doing a test in your own vehicle. There are various specifications that a test vehicle must comply with, including ABS, a tachograph, able to sustain 50mph when considered safe to do so, a seatbelt for the examiner, examiner mirrors, as well as minimum lengths, and also load requirements. This is before considering the issue of insurance for learning/testing. Just as DVSA goods vehicle testing centres

have largely closed down and been replaced by private sector ATFs, there is a move to transfer driver training to private sector training sites. Whilst it is theoretically possible for a private vehicle to arrive for a driving test, the examiner is likely to need to spend time inspecting both vehicle and paperwork before being satisfied that the test can take place.

So, you have a car licence (ideally gained in a manual car) – the next step is to fill out some DVLA forms and to attend a medical examination. The medical could be done at your own GP practice, or alternatively the training schools often have an arrangement that will be cheaper. The forms required are the D2 and the D4. Incidentally, when filling out the D2 form, it is sensible to tick both the HGV (large vehicles – category C) and the PCV (buses – category D) boxes as this saves a second medical should you want to do the ‘other’ licence further down the line. Needless to say, there are various forms of criminal conviction which would mean that PCV provisional would not be granted.

The next step is to complete your theory tests (these are separate for HGV and PCV). Even though you may only want a licence to drive a historic vehicle, it is still mandatory that you have a thorough understanding of driver hours rules, and various other items linked to passenger safety (bus) or load security (truck). These tests are longer and harder than the car theory test. Unlike the car test, the multiple choice element (part 1A) can be taken either at the same time or separately to hazard perception (part 1B), and the CPC case studies theory test (part 2) can optionally be done at this point either on the same day or a different day – I return to CPC later on.

It is possible to do a test in a smaller vehicle – a 7.5 tonne lorry (category C1) or a minibus (category D1) however it is sensible to go straight to the full size rigid lorry (category C, previously called class 2) or the full size bus (category D or PCV – public carrying vehicle) and obtain a licence to drive any vehicle in said category. For example, I passed my bus test in 2005, my rigid in 2008, and my artic test in July 2020.

Doing the C+E test will also upgrade the bus licence (if held) to bus and trailer (D+E) and also upgrade the car licence to car and caravan (B+E) but this does NOT work the other way round. The C+E test can either be sat in an articulated lorry or in a drawbar trailer, and there is no difference to the entitlement whichever type of vehicle you sit the test in. This was formerly known as class 1. There are no additional theory tests or CPC elements for trailer upgrades. People who passed their car test after January 1997 would not have been granted car and trailer entitlement, whereas those who passed before will have been.

In terms of the format of the practical tests, they start with a licence check, then some ‘show me/tell me’ questions about the vehicle (for example, “show me how you would top up the screen wash”). Next is a reversing exercise, then if the test involves a trailer, an uncouple and recouple exercise follows. Lastly a drive on the highway is required of around an hour. This takes in all types of roads, and includes some independent driving – I had “follow signs for M62 East” and will often involve a road with a HGV weight restriction, for example “take the next available left hand turn” where the first one you come to has a weight restriction, so you need to take the following

TESTS

one. It is worth adding that currently, because of the pandemic, both driver and examiner are required to wear a face mask throughout. I found this a little uncomfortable, but not too bad.

The practical test above is also known as part 3 of the tests process. Part 4 (which is optional if you are just wanting your licence to drive non-commercially) is the driver CPC (Driver Certificate of Professional Competence) practical test – essentially this involves walking around the vehicle and answering questions. I never did this myself, as I was able to pass both bus and truck before the CPC rules came in (back in 2008) and it is not needed on trailer upgrades.

In terms of the cost of the vocational licences, budgeting £1,500 per category is an approximate figure.

For the small extra cost, it seems sensible to undertake the CPC components (part 2 at the theory test centre, and part 4 with a vehicle) purely because we never know what might be necessary further on in time; if for example your child's horse riding turns professional – then transporting the horse around may no longer be considered 'non-commercial'. Maybe an unplanned need will present itself in your business? I was glad of my bus licence during a spell of unemployment as a result of the 2009 recession, and today I enjoy the odd Saturday behind the wheel of a modern bus, taking on the demands of city traffic and seeing whether or not I can dodge the cars and the other challenges you face. I mostly drive in York and Leeds, but twice a year I will have a weekend in London, driving big red buses and experiencing a more extreme form of challenge. Returning to trucks, I perhaps need some 'real world' practice in a modern artic before hopefully being trusted by friends to have a go in something older.



James in front of the Mercedes Axor 1843LS, a 12 litre, 38 tonne, 4x2 articulated tractor unit with 12-speed 'Power-Shift' automatic gearbox, towing a two-axle 'urban' trailer.



South Yorkshire

In 2005 at the old Sheffield tram sheds in Attercliffe, a building being used by a group of enthusiasts for vehicle restoration and aptly named the Sheffield Bus Museum, came a new project...

The project was a 1943 Thornycroft 5 tonne Coles Crane found in poor condition and requiring a major restoration. Its owner, Douglas Miller, an ex-merchant Navy Engineer and later Engineer with British Oxygen, Rotherham took on this daunting task.

The crane was initially stripped to the chassis, many parts were only suitable as patterns and stored for reference as the restoration moved on.

The engine, a five cylinder Gardner, was seized solid due to the ingress of vermin after being stored outside, but a sound replacement was found having been removed from a barge. Many parts were remanufactured in house but in 2007 it was decided, due to the poor condition of the premises, to relocate to a new 12,000 square foot building owned by Tony Waddington, a family renowned for barge building over the last 150 years and providing warehousing for industrial use. These new premises are now called

South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham, S65 3SH.

The crane was transported to the new location complete with patterns, restored items, even the original engine. The main jib was salvageable but re-roped with correct material and a refurbished block/hook. The timber cab was virtually non-existent except for the rear cab panel which was used for pattern purposes only. The main cab had been originally ash framed but was totally rebuilt using ash from a local park following a tree thinning exercise.

All steel work was made to suit, including a bonnet radiator surround, even the bonnet side flutes being cut by a purpose made tool manufactured by Douglas.

The lorry was completely re-wired, and one original instrument was repaired by a specialist at a cost of £600.00.

The generator used to drive the cranes turntable/hoist and ancillary equipment was stripped down, commutator undercut with a ground hacksaw blade, bearings checked for wear, washed out and repacked with new grease, all brush holders freed off and brushes reused, being mindful of the correct type i.e. copper and carbon content. The generator was replaced and proved to be fully operational first time; - no need to flash the field which is usually required.



re Transport Museum

By Keith Bott, Cultural Volunteer

The other main electrical motors were refurbished, one requiring partial rewind, but magnetic brakes just required cleaning and re-varnishing/shellacking to the main coils.

It was noted during testing electrical items that the crane hoist drum had a bent shaft, Douglas fixed this himself with machinist's assistance.

All mudguards were manufactured in house except the front ones where Douglas made his own patten and sent it to a specialist in Manchester where they remanufactured to the original specification including circular steel ribbing on the inner wing edges.

All tyres, including spares, were to original specification and the whole crane was repainted in RAF blue.

Research proved it was used by the RAF for lifting engines/crashed Spitfires and Hurricanes from grass air strips due to its load limit of 5 tonnes.

In the original build specification, the rear road springs were never an option on this model as the rear twin wheels are mounted on cantilever brackets pivoted on fulcrum pins attached to the main chassis, as to give it stability on grass runways. What a story this crane could tell of its contribution to WW2!

The South Yorkshire Transport Museum are very mindful of the crane's 75 year Anniversary in 2018.

Douglas can now think upon his next project, a 1953 Scammel Tractor unit ex BRS (which runs), complete with barge trailer, which is waiting in the corner of the museum for his undivided attention.



What an interesting account of such an important piece of engineering and mobile heritage. Thank you to Douglas Miller, Keith and the South Yorkshire Transport Museum for enlightening us with the account of the work needed to bring the Thornycroft 5 tonne Coles Crane back to life for us all to enjoy.

According to their website <https://www.sytm.co.uk/index.html> the South Yorkshire Transport Museum are currently closed to visitors, however please keep a note of their details and arrange to visit when you can, they'd be sure to welcome you.



GREEN NUMBER PLATES GET THE GREEN LIGHT FOR A ZERO-EMISSION FUTURE

Introduction of green number plates plus a multi-million pound investment for electric vehicle research helping accelerate a zero-emission future for the UK.

- green number plates for electric vehicles to be introduced across the UK from autumn
- £12 million investment also announced for ground-breaking zero-emission vehicle research
- cleaner, greener transport will help people to travel safely and drive a green economic recovery as the country rebuilds



Green number plates are set to be rolled out from autumn, Transport Secretary Grant Shapps confirmed today (16 June 2020), under plans to drive a green economic recovery.

As part of the government's plans to achieve net zero emissions by 2050, drivers will be encouraged to make the switch to electric vehicles through the introduction of green number plates. The plates will make it easier for cars to be identified as zero emission vehicles, helping local authorities design and put in place new policies to incentivise people to own and drive them.

For example, drivers could benefit from local initiatives such as cheaper parking and cost-free entry into zero-emission zones where those with a green number plate will be recognised as eligible.

The plates will be identifiable by a green flash on the left-hand side and will be available for zero emission vehicles only.

Transport Secretary Grant Shapps said: "A green recovery is key to helping us achieve our net zero carbon commitments while also promoting economic growth."

"Green number plates could unlock a number of incentives for drivers and increase awareness of cleaner vehicles on our roads, showing people that a greener transport future is within our grasp."

"We're supporting small businesses to develop the transport tech of the future through a multi-million pound investment, ensuring that UK businesses remain at the forefront of low carbon innovation and research."

This follows the conclusion of a consultation, inviting comments from the public, local authorities and industry stakeholders from a range of sectors including motoring and consumer groups and vehicle manufacturers on how best to introduce green number plates.

To further accelerate the government's plans to drive a green recovery, £12 million funding for ground-breaking research into the zero-emission market has also been announced to develop greener vehicles and help improve vehicle charging technology.

The funding, made available through the Office for Low Emission Vehicles (OLEV) and delivered through Innovate UK, will see £10 million for a new Zero Emission Vehicle Innovation Competition. This will invite applicants to bid for project funding to support advancements in both battery electric and hydrogen vehicles, as well as charging infrastructure.?

OLEV is also providing £2 million to UK small and medium businesses to support their research into zero-emission vehicles in areas such as battery technology, which could be used by major vehicle manufacturers in future electric vehicle production.

The funding will help these businesses to drive local economic growth through research and development projects in areas including charging infrastructure and zero emission vehicles, which could in turn create over 6,000 skilled jobs.

Since the above news item was placed on our website we received many enquiries as to whether the historic vehicle movement could in some way have a distinguishing mark on registration plates to show they are indeed a historic vehicle. Well, as it happens we can! Please see below....

HISTORIC SIGNIFICANCE

In the very early days of motoring there was no apparent need to individually identify vehicles – everybody already knew who each dangerous, noisy, smelly contraption belonged to! Inevitably as the

numbers of vehicles in use increased and the distances they travelled also increased it was deemed necessary to create a register to list them all and to issue a unique identifying registration number for each one. The responsibility for doing this was delegated to the local councils. These requirements were introduced by the 1903 Motor Car Act and the basic principles still apply today. It is sobering to think that the now centralised record currently lists around 40 million vehicles!

The focus of this piece is not however on the registration process but rather on the registration numbers and their display on vehicles – number plates. Back in 1903 it is no surprise that number plates were required to be in simple black and white and the decision was to have white digits on a black background. For some years they were skilfully hand painted and occasionally slightly stylised with small flourishes and hyphens between numbers and letters. As time progressed the required font and character spacing became more standardised and machine made plates of various types emerged but the theme of white, or silver, on a black background continued until 1973 when there was a revolution!

Reflective plates! Such plates are of course now common place and undoubtedly aid the visibility of vehicles. It may even be that some younger people do not realise that number plates have not always been like that.

Reflective plates became compulsory for vehicles registered after January 1973 and optional for vehicles registered before that date. That remained the case until 2015 when the change-over date (from black and white to reflective) was linked to the 40 year old qualification for the 'historic' tax class and nil VED. That is to say that any vehicle registered in the 'historic' tax class is permitted to use black and white number plates.

Thus the historic vehicle community now has its own badge of honour to rival the new green band on the plates for all electric vehicles. Any vehicle boasting black and white number plates is a culturally significant historic artefact!

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Welcome

A warm welcome is offered to our newest Club Members - **Buckler Register, Transport Yorkshire Preservation Group** and **Rochdale Owners Club**. We also welcome various **Individual Supporters** who have joined since Issue 3 was published. We hope you all enjoy your subscription to the Federation over the coming year.

One of the many **benefits of being a member or supporter** is sharing the articles in FBHVC News. However, if you do, we urge you to not change any of the wording and to please give credit to the FBHVC. We are a voluntary organisation just like the vast majority of our member clubs and work very hard in keeping yesterday's vehicles on tomorrows roads.

Articles

Thank you to those members and supporters who have sent in items of copy for Federation News, please don't stop! Details can be sent via email to **secretary@fbhvc.co.uk**

Alternatively you can send them via post to

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG

Renewal of Membership

Thank you very much to those who have renewed your subscriptions over the last couple of months, we really do appreciate your support.

For those who are still to renew, we urge you to do so as soon as possible. Please contact me via email **secretary@fbhvc.co.uk** or via **01708 223111** with upmost urgency.

Congratulations to our Projects Coordinator, Chris Cartmell

Our Projects Coordinator, Chris Cartmell, has a double life. Alongside researching and writing The Motoring Heritage of Wales, on Monday 6 July Chris was elected Mayor of Brackley for the third time in his service to the community. The Federation sends hearty congratulations to Chris and Lady Mayoress, Jane and hopes they have a successful and enjoyable year.

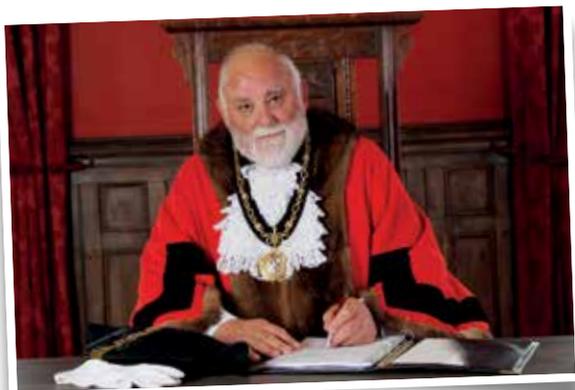


Photo credit: Maggie Neadham, Brackley Photographic

Office Enquiries

Dear Emma,

Many years ago, when we had a toddler, we needed a replacement car instead of my van, which was the van version of the Ford 105 (the one with the reverse sloping back window). The van was an appalling piece of engineering, but that is another story.



Our neighbour, Jack, was selling his car, a 1954 Austin Cambridge A50. Jack was an AA patrol man so I thought it would be in reasonable condition although it was 20 years old. I was wrong. Jack was a bodge merchant. The first thing was to replace the strips of aluminium that were pop riveted in place for the missing sills with a pair of Austin 1100 sills which I welded on. The battery kept going flat so I bought a new one, and that kept going flat. The dashboard ammeter showed a good rate of charge. Upon investigation I found the ammeter shunt was disconnected, so the reading was ten times the actual current. The charging relays were miles out of adjustment, and I was able to correct them. Jack had fitted an oil pressure gauge in the centre of the dashboard with a flexible oil pipe to the engine. The pipe had a flexible metal reinforcing coil on the outside.

Our holiday trip was from Nottingham to Newquay. The journey took us across Bodmin Moor. We encountered a traffic hold up as there had been a collision at the top of a hill. When the traffic started to move, I started the engine but then suddenly the ammeter went full scale discharge and very shortly afterwards everything went dead. Smartly, out with a fire extinguisher (at work they had just been getting rid of the carbon tetra chloride extinguishers in favour of BCF). What had happened was the flexible oil pipe had touched the battery terminal putting a short circuit on the wiring which caused the molten copper to ignite the plastic insulation. I waved the column of cars past. A 'Cockney' in a Viva stopped and shouted "Oi mate. You can't park there. It's double white lines".

When the road was clear I backed down the hill and steered into a farmers entrance on the other side of the road. Out with the tool bag, I removed the burnt out wiring remains, then rewired and continued to the holiday hotel. There were no more fires for several days until we decided to find a quiet spot in the country for a picnic. I turned down a little lane which got rather narrow, with no room to turn around. We finished up in a field. The ammeter suddenly went into full scale discharge. A quick turning off of the ignition was performed as smoke bellowed from under the dashboard. In the boot were two fold up chairs with metal tube construction. The metal ends had dug into the boot wiring. Much use of insulating tape was used. Nothing like a well-stocked tool bag!

That Cambridge cost £20, lasted 20 years and eventually received £17 when it was scrapped. There were many trials and tribulations over the years, but that is another story or two!

Regards, Mr Taylor.

Thank you Mr Taylor for sharing your memory with us, I'm sure many other members will have great anecdotal events to share too!

TWENTY FIRST ANNUAL GENERAL MEETING

Saturday, 10 October 2020

The Twenty First Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on Saturday 10 October 2020 at a venue to be confirmed for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 12 October 2019 as made available to members in November 2019 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2020
3. Election of Directors [See note 3 opposite]
4. To receive the Reports of the Directors

Notes:

1. If due to Government restrictions imposed by the COVID-19 pandemic a physical meeting is not possible and if HM Government extend the Corporate Insolvency & Governance Act 2020 clauses relating to the holding of Annual General Meetings beyond 30th September 2020 the meeting will be held via video conferencing with a secure e-voting platform.
2. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in late August.
3. Nominations for directors to fill the posts of Chairman; Heritage, Archiving, Information Technology and Legislation Director are required by 28 August 2020. Nominations from Member [Clubs] should be sent in writing to the secretary: (secretary@fbhvc.co.uk)

More details will follow with regard to venue and as to whether we are able to hold a Conference. This will totally depend on Government restrictions imposed by the COVID-19 pandemic.

Rootes Archive Centre Trust - Announcement of the death of Tim Rootes

It is with great sadness that we announce the death of one of our Patrons Timothy Rootes.

Tim was the son of Reginald Rootes and thus the last generation of the Rootes family who dedicated their life to the family automotive business, so it really is the end of an era.

The official obituary from the Rootes family follows:

TIMOTHY DAVID ROOTES 1925 - 2020

Tim Rootes was born on 26th May 1925 in Maidstone, Kent. He was the only son of Sir Reginald Rootes, who founded the Rootes motor business with his brother Billy Rootes. Tim was educated at Harrow School, leaving at the age of fifteen to work for Humber in Coventry. The War interrupted his apprenticeship in 1943, when, at the age of eighteen, he was called up. He finished his military training on V.E Day and was commissioned into the 12th Lancers, from where he was posted to the Sixth Airborne Armoured Reconnaissance Division in Palestine.

After leaving the army he worked briefly in Cairo and then Baghdad. In 1947, at the age of 22, he returned to England, driving a 2 litre Sunbeam Talbot Tourer on a seven-week trip from Baghdad to England. It was a hazardous journey to achieve only

two years after the end of the War as any deviation risked driving over abandoned land mines. His route took him through Jordan, Palestine, across the Sinai desert to Cairo; then westward along the north African coast to Tangiers from where he crossed to Europe and drove through Spain and France to England. Despite the gruelling journey, the Sunbeam was in such good shape that it came second in a Concours d'Elegance in Biarritz.

In November 1950, Tim sailed to New York on the Queen Mary to join his cousin Brian Rootes, who was in charge of Rootes Inc, the North American sales and marketing division. The next year, he moved west to Beverly Hills, Los Angeles, becoming a regional director, with responsibility for business west of the Mississippi. He took great pleasure in driving his Sunbeam Talbot drophead coupe down Sunset Boulevard in the sunshine.

Following his return to the UK, Tim was made director of the sales and service division of the manufacturing company in 1956. He was also appointed to the board of the parent company, Rootes Motors Ltd, and also Rootes Ltd, the group's merchandising division. Then, in 1965, following the death of Lord Rootes, Tim became managing director of the passenger car division.

In 1967 Chrysler took overall control of what had previously been a family business. Tim left and set up his own companies, consisting of Jaguar and Rover dealerships, as well as a company supplying tractors and agricultural equipment.

After leaving Rootes, Tim became involved with horse racing, a sport which had always been a favourite of his. He founded Shutford Stud and bred an impressive list of winners, both for himself and other owners. It was an interest he continued right to the end of his life. He was also from an early age an accomplished piano player.

Tim lived in Oxfordshire near Banbury, where he had his stud and he was a Patron of the Rootes Archive Centre, in which he took a great interest.



Photo at 1955 Scottish Motor Show shows Sir Reginald Rootes, Brian Rootes, Sir William Rootes, Geoffrey Rootes, C. Warrilow, Timothy Rootes and Desmond Rootes - Copyright free

In memory of Horst Brüning

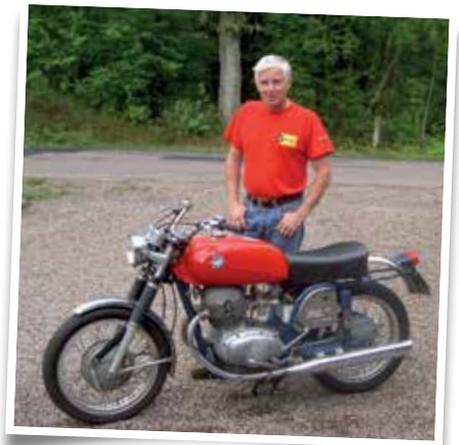
It is with much sadness that we inform you of the passing of one of FIVA's most remarkable personalities, Horst Brüning, who was the FIVA President (the eighth) from 2007 to 2013.

Horst was a very engaging and talented leader. He easily made new contacts around the world and contributed enormously to the growth of FIVA's world wide and making it a more professional organisation. Horst was demanding and sometimes showed impatience. But this attitude helped to realise fresh ideas. He brought the new energy that FIVA needed to position itself as the world's leader of the historic vehicle movement.

Many will remember him because of the uproar that marked the historic vehicle movement at the turn of the century. Horst became the president of IHVO in those days, a coalition of mostly North-western European FIVA members who felt that FIVA had to become much more active as an interest organisation

and who stood for a better balanced distribution of voting rights. But unity was Horst's ultimate goal and so at the AGM in Budapest in 2004 an agreement was reached and IHVO was dissolved. Since then FIVA has become much more active in lobbying. We will always be grateful to Horst for the pioneering work he has done. It was also he who came up with the motto, with which we still best express FIVA's goal: Yesterday's vehicles on tomorrow's roads

Horst was a petrol head in heart and soul, always enthusiastically telling about his racing experiences with his Lola and many other vehicles, both cars and motorcycles. Born in Germany, he was a true cosmopolitan. After career steps in the hotel business in France and England he found his happiness in Sweden, where, with Gia, he founded a big family. As President of FIVA's ANF in Sweden, Motorhistoriska Riksförbundet (MHRF) he earned much respect too; in 2010 he was awarded by MHRF for this.



We will therefore remember Horst as a FIVA leader who has opened many new horizons for FIVA, and an engaging character who we will always remember with much gratitude and a smile.

Horst passed away on 19 June at the age of 73. All our sympathy and condolences go to his wife Gia and all his children, grandchildren, other relatives and friends.

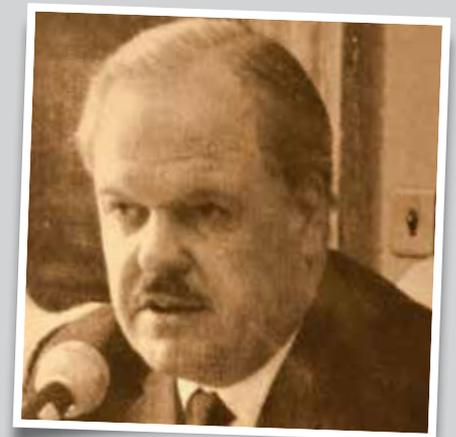
In memory of Phillip Mann

It is with considerable regret that we convey to you the news of the sad demise of another former FIVA President, Phillip Mann, who died in Switzerland aged over 100 years. Not only was he the president of the Vintage Sports Car Club from 1969 to 1971, he was one of FIVA's pioneers, already serving the FIVA Committee in the early years. Between 1972 and 1977 he was FIVA's second President.

The third of four brothers, Philip was born into the post-WWI period of Spanish flu and died just as Covid-19 is creating a similar crisis - neither of which affected him though. Educated at Harrow, Philip Mann had an early fascination with technical matters, nautical, aeronautical and mechanical. After school he had an MG M-Type,

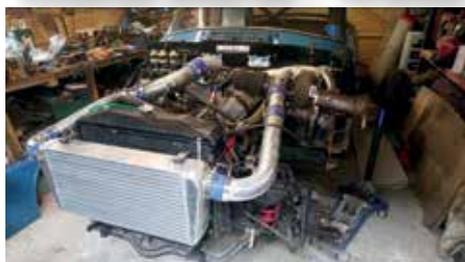
though by the early 1950s, he had a Bentley, a Red Label Vanden Plas-bodied 3-litre, which was to be his main family car for the next ten years. This always perfectly turned out car (a winner at Kensington Gardens Concours) was to be the catalyst for Philip's vintage car interests and involvement.

With a rather eclectic taste in cars, the Bentley was soon joined by a 1908 Sizaire-Naudin, a 1908 Hillman Coatalen, a 1922 Grand Prix Sunbeam, a 1926 137 Bugatti, a 1924 Alfa Romeo RL TF, and the Brooklands 1919 Straker-Squire. But most important of all was the 1914 Grand Prix Mercedes that had been left behind in the UK after WWI, and that he restored to former glory.



Living between Florida and Switzerland, he found time to publish a book on porcelain military figurines (which he also collected). He maintained his interest in cars, and was driving up to the age of 95, before passing away at his home in Montreux with his daughter and a son present, lucid to the last.

The World's Fastest Jensen



This is likely to be one of our shortest update for some time for reasons that will become obvious.

The continuation of lockdown coupled with our decision to forego this year's American adventure has led us into areas of the car that we have avoided until now.

Our story starts following a conversation with an engineer who happens to work for the McLaren Formula one team. The conversation centred on high pressure air above enclosed wheels. Due to his experience working on Le Mans prototype cars and the McLaren range of high performance road cars, we learned that the solution to any unwanted lift inside the wheel arches is an 'exhaust' vent above the centre of the wheel.

The forward thinking design of the C-V8 included a vent below the headlight and this cool air was tunnelled through the front wing in a cavity between the inner wheel arch and the front wing. This cool air was then directed into the chassis before being vented into the front of the passenger compartment. A 1960's version of air conditioning.

We plan to use this cavity to remove the unwanted high pressure above the wheel and direct it to atmosphere before it gets the chance to create any instability.

As a means to investigating the most practical way of fabricating this we removed the front wings for the first time since the car was assembled.

This removal of panels that had never been attempted before did give yet more cause for the wonders of the universe.



In May 2018 the car was driven on the sands of Pendine beach, it was then stripped down for cleaning, all the suspension components were removed and refitted as was the engine and gearbox assembly and the interior such as it is.

The rebuilt car was then shipped 3000 miles by boat followed by an 1800 mile trailer trip, raced upon the salt at Bonneville then pressure washed, a further 2000 mile trailer ride and the return journey by sea.

Upon it's return it has since been stripped and rebuilt yet again, amongst countless trailer rides to shows all over the UK.

So, how is we still have sand from the beach sitting at the end of a chassis tube! Marvellous stuff that Welsh sand!

Half way through May we were very happy to receive an email from Dave at Emerald. He had some space coming up and asked whether it was possible to drop the car to his workshop in Norfolk for the engine tune and dyno work.

Of course we jumped at the chance to get this massive hurdle out of the way. Assuming Dave doesn't uncover any unexpected problems and we are able to get our projected figures out of the engine set up on race fuel this will mean the mechanical side of our project is complete.

A major box ticked!

Alas Dave's optimism was slightly misplaced and they have been unexpectedly busy, great for them! Not so great for us, we, quite correctly, are not an urgent priority and Dave (with our blessing) has not been able to get on with the car quite as quickly as we all hoped.



Still it's in the right place and we have confidence he'll get the job done as soon as he practically can.

This did provide us with another opportunity for some fun and games.

The Jensen Owners Club like so many other has had most of their activities curtailed by the ongoing pandemic and as such have decided to carry out their highly respected concours competition on line.

As the car was outside and it was a beautiful day we decided to enter with the following images.

A sure fire winner we're certain you'll agree!

The good news continues as despite the current global situation speed week is going ahead. We are still convinced we have made the correct decision as even though the event is a matter of weeks away it is still not possible to fly to America.

We will take this opportunity to wish all the spectators and competitors a fantastic and safe event. The salt looks perfect and we're sure the queues will be much shorter than usual.

We think a lot of records will be broken this year.

Don't forget you can keep up to date with their progress via their website <https://worldsfastestjensen.co.uk/>



As you know our Vice-President David Davies provides us with a vast array of Club News in each edition, however just prior to publication David was taken ill and unable to produce copy. He is recovering well, and we remain in contact with him. The Federation Team are thinking of him and wish him all the very best in his recovery.

In the meantime, I hope I can provide some items of interest in the Club News section.

Rootes Archive Centre Trust

Rootes Archive Centre Trust have joined the Community Archives and Heritage Group. An organisation to bring smaller bodies together to assist with training, information and advice. Their new flip book format also showcases some of the recent donations received ranging from a Rootes Special Tool to a collection of period Rootes adverts. They also mark the 50th Anniversary of the ending of Singer car production in the UK, a very informative article by Nigel Hughes.

'Sunbeam Times' keeps members connected during lockdown

For those who have viewed the COVID-19 survey results (<https://fbhvc.co.uk/news/article/fbhvc-covid-19-survey-results>) you will know some clubs have embraced different ways of contacting their members. The Sunbeam Motor Cycle Club was no exception, Julie Diplock, their Editor set up a newsletter entitled 'Sunbeam Times' to keep in touch with club members during the lockdown period. She was conscious that many of the members were in the vulnerable group and self-isolating, so she had a good idea to fill in the gap between their bi-monthly 'Sunbeam Club News', which she edits. 'Sunbeam Times' was issued via email and via post to those members without email addresses. She confirms it has been very well received.



Upon viewing their first issue I was particularly amused by the cartoon image on the front cover. 'The Old Norton' image is by Mark Powell who is a motorcycle illustrator and the motorcycle featured is a WWII Norton 16H 500cc. Thank you to Mark for letting us use the image.



The Morgan Sports Car Club are offering a rally plaque for sale to raise money for NHS/carer charities and this is now available via their website

<https://www.morgansportscarclub.com/>

Sales have exceeded a wonderful 500 – generating £5,000 for the NHS charities.

Keeping in the same theme of charities, the TR Register also have a plaque for sale to raise money for the NHS. It's entitled "Triumph Over COVID-19" and details can be viewed on the following website www.tr-register.co.uk/nhs

Ten years ago, The 289 Register's newsletter underwent a massive overhaul thanks to Phil Riley who completely revolutionised their magazine. For a small club of just over a hundred members having a magazine at all had been an achievement.

Over the last decade, Phil's quality work and attention to detail have never failed to impress. He kept in touch with many of the big names in the Cobra world and managed to encourage fascinating contributions from them and rank and file club members alike.

As a tribute to him The 289 Register have made available the last ten years of The 289 Register News for its members to read online at no cost (for the latest editions, you have to be a paid-up club member).

If you are interested to view these, please visit their website using the following link: <https://www.the289register.com/newsletters/magsmenu.html>



The 289 Register News Editor Hands on the Baton after 10 Years (Chairman Nik Bagshaw (left) and Phil Riley (right))

BSA Front Wheel Drive Club by Dave Daniels

All websites require a 'Domain Name' to direct users to the web pages. The 'Domain Name' is also used for emails.

Our original website was set up using the domain name bsafwdc.co.uk, however in developing the new website some years ago, a new domain name (bsafwdc.org) was chosen, used and the Club transferred to this. The old domain (bsafwdc.co.uk) was retained for some years but we chose not to renew our subscription to retain it when the subscription expired last year.

We have regularly had spam emails from persons purporting to have purchased domain names like our own (e.g. bsafwdc.net, .com, .co, .com.uk etc. etc.) and of course for a fee they would transfer the name to us so we could 'protect' it. We have never chosen to do this as it would become an endless and costly task.

Please note - our old website domain www.bsafwdc.co.uk has, it seems, been acquired by an unknown party who has used it to create a simple website which displays car-related (but not BSA-related) content. The site makes no claims in respect of the BSA Front Wheel Drive Club, contains none of the legally required ownership information, and at this stage appears to be passive.

We do not however know if email names similar to those used by the Club's officers might have been set up - i.e Treasurer, Editor, etc.

PLEASE NOTE THAT THIS SITE HAS NOTHING TO DO WITH OUR CLUB WHOSE WEBSITE WWW.BSAFWDC.ORG IS UNCONNECTED WITH ANY OTHER.

WE WOULD STRESS THAT ANY PAYMENTS TO THE CLUB - E.G BY PAYPAL - NEED TO BE MADE TO WWW.BSAFWDC.ORG AND DEFINITELY NOT THE OLD EMAIL ADDRESS!

Some members may have records of previous access to the old domain website on their computer web browser and email systems and also PayPal if you have made previous payments which might result in an automatic prompt. Please check and remove all such records to ensure you are not fooled into any future scams etc.

We would also ask you to report and ignore any emails from any email address ending with bsafwdc.CO.UK or indeed any other suffix as these will NOT be from us!

Thank you to Dave Daniels and the BSA Front Wheel Drive Club in alerting their members to the possible situation. If your club has changed domain names, it may be worth checking the details.

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There is one common feature in every Club magazine and newsletter received, and that is COVID-19. Many clubs are offering assistance, guidance, tasks to keep their members occupied, but most importantly, something to look forward to - the promise of continuing with events and meets when it is safe to do so. I do hope you all continue to monitor Governmental advice and be sensible. Next year will come soon enough when we can once again enjoy the great outdoors with our cherished vehicles, dear friends and associates.

It's great to know many clubs have forwarded our COVID-19 Survey results to their membership. Thank you to **The Riley Motor Club** and the **East Anglian Practical Classics** for doing so.

The **Scammell Register** newsletter provides a book review on the Scammell Pioneer published by Kelsey Media. It received a welcomed review, so if you're in the market for some varied reading, why not give it a go?

Old Stager Magazine from the **Historic Rally Car Register** depicts a wonderful tribute to the late Sir Stirling Moss. Included within are some iconic images.

There is a very informative article in the summer edition of Rumcar News from **The Magazine of the Archive of Microcars** on the Zagato Zele, which also features on the front cover. As many of you know the FBHVC featured this model of car at the Lancaster Insurance Classic Motor Show in November 2019. I wonder if David Whale has seen the article?

The John Harris Trial, as featured in the summer edition of the **Vintage Sports-Car Club** detailed some wonderful images of varying generations taking part. Surely this is what it is all about. Oh, and don't worry it took place on Saturday 7 March, prior to the dreaded lockdown!



If you feel up to a challenge, you could always look towards the June edition of 'Windscreen' the magazine of the **Military Vehicle Trust**. Inside are eight images of varying pieces of military

vehicle. Your job is to test your vehicle identification skills and guess what vehicles they are from. Hopefully we'll get to know the answers in a future edition!

There are haunting images in the Take Five magazine from the **Rover P5 Club** of two P5's resting in a scrap yard in East Kent. I wonder if these could be saved?

Inside the **Giulietta Register's** magazine is a 'well-penned' article on Griswold - The roots of the Bay Area Alfa Scene. A must for any Giulietta fan to read.

The **Triumph Razoredge Owners' Club** raise the question of "When is a Razoredge not a Razoredge?" What follows is a detailed expose on the topic with many images!

Due to many clubs not being able to report on events, it comes with no surprise that many are reliving events and experiences. The **Series 2 Club** feature a wonderful piece by Gareth Roberts who in 2007 ventured to Morocco with Betsy his beloved Series 2. How many of us would travel far and wide with our beloved vehicles?

The **Vintage Horticultural & Garden Machinery Club** provide three full colour pages of items sold by auction at Malvern Tractor World, even the prices they sold for! Very interesting indeed.

David Marks provides a detailed explanation, including images, on how to change the discs and pads of an X-350 Model in the **Jaguar Enthusiasts Magazine**. One that even the most novice of person could follow!

As featured earlier in FBHVC News, the **TR Register** showcase many TR's wearing their 'Triumph Over Covid-19' Rally Plates. All proceeds from the sale of each plate will go to NHS charities. Well done indeed.

There is an interesting article in the May/June edition of the **Talbot Owners Club** magazine on vinyl wrapping a Talbot. 'Vinyl wraps allow you to unleash your imagination and customise your vehicle to match your unique style. From basic racing stripes, to complete colour changes - even intricate designs/patterns - the possibilities are pretty much endless with vinyl wrapping.' I must say the before and after images are quite different, but I wonder how many of us would actually vinyl wrap our historic vehicle?

Another boredom breaker is the great **'Mercedes-Benz Club Archive Quiz'** as featured in their publication 'Gazette'. Included are 14 questions, the first being:

What was the actual Christian name of 'Bunty' Scott-Moncrieff, one of the Club's founders? Do you know the answer?

Within the **Buckler Register** magazine, they detail how their stand would have looked at the Practical Classics Classic Car & Restoration Show in March this year. Hopefully they will be able to use the same plan, so that we can visit them in 2021.

The **Citroën Car Club** have refreshed their 'Citroënian' magazine as well as their Club logo! They felt the time was right to review the graphic identity of the Citroën Car Club. 'Supported by Anna and Nigel (who was responsible for the current winged chevrons logotype), I (Phil Chidlow) set to work on some alternatives. If certainly provides the 'new era' the club were looking for.'



The **Sunbeam Motor Cycle Club** News showcase an interesting feature on an 1896 Leon Bollee Tricar attempting to drive from John O'Groats to Land's End to mark its 90th Anniversary. Part one is featured, I hope they make it in part two.

One member of the **Landcrab Owners Club** thought that no one had so far covered models of the Landcrab in their newsletter, and therefore decided to write such an article. Thank you Colin for the interesting article, I didn't realise there were so many to search for.

For the younger members of **The Ford Classic and Capri Owners Club** they have an image of a Ford Consul to cut out and build in the Jan-March 2020 edition. I wonder how many parents and grandparents have had a go!

I suppose being on furlough does have its benefits, as one member of the **Road Roller Association** used his spare time to line up his quintet of Wallis & Stevens Type B Light Rollers for a photo opportunity. Very impressive.

There is an interesting and in depth article in 'The Mascot', the magazine of the **Singer Motor Club** featuring a 1907 Singer 12/14hp car. A truly magnificent machine indeed.

Inside 'County Counsel', the magazine of the **Austin Counties Car Club** one member provides the next instalment to his Austin Atlantic restoration. This particular vehicle was on display at the Classic Motor Show in November 2019. By the looks of it, the owner doesn't have much more to complete, but potentially discusses the option of refurbishing his number plates.

Can you help? One member of the **Francis-Barnett Owners Club** is trying to make up a fibre glass replacement for a pressed tin part and needs an original. The hunt is on within the membership!

Our former Director of Legislation, Bob Owen is also featured in the 'Dormobile Digest' the journal of the **Dormobile Owners' Club**. His childhood memories travelling in the family Dormobile are a wonderful insight into the late 1950s. The feature is also included within the Heritage section of FBHVC News.

Michael Ware ponders one of the most scarce and unusual automotive books in an article featured in the magazine from the **Society of Automotive Historians** in Britain. Motoring in Britain 1895-1940.

The book was for private circulation only and potentially only around 50 copies were published in 1998.

The 'Tom's Workshop' feature in The **Vintage Austin** Magazine states: 'By changing their standard Austin 12/4 and 16/6 clutch arrangements with a Newton Bennett clutch conversion, taxi drivers in the 1930s could save time when carrying out a clutch overhaul.'

The magazine of the **Deux Chevaux Club of Great Britain (2CVGB)** details how to remove and re-fit a windscreen. I must say it is very detailed and a must for anyone wishing to take on the task!

Do you know who Joseph Whitworth was? Most of you probably do not. The newsletter of the **Cornwall Vintage Vehicle Society** provides details into the forgotten engineer who was born in 1803. 'Between 1840 and 1850 he designed and produced the most accurate measuring machine ever, it could measure right down to 0.000001. A degree of accuracy far in excess of the day's needs. To compliment it he also made a system of gauges for cutting threads for use on nuts, bolts and machine screws.

There is an amusing image of a car hitting a submarine in Lisekil Sweden on 19 August 1961 in The **Swansea Historic Vehicle Register's** publication. I'm not quite sure how they managed to rescue the car. I guess we'll never know!

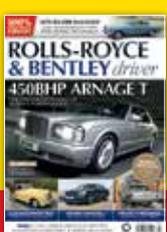
The **H&H Classic Vehicle Club** features an article on the steering wheel. It commences with the very first horseless carriages using a tiller or lever for the front-axle steering. It later moves on to depict the two-spoke steering wheel introduced post Second World War to a single spoke version designed by Citroën in 1955.

Thank you to the **Bristol Austin Seven Club** for providing a reminder of images of the VE Day celebrations on 8 May 2020. Your members certainly took some wonderful photographs whilst in lockdown.

A series of Facebook posts on the 'Albion Trucks and Buses Worldwide' as featured in the magazine of the **Albion Club**, highlight an issue within the advertising departments back in the day. It was discovered that some Albion adverts for new models came



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with illustrations which didn't deem to concur with the bus or lorry being advertised.

A member of The **Goldstar Owners Club** provides a wonderful account about Goldies across the pond in the 1970s & 1980s. It commences with the letter that Pete Burrows sent out to people interested in forming The Gold Star Owners Club.

The secretary of the **Bury Retro Car Club** provides members with details of their new edition - a 1973 Cadillac Fleetwood 75 limousine. The car earned the nickname of 'The Shed' due to finding bags, umbrellas, food (years out of date) and many bottles of oil inside. They had a great deal of cleaning to do!

The **MG Octagon Car Club** features an article on 'Engines for MGs - Their Story after 1935'. A skilfully penned piece, and a must read for MG enthusiasts.

What do you think of when talking or reading about the Royal Air Force? Aeroplanes, fighters, transport planes and bombers I guess? One member of the **Manchester Historic Vehicle Club** provided an insight into the RAF. "I was lucky when doing my National Service in the early 50s to be given the trade I wanted, namely, a Motor Transport Driver (MTD). Having passed the driving test before I joined up at 18 years of age, I was over the first hurdle and on the way to becoming an MTD and driving some of the variety of vehicles used by the Air force."

Another boredom buster is provided in the newsletter from the **Horsham Historics Preservation Society**. This time a lockdown foodie quiz.

The **East Anglian Practical Classics** newsletter features part 2 of an MG TD restoration. It commences with the rolling chassis in October 2016 and completes in June 2019. I hope the owner has enjoyed the fruits of his work!

There are many interesting articles on members cars within the **Dellow Register's** 'Gazette'.

The quarterly magazine of **The Steam Car Club of Great Britain** features 'Through the Alps to the Apennines' by P.G. Konody (1911). A re-print of the main parts of a book which is an account of a motor tour by one who loves motoring for its own sake - in other countries. The car hired is a White 30hp steamcar, registration LB 6324, and the tour covers over 3,700 miles.

The **Colchester Vintage Motor Club** publication features details of their Zoom Quiz. A virtual quiz divided into four rounds - numbers, Europe, really old historic events and sitcoms of the seventies. I hope they had lots of fun.

A wonderful 'trip down memory lane' is depicted in 'Impressions', The **Imp Club** magazine from Peter Badenoch, who worked for Rootes Motors from 1956 to 1962, recalling attending the launch of the Sunbeam Imp Sports Sedan Dealer Preview.

The **Morgan Three Wheeler Club** provides a book review on 'Transmogrification' by John Bradshaw. The book covers the history of 'Muriel' his Morgan-Ariel-Special. One musing is the discovery of the 1930s steering wheel at the side of the road by a schoolboy!

The 'wizard' of Brooklands, aka Daniel R. O'Donovan started his racing career riding a Singer motorcycle in the 1912 Junior TT. This detailed story is portrayed in the magazine of the **Norton Owners Club**.

One member shares his memories of his 1934 Carlight Caravan - 1969 to 1976 in the 'Wanderer' the **Historic Caravan Club's** publication.

A guide to navigating the **BSA Front Wheel Drive Club's** website is featured in their bulletin 'Front Wheels'.

Another memory is featured in the **Yeovil Car Club's** magazine 'Tyre Squeals'. 'MG Dorset Group Head for Guernsey'. The planning meeting started in January 2015 and the adventure commenced in June 2015. It looks as though all attendees had a great time.

The **Pre-1940 Triumph Motor Club** features "cigarette card" cars. Did you know that 'The John Player "Motor Cars" collection of 50 cigarette cards issued between 1936 and 1937 contained three Triumph's? Number 46 shows a Triumph Gloria two-litre Vitesse Saloon, number 47 a two seater Gloria "Southern Cross" and card 48 a two litre Dolomite Saloon.

Did you know Lego produced a Fiat 500 model? Well neither did I. According to Fiat 500 News, courtesy of the **Fiat 500 Club** UK, one of their members received

one as a lockdown project from his daughter. If you're a Lego and/or a Fiat 500 fan you may wish to investigate!

Featured in the 'Peugeotist', the magazine of **Club Peugeot UK** are a couple of members re-telling their stories of their first car. One lady aged 94 purchased her car for 635,000 francs (around 15,000 Euros today) in 1954, two years after getting her licence at the first try. The Peugeot 203 was her first, and so far, only car. What an achievement!

The trials and tribulations of parts manufacture are detailed in the **Rapier Register** News.



Congratulations to the **DAF Owners Club** for celebrating your 40th Anniversary. Let's hope you can get out and enjoy it fully in 2021.

Congratulations to the **Triumph Roadster Club** on reaching their 60th Anniversary. Their latest 'review' reflects upon the formative days of the club, how it was founded and for what purpose.

50 Years of the **Magazine of the Austin Seven**. It was in 'the summer of sixty-nine' that ten Austin Seven clubs decided it was time to unite all British Austin Seven enthusiasts and so they created the legendary **Magazine of the Austin Seven**. The first edition appeared in January 1970. Who would have dreamt that half a century later each new issue of the Magazine would be so dearly cherished by thousands of readers worldwide? Words by Hans Hommes, The Austin Seven Clubs' Association.

2020 sees the 20th Anniversary of the **Vintage Minor Register**. Their magazines will feature many articles to mark their anniversary. Congratulations.

Did you know... 2020 marks 50 years since the introduction of the YRQ; Bedford's first coach with a mid mounted engine. The YRQ morphed in stages into the complete Y type range and for Bedford it was possibly it's most important development in the PSV sector for many years. Courtesy of the **Bedford Enthusiasts Club**. Taken from their Summer edition of 'The Bedford Legend'.



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