

# FBHVC news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 5 · 2020



## *Introducing* International Laverda Owners Club

**Plus**

**London Concours**

**One member gets to visit a car show... at last**

**Tyre Consultation**

**What the decision on a ban on tyres over 10 years old may mean**

**Why does a domain name matter?**

**The importance of having a credible web domain**

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## Editorial Wayne Scott Communications Director

There is no doubt, challenging times are here to stay, for the time being at least. But don't let that discourage you from doing what you can for your club or other historic vehicle related organisation.

More than ever, if you are a volunteer, you are needed. You are needed because we all know that clubs in particular are finding themselves having to justify their existence in order to retain those all-important membership numbers. Whilst we are unable to have our local meets and events, many clubs are using digital methods to stay in touch.

Video calls, WhatsApp, Social Media, Websites and Forums are all becoming an essential part of the club landscape. Then there are the more 'traditional' communication methods, such as club magazines. All these outlets are crucial. We know that communication is the key to membership retention and that, thanks to the diverse range of ages we have within the community, you need to be across all of them in a way that means each different platform complements the other. Those club magazines need to be the best they can be, take this opportunity to share your knowledge to research a part of history pertinent to your vehicles. Promote your other activities online and encourage members to get involved, even if it means venturing into the digital world for the

very first time. Hold virtual gatherings and events and try to include those who might find the digital world challenging.

Whilst member discounts, insurance schemes, club merchandise and other elements of club life are important, by far and away the most crucial is keeping in touch. It is, after all, people that make clubs great. People like you – so keep at it. Don't be discouraged by the challenging world around us, we are all right behind you in support.

Indeed, at the FBHVC we have also spent the time re-assessing certain elements of our own existence. In particular, our national event: Drive it Day. We felt that as we enter new and more uncertain times the event needed re-positioning. Not only to better fulfil its brief of getting as many historic vehicles out on the roads to start the season and raise awareness amongst the public of our movement – but also to contribute something more to our society. To that end, please read on for an exciting announcement within these pages of how the FBHVC have joined with a very worthwhile charity to raise money through our Drive it Day activities. As ever, we will need your support and involvement to make this a success, not only for the historic vehicle movement, but for the country as a whole. Read on for more and until next time, keep the faith, remain positive and most importantly, stay safe.

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

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

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## Introduction

*It is with great pleasure and not a little trepidation that I write my first article for the magazine having taken up post this summer. I hope to put my legal experience, knowledge and passion for historic vehicles and vintage aircraft to good use as there are a number of similarities in the legal and other challenges facing these two communities. I am pleased to report below one quick win!*

Following in the footsteps of Bob Owen and Ian Edmunds as caretaker is quite intimidating and fortunately for them and you, I can continue to rely on their compendious knowledge and wise counsel as they continue as members of the Legislation Committee. Having conducted a 'due diligence' exercise on the role and heard their promises that matters were all quiet on the legal front, I have not necessarily found that to be the case! In comparison with the legislative issues they have valiantly dealt with on our behalves over the last few years, things may be calmer. However COVID has not prevented the Department for Transport (DfT) promulgating their response to an issue which is of great concern to our large vehicle colleagues, nor put the brakes on their issuing a plethora of new initiatives and consultations summarised below which might impact the historic vehicle community and which the Legislation Committee will monitor and react to as necessary.



## Tyres

Readers will recall from earlier articles in this journal that, following a strong and high profile campaign arising from a tragic coach accident in September 2012, heightened guidance was provided by government on the age and condition of tyres on large vehicles when they were being tested. The Government followed this up with a formal 2 month consultation process in June last year. This was with the aim of legislating for a ban on the use of tyres 10 years or older on "heavy goods vehicles, heavy trailers, buses, coaches and minibuses" and possibly also a similar maximum age for tyres fitted to taxis and private hire vehicles. The consultation also proposed to ban the use of retreaded tyres on such vehicles irrespective of the retreaded tyre age. The worst case scenario was that vehicles within the defined class would have to replace all of their tyres on a 10 year cycle, a prospect which would have had disastrous consequences for the historic large vehicle community. To be fair, the consultation document did recognise the plight of historic vehicles and proposed an exemption for vehicles of historic interest (VHIs) provided they were not in commercial use. Whilst the Federation supports safety initiatives that are justified by the evidence (and we as a community will lose public support if we do not), the 2019 consultation conceded there was not universal scientific support or determinative evidence for an age related limit. Condition was far more important. Since commercial operators generally wear out tyres well within 10 years and historic vehicle operators do low mileages and are recognised as looking after their vehicles well, it was argued this did not seem to support the impetus for change.

In addition, setting a calendar related limit on a roadworthiness item as opposed to "on condition", would set a worrying precedent.

The Government disagreed and their full response can be read here: <https://www.gov.uk/government/consultations/banning-tyres-aged-10-years-and-older/outcome/government-response-to-the-consultation-to-ban-tyres-aged-10-years-or-older>. The good news is the worst case scenarios have been avoided; the 10 year tyre limit will only apply to the steering axle and retreaded tyres will be treated in the same way as first life tyres. In addition, the government have listened to submissions from the Federation and others and has exempted most large VHIs. The less good news is that by following the existing road testing requirements laid down in the Motor Vehicles (Tests) (Amendment) Regulations 2017, our post 1959 HGV colleagues will feel they have been unfairly penalised again. So all pre 1960 lorries, buses and coaches which are not required to be tested (so long as they are not used commercially or have not been substantially altered) will not be subject to the 10 year tyre rule. However, post 1959 HGVs, even if they qualify for VED exemption, will have to comply. I will not detail the legal principles involved, but the Federation conclude that a legal challenge (by an application for Judicial Review) to the Government's response would not succeed. However the Federation will seek to ensure that the legislative changes (to secondary legislation such as the Construction and Use Regulations) being drafted do not make matters worse.





## Department for Transport Consultations

In relation to one of the DfT initiatives referred to above and staying with our large vehicle colleagues, the FBHVC is seeking to be a stakeholder on a review directed at the provision of large vehicle testing and also to obtain a longer exemption period from testing based on an acknowledged lack of capacity in the system due to the COVID shutdown of the testing centres.

Other consultations currently under scrutiny by the Federation are:

- a. Proposed changes in guidance in the Highway Code principally concerned with pedestrian, cycling and equestrian safety and;
- b. The use of Automated Lane Keeping System technology (ALKS) on motorways which will almost certainly involve legislation.

Whilst the Highway Code changes appear on the whole innocuous and coherent with a reprioritisation of safety emphasis, the ALKS proposals are more 'ambitious'. Based on the introduction to the document they are clearly intended to be:

*"[T]he UK has a unique opportunity to exploit the regulatory flexibilities that come with our position as an independent nation and we will*

*explore how to use these flexibilities to build on our world class research base and open regulatory environment for automated vehicle technology."*

There are obvious concerns about how such technology which is intended to allow extended periods of 'hands off driving' will work and identified concerns will be applicable to all vehicles. The Committee will be alert and respond to issues which may be of particular significance to those driving historic vehicles on the major highways. One might immediately think that as a minimum automated vehicle sensors need to be able to sense, analyse and take action when faced with historic vehicles whose speed, lighting and even shape may differ from modern vehicles. Again, there are some lessons from the commercial air transport world which may bear rereading on man (woman) versus computer.



**Department  
for Transport**

## London DVS

Some better news for our "historic" HGV colleagues. Again a previous newsletter will have mentioned that as a result of some appalling fatal accidents involving cyclists and HGVs in Central London, Transport for London (TfL) are introducing next year a Direct Vision Standard Safety Permit Scheme (DVS) for HGVs over 12 tonnes in Greater London. The Traffic Order recently passed by TfL, mandates that to enter that area, such large vehicles will need a Safety Permit which will only be granted if they are fitted with certain equipment (including additional blind spot mirrors, cameras and side under run protection). While the guidance booklet for the Scheme listed historic vehicles as exempt from these requirements, the Traffic Order itself was silent on the issue. Virtually my first task in post was to clarify the position. I am happy to say that TfL responded to me in a commendably timely and comprehensive manner confirming my belief that a newly inserted general power in the Order does the trick. However, whilst this means that historic vehicles over the stated weight are exempt from the Scheme and the need to apply for a Permit (so long as they are not used for commercial purposes), this does not exempt their operators or drivers from potential liability if the "privilege" is exercised and the worst happens. Having driven the latest tri-axle 13.2 metre coaches in London, it is my view only a very "brave" (code for "unwise") HGV driver would dice with normal London traffic without the benefits of DVS equipment. The expectation is that historic vehicles will only be in the area covered on occasions such as parades or events when the traffic is otherwise quiet and crowds can enjoy the spectacle.

## Environmental Initiatives

Space only allows a brief mention of local authority CAZ and ULEZ and devolved government transport initiatives. The heavy lifting on responses to many of these has largely been done by my predecessors and the results largely uniform and positive for the VHI community. However government Climate Change goals are ever developing and mutating; you will have seen during the COVID

crisis an emphasis by councils on cyclist and pedestrian zones in town centres and although some zones have been postponed as the crisis and changes in government policy have made them less urgent, they may emerge in enlarged forms requiring Legislation Committee's attention once more.

...All quiet on the legal front!

Not quite.

# What the Tyre Decision May Mean

James Fairchild

Earlier in this issue of FBHVC News, my new legislation colleague Lindsay summarises the recent decision made by the DfT regarding the consultation on banning tyres over 10 years old. In a nutshell, buses under 41 years old are affected, plus all trucks manufactured 1960 or later, and in respect of the tyres on their front axle only. Buses and trucks older than the above are exempt. The change does not affect cars, motorcycles or agricultural vehicles. In the case of buses used commercially, any such post 1960 vehicle needs to comply with the ten year tyre age limit on the front axle. The disparity between trucks and buses is most disheartening.

In Issue 5 of 2019 I gave some thoughts to vehicle owners, which I expand upon below. It follows that whatever any of us in the historic vehicle world may think about this change and the rationale behind it; we all have a duty to comply with it in order to maintain our collective status as a low risk, compliant heritage sector.

To those who are lucky enough to benefit from the exemption from any impending legislation, I have two pleas: firstly please continue (as 99% of you are doing anyway) to check all your tyres before going on the road, and secondly, if your club is considering commissioning a bulk order of hard-to-find tyres to support owners of post 1960 vehicles, please consider including your pre-1960 vehicle in that order to assist viability.

In a nutshell, if you have a vehicle that is 'caught' by the legislative proposals that you intend on using in the 2021 rally season, you will need to source two new front tyres. At the time of writing, the detail is awaited. I anticipate that the offence will be 'using' a non-exempt vehicle on the highway, hence even if one passes a Test just before the legislative change happens, one will need to comply from the effective date.

An issue that upsets many people is the

fact that outgoing front tyres currently fitted to historic vehicles are not 'worn out' either in respect of tread depth or overall condition. We all have a duty to both our wallets and the environment to make sure that those outgoing front tyres are reused on the rear axle of the same/a different vehicle, where this is possible. Of course, the tyre must be thoroughly inspected and assessed before such reuse occurs. If the tyre is to be stored before reuse, then some thought is needed towards the correct conditions for storage of tyres. I understand darkness is good as it is UV light that contributes to deterioration in the structure.

Those with young timer vehicles may find that the modern day bus and truck industries are a source of compliant under-ten-year-old tyres. Many fleets will replace tyres at a tread of say 4 or 5mm, with the redundant tyres being passed back to tyre dealers and sold as part worn. Such tyres may well last until their 'expiry date' on a limited mileage preservation vehicle. Those with older vehicles will not have this luxury.

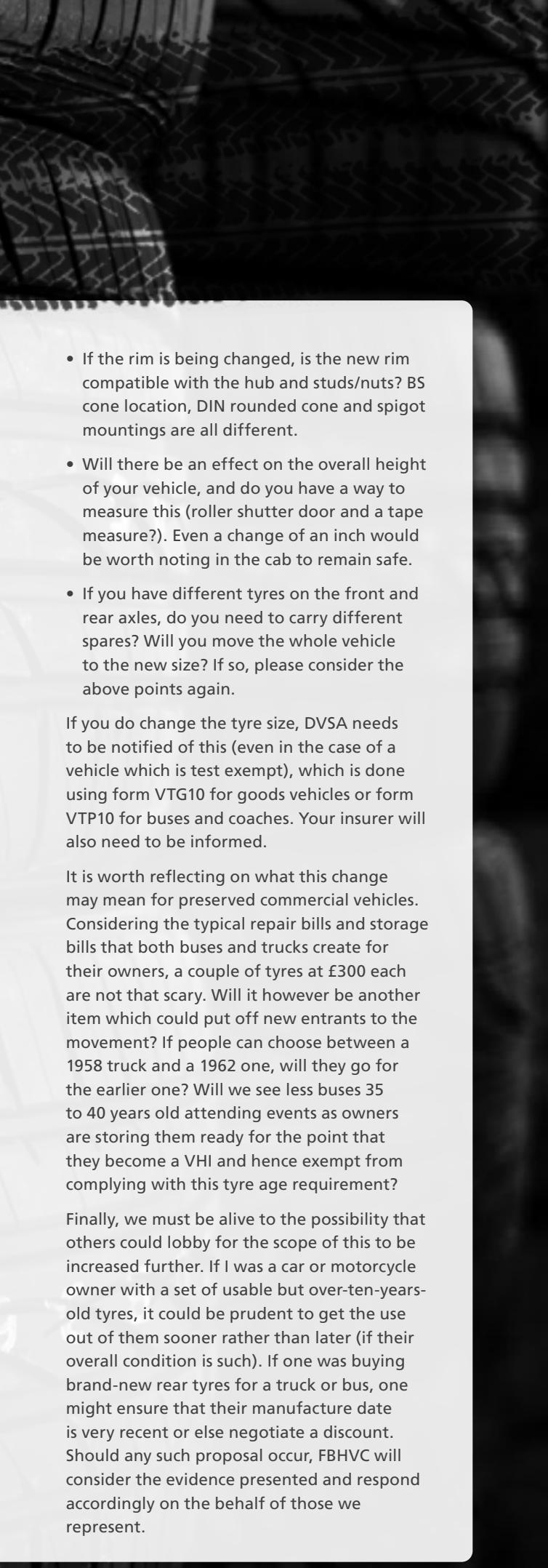
It is worth pointing out that commercial vehicle tyres are often available as either steer or drive tyres (differentiated by their tread patterns), and more recently as 'all position' tyres. There are also trailer tyres or FRT (free rolling tyres) that are only for use on trailers and not drive or steer axles. My understanding is that a steer tyre may be used on a driving axle but not the other way around. Please take the advice of a commercial vehicle tyre expert.

The consultation outcome allows 'remould' tyres to be used on the front axle of a commercial vehicle provided the retreading process was done less than ten years ago. I intend to explore the possibilities of retreading further (specifically, whether it is an option for some of our obsolete sizes), and will approach the subject with an open mind,

even though long established guidance has been not to put retreads on the front axle.

Vehicle owners may wish to give some thought to changing the wheel/tyre size to something common. Unfortunately, almost every truck builder from the 1960s has either closed down or been sold at least twice, so there will be no manufacturers technical helpline available. What we do have is the amazingly knowledgeable club network, as well as commercial vehicle tyre fitters and specialist heritage commercial restoration businesses. I will not pretend to understand the technical considerations that one needs to appreciate when contemplating this, and will instead give a (non-exhaustive) list of things that might be considered:

- Will you change just the rubber tyre, or the metal wheel rim as well?
- Will the new rubber have a greater circumference (in which case, will it foul any other equipment in the wheel arch) or a lesser circumference in which case will vehicle ground clearance remain acceptable?
- Are the load index and speed rating of the tyre comparable with both the previous tyre and also the manufacturers specification for the vehicle, where this is known?
- Can the vehicle be downrated (in terms of its maximum authorised mass) and would this enable tyres of a lower load rating to be fitted?
- Will a change in width to either tyre or rim be acceptable (the first number in a tyre size – inches in the older format and millimetres in the current)? Will track rod ends and so on be fouled? If you are going smaller, what effect might a lower braking surface have?
- If a new rim is being used, what else needs to change? Brake drum? The hub?



- If the rim is being changed, is the new rim compatible with the hub and studs/nuts? BS cone location, DIN rounded cone and spigot mountings are all different.
- Will there be an effect on the overall height of your vehicle, and do you have a way to measure this (roller shutter door and a tape measure?). Even a change of an inch would be worth noting in the cab to remain safe.
- If you have different tyres on the front and rear axles, do you need to carry different spares? Will you move the whole vehicle to the new size? If so, please consider the above points again.

If you do change the tyre size, DVSA needs to be notified of this (even in the case of a vehicle which is test exempt), which is done using form VTG10 for goods vehicles or form VTP10 for buses and coaches. Your insurer will also need to be informed.

It is worth reflecting on what this change may mean for preserved commercial vehicles. Considering the typical repair bills and storage bills that both buses and trucks create for their owners, a couple of tyres at £300 each are not that scary. Will it however be another item which could put off new entrants to the movement? If people can choose between a 1958 truck and a 1962 one, will they go for the earlier one? Will we see less buses 35 to 40 years old attending events as owners are storing them ready for the point that they become a VHI and hence exempt from complying with this tyre age requirement?

Finally, we must be alive to the possibility that others could lobby for the scope of this to be increased further. If I was a car or motorcycle owner with a set of usable but over-ten-years-old tyres, it could be prudent to get the use out of them sooner rather than later (if their overall condition is such). If one was buying brand-new rear tyres for a truck or bus, one might ensure that their manufacture date is very recent or else negotiate a discount. Should any such proposal occur, FBHVC will consider the evidence presented and respond accordingly on the behalf of those we represent.

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The continuing restrictions imposed by the Covid-19 precautions mean that DVLA still only have a proportion of their staff working in the office. Even so from the reports we have received it seems that the majority of transactions are taking place as normal even if with extended turnaround times. Similarly, the unavoidable backlog from the period when DVLA could not accept incoming mail is being cleared.

The Federation does of course respect these necessary safeguards although it does mean that unfortunately our new contact has not yet been able to address our more major issues but has helped us with answers to one or two simple queries.

## Technical & Events

Malcolm Grubb

## Events

Some good news at last, events are beginning to reappear on club and organisers' websites and magazines. Of course, they are all having to operate within the constraints of the 'Covid Safe' and 'socially distanced' guidelines, as they apply in each part of the UK, but at least they are being promoted and entries are coming in.

Notable, high profile events such as the London to Brighton Veteran Car Run (on 1 November), the Goodwood Speed Week (16 -18 October) and the Cornwall Motorsports month (throughout September) are now active. Links to all three are shown below.

Similarly, several villages and clubs are promoting their Historic Vehicle shows and my first is at Cobham on 12 September as part of the Brooklands Museum display.

Also, it's really good news that so many of our museums are open once again having met the Covid Safe requirements. Compliance was a necessary, but unbudgeted, expenditure so they now need visitors (i.e. you and your friends) to come along and spend your money so they can continue to operate in these cash strapped times. Think of it as investing in their future, so that future generations can enjoy them too.

In addition, professional organisers have used their e-newsletters, social media and websites to relaunch their 2020 and 2021 Event Calendars. A surprising number of UK events (Regularities and Tours) are on offer for 2020 so if interested please use the links below for the latest information.

**Bespoke Rallies** <https://www.bespokerallies.com/>

**Classic Rally Press** <http://www.classicrallypress.co.uk/home.html>

**ERA** <https://www.endurorally.com/>

**HERO** <https://heroevents.eu/>

**Rally the Globe** <https://rallytheglobe.com/>

**Rally Round** <https://www.rallyround.co.uk/> is no longer running car rallies or driving adventures, but Liz and her team will be missed and we wish them all well.

**Goodwood Speed week** <https://www.goodwood.com/grr/event-coverage/goodwood-speedweek/>

**Cornwall motorsport month** <https://www.cornwallmotorsportmonth.com/>

**London to Brighton Veteran Car Run** <https://www.veterancarrun.com/>

## Motorsport UK Update

### Does your club have a trained Safeguarding Officer?

MSUK have teamed up with the NSPCC and Sport England/Wales/Northern Ireland to create the Child Protection in Sport Unit which is developing a range of policies, training modules and webinars for clubs. Details are available at <https://thecpsu.org.uk/>

My thanks to the member club who drew my attention to changes in the NOVA procedure. It appears that HMRC now require a NOVA to be completed for any vehicle, imported or not, if it is unregistered or has had a break in its registration. As before DVLA will not register the vehicle until they receive confirmation from HMRC that no tax is due. We can only assume this change in procedure is to close a loophole that is being exploited somewhere in the system. At the time of writing we are awaiting clarification from HMRC of the implications for historic vehicles. I hope to be able to report more fully in the next edition of News.

## Technical

### FIVA ID Card – for Vehicles of Historic interest that are over 30 years old.

These can be applied for online via the FBHVC website <https://www.fbhvc.co.uk/fiva>. The vehicle owner/agent completes the bulk of the information, with photos, online and then submits the application. The vehicle will subsequently be technically inspected by the FBHVC Technical Administrator, or his delegate, and details verified or queried. After approved the ID card will be issued via the FBHVC office once payment has been received.

### FIVA Young timer ID card – for Vehicles of Historic Interest between 20 & 30 years old.

This is also an online application and basically follows the same processes as for the FIVA ID Card.

## Smartphone Rally App

Although some smartphone apps have been available for a while, have you considered using these for your club events? In the Covid restricted world these make a lot of sense as the 'crew' can stay in their car, the need for human marshals to man a control is reduced or eliminated, as can be the roadbook for a Touring or Regularity event. They may also enable electronic signing-on and scrutineering without any human interaction, e.g. pens and paper.

If you want more information, then please email me at [events@fbhvc.co.uk](mailto:events@fbhvc.co.uk).

An equivalent initiative has been setup for Scotland between Children 1st and Sports Scotland.

<https://www.children1st.org.uk/>

<https://sportscotland.org.uk/>

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## Don't wait - you may be too late!

If you are a Club Official, you might want to check that someone has completed the Club section of the Federation's 2020 National Historic Vehicle Survey on behalf of your Club.

The Federation has had a great response from individuals, some who are members of Clubs and many who are not. We are well on the way to being able to claim that the Federation's 2020 Survey is the largest National Survey in the world. Initial indications are that it will certainly be the most far reaching and comprehensive survey ever carried out into the historic vehicle world.

Aside from the enthusiast survey there is a separate Club survey which only needs to be completed once for each Club. Many Clubs have completed the survey but if your Club is one of those who has not, please help to ensure your voice is heard and your Club represented. There are only a few days left to complete the survey, it closes on 12 October.

There are many anecdotal stories about Clubs losing members, about the rise of Social Media and younger people not having the level of interest in historic vehicles that those of us 'of a certain age', did in the past. With the help of every historic vehicle Club, both members of the Federation and others, we can separate fact from fiction and 'false news'. Help us do that by making sure your Club has completed the Clubs' section of the 2020 National Historic Vehicle Survey.

The survey can be accessed from the Federation's website or directly at [www.fbhvc.co.uk/2020-club-survey](http://www.fbhvc.co.uk/2020-club-survey)

The results of the survey will start to be made available to all Federation Member Clubs at the end of the year.

## SORN - are these vehicles forgotten historics?

The Federation has been working on the 2020 National Historic Vehicle Survey for some months.

Preparatory work for the Survey suggests that there are around 1.5 million historic vehicles registered with the DVLA and over 700,000 enthusiast owners. However, an interesting fact is just beginning to surface; there is a significant number of historic vehicles that are registered as on SORN. Are these vehicles under restoration, stored awaiting restoration or in a garage or barn waiting for Prince (or Mechanic) Charming to come along?

The Federation's 2020 National Historic Vehicle Survey touches on SORN vehicles but not on the intentions of owners and prospects for the vehicles.

If you know of vehicles on SORN or indeed have vehicles of your own, tucked away, waiting for time to restore them, please get in touch, email us on [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)

The Federation is hoping to undertake future research into vehicles on SORN and in particular the prospects for these vehicles returning to the road. Your input will help with the planning of that research. Please contact Paul Chasney, Research Director via [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk) or forward your information via post to FBHVC, PO Box 295, Upminster, Essex, RM14 9DG. We look forward to hearing from you.

*Having given you some "food for thought" on the Archiving scene over the last few editions I have for the last few weeks been helping some clubs to fully understand their current position and archiving plans.*

Everyone I have spoken to embraces the need to fully record and then safeguard club archive material. Many, though, are finding it hard to broach the subject with the holders of this information for fear of upsetting club Archivists or model specialists and then losing their cooperation and expertise as a result of it being felt these key club experts were doing something wrong – which they are not!!

My advice to overcome this issue has been to get club committees to collectively use the Archives checklist we created, and which you can download off the FBHVC website (in the about section), during a committee meeting so that everyone is embarking on the Archiving journey together and can have their input to the questions posed. As a consequence, everyone seems to be more open and receptive to change and the whole process starts off far more efficiently.

This checklist really is the starting point and a number of clubs have tried to jump forward without completing it and then had to return to complete it after they realised they had not fully analysed their base position and had too many unanswered questions which prevented them making informed decisions.

There is no panic to get these changes made so it is important that you both enjoy the process but can also see the tangible benefits of your efforts as you proceed. You will come to realise that Archiving is a long game that is very satisfying when you have put great foundations in place but is immensely frustrating when you have not.

If you need any further information or advice on your Archiving journey you can contact me at: [archives@fbhvc.co.uk](mailto:archives@fbhvc.co.uk)

## What's in a Domain Name Tim Jarrett

In response to the BSA Front Wheel Drive Club's message regarding their change of internet domain name, I felt it might be a good idea to write a short piece providing some advice on domain names and their management.

I'd love to start this article with an inspiring picture of an historic vehicle – but alas IT matters are rarely that exciting!

Clearly in the modern world every club requires some form of internet presence and for maximum credibility this should be identified by its own domain name for web pages and emails. In the case of the Federation it is fbhvc.co.uk. The registration costs of a domain are relatively low each year; but just like a car number plate, over time it acquires greater significance and its value can extend far beyond the annual renewal fee. Therefore selecting the right domain name from the start is an important step.

However; there are of course very good reasons to change a domain name. For example: A change of organisation name, a shorter domain being more convenient, an easier to understand acronym, or even just a refocus of activities. However, this is a process that ideally needs to be managed carefully, so as to preserve the value you have built up.

# So why does a domain name matter?

## Convenience, Familiarity and Professionalism.

It is of course easy to recognise a domain name that refers clearly to your subject matter. Keeping it consistent within all communications means that it becomes easy to remember, easy for people to recognise and looks professional.

## Authority, Links and Search Engines.

Perhaps slightly less visible to most people is the value built up with Search Engines such as Google and Bing. In very brief terms, the longer a website domain has existed, the more people that link to it, and the more useful information it has: the greater its online 'Authority' on the subject matter. This is of course critical for any commercial organisation, but is also important for a club or museum wishing to have the authoritative source of information on any given subject.

Registering multiple domain for an organisation can be a two edged sword. It's always important to have a key domain you focus efforts on. Secondary domains can help protect your brand, but can cause confusion. I would normally only recommend registering any obvious variations such as .co.uk and .com and keeping any previously used domain alive and suitably forwarded to preserve their value.

In short - nothing trumps having an informative and well written website kept on a single stable domain name. In the unfortunate case of the BSAFWDC it appears that someone has seen an opportunity to re-register the domain and try to grab some of that previously established authority and attention. The phrase used for this kind of technique is 'Cyber Squatting'.

## Security.

By far and away the most prominent online crime is impersonation in some form or other. This can be as simple as gaining access to someone's email address, or can extend to full blown identity theft and invoice interception.

While this is a huge subject in itself, having a stable domain name, using it for official emails, and making sure your website has a security certificate, are key first steps. Secure passwords are of course also critically important.

A security certificate in simple terms is the certificate that puts a little padlock in the address bar of your web browser. In simple terms it serves two purposes, firstly it goes someway to providing reassurance that you are looking at the website you think you are, and secondarily it guarantees that all communication with the website (including user names, passwords, or credit card details for example) are encrypted and cannot be intercepted by someone else 'en-route'. Most website hosting firms or domain registrars should be able to help with this, although you can acquire them independently.

There will always be opportunities for people to register similar domains or similar email addresses, and unfortunately little can be done to prevent it. By far the best defence is to work on the credibility of your domain name.



### A few 'jobs for the weekend':

- Please add a link to the FBHVC's website.

It's very helpful to our efforts if you add some content on to your website about the Federation's activities and link it back to <http://fbhvc.co.uk>. This doesn't just help your members understand what we do, but also works to refer general internet traffic and search engines to our efforts.

- Make sure your entry in the FBHVC's directory is up to date.

We operate online directories for clubs, museums and trade supporters. Please have a look at the website and check your details and web address is up to date. We will soon be launching an enhanced directory offering to boost the value we can deliver to members, but initially just checking your details can help your search engine profile.

- Check who has control of your domain name.

We often hear about clubs and organisations that aren't certain who controls the registration of their domain name. This can prove a problem if the relevant individual leaves the club, or even forgets to update their cards details. It's worth checking and having a good grasp on it!

By building a strong network of links between all member's websites, we will all be able to all benefit from an increased authority and prominence on aspects of the historic vehicle movement.

# London Concours



HONOURABLE  
ARTILLERY  
COMPANY

19-20  
AUGUST  
2020

By Roy Dowding

*At last I have been able to get to a car show this year! Having enjoyed attending the 2019 London Concours, held within the imposing grounds of The Honourable Artillery Company, with Gordon-Keeble no.94, I was determined to get there again this year, albeit without the car.*

As luck would have it, I went on Thursday 20 August which proved to be fine, sunny and very warm. Unlike the day before, when it rained continuously for the whole time - James Elliott of 'Octane' magazine, one of the sponsors of the show, said he'd never been so wet before!

With sparsely occupied trains and tubes, and the organisers having gone to considerable lengths to ensure social distancing and sanitary surfaces, it proved to be a safe and really rewarding 'escape' for a day!

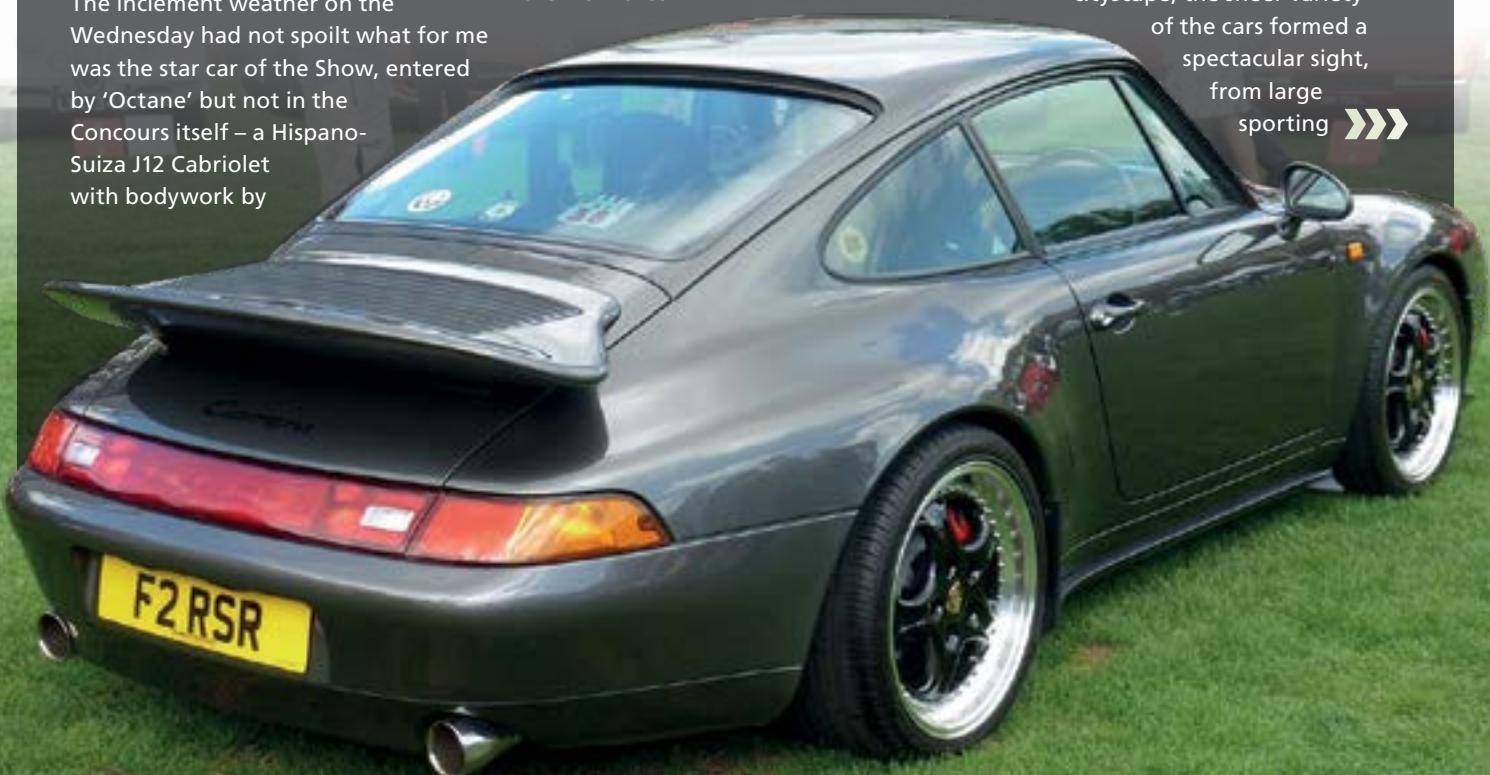
The inclement weather on the Wednesday had not spoilt what for me was the star car of the Show, entered by 'Octane' but not in the Concours itself - a Hispano-Suiza J12 Cabriolet with bodywork by

Vanvooren, one of just 8 made in the early 1930s. Showing the diversity of cars present, this magnificent V-12 vehicle was parked alongside two of the most famous boxer-engined Subaru Impreza WRC rally cars, driven in their heyday by Colin McRae and Timo Mäkinen.

Closely rivalling the Hispano-Suiza as favourite was a stunning Mercedes-Benz 540K, also not in the Concours per se, but for sale by Jonathan Franklin and exhibited on the Moss Automotive stand off to one side of the main area.

More than 100 desirable steeds were on display, the 80 Concours entrants being divided as usual into classes: The Pursuit of Speed, The Golden Era of Convertibles, The Supercar Era, Speed of Sand (hot rod beach racers), Lost Marques and Great Marques - this year featuring Aston Martin, Lamborghini and Lancia.

Beautifully laid out on the vast stretch of lawn (actually it's a cricket pitch, which had thankfully not suffered from the deluge the previous day) and surrounded by the impressive London cityscape, the sheer variety of the cars formed a spectacular sight, from large sporting >>>





»» tourers of the late 1920s/early 30s to a bright yellow 'rocket ship' – the very latest version of the electric Lotus Evija.

In addition, Foskers, the Ferrari specialist, had brought together 10 examples of the pretty mid-engined Dino 246, covering every one of the 'standard' paint colours offered, in open and closed versions and some with faired-in headlights. Produced from 1969 to 1974, the 246 was an attempt by Ferrari to produce a small, relatively affordable sports car. Powered by a V6 engine jointly developed with FIAT, it was not originally allowed by Enzo himself to be called a Ferrari, or officially bear the Prancing Horse Badge, despite being named after his son, who had died in 1956 from leukaemia.

I can recall, during those mad years in the 1980s when classic car 'values' soared, that the Dino was a poor relation, able to be picked up for around £10,000 or less, when 'real' Ferraris were astronomic prices. Not so now, where even the least expensive example will command around £200,000.

Each year, there is a special 'Collection' display of the cars owned by someone notable in the automotive field. This year it was the car designer Ian Callum, famed for his modern-day Jaguar and Aston Martin creations. Among his stable were

perhaps the most handsome of all road-going 'big cats', a Jaguar XJC from 1976, in this case with lowered suspension and larger wheels, a 1995 Mini, an Alfa Romeo Giulia GTV (designed, like the GK, by the most outstanding car designer of the 20th century, Giorgetto Giugiaro, as voted by his peers), a Triumph TR6 and Callum's favourite Porsche - a 1995 993. In each instance, He feels that each of these cars represents an example of brilliant design.

One of the nicest aspects of the London Concours is the fact that not all the exhibits are worth vast sums. Among the Lost Marques entries were a 1953 Jowett Javelin and an immaculate 1982 Talbot Sunbeam Lotus, while alongside the stand of Argent Timeless (a classic car dealer) was a diminutive MG TC in, most appropriately, British Racing Green.

At the other end of the scale were some of the truly ethereal motors, such as a McLaren Senna, a Bizzarrini P538 Spider, (originally penned in 1966 by Giugiaro and powered by a Chevy V8), Aston Martin One-77 and Vanquish Zagato Shooting Brake, last year's Best of Show Jaguar C-Type, driven in period by Sir Stirling Moss, Tommy Wisdom and Norman Dewis, two Mercedes-Benz 300SLs – both roadster and gullwing - and a hybrid 900bhp Porsche 918 – the marque's fastest-ever road car.

But, for me, some of the most appealing cars, while still way beyond my reach (!), were icons like the pair of Lancia Aurelias, one a B20GT and the other the B24 Spyder, a Facel Vega HK500, a 1967 Iso Grifo, (another Giugiaro design, and with the same small block Chevy engine as a GK), the Jaguar XK120 FHC formerly owned by Stirling Moss and several of the sand racers (mostly Ford Flathead V8-powered, but one – 'Miss Fire' - with a 327 Chevy lump, right), all of which had topped 100mph!

Just to round things off, there were two cars that were not quite what they seemed. The first – a Jaguar XKSS – stopped me dead in my tracks. Was it real? No, it was a 2017 'Continuation' from Jaguar themselves, which would probably have cost almost as much as an original is worth.

The other was a Talbot 110 Alpine dated 1934, though built in the 1970s from the remnants of the original Talbot 3.3 litre Team car PL4 on the chassis of a Talbot 75 saloon. An amazing job, and the car has been in regular use since, attending Le Mans, Monaco, the Malta Medina Classic and countless other major shows and historic hill climbs.

All in all, a thoroughly worthwhile excuse to 'break out' from home in Suffolk for a splendid event on a glorious day.





# International Laverda Owners Club - An introduction

by Mark Hastings, Chairman, International Laverda Owners Club

*The International Laverda Owners Club was founded in the UK in 1974. The main objective of the club is to enhance all aspects of Laverda ownership, from helping members to keep their bikes on the road (by drawing on the vast pool of technical knowledge and expertise that exists in the club) to promoting the social side through events and rallies where members can meet their fellow Laverdisti. We are part of a worldwide network of owners and clubs dedicated to the marque and, being an Italian make, there is significant interest on the continent.*

The Laverda marque is recognized by many road users (not just bikers) as the home of the iconic 'Jota'; the fastest standard road bike in the late seventies. What Laverda owner hasn't experienced the question 'Is that a Jota?'. Laverdas are so much more though, with history dating from 1959 and growth born of racing prowess in the '60s and '70s. The Club caters to owners of all Laverda models, from the early lightweight singles and scooters, through the larger twins to the iconic triples and later 'Zane' twins.

The club prides itself on producing an excellent bi-monthly colour magazine called 'La Vera Vista' as well as providing other services to members such as weekend events, regional monthly meetings, technical advice, an online club forum, discounts on classic insurance, technical advice, dating certificates, a factory tool loan scheme and an extensive

archive. We are also affiliated with the BMF, MAG, NABD and of course, the FBHVC. Interestingly, the club has seen its membership grow over the past few years and currently stands at over 700 members.

So what does that all look like in reality? It won't be any surprise to readers to know that many owners use the winter period to fettle their bikes, using the time as an opportunity to catch up on all those outstanding jobs. This might involve anything from a deep clean to a full rebuild, although there are a good number of hardy club members who will ride their bikes all year round. Monthly meets continue all year round in a number of locations around the UK, most of which are driven by local members. But the season really kicks off with our club AGM which is held in April and normally takes place at a village hall in the Cotswolds. This gives us the opportunity

to 'lay our stall out' for the year, voting on committee members and discussing any significant events, changes to the constitution, prize-giving and the like. Getting a guest speaker can be somewhat challenging, but we have had a couple of inspirational speakers in Penny Bee (who spoke about her experiences working with and benefitting from the National Association for Bikers with a Disability) and Lembit Opik who spoke about the role that MAG play in representing motorcyclist's rights. The highlight of the day does however tend to be the fabulous lunch that the local ladies produce for us!





The club aims to be represented at a number of national events throughout the year. These have included the likes of the Bromyard Festival of Speed, the Festival of 1000 Bikes and the Classic Motorcycle Mechanics Show in October. A great deal of time and effort goes into planning the Stafford Show and we have on a number of occasions come away from it with multiple awards. It's always great to see the commitment of club members rewarded in this way and the stand always seems to be popular with those attending. We go out of our way to interact with showgoers rather than keeping them at a distance behind barriers. A survey carried out at last year's Stafford show highlighted the fact that our attendance is important, with a significant percentage of club members who visited the stand stating that they only visit the club website once a month. It's all too easy in this digital age to wrongly rely on our online presence. That's why a physical presence at such shows is so important to the club.

Outside of organised events, we have a busy club calendar, the highlight for many being a July pilgrimage to Breganze in Italy, the initial home of the Laverda factory. We also host an annual club

weekend in Hay-on-Wye which is normally attended by up to 100 members, with visitors travelling from as far afield as Ireland and Belgium to attend. Last year's event included an afternoon at the Shelsley Walsh hill climb which seemed to go down very well with those attending.

Of course, that would be in a normal year. But as we all know, 2020 has been far from normal. Most (if not all) of our club events have been cancelled and that in itself has produced some challenges. Some members considered the cancellation of various events to be an 'over the top' reaction to the COVID pandemic. However, the safety of our members has been paramount in all of our decision-making processes, notwithstanding the legal restrictions that are in place. On reflection, I feel that members now understand our actions fully and in this respect, the forum and club magazine have absolutely come into their own as tools for sharing information.

The COVID pandemic has presented wider challenges within the club, notably in relation to how the committee works. The club currently runs with ten officers and we >>>



»» aim to meet four times per year, including the AGM. Given that committee members are spread far and wide across the UK, this is not necessarily the easiest thing to achieve, even in normal times. It also encompasses a group of people who are at various stages in their working lives, some still working full time whilst others are in the enviable position of having retired. Instead of meeting face to face, we have had to look at available options to host online meetings. Given the technology that committee members had access to, we decided to host our first virtual meeting on Skype. Safe to say that it's not a platform that we will be using again, but it's all a learning curve and you don't know until you've tried it.

One initiative that we have been able to maintain is our Rider's Event, a photographic event that involves owners taking pictures of their bikes in various different locations. There is a huge amount of pride involved and the lengths that some of our members go to in order to achieve an outstanding photo or unusual point of interest has to be seen to be believed. It's also given them a positive to focus on in challenging times and offered other members something to look forward to on the forum.

If there are any positives at all to take from the current situation, it's the opportunity that it has given us to focus on the future of the club and what we

need to do to ensure that we leave a legacy for future Laverda enthusiasts. It's difficult to know where to start with this and I'm sure that many classic or historic clubs will be in a similar position. There are a range of aspects to be considered, not the least of which might be the clubs' ageing demographic, availability of parts, dwindling specialist knowledge and recognition of the marque.

Above all else, there is one thing that I'm very sure of... there is no doubt in my mind that future-proofing our club will involve working together collaboratively and sharing best practice, not only with other similar clubs but also with the organisations that can represent us effectively, such as the FBHVC. We can all learn from each others' experiences, both good and bad. There is absolutely no point in everyone making the same mistake and we need to get better at sharing our successes. For me, this has to be the way forward and become the 'new normal'. How we achieve this is another matter entirely and right now, I certainly don't have all the answers. But what we do have as a club is a willingness to try new ideas and not be afraid to fail occasionally, as long as we learn from the experience.

We remain, however, extremely optimistic and upbeat about the future of the club, mainly because we have taken the first important step to securing

a positive outcome in recognising that what we have is by no means perfect. We certainly have some work to do and the road ahead is undoubtedly a long and winding one. But we have the desire, the drive and the ability to make a difference. We may not see the fruits of our labours now, but our hope is that we will leave a legacy which will see the Laverda marque living long into the twenty-first century. The next generation of owners will be grateful for our efforts, will derive the same pleasure as we do from owning these great machines and will be rewarded in the same way that we are every time we ride out on one... with a sense of freedom, belonging and a smile that stretches from ear to ear.





# Welcome

A warm welcome is offered to our newest Members - **Vectis MG Club, Ex-Pressed Steel Panels Ltd and Bourne Valley Classic Car Storage**. We also welcome the many **Individual Supporters** who have joined since Issue 4 was published. We hope you all enjoy your subscription to the Federation over the coming year.

Thank you very much to all the Clubs, Museums and Individual Supporters who have recently renewed their subscriptions, we really do appreciate your support.

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 tomorrow's roads.

## Office Enquiries

*I have received a couple of interesting emails of stories from our members and supporters. Enjoy!*

To: 'Emma Balaam' <secretary@fbhvc.co.uk>

Subject: Austin Big 7

From: Mr Duggan

Dear Emma,

In 1973 I was in my mid-twenties and living at home with my parents in Leicester. I had long-fancied owning a classic car, and one evening I spotted a small ad in the Leicester Mercury. It was for a 1937 Austin Big 7, I can't remember the asking price, but it was about £100.

We went to see the car, which was on a farm at Kirby Bellars, near Melton Mowbray. The registration number was EXP 880. Last time I checked the car was still in existence, so perhaps the current owner will read this tale of woe.

It was complete, and in reasonable condition. The exhaust system needed replacing, and the brakes needed work, otherwise it was in running order. The deal was done, and the farmer delivered it on a trailer the next day.

I had no mechanical aptitude, no mechanical skills or knowledge. Nor did I have much in the way of tools. So what I SHOULD have done was take the Austin to a local garage and paid to have the exhaust and brakes sorted. It would not have cost much, and I would have had a very usable car. But no, that was too simple.

I was working under a car port, and the first job was to remove the seats. That was followed by removal of the bonnet, and rear wings, which were bolted on. The boot lid might also have been removed.

Fortunately, I was unable to remove the doors, though inexplicably I pulled out all the original wiring.

Over the next few weeks, I carried out some ineffectual bodge and tinkering, so at least it looked and felt as if I was doing something. I had ordered a new wiring harness but had no idea how to fit it. Eventually I lost interest.

After a while my parents, fed up with the eyesore, told me to either sort the car out or sell it. An ad in the Leicester Mercury brought only one result, from a young chap who said he would love the car, but could not afford the £75 asking price. Would I accept £50? I had no choice!

The car was taken away, and three weeks later there was a knock on the door. The young man was back. He pointed to EXP 880, parked outside, and invited me to come for a spin. What a bitter-sweet moment that was, but I was glad the Austin had found a good home.

From Mr Duggan

To: 'Emma Balaam' <secretary@fbhvc.co.uk>

Subject: Guernsey Old Car Club

From: Keith

Dear Emma,

On Sunday 26 July, the Guernsey Old Car Club held its first formal meeting since Lockdown. Can we claim to be the first in the British Isles?

This meet is normally held on the closest Sunday to our former Secretary's Birthday and had been postponed from 5 July. This has been a tradition since she qualified for certain free concessions.

In the interim Guernsey declared an 'Island Wide Bubble' with unrestricted Bailiwick freedoms

It involves a meet prior to an easy run culminating in a picnic in the grounds of Rolf and Edda's residence (in the Orangery if wet).

Regards,  
Keith  
FBHVC Liaison - Guernsey Old Car Club

## 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](mailto:secretary@fbhvc.co.uk) Alternatively you can send them via post to

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

# Your Letters

Dear Emma,

I could not help but finding myself very interested in two pieces in the current issue of the FBHVC News (Issue 4).

The first item relates to the rescue of the 1943 Thorneycroft with its 5 Ton Coles Crane (as supplied by the South Yorkshire Transport Museum).

During my National Service, in Germany in 1954, I had 'on charge' a K6 Austin, 6 wheel chassis with a Coles Crane mounted on it. I was in the REME (Royal Electrical and Mechanical Engineers) and from time to time we went on 'exercises' with the British Army. One such exercise was near Steinhueder where the land around the lake was soft peat. This fact did not seem to be known by those in charge of the exercise. The result was that heavy armoured vehicles sunk into the peat and some were lost. We 'squaddies' thought that this was very amusing, and the incident reached the British Newspapers. I enclose some photos of the Coles Crane on another exercise in a Railway Station Yard. I am on the left of the photo and the other two were both called Smith. I fear that the Coles Crane, while being a very useful piece of equipment, was totally incapable of pulling 50 tonne tanks out of the peat!

The other piece that caught my eye was by Bob Owen on the Bedford van conversion carried out by Martin Walter Ltd of Folkestone. The first 'car' we had as a family after the war was a Ford 8 van which had been to Folkestone and converted by Martin Walter Ltd into a Utilicon. We went camping in this vehicle, father driving and me as a passenger, and all the camp gear in the back, while my mother and younger brother went by train. I fear that the photo on a Box Brownie was very small. It was taken at Solva in Wales, during our summer holiday in 1950. One thing I remember clearly, was that because it had been converted from a van father had then to pay purchase tax. The piece in Issue 4, FBHVC News states that the Dormobile did not attract purchase tax.

Best Wishes

Mr Willcox

***Thank you to Mr Willcox for contacting us and sharing your memories and for commenting on two articles within Issue 4. Sadly we were unable to show the images you posted but were wonderful to view.***

## 21<sup>st</sup> Annual General Meeting

At time of putting pen to paper (so to speak), we are preparing for our very first virtual AGM. At the time of you reading this edition of FBHVC News the AGM would have passed (26 September 2020). We hope it was a success. More information will be provided in Issue 6.



## 100 Years of the Austin 7

***The Austin Seven Clubs' Association – Week-long event will celebrate the Austin 7 centenary in 2022***

To mark 100 years since the 1922 launch of the Austin 7 motor car, the Austin Seven Clubs' Association will hold a week of festivities centred on the Fire Service College at Moreton-in-Marsh, Gloucestershire.

The event will take place from Tuesday 19th to Sunday 24th July 2022.

Austin 7 enthusiasts from all over the world are expected to attend and it is anticipated that the culmination of the celebration will be a rally of over 1,000 Austin 7s.

The venue is ideally situated in the heart of England, with high quality on-site accommodation, first class catering, entertainment, and leisure facilities, and extensive grounds with areas that will be set aside for camping, caravans, motorhomes and car trailers.

A full programme of activities and entertainments, runs, and displays - for the enjoyment of all generations - will be on offer, making the Centenary celebration an ideal holiday destination for Austin 7 owners and their families.

Details will be published in due course on the website:  
<https://a7centenary.com/>

Register on the site now to receive email news updates about the ongoing planning of this wonderful centenary week and begin your plans to join what promises to be the largest and most memorable gathering of Austin 7s ever seen!

# FBHVC announce charity partnership with Childline® for National Drive it Day 2021

The FBHVC has announced that, in 2021, Drive it Day will be run in support of the nationally important charity, the NSPCC's Childline®.

The Federation of British Historic Vehicle Clubs introduced Drive it Day in 2005 with the aim of getting the nation's transport heritage out on the roads and seen by the public. Since then, the national celebration of Historic Vehicles has successfully increased public awareness of the historic vehicle movement whilst bringing a sense of togetherness to the thousands of owners and enthusiasts who attend events and runs up and down the country. Those events, held by over 500 member organisations and clubs that make up the Federation's membership, are as varied as the vehicles taking part and often include Drive Outs, Rallies, and meetings at local beauty spots or historic sites.

The Federation sets the date each year to coincide with the anniversary of the 1,000 Mile Trial. At the turn of the 20th century, when most considered the motor car as nothing more than a passing fashion accessory, the Automobile Club organised a demonstration trial for the spring of 1900 to prove them wrong. The trial was to prove motor vehicles on a route from London to Edinburgh and back again. The participants covered the 1000 miles in 20 days, but proved to the public that the motor car had a future as a reliable mode of personal transport.

As the role of the FBHVC and of the historic movement evolves and we become ever more aware of all our duties to contribute to wider society, the Federation has been exploring ways to develop National Drive it Day and re-position the event so that, as well as fulfilling its aims to raise awareness of the historic vehicle movement, we can also use it as an opportunity to contribute to society.

Therefore, it is with great pleasure that the FBHVC has announced it will run the 2021 Drive it Day, scheduled for April 25th in support of the NSPCC's Childline® service.

During the current pandemic, vulnerable young people have been less visible to professionals and their safety nets have fallen away. Home isn't always a safe place for a child. Children have also been exposed to more potential risks at home as parents and carers have come under increasing pressures from the current challenging times.

The NSPCC's Childline® service – **0800 11 11** – has remained a vital lifeline for those children who feel they have no one else to turn to, holding 19,000 counselling sessions a month since lockdown began.

The number of posts on Childline's message boards from children and young people reaching out to each other for support since the lockdown began has doubled, with the Childline® website receiving three times as many visits per week than before the pandemic, particularly to the advice pages and the Calm Zone, with tools and activities to help children let go of stress.

**I wanted to thank everyone at the Federation of British Historic Vehicle Clubs for your commitment to work in support of Childline®.**

Peter Wanless, NSPCC Chief Executive





Childline® has also seen a worrying change in the nature of concerns and the age of children they have supported, with over half of all conversations related to mental and emotional health (including suicidal thoughts and feelings and self-harm), and more children under 11 contacting the service.

Childline® will continue to remain a vital resource for children as they adjust to returning to school and the effects of the pandemic continue to be felt by children and families. But they need our help to fund these vital resources.

Peter Wanless, NSPCC Chief Executive said, *"I wanted to thank everyone at the Federation of British Historic Vehicle Clubs for your commitment to work in support of Childline®. Childline® is an extraordinary service that is here for children with nowhere else to turn. Your time and your fundraising efforts are going to make an incredible difference in helping us train and support volunteers to be there for the very many children who deserve better during these incredibly challenging times. Really looking forward to building an important partnership with you that is going to make a great difference. Thank you."*

Individuals can donate simply by purchasing a Drive it Day rally plate for their vehicle which will be available to purchase shortly online. Clubs can help by organising an event or rally to raise money and by donating the proceeds to our JustGiving fundraising page, the link for which can be found via [www.driveitday.co.uk](http://www.driveitday.co.uk).

David Whale, FBHVC Chairman said, *"The COVID-19 pandemic is the greatest challenge that the world has faced in a generation. So, the FBHVC asks all historic vehicle owners and enthusiasts to join in with us on Drive it Day, Sunday 25 April 2021, to not only continue our work to raise awareness of the freedoms needed by the historic vehicle movement, but also to contribute something special and help ensure Childline® is still there for those children who need help. Our passion can make a huge difference to his hugely deserving charity."*

There are all sorts of ways you can get involved and more information can be found via [www.driveitday.co.uk](http://www.driveitday.co.uk) where you can also submit your event to our directory to help enthusiasts find what's happening nearest to them as well as view the options to donate, raise money and purchase rally plates.

Of course, the FBHVC accepts that many clubs already raise money for charity through their Drive it Day activities and so suggest this as an optional addition to any existing fundraising relationships that clubs may have.

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The Federation grants permission to clubs and organisations to use its trademarks to promote Drive It Day. However, in using the branding, the Federation should be acknowledged and the trademarks marked as such.

**Thank you to Jeffrey Giblin for sending in an image of his Massey – Harris 744PD 1948 tractor, whilst out on a drive for Drive it Day 2019 with friends.**

He writes *"I purchased the tractor in a derelict state in 1973. The tractor was manufactured at Trafford Park, Manchester and was the 27th one off the production line."*



## History behind the 744PD

The Massey-Harris Company was formed in 1891 when The Massey Manufacturing Co. and A. Harris & Son merged. The Massey-Harris Company became involved with tractors in 1917 when they introduced United States made Bull tractors branded as Massey-Harris to Canadian farmers.

Between the two World Wars Massey-Harris opened factories in France and Germany, in 1930 they acquired a major interest in H. V. McKay Co. of Sunshine near Melbourne Australia. In 1946 Massey-Harris began producing mowers and hay machinery at Trafford Park, Manchester. The 744 PD went into limited production at Manchester in 1948, and the last one was produced in 1958.

The Massey-Harris Model 744PD Tractor was powered by a 46 h.p. six cylinder Perkins P6 engine. Transmission was via a five forward and two reverse speed gearbox. The standard specification included: electric starter with Ki-gass cold starting system, independent brakes, belt pulley, power take-off and wheel weights. Category II hydraulic linkage driven by a pump from the engine crankshaft was an optional extra. Nearly 100,000 of the 44 family of Massey Harris tractors were built from 1947 to 1945 using both four and six cylinder engines.

# Car manufacturers' records: An appeal for information

By Anders Ditlev Clausager | Secretary Society of Automotive Historians in Britain | Archivist BMIHT 1979-2000, archivist JDHT 2000-2014

We all know that one of stipulations of the DVLA when it comes to registering or re-registering an historic vehicle is that they ask to see an excerpt from a manufacturer's original records for the vehicle in question. I am sure that all one-make or one-model classic car clubs know if the original records are preserved for their particular make or model of vehicle, where to find the records, and how to get hold of the information.

However, as far as I know, there is no single consolidated list of all such records which may exist, in the UK or abroad, whether with original manufacturers, in other archives, held by clubs, or in private ownership. Yet I believe that it would be of interest to many automotive historians if such information were easily available, and so I would like to issue this appeal on behalf of the Society of Automotive Historians in Britain through the FBHVC Newsletter.

Do you, or does your club, hold original records of this nature? Which makes and models are the records for? Which years are covered? Is there a list or catalogue available which might even give first and last chassis numbers of models of vehicles covered in the records? How can the records be accessed, will a fee be charged, or is a formal "heritage certificate" service available? If you or your club does not hold records, but you know where such records are held, whether with the original manufacturer, in museums or archives, or in private hands, again please share the information.

I will be very grateful for all responses. My hope is that the SAHB could put a list together and make this available through our website. Many of you will be familiar with Philip Riden's

excellent and very useful little book How to trace the History of Your Car, which gives details of the preserved registration records, and although the book has not been reprinted since 1998, there is a good list of registration records on the website of the Kithead Trust Transport Archive (<http://kitheadtrust.org.uk/>) at Droitwich Spa where of course many of these records may be found.

In the 1998 issue of his book, Riden very briefly referred to some of the then best-known sources for manufacturers' records, i.e. the BMIHT archive at Gaydon for many of the former British Leyland brand records, and the Sir Henry Royce Memorial Foundation at Poulterbury for Rolls-Royce and Bentley. As some readers may recall, I used to be professionally involved with the BMIHT archive and later the JDHT archive, so I do have a personal interest in these matters.

These are clearly the archives which I know best, but I have also since come across other collections of manufacturers records in the UK, and have been privileged enough to be granted access to work with some of them. For instance, the Coventry City Records Office now holds the archive of the Coventry Transport Museum which includes some pre-WW2 Rootes Group records and I believe some Armstrong Siddeley records, while many post-WW2 Rootes records are privately held but accessible to the Rootes Archive Trust. Some Aston Martin records are with the BMIHT at Gaydon, others with the AMHT.

Other club archives known to me include The MG Car Club which holds records for most of the early MG and Triple-M models

Date Chassis Received	Chassis Number	Engine No.	Chassis Number No.	H.P.	Type	Regd. No.	Body No.	Year	EST 1924 Model Year	Agent	Manufacture	Date	Body No.	Engine No.	Final Date	New Registration
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22/2/1924	210823	2	102	12	Saloon	1007	1022	E	1924	Lake & Black	London	10/1/1924	1022	1022	2/1/1924	1022
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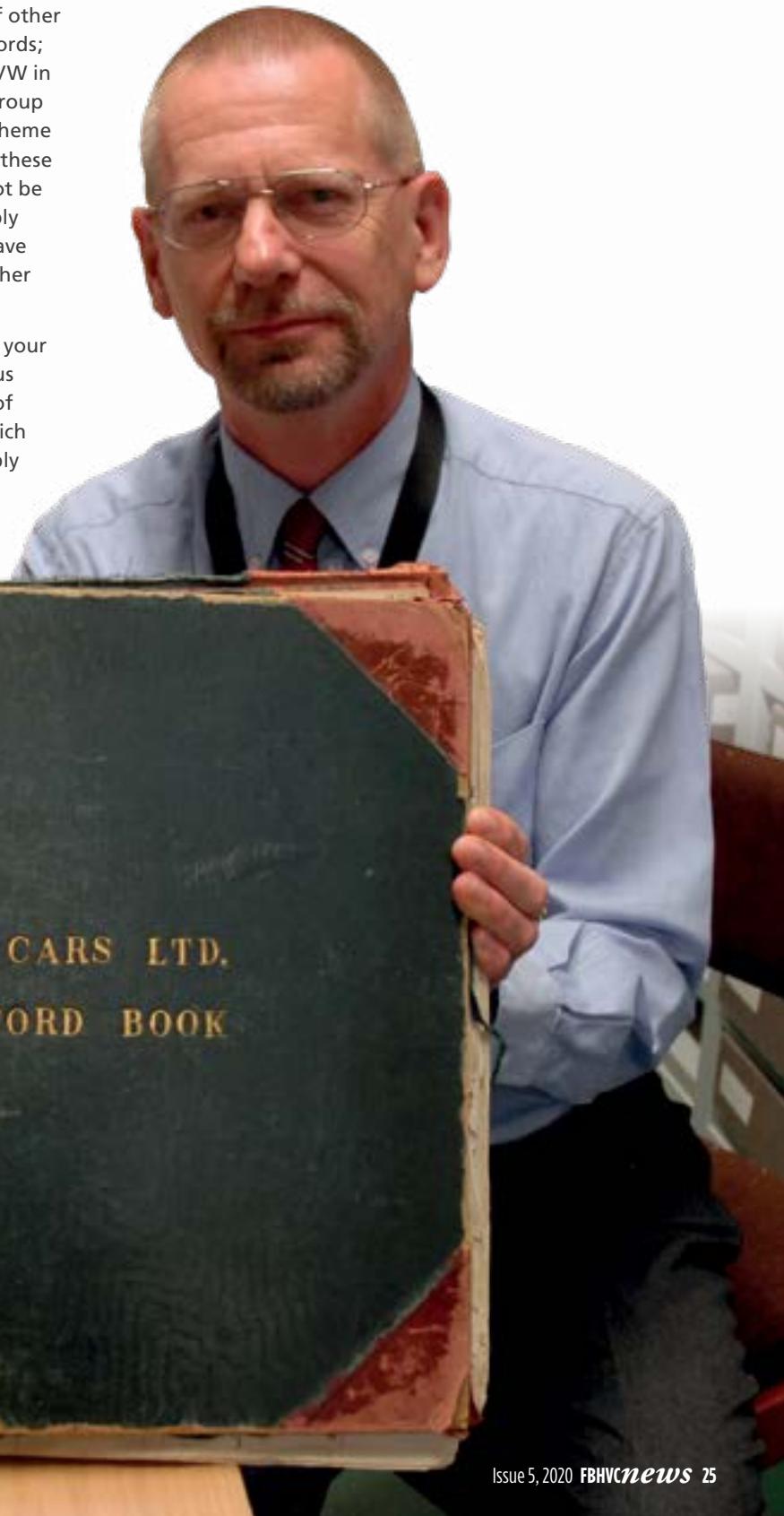
say from 1930 to 1936 and some ledgers through to 1955. The Bullnose Morris Club holds the records of Bullnose and Flatnose Morris from 1913 to about 1930. There must be several other clubs holding records. The Bugatti Trust at Prescott has I believe copies of the original Bugatti records. And I do not want to overlook any collections of coachbuilders' records.

I think that I was one of the pioneers in issuing what became popularly known as "heritage certificates" and I am flattered that this idea has since been adopted by a number of manufacturers, latterly I understand Lotus, but also a lot of other surviving manufacturers who obviously have preserved records; for instance, I believe, BMW, Mercedes-Benz, Porsche and VW in Germany; Citroën and Peugeot in France; and all the Fiat Group brands in Italy, apart of course from the Ferrari Classiche scheme for checking provenance. But again, the details of many of these collections, their holdings, and the services offered, may not be well-known other than to single-marque experts. It probably gets a little complicated for defunct makes of cars. And I have no knowledge at all about car manufacturers' records in other European countries, in the USA, or in Japan.

So please get in touch with me and with the SAHB to share your knowledge. The information that we can gather between us may also be the start of another ambitious project, a kind of consolidated issue of the classic Glass' Car Check Books, which many of us have on our shelves. And while I think that simply

gathering information on car manufacturers' records is quite enough for me to be getting on with, I am mindful that very often similar records will exist for commercial vehicles, PSVs, motor cycles, and tractors, and maybe there are other historians specialising in those fields who could take on the task of carrying out similar exercises in their specialisms.

Please contact me, preferably in the first instance by email, [sahb.secretary@btinternet.com](mailto:sahb.secretary@btinternet.com). I look forward to hearing from you.



*The author holding a Jaguar Car Record Book*

# The Tin Worm Strikes Back

On the last May bank holiday Ian and Harry took the car up to our friends at Emerald with the car in a rather poorly state. Our resident auto electrician had made a new wiring loom to fit the new Emerald ECU using a mixture of old sensors and new parts to suit the distributor less injection system. However, despite everything checking out the car was reluctant to start. A huge disappointment, experience has shown that in this case there are two choices. Spend months taking everything apart until you stumble upon the issue or take it to an expert who will narrow down the fault in minutes.

Obviously we took the second approach. Hence the trip to Watton in Norfolk, at the time we delivered the car, lockdown restrictions were just beginning to be relaxed and as a result we had no idea what sort of time scale we would be on and how quickly Dave and his team would be able to make progress on the car.

In early July we received an email that the car was now running but there was some issues regarding the strength of the chassis. These need to be sorted before they were happy to do a full load pull on the dyno. With our projected 800 + bhp the chances of damaging something are quite high.

At the first available opportunity Harry and Ian again braved the M25 and the wilds of Norfolk to collect the car and discuss the issues raised.

The running issue turned out to be a relatively simple fix, it turns out the wiring to the TPS (Throttle Position Sensor) had been switched somehow. As far as the ECU was concerned the throttle was wide open when closed and vice versa. The resultant fuelling information from the computer caused the starting issues.

Of more concern was the condition of the chassis at the rear of the car, particularly around the rear leaf spring mountings. The chassis in this area has never really had any attention or major repairs in the 55 years since it was first made. As

disappointing as this news was, it was hardly surprising.

One of the things about a project like this is the people. When you begin to mention land speed racing and trips to Bonneville then all sorts of ingenious and willing people offer assistance. Probably the greatest example of this is our fabricator Harry. He took one look at the job and said, *"That's going to be a bugger, I'll start tomorrow."*

This is the nearside and all of these holes are close enough to either leaf spring mountings or damper fittings. It wouldn't even pass an MOT let alone be strong enough for our purposes!

It's amazing what you find under a thick layer of underseal!

As has always been the way, whenever we have had cause to work on a particular part of the car we have taken the opportunity to not just repair any damage but to strengthen the entire area.

We have taken the decision to completely rethink the rear suspension system and are going to remove the leaf springs and replace them with a four link suspension system complete with coil over dampers.

This system is accepted as the standard in high power situations as it separates the torque loading from the suspension movement. Which equals better traction and power transfer (we hope).

In addition to the ongoing issues with the Jensen some of the team managed to visit 2020 Speed Week.

Despite the ongoing pandemic situation the South California Timing Association and Bonneville Nationals Incorporated (SCTA-BNI) decided to run Speed Week in August as close to usual as possible.

As you would expect on the year that not many people were able to attend, the salt was as near perfect as a natural surface gets and the stage was set for a truly spectacular year.

The lines were short and the only thing stopping the competitors taking multiple runs was mechanical or electrical breakdowns.

Accompanying the cars were also a fair number of motorcycles. One particular motorcycle participant was 90 years old and confirmed he'd been competing at Bonneville for the last 14 years. He achieved well in excess of 120 mph!

There were also some familiar faces and vehicles. For various reasons, not all Covid related, only a few of the 'Bend in the Road Gang' were able to attend, but that certainly didn't stop them from having their usual fantastic time.

The undoubtedly star of the show was the Speed Demon, driven by 74 year old George Poteet. He managed to set a new single engined piston driven record of 469.298 completely destroying the existing record.

Between the absent Turbinator and the Speed Demon it feels like a matter of time before we see a wheel driven record over 500 mph.

A brilliant and spectacular speed week ended on a sour note when Ralph Hudson lost control of his machine whilst trying to better his record of 269.458. He was airlifted to Salt Lake City hospital and at time of writing was in a critical but stable condition.

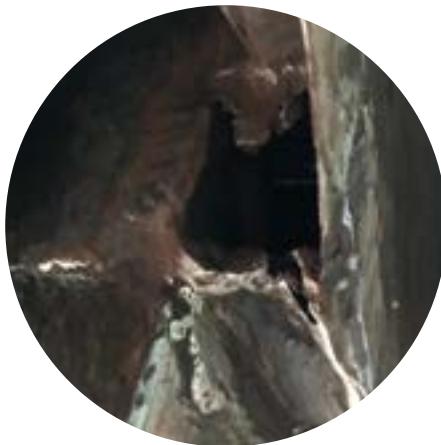
Ralph is a very experienced competitor and is currently the fastest man in the world on an unstreamlined motorcycle.

We of course send him, his family and friends our best wishes.

Back home things have also been progressing.

Following on from our last missive, you may remember that our engine tuner (Dave at Emerald) had cast doubt, quite correctly, about the strength of the rear end of our chassis.

The images we showed last time were of just one side of the car, it is obvious that



when the car was built the strength of the rear end was created using channeling.

All of the corroded channelling has now been removed and replaced with far sturdier box section, thanks to our wonderful fabricator Harry.

This added strength has allowed us to fit our 'new and improved' 4 link rear suspension set up.

One of the issues with high powered motors is the amount of pressure they put through the leaf springs of a standard car. This is not very friendly to the springs themselves but also takes a bit of the power away before it can be transferred to the tyres.

The 4 link system however has very little in the way of 'give' and so all of the power goes straight to the ground.

The removal of the leaf springs does create the question of where is the suspension coming from? The solution is a

thing called a coil over. These are springs over the dampers, far more commonly used on motorcycles.

However as with everything on this project you can't just fit any old spring and damper arrangement.

Yet again the draw of an unusual project has allowed us to make another interesting and exciting connection.

Whilst researching springs and dampers we were recommended to talk to Nigel at GSD Racedyn. Nigel has been working on race car dynamics and suspension since 1982. After a brief telephone call Nigel offered to come over to the car and take some measurements to calculate the optimum spring rates and damping.

The car is currently in Harry's garden, as opposed to Ian's shed, and on a very hot Monday Nigel met up with us. We were expecting a quick measure up all round, a chat as to what we're planning and then

an email some time in a week or two with some ideas on them.

On the contrary we had the pleasure of Nigel's incredibly informed company for five hours. As well as taking the figures he required, he gave us a lesson on how to set the car up, toe-in, camber and castor adjustment even some aerodynamic pointers. A wonderful chap who really couldn't have been more helpful.

Whilst this is his first land speed car he has worked on both Le Mans and Formula 1 cars with many other classes in between.

As we have said before an expert that can explain complicated ideas in simple language is worth his weight in gold.

Racing is not about how fast you get from the start line to the chequered flag. It's about the amazing people you meet, the fantastic places you go and the wonderful things you learn on the way.



# 2020 Speed Week Review

By Ian Northeast (World's Fastest Jensen)

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A brilliant and spectacular speed week

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We of course send him, his family and friends our best wishes.

Back home things have also been progressing.

Following on from our last missive, you may remember that our engine tuner (Dave at Emerald) had cast doubt, quite correctly, about the strength of the rear end of our chassis.

The images we showed last time were of just one side of the car, it is obvious that when the car was built the strength of the rear end was created using channeling.

All of the corroded channelling has now been removed and replaced with far sturdier box section, thanks to our wonderful fabricator Harry.

This added strength has allowed us to fit our 'new and improved' 4 link rear suspension set up.

One of the issues with high powered motors is the amount of pressure they put through the leaf springs of a standard car. This is not very friendly to the springs themselves but also takes a bit of the power away before it can be transferred to the tyres.

The 4 link system however has very little in the way of 'give' and so all of the power goes straight to the ground.

The removal of the leaf springs does create the

question of where is the suspension coming from? The solution is a thing called a coil over. These are springs over the dampers, far more commonly used on motorcycles.

However as with everything on this project you can't just fit any old spring and damper arrangement.

Yet again the draw of an unusual project has allowed us to make another interesting and exciting connection.

Whilst researching springs and dampers we were recommended to talk to Nigel at GSD Racedyn. Nigel has been working on race car dynamics and suspension since 1982. After a brief telephone call Nigel offered to come over to the car and take some measurements to calculate the optimum spring rates and damping.

The car is currently in Harry's garden, as opposed to Ian's shed, and on a very hot Monday Nigel met up with us. We were expecting a quick measure up all round, a chat as to what we're planning and then an email some time in a week or two with some ideas on them.

On the contrary we had the pleasure of Nigel's incredibly informed company for five hours. As well as taking the figures he required, he gave us a lesson on how to set the car up, toe-in, camber and castor adjustment even some aerodynamic pointers. A wonderful chap who really couldn't have been more helpful.

Whilst this is his first land speed car he has worked on both Le Mans and Formula 1 cars with many other classes in between.

As we have said before an expert that can explain complicated ideas in simple language is worth his weight in gold.

Racing is not about how fast you get from the start line to the chequered flag. It's about the amazing people you meet, the fantastic places you go and the wonderful things you learn on the way.



**Following on from Issue 4, I am glad to confirm our Vice-President David Davies is in better health and is recovering well from being taken ill. Due to his recovery Keith Gibbins and myself have put together Club News and hope it is of interest to you.**

**We continue to wish David Davies all the very best in his full recovery.**

One common feature in all the magazines and newsletters received since the last edition is how COVID-19 and Coronavirus has affected Clubs in general with having to cancel events and look at different ways to communicate with members. Hats off to those who have diversified their ways to assist members.



The **Foden Society** have re-published an article by David Bloor in 2016 on Edwin Foden (1841 to 1911) Shipbuilder part 1 of 2. He was best known as a pioneering engineer associated with producing stationary steam engines of all sizes; steam traction engines; trailers; thrashing machines; balers and eventually overtype steam wagons. We look forward to part 2!

As well as an interesting look at pre-war Morrises in auction houses, the **Morris Minor Owners Club's** publication 'Morris Monthly' features an article taken from their July 1940 magazine on 'How Britain's arterial roads and bypasses originate and develop'. An interesting read indeed.

There is a lovely account of the lockdown 'On your Drive Day' and VE Day 75th Anniversary celebrations from The **Ford Y & C Model Register** in their bi-monthly magazine.

One useful tool The **Riley RM Club** have included in their publication 'R. Memoranda' are the recent online forum postings to keep the non-computer owning members abreast of various details.

The **Panther Owners Club** feature an article on how to complete an M100 Engine Rebuild by means of photos, but most importantly you can view it on YouTube. Well done to Jonathan Jones for his step by step video.

A feature on the 1946-1947 Hudson Pickups can be read in the magazine of the **Pre 50 American Auto Club's** newsletter 'Multicylinder'. As it states it certainly was ready for all-round duty!



According to the Newsletter Supplement from the **Reliant Kitten Register**, the Rebel van previously advertised in an earlier edition is being restored and is planning to be on show at The Classic Motor Show in November.

The **Vauxhall VX4/90 Drivers Club** provide an interesting article taken from "The Vauxhall Motorist", dated January 1973 on the topic of 'War on Rust'. "RUST: public enemy No.1 in the minds of many car owners. Anti-rust priority No.1 in the minds of Vauxhall design and manufacturing teams....." It details Vauxhalls anti-rust campaign.

The magazine of the **London Vintage Taxi Association** reminisces on a 1959 Austin 12/4 "low loader" London taxi and its misadventures. Some wonderful images of days gone by are featured. One of particular interest is of a trip to the Norfolk Broads with some sail boats in the background!

Some comic relief from the **Southend & District Classic Car Club**. One image shows a man standing next to a wooden motorcycle and the caption reads ...'It's got a wooden frame, wooden engine, wooden wheels, and a wooden fuel tank. Did he ride it? No - wooden start! Thank you to Nigel Duchars.

The **Citroën Specials Club** have published Issue 4 of their members handbook. For members it can be downloaded from their website or purchased at a cost of £2 plus £1 p&p by contacting the secretary.

One pre-teen is promised a car - a late

1930 TJ12/50 as featured in the **Alvis Register Bulletin**. A heart warming read of the history and all important future of a splendid vehicle.

The **Allard Owners Club** are looking for a Treasurer/Secretary and a Magazine Editor (Commencing 2021). Can you help? If so, please email David Moseley via honsec.aoc@gmail.com.

A heart-warming obituary is also featured in A.O.C News from the **Allard Owners Club** on the late Cyril Wick. Cyril as described as a true Allard legend was introduced to motorsport post-war when he co-drove and navigated for his brother Maurice using LMG 142, the last of the pre-war Allard Specials laid down in 1939 but not completed until 1946. Our thoughts are with his family and friends.

Did you know the Great Dorset Steam Fair's radio station, Steam FM planned a special online broadcast from 27th to 31st August? The **National Traction Engine Trust** supported the broadcast, with a special partnership with the show and station's operators Event Radio Associates.

A member of The **Light Industrial Truck Club** heard whilst walking in Amsterdam the sound of a fairground organ. As they got nearer they were somewhat surprised to set the set up...a Wrigley Truck front subassembly with the organ attached. The engine appeared to be a modern Honda unit which provided the power for a generator.

A double page spread of the USA sales brochure for the Mk 2 Lotus Cortina is showcased in the Spring/Summer edition of Quarter Bumper, the magazine for the **Lotus Cortina Register**.

In Marques and Sparks, the newsletter of the **Lakeland Historic Car Club** is an interesting feature asking 'Why are Historic Cars important?' Detailed within are various vehicles such as the Rolls-Royce 40/50 h.p., Model T Ford, 1928 Cadillac and LaSalle, BMC Mini and s Toyota Prius. Thank you to Dale Lodge for his penmanship.

Interesting information on rear tyre wear on a 319 Sports BMW is explained in the magazine of the **BMW Historic Motor Club UK**.

There is an interesting article on The Great Yarmouth Hippodrome Circus 2CV in Rumcar News, The Magazine of the **Archive of Micrcars**. The finished 2cv had bubble machines, water jets and pyrotechnics fitted and during its final

season at the circus it was liveried as a fire truck. Sadly the man behind the creation and engineering, Charles Roll, died in 2018.

Some fabulous archived images adorn the pages in the **Austin A30/A35 Owners' Club** magazine. One of particular mention, a 3 page feature on The Austin A30 "Seven" 2-door Saloon, originally from A30 Road Test: The Motor, 1954.

Did you know two Routemaster Buses were sent to China in 1984? According to the Autumn edition of **Routemaster Magazine**. One of which, RM1288 (Citybus No 1) was exported to Hong Kong following the swapping of the rear entrance and staircase to the opposite side to facilitate use in China where they drive on the right.

In the Autumn edition of the magazine of the **Cavalier and Chevette Club** they feature a membership distribution map. Interesting to know the most densely populated area of the country is in the 'MK' postal code area!

Stop Press! The **Riley RM Club** have launched their latest edition of the

Workshop Supplement range. Surely this is a must for all Riley RM members.

Panhard Golden Years (Part 1) by M Bobbitt is beautifully featured in Citroënian, The **Citroën Car Club** magazine. "The Panhard name is often viewed as something of an enigma. Not only is this French marque frequently overlooked as being inextricably linked with early motoring, it is also forgotten that in the mid-1950s, when the company met with financial difficulties, Panhard was adopted by Citroën." We cannot wait for part 2!

The **Mini Cooper Register** provide part two of a report into 'The History of the 55 Car Club and the 1967/68 Scottish Rallies'. Some wonderful images are included.

The 'Riley Bytes' section within The **Riley Motor Club** magazine shows their not so confident social media uses how to add photographs to forum posts and threads. What an ingenious way to get more members involved in club/member communications.

Thank you to the **Mercedes-Benz Club** for providing information regarding the

FBHVC National Historic Vehicle Survey in their 'Gazette' for members to log on and complete. I wonder how many have done so?

**Austin Healey Club** members will be saddened to hear of the passing of Austin Healey 100 stalwart John Wheatley. John a former Austin apprentice when the 100 went into production in 1953, who continued to work with BMC, later British Leyland (apart from a short period with Ford in Cologne) until his retirement. He provided much advice to members all over the world and also produced a book in the Haynes Super Profile series entitled 'Austin-Healey 100 - the original 4 cylinder models'. Our condolences go to his beloved family, friends and members of the club.



Congratulations to the **Vanden Plas Owners Club** who are due to celebrate their 40th Anniversary. Due to the current situation with COVID-19 their celebrations have been postponed until August 2021.

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**ADRIAN FLUX**

I volunteered to help our Secretary with the Club News review in the absence of David Davies. I found it an interesting experience with a range of fascinating stories, some well outside my normal experience.

The **AEC Society** Gazette covered some of the amazing experiences of former Chief Engineer George Jack Rackham, including the fact he designed the world's 1st Armoured Personnel Carrier, in 1916, to work alongside the Tank.

Continuing the heavy vehicle theme, the **Albion Club** magazine had an article re the introduction of the Model 40 in 1928, it used the new pneumatic tyre, this enabled much higher speeds without damage to body or chassis. It replaced the Model 24 which had been designed to give trouble-free service, on solid tyres, anywhere, under the worst conditions.

On to motorcycles and the **Ariel Club** magazine "Cheval de Fer" contained an article for those who suffer "Arthur Itis" and have trouble operating cable clutches. A small box, based on the "Moose" design, which contains a lever, which is inserted in the clutch cable line. It was claimed it gave a 30% reduction in effort.

The **BSA Club** August copy of The Star took a look at the first Post-War 1945 models brochures comparing the home and US versions. One promised "things to come" the other on "availability now" – export priority! The previous month's copy also had a good write up from a former Small Heath apprentice, who described a range of strange executive decisions. Including the management saying the company would focus on large capacity machines because they were more profitable, leaving the field for small machines wide open, particularly for the Japanese.

Talking of youngsters, the **Gold Star Club** had a tale from Neil Young, who when an apprentice, bought a new DBD34 in 1960. One of his fellow apprentices kept pestering him to have a go but since he had a history of falling off his Velo, Neil refused. The other apprentice's name was Barry Ditchburn who later became a works Kawasaki rider alongside Mick Grant!

The origins of the AA and reflections on some of the vehicles employed was well covered in the **Morris Minor Club**, Minor Matters magazine. Mention was made of historic models, such as Morris Minor van YYK642H, being available for exhibition and promotional purposes.



The **Bury Retro Car Club** had under Mr G's Oddballs, a Fiat 500 Z-Eco Zagato, see <https://youtu.be/FNSyzDx43Ao> for an example, possibly good for cycling enthusiasts as the bodywork was in effect cut in half so as to carry a bicycle on the right side. Maybe one for our Chairman's, hmm, interesting collection?!

Viva Lancia, the **Lancia Club** magazine, had an excellent article by Tim Burnett. His description of the 250 races he competed in with the same V-6 Lancia Aurelia B20 was superb. His first race in Germany, saw a broken exhaust valve. No recovery in those days (1970's) so he drove it back home on 5 cylinders!

The **Mini Cooper Register** magazine had a good Description of the 'Small 9cm Halda Tripmeter', including how it was calibrated on public roads, after the council agreed to mark a measured mile. It was the type used on 33EJB by Paddy Hopkirk to win the 1964 Monte Carlo Rally.

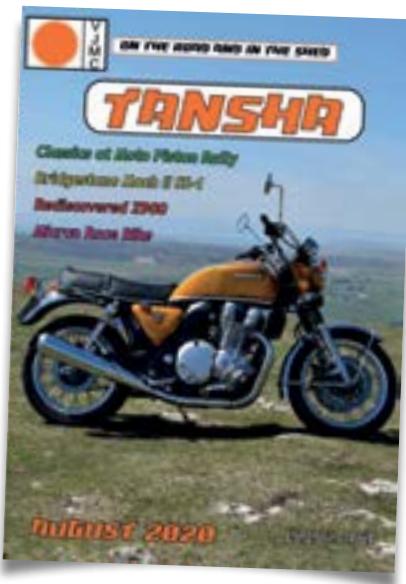
Roadholder, the magazine of the **Norton Owners Club** had an article on the use of Lithium batteries in Classics. Smaller size, lighter weight, more power, particularly for starting but more expensive and they need careful charging, the secret seemingly not to over-charge them.

We learnt from the **Swansea Historic Vehicle Register** magazine that Lagonda name came from the town of Lagonda in the state of Ohio. The founder, Wilbur Green, was "a man of many talents, not the least of which was as an accomplished opera singer and manufacturer of steam powered boats".

The **Traction Owners Club** had a fascinating article on the 1920's Weymann L'Exhauster, a solution for automatically moving fuel from the tank to the engine. The English equivalent was the Autovac. The weakness was, as with vacuum operated wipers, the faster you went the slower they got – drivers of racing cars with such systems learnt to keep lifting the throttle to ensure enough petrol was coming through!

One **Velocette Club** member used lockdown to make a full scale KSS engine from scrap wood & bits to display in the garden - who needs gnomes!

MPH, the **Vincent HRD** club magazine had a mention of Jim Redman buying a new Comet (LXH769) at the age of 17, despite having lost both parents and having to look after 2 sisters and a younger brother, no wonder he went on to become a multiple TT and world championship winner.



The **Vintage Japanese Motorcycle Club** continue to win the most colourful magazine contest with Tansha! It contained a good article on a teenage dream which took over 40 years to achieve. The machine in question, the Yamaha DT175 monoshock trail bike was launched in 1978, the same year as the Undertones single "Teenage Kicks". The author, Simon Neil, finally achieved his dream last year when he acquired a US market model, unmolested with only 2,000 miles on the clock. It even had the original Yamaha plug spanner in the toolbox.

The **Vintage Motorcycle Club** Journal had a story on the origins of the stand-up scooter, something which in electric form is currently readily available. In 1919, a recently retired Army Captain Smith-Clarke, decided to make his wife a scooter using a Clement engine. For the sake of decorum. He concluded she should stand rather than sit. An old Army chum suggested putting it into production and it was available in 1920 under the name "Kenilworth" which happened to be where the Captain lived at the time. Eleven are believed to have survived of the some 550 made.

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