

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 6 · 2020



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The 1972 Wings Tour Bus

Plus

SMART Motorways

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Editorial Wayne Scott Communications Director

It has been a few weeks of change, of celebration and of realisation in the historic vehicle world. On the one hand, it was great to see another example of innovative change towards a more virtual basis for our hobby whilst the pandemic continues with a 'Virtual Version' of the NEC Classic Motor Show. For us, like our many clubs, it's the biggest event of the year and a chance to meet and hear from our clubs and discuss their concerns on a one to one basis. In a year like this, where we have the results from the latest National Historic Vehicle survey to announce, we would also normally be filling the palace of Westminster with motoring journalists, commercial leaders and MPs from the historic vehicle community to announce the latest set of crucially important figures. However, neither the show nor the unveiling was possible in their usual format this year, so instead Mike Brewer, presenter of the Virtual NEC Classic Motor Show cross-examined David Whale and Paul "the man with the scores" Chasney to announce the headline figures that way. You can still watch the video by the way, links available from the research pages of our website.

The unveiling of the figures has given us all cause for celebration because it shows, in no uncertain terms, that our community is in great shape – and growing! The figure of £7.2 billion contributed into the UK economy is one not to be ignored by the chambers of power nor the fact that the income is derived from vehicles that

travel so few miles, and thus contribute little in terms of carbon emissions.

The realisation that we still have much work left to do came however, when the Government confirmed their plans to ban the sale of new vehicles running on petrol and diesel by 2030. Whilst there is no need for us to become involved in the debate over whether electric cars are the future or not, our mission must be to ensure that not only do we continue to have a supply of petrol and diesel for our heritage vehicles (and coal) but also that we are allowed to continue our activities enjoying and sharing motoring heritage unhindered.

These represent significant challenges and ones that we must all meet head on together. As the AGM season for clubs gets underway, we are well aware that things can get a bit hot under the collar when discussing club politics. But we must all lift our heads and look wider now. Internal disagreements in clubs are akin to two rutting Stags fighting it out on a hillside for the does in the valley below. But whilst they are so wrapped up in locking horns, they've failed to realise that the hunters have come and shot all the does they were fighting over in the first place and that having finally settled their differences, they return to the herd only to find that they now no longer exist. Now is the time to come together, celebrate the successes that the National Historic Vehicle survey results have shown us and work together to defend and preserve our community.

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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.

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Introduction

In this, my second contribution to the Legislation section of FBHVC News, the subject of tyres features heavily once again. They are not a trivial matter to our heavy vehicle colleagues and therefore a further update is due on what is a more favourable position for them.

I also provide below short updates on 'Environmental' matters and Government transport reviews, and a flag towards my other article in this issue of the magazine about SMART motorways. I hope you enjoy them and they help fill time if, like me, you feel the world has shrunk to living room size during the pandemic!

HGV and PSV Tyres (Again!)

Readers may have seen a short 'newsflash' on this topic on the FBHVC website. In the last Newsletter, I set out the recently published Government response to their earlier (2019) consultation on Banning Tyres aged 10 Years or Older. I rehearsed the history of the issue, from the high profile campaign arising from a tragic coach accident in September 2012, through heightened guidance on the age and condition of tyres on large vehicles and onto the Government consultation process. The stated aim in the Consultation was to legislate for a ban on the use of tyres 10 years or older on "heavy goods vehicles, heavy trailers, buses, coaches and minibuses". (The consultation also proposed to ban the use of retreaded tyres on such vehicles irrespective of the retreaded tyre age). The consultation document did recognise the position of historic vehicles and proposed an exemption for those which met the criteria of Vehicles of Historic Interest (VHIs) provided they were not in commercial use.

However, the proposed exemption was also linked to the criteria for exempting vehicles over 40 years old from requiring roadworthiness testing ('MOT'ing'). When exemptions from MOTs for VHI had been promulgated in 2018 (following a Government consultation in 2017) most VHIs over 40 years old no longer required

an MOT including HGVs first used before 1 January 1959 and used unladen. However, HGVs built after 1960 still required to be tested irrespective of commercial use. The effect of linking new tyre requirements to exemptions from MOT testing in the Consultation indicated to the Federation that these post 1960s HGVs would have to comply with new tyre rules. When the Government's full response came out, the wording of the potential exemption for historic HGVs seemed to confirm this:

Since we are proposing to amend roadworthiness legislation for tyres, by introducing an additional requirement for tyre age, it makes sense to use the same basis for any exemptions as those already in place for historic vehicles from roadworthiness testing. These existing exemptions for vehicles of historic interest were determined on the basis of the effect of the exemptions on road safety, which was a key factor identified during the 2017 public consultation.

This accounted for the tenor of my article in the last Newsletter.

I also promised in that Newsletter that the Federation would seek the best outcome for the inevitable secondary legislation. I therefore entered into correspondence with the DfT and in very

constructive discussions, responses from the Department suggest a much more favourable position for the newer HGVs. In their first response, the Department referred to their legislative intent ("The new road safety requirements affecting tyres will be introduced into the Road Vehicle (Construction and Use) Regulations 1986 (C&U)") but that "these requirements will not apply to a vehicle of historical interest except where that vehicle is used for a commercial purpose." They also sought to reassure the Federation that the 1960 to 1980 (i.e. rolling) VHI HGVs would not have to satisfy the new legislative requirements.

The vehicles most affected by this will be goods vehicles having a gross mass exceeding 3.5 tonnes or buses and first used between early 1981 and 1 April 1991, as these fall outside the definition of a vehicle of historical interest.

Since this seemed to run contrary to the linking of tyre legislation to MOT requirements, a request for additional clarification was made and the position was restated in a second response that "providing that it is not used for commercial purposes, the new requirements will not apply to a vehicle if it [comes within the definition of a VHI]".

Stop Press

Well notwithstanding that the position appeared much more favourable than that set out in my last note, in the first draft of this article I still expressed caution until I had seen the legislation ...



... and I now have; the *Road Vehicles (Construction and Use) (Amendment) Regulations 2020* have been laid before Parliament (they are subject to Parliamentary process until 7 December) and I am happy to report they are in line with DfT undertakings set out above and with the now established definition of a VHI. A couple of areas bear some additional comment: the new regulations use different "type approval" regulations as a reference point for "a type of vehicle no longer in production" compared to the regulations which exempt VHIs from MOTs. I have not had time to evaluate the significance. Secondly by defining the "front axle" as "any axle, forward of the mid-point of the chassis on which the wheels are controlled by the steering system" this seems to indicate that for the very few HGVs and coaches that have 2 steering axles, if not otherwise exempt, compliance will require new tyres for the wheels on both front steered axles but this will not apply to a rear steer axle, a now-common concept which (relying on my expert colleague!) was first introduced to the UK market on the Neoplan Skyliner double deck coach from 1981.

We are also able to advise that if a vehicle eligible for exemption is presented for annual test (whether voluntary or mandatory) that the exemption still applies and we understand testers will be fully briefed ahead of the expected commencement date of 1 February 2021.

In respect of a vehicle which is required to comply with the age limit, the date code on the steered axle tyres must be legible and present, and this will be checked both at annual test and at any roadside stop.

Commercial Use Implications

In the last Newsletter, my Legislation colleague James had provided a complementary article on the practical implications of the then understood tyre position. Even though the legislative situation is now favourable for our historic community, VHIs will have to comply if they are used for commercial purposes. As a result, James wanted to stress that this tyre requirement encompasses both

pre and post 1960 buses or trucks. Just because the pre 1959 VHIs are not required to be tested does not exempt them from the tyre requirement if they are used for commercial purposes. We also remind readers (both those with heavy vehicles or cars/motorbikes) that regardless of whether this 10 year limit applies to your vehicle, that tyres (and the rest of the vehicle) must remain roadworthy at all times.

Government Consultations

Last time round, I referred to three DfT reviews or consultations:

- A review of the provision of large vehicle roadworthiness testing;
- A consultation on proposed changes in guidance in the Highway Code principally concerned with pedestrian, cycling and equestrian safety and
- A 'call for evidence' in relation to a Government proposal to permit the use of Automated Lane Keeping System technology (ALKS) on motorways.

In relation to a., the Federation was also seeking to obtain a longer exemption period from testing due to capacity shortages caused by the COVID shutdown of the testing centres. The Federation has sought access to the Review through the All Party Parliamentary Group but this and an extension to the exemption have been further COVID 'victim' with the usual channels in the House stymied by restrictions. Therefore, I have no update on this currently but will look to provide one next time round.

In relation to the Highway Code amendments, I note I had previously described them as "on the whole innocuous and coherent with a reprioritisation of safety emphasis." After some debate, that was the conclusion of the Legislation Committee who also resisted a proposal that consideration should be given to seeking 'vulnerable' status for our historic vehicles. This would be on the grounds that the perceived technical and other limitations of certainly some of the very old vehicles should prompt other road users to give them special consideration. It certainly had a tempting ring but was not accepted as an issue to pursue not least because it was not something surveys, correspondence or members had been campaigning for. There were other solid reasons which I am

sure you will understand might not be in keeping with our aim to continue using our vehicles on 'Tomorrow's Roads'.

However, we did respond in detail to c., the ALKS (Automated Lane Keeping System) proposals and the full Federation response can be read on the website. Full details of what is proposed are on the Government paper, but essentially:

"ALKS is designed to enable the driver – for the first time ever in commercially available vehicles – to delegate the dynamic driving task to the vehicle under certain circumstances."

This is distinguished from the more familiar driver assistance systems where the driver must remain in control of the vehicle and responsible for the driving task all times. Initially this would only be allowed on the motorway inside lane at speeds up to 37 mph but there are grander aspirations ...

In summary we raised questions about sensor limitations in existing ALKS hardware and software (actually partly conceded in the proposals). Given that some 1920s and 1930s vehicles often had fabric and wooden bodies and sometimes were shaped quite differently from modern vehicles, we asked for assurance that the sensors could identify them before operations on the motorway are authorised. The limited options available to the ALKS equipment in the event of a problem it could not cope with (stopping in lane or handing back to the driver (issuing a 'transition demand')) also raised concerns. A question as to whether the driver should be allowed to occupy him or herself with other tasks (Facebook anyone – other social media sites are available?) also required some comment by the Federation on the technical and legal side. Experience in the aviation world has shown that urgent manual reversion from an automated process can have unhappy consequences.



»»» The reader may not realise that much of the UK and international legislative process to allow autonomous vehicles is already in place. It is times like that that we miss Raymond Baxter or Maggie Philbin on Tomorrow's World flagging up the pros and cons of futuristic 'transport solutions' in a

mature way, as much of the media coverage of driverless cars is rather patchy, not well analysed and occasionally hysterical. However, the media did cover the concerns about ALKS expressed by the respected Thatcham Research organisation which were referenced in the Federation response.

Environmental Initiatives

I note that my coverage of environmental matters was fairly brief last time and it will be here also. At the tactical level a number of local authority CAZ and ULEZ continue to be delayed and postponed either because they are subject to further revisions or are no longer a priority due to COVID. However in Scotland, Aberdeen and Dundee have Low Emission Zones under consideration but the proposed treatment of historic vehicles awaits finalisation of the devolved administration secondary legislation. The omens were good on those at the Transport (Scotland) Act consultation phase, but the detailed regulations have not yet emerged. Other initiatives in Manchester and a 'voluntary' environmental zone in York are being monitored but should not currently affect historic vehicles to any extent.

On Climate Change challenges at the strategic

level, the good news is that we now have some extra horsepower. A new Environmental Director, Peter Spours, was introduced at the AGM. His remit is to develop policy and strategy for our movement ahead of the push for electrification and the end(?) of new internal combustion engines in the 2030s. Previous serious threats to the operation of historic vehicles have also included the possibility that regulations on car emissions might restrict the use of our vehicles. Fortunately, legislative exceptions for historic vehicles were lobbied for and won. However future threats will need more than simply carefully constructed legal arguments; a more holistic approach is required to ensure our continued freedoms and the way ahead will be announced in stages. Be assured that legal and environmental discussions and action will be closely integrated.

SMART

No sooner had I penned the article elsewhere in this issue on SMART motorways when the newspapers came alive again on the subject prompted by a survey conducted by the campaigning group BRAKE. Apparently almost half of drivers surveyed did not understand how SMART motorways worked, including when they could use the '4th' lane and what the red X on the gantry means. Quite enlightening how people prioritise how they use the search engine on their SMART phones! My understanding is that permanent running 4th lanes are the way ahead and the 'managed' ones with the occasional use of the extra lanes at busy times will be phased out. Take care!

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Last month I wrote about changes to the NOVA procedure and expressed the hope that I would be able to offer a fuller explanation in this issue. Unfortunately, my hopes have not been realised! The necessary clarification that I requested from HMRC has not been forthcoming up to the time of writing and unfortunately I understand from contacts in the Accountancy world that this is currently par for the course.



Driver & Vehicle Licensing Agency

Thus in the absence of a definitive reply from the Government Department responsible, the following is my deduction from the one clear piece of information we have at our disposal.

Some correspondents have expressed disbelief that the system has actually changed, believing that it is merely a case of mistaken requirements from DVLA. However the NOVA criteria have definitely changed, there is a new issue of the NOVA 1 form, dated 2/20, in which the introductory wording is amended to require a NOVA application "... if you have purchased a vehicle in the UK which is unregistered or if your vehicle has had a break in registration" in addition to the previous requirement "... if you are bringing a land vehicle into the UK for permanent use". It is notable that the remainder of the form has not been changed and is not always appropriate to the new requirement.

As noted in the last issue this change is almost certainly to close some form of loophole that was being exploited to avoid the payment of VAT on new or near new vehicles. It is not directly relevant to historic vehicles and it may be that historic vehicles were not considered when the change was implemented. Nevertheless, anyone seeking a first registration from DVLA will have to comply with the requirements as DVLA will continue to carry out their policing function by declining to register a vehicle until the NOVA procedure is satisfactorily completed.

We can only assume that the established current procedure will continue to work with some necessary minor adjustments. So we suggest the use of the paper version of the new 2/20 NOVA 1 form, which should be completed as far as possible, many responses may be 'not known', and sent to the new HMRC address given on the form.

As before it will probably be necessary to use the paper version of the form as the online version will not allow you to proceed until each question is correctly answered and that may not be possible for a historic vehicle. A paper form can be obtained from HMRC, details at - <https://www.gov.uk/government/organisations/hm-revenue-customs/contact/personal-transport-unit-enquiries>

I must stress that this guidance is given in good faith but is untested, please let me know about any problems – or indeed any successes.

The Federation is currently in discussion with DVLA regarding the possibility of holding a virtual meeting before the end of the year. It is hoped that progress can then be made on some of the long-running contentious issues. At the same time the APHVG remain committed to providing any assistance they can. Any further news will of course appear here at the earliest opportunity.

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SMART Motorways

by Lindsay Irvine

Amazing how many projects the adjective SMART (always in caps) has been applied to in recent years. SMART procurement (Ministry of Defence Procurement Agency) SMART learning, SMART Energy, SMART TV, even SMART cars. SMART is also a management consultancy speak acronym for Specific, Measurable, Achievable, Relevant and Timely ... but we can all recognise the conceit in the term. We live in a world of transatlantic hyperbole and the association of the adjective SMART with simply the widening of congested stretches of motorway from 6 to 10 lanes by the simple feat of deleting the safety lane (hard shoulder) was clearly intended to give you the impression of something cleverer.

The Good

Actually it is too churlish to criticise the concept of Active Traffic Management motorways. If you were a regular victim of crawling traffic on the M25, M6/M5 and M42 with no realistic prospect of traffic numbers reducing or any likelihood of the government building the way out of the problem by creating "10" lanes in a country our size let alone the cost of attempting to do so, it would be attractive. Given the increased reliability of the modern car, CCTV, electronic signage and radar detection technology, could risk be taken with the safety lane? After all, the original pre-war autobahns did not have one nor do most stretches of 70 mph dual carriageways in these isles.

Under the original SMART motorway "Dynamic hard shoulder concept", it is not as if the lane would be lost permanently. If traffic was flowing well, it would be a conventional 3 lane plus hard shoulder motorway but at rush hour or at other times of heavy traffic, overhead gantry signs would indicate the use of the hard shoulder as a running lane albeit with the speed limit reduced from 70 mph. To mitigate the temporary loss of the hard shoulder, safety refuge "lay bys" would be constructed at regular intervals and enhanced CCTV and radar assisted stranded vehicles motion detectors would be installed.

The Bad

Unfortunately, the gloss wore off this promising concept quite quickly and you may have been one of its critics. Whilst the prototype stretch on the M42 had safety refuges every half a mile and very frequent gantries with warning signs, later iterations on the M25 for example seemed more parsimonious, with the distance

between refuges increased to distances up to 1.6 miles and promised radar detection systems conspicuous by their absence. The rather low key advertising campaign at launch had to be reinvigorated as drivers seemed confused about when they could or could not use the additional lane. This confusion was increased by the inception of a different SMART motorway concept; "All Lane Running" where the hard shoulder is deleted completely in favour of a 4 lane default setting, only reverting to 3 lanes at stretches where a breakdown or accident required the inside lane to be closed. More worryingly, there seemed to be an increase in the number of serious accidents where confusion may have been a contributory factor combined with a lack of stopping places on the newly rolled out sections.

Some particularly appalling accidents and scary near misses captured on CCTV and dash cams caught the notice of the press, Police and motoring organisations culminating in a BBC Panorama documentary. By this time Highways England and the Government had already commenced a detailed review and stocktake ahead of further roll out which was published earlier this year. The evidence revealed in that report pleased and frustrated supporters and detractors almost equally. The data and evidence collected over the selected period did not confirm that SMART motorways were more unsafe than those with hard shoulders. However it was accepted that there were some major inadequacies and that public confidence would continue to decline if further measures were not taken to improve and enhance safety. Hence, out with the Dynamic hard shoulder and in with All Lane Running for all current and future SMART motorway stretches.

Increased regularity of safety refuges and patrols have been put in place and other measures planned in order to mitigate those inadequacies. However the actions and recommendations in the report do not amount to a retreat from the continued use and expansion of the SMART network.

Historic Vehicles

So why am I writing about this subject? Whilst there was clearly public concern which will have included many readers who took their historic vehicles onto SMART motorways, this did not translate into letters of complaint to the Federation. Speculation as to why not is fruitless, but what can be stated with confidence is that statistically the usage of such roads by older vehicles will be low. Such vehicles make up only a small fraction of total vehicle ownership, on the whole tend not to be used for commuting and are generally taken out for pleasure, the antithesis of a motorway journey! However recent correspondence questioned why the Federation had not taken and was not taking a more proactive campaigning stance in opposing SMART motorways, which did prompt some reflection on my part on this and the broader issue of using historic vehicles on ANY motorway.

The thrust of the argument by the correspondent was that SMART motorways were inherently unsafe (quoting in more detail some of the problems identified earlier in this article) and advocated that they should be scrapped altogether. In particular it was argued that historic vehicles were especially vulnerable were they to breakdown in the inside lane as the driver may not be able to comply with

the official recommended safety advice due to a lack of hazard warning lights or seatbelts. Whilst this might be the case, this scenario was not so different from that faced by non historic vehicles save that the risk was potentially exacerbated dependent on the age and equipment fit of the vehicle. Given the rolling qualification for historic vehicle status, a 1975 car is obviously quite different from a 1938 Austin 10.

A volunteer organisation like the FBHVC has limited resources and must use these resources wisely and economically, targeted at issues of particular concern to our members and to the freedom to operate historic vehicles. As already indicated, our membership was not raising the issue as a major concern and SMART motorway safety concerns were not unique to historic vehicle operators. As such, since the RAC, AA, All Party Parliamentary Group for Roadside Recovery and Rescue, previous Ministers and other road safety campaigners plus the BBC were already conducting high profile campaigning, FBHVC involvement would have been somewhat superfluous. Now that the Government report has acknowledged some concerns and improvements promised, with the AA and RAC's concerns somewhat assuaged, now would not be the time for the Federation to take the lead in further criticism of the concept.

BUT, BUT, BUT and AGAIN BUT...

What our correspondent hinted at but did not mention in terms of historic vehicle vulnerability on a SMART motorway was the probability of breakdown; i.e. whether statistically they are more prone to breakdown under motorway conditions hence producing the risk to life and limb in the first place. In other words, how smart is it to take your 40 plus year old machine on a motorway in the first place? Now I appreciate that I risk the opprobrium of many historical vehicle owners by even asking the question! "How dare it be suggested that my 1968 Bentley, 1973 Alfa, 1959 Aston Martin etc etc are not capable of safe and reliable operation on the motorway?" Well if I did not ask the question, someone else would, particularly if the Federation was to now suggest that SMART motorways should be scrapped as our vehicles are uniquely at risk. That "someone else" might respond that rather than stopping the motorway, better stop those vehicles from using them!

So whilst seeking to avoid the ire of those driving cars more than capable of sustained motorway speeds, I know there are other owners who appreciate that condition rather than age is normally the determinant in terms of reliability, but their vehicles have a design limitation too. Leaving aside pre First World War vehicles, steam or early electric ones (their owners and drivers are acutely aware of their limitations), British vehicles of the 1920s through to the 1950s were driven by engines which were designed and manufactured before motorways were thought of. Their narrow bores and long stroke were designed to minimise tax rather than supply unstressed reliability, often had marginal oil and cooling capabilities and required frequent and extensive maintenance (including regular strip down) resulting in such engines struggling on the first motorways. On the first day of M1 operations in 1959, there were 100 breakdowns out of 13,000 vehicles. A contemporary British Movietone newsreel called "M1 Mishaps" is available on YouTube to give some background. It is a fact that the type of vehicles having problems in that contemporary film have not got any younger in the interim.

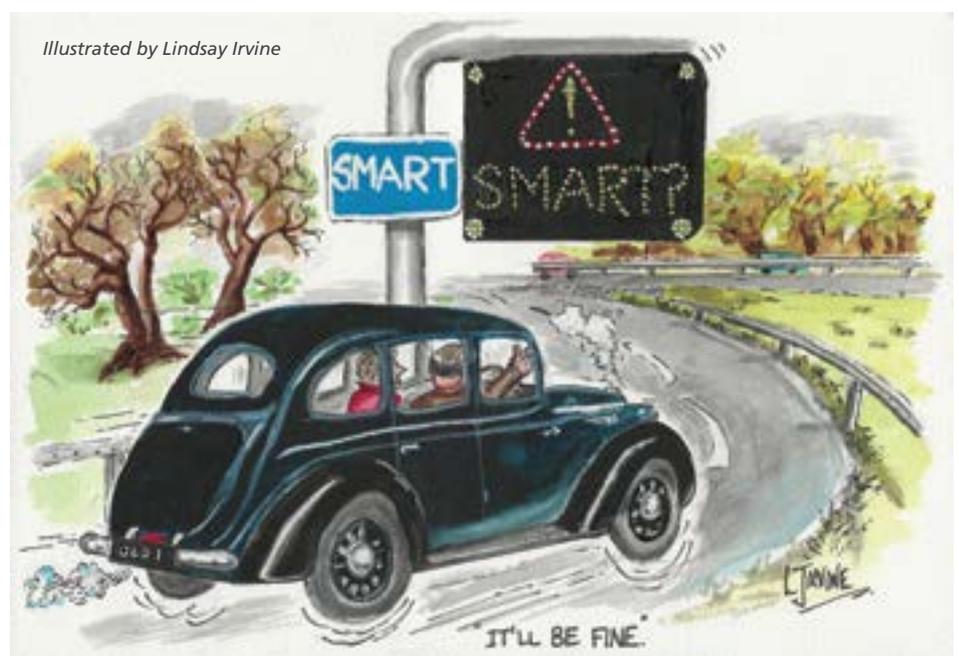
So whilst it is recognised that many historic vehicles are quite capable of holding their own on a motorway and that on occasion, a motorway stretch is the only viable journey option, they are often a hostile and brutal environment for many others. Even avoiding stressing the engine by keeping the speed down can create risk together with the other attendant limitations of certain older

vehicles in terms of lighting and signalling. Whilst all machinery will wear out with use, it can wear out even more quickly through lack of use and FBHVC surveys confirm relatively low usage. Corrosion in engines and other moving parts formed during periods of even careful storage will cause premature wear and eventual failure. Parts made from rubber, plastic and similar materials also deteriorate through age; the issue of aging tyres is not confined to large vehicles.

That said, the chances of breakdown whether on the motorway or elsewhere can be greatly reduced if some precautions are taken and in that regard I direct your attention to the FIVA "Guide For Responsible Use of Historic Vehicles on Today's Roads" and indeed the maintenance manual appropriate to your vehicle which will recommend the service intervals and actions to be taken at each.

So...

Returning to my opening theme on SMART motorways, it is clear that the concerns many had about their operations were real, prompting government action which will hopefully mitigate the risks to all users including the historic vehicle community. However notwithstanding these improvements and the care and love expended on your treasure to keep it reliable, there are risks associated with the use of certain historic vehicles on motorways, SMART or otherwise. This means you may wish to consider that the safety concerns relating to reliability and equipment are best mitigated by choosing, where possible, alternative scenic If not SMART routes.



Events

Oh No, here we go again!

In my last report there were some positive signs that events were actually taking place once again, museums were reopening, and clubs were feeling more positive about the future. Unfortunately, this appears to have been a false dawn as we are about to go back into lockdown (of various iterations and durations) across the UK. So, we are back to events being cancelled or postponed, museums closing once again, resulting in a growing level of resignation and despair amongst our community.

Prior to the 'firebreak' in Wales and the latest 'lockdown' in England we did manage to run a Track day, a Touring assembly and a Hillclimb, but our village Classic Car show was cancelled at the last moment – correctly, so as to be seen as socially responsible and not send the 'wrong' message to the general public.

Goodwood Speed Week (16 -18 October) did go ahead as planned, but sadly the London to Brighton Veteran Car Run (on 1 November) had to be cancelled in mid October – the first interruption to this event since 1947. On the positive side they are planning to run the event on 7 November 2021.

Not surprisingly, prestige UK end of year events such as the RAC Rally of the Tests and Le Jog have been postponed as their planned routes would have crossed UK borders where different restrictions currently apply. The implications of devolution must now be factored in by Organisers and Clubs when planning cross-border events for the future.

Motorsport UK Update

As I write this Motorsport UK have just rescinded all UK Permits for non-elite events until December 2nd, however let's hope that by the time you read this they will be available once again as there are still a few events 'scheduled' for December. As details are constantly changing at the moment, I would advise you all to keep visiting both the Motorsport UK website and our FBHVC news pages where we post of all the instant press releases and news items as we receive them, that way you can keep up to date between each edition of FBHVC News.

<https://www.fbhvc.co.uk/news>

<https://www.motorsportuk.org/news-publications/>

I am pleased to say that MSUK have announced a series of Club Webinars intended to inform and promote the use of social media within our club community. This is such an important communication channel for clubs to understand and adopt in order to reach new members and to promote their events to a whole new (and possibly younger) audience.

These Webinars will take place on a monthly basis and four dates have been announced, starting in November 2020 and finishing in March 2021. For more information and to register please visit their website at [motorsportuk.org/clubs-organisers/club-webinars/](https://www.motorsportuk.org/clubs-organisers/club-webinars/)

MSUK are also actively trying to engage and support Female participation in clubs, events, organisational and technical roles. I fully support this and wonder if your club has a policy or strategy to appeal to women to 'get involved' in our community. I would be interested to hear from you via email to events@fbhvc.co.uk

For those clubs who are not Motorsport UK members, but who would like to find out more about the benefits of planning, launching and running social media channel(s) for their club then please email me at events@fbhvc.co.uk so we can gauge interest levels and act accordingly.

In closing, I wish you all a safe and peaceful Christmas and New Year and let's hope 2021 allows us to reactivate our events calendars, our club meetings and enjoy Drive it Day with our friends and families in all parts of the UK.

Take care and stay safe



The Heritage Skills Academy

My last report on The Heritage Skills Academy covered the work they had undertaken to manage the risk of Covid 19 before apprentices could come back to Bicester Heritage to continue their training. HSA have managed this extremely well with online teaching between March and July and then managing the physical challenges of keeping apprentices and lecturers two metres apart in the workshop. With the two Bicester units each being a 'bubble' this also halved the risk.

Most of the apprentices stay with local families when they are at Bicester for the week and again this has to be managed carefully too.

To date there has only been one case when an apprentice had COVID-19 symptoms and then tested positive. The 'bubble' of apprentices and lecturers then all had to self-isolate in line with the procedures HSA had put in place.

During this pandemic, the overall numbers of apprentices being taken on by Companies in the UK has fallen dramatically with some courses being down by as much as 80%. We understand that the pressures on businesses and the uncertainty that brings will make the taking on of new people difficult and we certainly thought that classic car restorers would feel the same. The good news is quite the opposite with more employers coming forward looking for apprentices. The period between March and July when there were no apprentices on site allowed the HSA team to convert building 103 at Bicester Heritage to a Coachwork workshop. This was to test whether there were enough employers interested in an apprentice specialising in Coachwork and also to test the commercial market of evening classes for anyone that wanted to learn those skills. By the time we came out of lockdown there was indeed sufficient interest to start the first apprenticeship course on Coachwork and the first evening class.

More employers are wanting new apprentices to learn the Mechanical course and with the first Coachwork class the numbers of apprentices has risen to nearly 90. The Heritage Engineering Apprenticeship is now one of very few apprenticeships in the UK that has seen the numbers increase this year.

The Coachwork course and the evening class have been very successful and that should

equate to a second course for apprentices and further commercial courses early next year.

Behind the scenes the biggest dilemma has been to decide on what workshop and classroom space will be needed going forward and to arrange the space to allow the numbers to increase. We knew the capacity at the two units at Bicester Heritage could accommodate around 90 to 100 students, but with the social distancing and the essential Covid measures more pressure would be placed on the management. The other dilemma was to decide on taking more space at Bicester Heritage or looking for an expansion elsewhere. Several sites were considered and Brooklands came out on top. Discussions with the Brooklands senior team, HSA and FBHVC were extremely positive and the offer of an existing workshop on site was too good an opportunity to miss. You may have already seen the press releases in September announcing the expansion at Brooklands but HSA will continue to use the two units at Bicester Heritage and base the business there.

A second site is something else the HSA team must manage but the Brooklands team have been so supportive that the plan is to now start courses at Brooklands from January 2021. The Coachwork courses will now take place at Brooklands as the new facilities lend themselves to being able to accommodate the heavier equipment.

As we get closer to the end of a challenging year, we could well see apprentice numbers reach 100 in early 2021. Seven years ago I identified a need for around 200 apprentices being required for the classic car industry and at least half of that could be in place next year which is a good result despite taking longer than I usually expect from anything else I do!

Some of you may have heard my comments regarding courses being in the South during the FBHVC Virtual AGM in October. I believe a centre in the north, perhaps on the M62 corridor could be a possibility, but I accept we all need to support the Brooklands expansion first and just see if the apprentice numbers continue to increase.



I have recently had responsibility for Museums added to my portfolio mainly because on so many occasions the relationship between an Archive and Museum is so close that it makes sense for the roles to combine. Until now they have been looked after by Keith Gibbins who has worked with our member museums to raise awareness and this is something I will continue to do at every possible occasion.

We have already created a member museums listing on our website and through the use of the interactive map it means you can easily see where they are located along with their key details to help you access more information. Our plans are to work with many other museums to actively promote their offerings.

The effects of COVID-19 have had a dramatic effect on museums as they were forced to close and sadly many people believe that all museums and especially national museums are funded directly by public funds, donations, or large grants. Sadly, that is not the

norm and many museums have lost £100,000's of income which they will never be able to recover and are genuinely struggling for survival.

Many reopened during the Summer when lockdowns reduced but the complexity and cost of implementing social distancing has put many smaller museums under even greater pressure and the limitations on the number of daily visitors allowed, who also have to pre book their visit, will mean their income continues to be severely under pressure.



The British Motor Museum at Gaydon is now only open from Friday to Monday with timed arrivals to ease congestion at the entrance although once inside you are welcome to stay as long as you want.

All visitors must comply with the NHS Track and Trace, wear masks throughout the visit and extensively use the hand sanitiser stations around the museum. The museum area has been slightly adapted to make a one-way flow through it, but this does ensure that you see everything.



Brooklands Museum reopened on the 1st August and opens on Thursday to Sunday for prebooked visitors who have purchased a timed entry ticket and who comply with the NHS Track and Trace and wear masks throughout their visit in the indoor areas.

Visitors will be able to explore the museum freely, but Brooklands are trying to bring some exhibits outside so visitors can still see their favourite cars and aircraft but in a new way.

Some exhibits such as the Motoring Village Sheds and Aircraft Factory will have limited capacities to ensure room for social distancing and all the Museum's interactive exhibits will be closed but they will be having a new programme of live vehicle demonstrations each day with the observation bays being marked out with a maximum capacity of 6 people, from one household or social bubble.

They have also introduced new ways to explore the Aircraft Park but understandably due to the narrow walkways and limited access/exit to the aircraft, most of these will remain closed for the time being.

However, from Thursday 22nd October they will be opening up the BAC 1-11 as a walkthrough experience and the Vickers Viscount front section, subject to weather and steward capacity.



At Beaulieu, the **National Motor Museum** is open daily but only for pre booked visitors who will have a timed entry slot. Extensive social distancing measures have been put in place with visitors having to comply with NHS Track and trace and wear a mask in all indoor areas and all their Covid-19 safety measures have been evaluated by Visit Britain and they hold the "We're Good to Go" industry standard.



At the **National Motorcycle Museum** they have been forced to take the decision to remain closed as they rely on the income from their conferencing business and 2 sister hotels to fund the museum and clearly these three businesses are unable to operate fully, let alone trade profitably.

The museum receives no other external funding and has therefore launched a COVID 19 Appeal raffle to help raise the £500k they need per annum to operate.

Full details on how to buy raffle tickets to win a Norton Commando 850cc motorcycle or to donate to their fund can be found on their website at: <https://www.nationalmotorcyclemuseum.co.uk/coronavirus>

The Government recently announced a Culture Recovery Fund (CRF) through Arts Council England which totals £1.57 billion designed to help culture organisations across the country get through the pandemic and to secure their future sustainability and has now awarded grants to 1385 organisations.

It was great to see that Brooklands Museum were awarded £950,000, the British Motor Museum received £707,000 and the London Transport Museum £1,750,000.

This will help these organisations survive and plan their future, but we shouldn't forget the 100+ other smaller transport museums who were not eligible for a grant and who continue to fight for survival during these difficult times.

I would encourage you all to try and plan a visit to a museum over the coming months – if we do not support them, we may never get the opportunity to visit them in the future!

Working on Archives I have been continuing to talk with individual clubs who are evaluating their Archives using the checklist we produced earlier in the year and which is available to download off the FBHVC website.

The recent club queries I have been involved in range from Archives Insurance through to cataloguing and just about

everything you can think of in between but through discussion the clubs have felt able to go off and make their own informed decisions.

Do not forget if you have an Archiving question and need to discuss the options open to you feel free to contact me at: archives@fbhvc.co.uk

+++ STOP PRESS! +++

Since this article was written Government guidance has again changed and we are now in a lockdown situation again which means that Museums will have to close.

This additional closure puts them under even greater financial pressure so why not start planning your visit for mid-December or early in the New Year. Full details of revised opening will be given on the Museums website. Also many museums have some excellent digital activities so search for them on Facebook too.

FIVA > Keith Gibbins

FIVA Motorcycle Week in the UK

The Fédération International des Véhicules Anciens is worldwide association of historic vehicle clubs, representing more than 1.5 million enthusiasts in 64 countries, through more than 85 member organizations. The UK member is the FBHVC.

FIVA is structured with a management group and number of commissions, including a dynamic motorcycle commission. See https://fiva.org/en/commissions/motorcycle_commission/

One of the initiatives is FIVA Motorcycle Week, the idea being that historic motorcycle enthusiasts around the world get together to ride and promote the use of their machines.

2019 saw some 23 countries involved with over 10,000 participants. Normally the events take place in June but due to the pandemic and associated lockdowns, things were different in 2020.

For the UK we organised a tour, with a small group of motorcyclists mainly from the West Kent section of the Vintage Motorcycle Club, in Wales. A visit to the iconic Ace Café/59 Club for the Reunion weekend was included.

The Pin Badge given to attendees, was again the idea of the FIVA motorcycle commission to celebrate & promote International Motorcycle Week.



I have prepared a slide presentation from the Pin's based on members pictures. If you are interested, please view either of the two links below:

PDF Version – medium size

<https://www.dropbox.com/s/e0jbuyqjdgscji/Pins%20Progress%202020%20%5BAuto-saved%5D.pdf?dl=0>

PowerPoint Version – very large

<https://www.dropbox.com/s/e0jbuyqjdgscji/Pins%20Progress%202020%20%5BAuto-saved%5D.pdf?dl=0>

Other Links

Ace Cafe

<https://acecafe.com/>

59 Club

<https://www.the59club.co.uk/>

VMCC West Kent Section

<https://wkvvmcc.weebly.com/>

2020 NATIONAL HISTORIC VEHICLE SURVEY

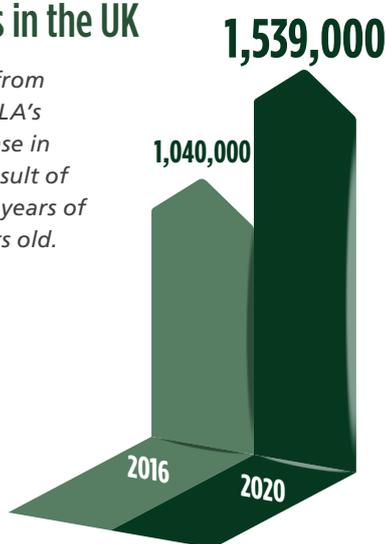
The results are starting to come in. The 2020 National Historic Vehicle Survey closed in October. Over 15,000 enthusiasts took part along with over half of the Federation Club members and some 200 commercial businesses and museums.

At the time of writing, the full results are still to be evaluated but we hope to publish a summary before the end of the year which will be available on the Federation’s website.

In the meantime, here are five key facts you should know:

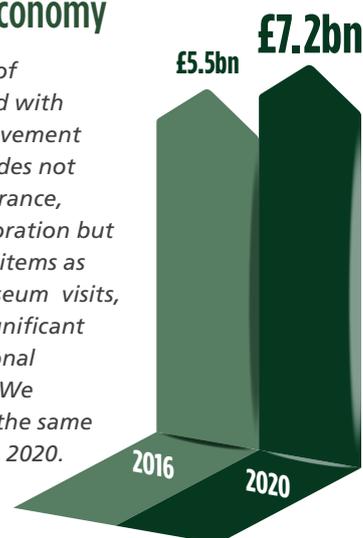
Historic Vehicles in the UK

This data is derived from an extract of the DVLA’s database. The increase in vehicles is a direct result of including four more years of vehicles over 30 years old.



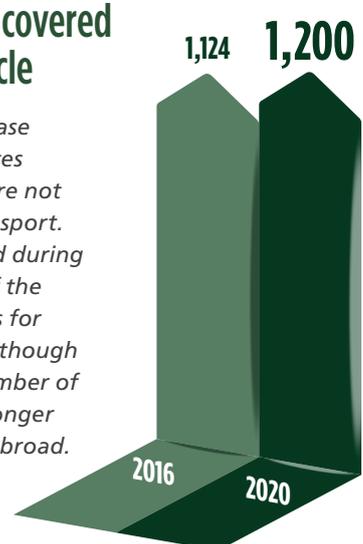
Value to the UK Economy

In 2016 the full range of expenditure connected with the historic vehicle movement was examined, it includes not only vehicle sales, insurance, maintenance and restoration but also spending on such items as events, road trips, museum visits, magazines and also significant spending by international enthusiasts in the UK. We repeated this task for the same spending categories in 2020.



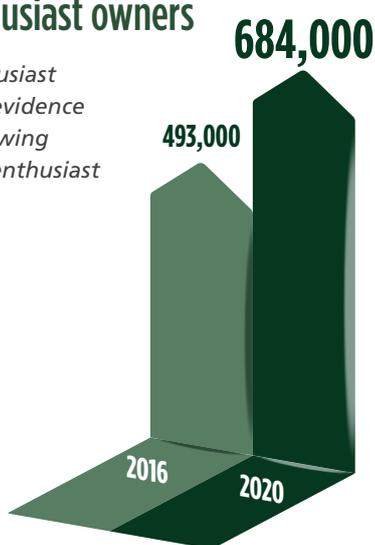
Average mileage covered by a historic vehicle

The very modest increase in mileage demonstrates that historic vehicles are not used for everyday transport. Typically, they are used during the warmer months of the year and in many cases for short trips to events although of course a smaller number of vehicles are used for longer tours, including trips abroad.



Number of enthusiast owners

The number of enthusiast owners is based on evidence from the Survey showing that on average an enthusiast owns 2.25 vehicles.



Employed in the historic vehicle industry

The apparent modest fall in employment numbers appears to be less of an indicator of reduced levels of activity in the historic vehicle industry, rather an increase in the number of full time employees. There is also encouraging evidence of a rise in the numbers of younger people becoming involved through apprenticeship and training programmes.



These key statistics show how the importance of the historic vehicle movement has continued to increase. The Federation will be making these and other findings from the 2020 National Historic Vehicle Survey, available to Government and Government agencies to help ensure we are all able to continue to use ‘yesterday’s vehicles on tomorrow’s roads’.

Historic Vehicles & Wellbeing

These are, undoubtedly, exceptional times. For the last nine months, all of our lives have been changed to some extent by the SARS virus Covid-19. Everyone was affected by the nationwide lockdown that started in March, and despite some relaxing of restrictions in recent weeks the situation is showing little sign of improving, with many parts of the country heading back into restrictions on movement, social interaction and work activities.

The effects of Covid-19 have not only been physical. There is growing evidence of how the way we are having to live now can affect our mental health, ranging from the fear of infection or the loss of employment to suffering the destructive effects of loneliness and depression. To some extent, the historic vehicle movement has coped with this extremely well, with the sector's magazines and specialist press full of reports of long-stalled restorations moving ahead as owners have nothing else to do. Many parts suppliers and restoration companies have reported a boom in sales, which serves to emphasize how important historic vehicles are for the economy. This is great news, but I'd like to take a look at the part played by our hobby from a different perspective – has it benefitted the individual owner's health and, if so, how? Has it helped to build a sense of wellbeing?

'Wellbeing' is not just another medical buzzword of the moment. It is an important element of a well-balanced, healthy life, the maintenance of which is not as simple as it used to be as society, ways of working and cultural and social interactions undergo inexorable change. The part played by active involvement in the classic vehicle movement in supporting wellbeing was known to be important before the current crisis arose – but now, for some, it has become a lifeline.

The NHS website lists five steps to mental wellbeing: Connecting with other people, being physically active, learning new skills, giving to others and mindfulness (paying attention to the present moment). Public Health England have recommended taking up a hobby or

learning a new skill as a way of managing mental health whilst isolating. Dr Daisy Fancourt, associate professor of psychobiology and epidemiology at University College London, says that active involvement in a hobby can improve wellbeing in three ways: *'Creative hobbies and learning new skills can help by distracting people from their worries; it can help people come to terms with or reappraise things and get a new perspective; plus it can really boost confidence and self-esteem.'* Fancourt is leading the Covid-19 Social Study, which is tracking levels of anxiety, depression, loneliness, domestic abuse and wellbeing across 90,000 participants and reports to the government, WHO and PHE. *'A sense of purpose is linked in with longevity, better immune function, and better physical and mental health,'* she adds. *'But it's quite hard to find purpose if people have been furloughed, for example, so volunteering or creative activities can give people a huge boost.'*

Active interest in historic vehicles, ranging from carrying out historical research to teaching yourself to weld, is an excellent example of this kind of self-administered therapy. There have been some great stories in the classic press and club magazines of jobs done and the resurrection of stagnant projects under lockdown, but appealing as restoration diaries are, it would be really helpful to understand how our hobby has helped the mental health of our members over the last nine months. Some may feel benefit from simply shutting themselves in the workshop for a few hours, others may have more serious stories to tell. If you feel able, or willing, to share any mental health benefits you have gained from working on or with historic vehicles this year, we, via the secretary, would be very grateful to hear your story. Any submissions will be treated with complete anonymity, and any personal accounts anonymized. The aim is to build a body of evidence of the positive effects of historic vehicles on mental health, demonstrating yet another aspect of why what we do is so important for the future as well as the past.

FIVE WAYS TO WELLBEING



TALK & LISTEN,
BE THERE,
FEEL CONNECTED



EMBRACE NEW
EXPERIENCES,
SEE OPPORTUNITIES,
SURPRISE YOURSELF



DO WHAT YOU CAN,
ENJOY WHAT YOU DO,
MOVE YOUR MOOD



Your time,
your words,
your presence



REMEMBER
THE SIMPLE
THINGS THAT
GIVE YOU JOY

Skills Apprentice meets Vauxhall Viva!

If you see a young man wearing a huge smile and driving a 1967 Vauxhall Viva in Oxfordshire - that may well be Jake Geraghty an apprentice at the Heritage Skills Academy (HSA).

Jake came from his home in Perth, Australia, last year to further his interest and career in the classic car world. He wasted no time! Back home he had grown up with uncles driving older cars such as Chevrolet and Dodge. Within months he had got a job with a car restorer and enrolled at the Heritage Skills Academy (HSA). Here he heard about the Classic Car Loan Project (CCLP) and applied to have the 1967 Vauxhall Viva on loan for the year.

Fred Dukes and Marcus Cooper of the Vauxhall Viva Owners Club (VVOC) recognised Jake's enthusiasm and skills. His HSA experience was very much in his favour as they were seeking a reliable and responsible carer for the Viva which had been donated to the VVOC by a lady retiring from driving. Not an immaculate, but a sound car, this seemed a good example for a CCLP recipient to use regularly without wrapping it in cotton wool.

Jake said, "I work with various classics such as E Types and Citroën DS and modern electric cars, at Electrogenic. So, looking after the Viva should be no problem. Of course I will be keeping in touch with the club through the year ... yes, a whole year!"

From day one, all the cars in the CCLP have been insured by Peter James Insurance through a dedicated arrangement which safeguards all involved. Since Jake is an apprentice at the HSA, the FBHVC has jointly sponsored his insurance premium.

CCLP manager, Bob Wilkinson said, "I am delighted to have ongoing support from Peter James Insurance and the FBHVC for supporting Jake. This is tangible support for the project designed to encourage new drivers into the classic car world. I hope more apprentices will apply for cars in the next phase. I have over 20 cars in the project covering a wide range of makes and styles and more promised for next year."

"Although still small in number, the CCLP is proving to be a model for clubs to follow when seeking to engage with new enthusiasts. Already a handful of previous car recipients have bought a classic ...even the father of one young driver has returned to classic ownership."

Karl Carter, FBHVC Skills Director commented, "It is important to try and get the apprentices the experience of driving and maintaining a classic vehicle, but insurance costs can often be prohibitive particularly for the younger apprentices. We have teamed up with Peter James Insurance to cover that cost for the year and allow at least one of the apprentices to have that experience. We all hope Jake enjoys the Viva."

More information can be obtained from:

www.fbhvc.co.uk

www.heritageskillsacademy.co.uk

www.classicarloanproject.co.uk (drivers stories 2020 page)

This is tangible support for the project designed to encourage new drivers into the classic car world. I hope more apprentices will apply for cars in the next phase.

Bob Wilkinson, CCLP Manager



Welcome

A warm welcome is offered to our newest Members - *The London Bus Export Co*, **GE Classic Motor Events**, **Classic Motor Hub** and **Mitchell and Son Additive Manufacturing**. We also welcome the many Individual Supporters who have joined since Issue 5 was published. We hope you all enjoy your subscription to the Federation over the coming year.

Your logo can make a huge difference

For the many members, supporters and enthusiasts who have ventured onto the website <https://www.fbhvc.co.uk/> you will notice many logos in the Clubs, Museums and Trade Directory listings. I hope you will agree it helps to identify those organisations we have logos for. If you also wish for your directory entry to stand out, please forward your logo to me via secretary@fbhvc.co.uk and I will arrange for it to be uploaded.

Club Editor Contact & Articles

We have many Editors receiving electronic communications from the Federation; however, I would assume not all! If you or your Editor are not receiving direct communications from us, then please let me know via secretary@fbhvc.co.uk. One of the many benefits of being a member or supporter is sharing the articles in FBHVC News. We provide two versions of FBHVC News for this reason. Please see here: <https://www.fbhvc.co.uk/newsletter-archive>

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

Thank you to those members and supporters who have sent in items of copy for Federation News, please don't stop! We have received many which we have not been able to publish in Issue 6, but please keep your eyes peeled for Issue 1, 2021! Details can be sent via email to secretary@fbhvc.co.uk

Alternatively you can send them via post to

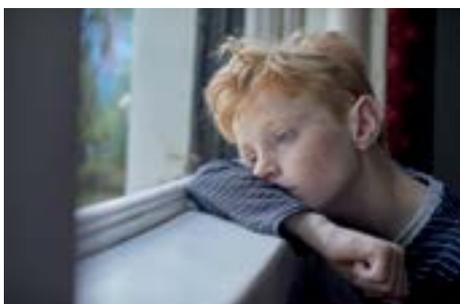
FBHVC
PO Box 295
Upminster
Essex RM14 9DG.

Drive it Day in support of Childline®

As we fast approach Christmas, the New Year will soon be upon us. In Issue 5, we announced the FBHVC charity partnership with Childline® for Drive it Day on 25 April 2021. This year we have introduced four different variations. They come in two sizes (depending on the size of vehicle) and in two donation amounts.

Drive it Day Rally Plate (white background) priced at **£10.00** (minimum donation to Childline® is £5.00) and a Platinum Drive it Day Rally Plate priced at **£30.00** (minimum donation to Childline® is £20.00). Both come in two sizes; regular and a smaller version for motorcycles. All four variations are pre-drilled with four holes and come with two cable ties.

If you wish to support Childline® and the amazing work they do, please visit the Drive it Day website <https://www.driveitday.co.uk/> where you can purchase a rally plate from 1 December 2020.



Life & times of WNO488

The 1972 Wings Tour B

Words by Tom Jennings & Emma Balaam

It started with a normal telephone call, but what would transpire from that call would change many enthusiasts within the historic vehicle community...

During lockdown many telephone and email enquiries were received in the Federation office, quite substantially more than normal, but with no real surprise considering the state of the world being in flux due to the coronavirus pandemic.

This particular call came from Tom Jennings who is the current owner of WNO481, whose vast history is one Tom & I would love to share with you all.

THE BUS

WNO481 was manufactured in 1953 and is a Bristol KSW/ECW Low Bridge bus. The KSW was developed from the 'K' chassis, 'S' for short and 'W' for wide, to meet the newly permitted dimensions of 27' x 8'. Her 5G chassis, from Bristol Commercial Vehicles, was designed for the Gardner 5LW 5 cylinder engine, and her ECW Body was from Eastern Coachworks of Lowestoft. She has 6 wheels, 2 axles, 62 seats, chassis No. 98173, weighs 7469.0 kg unladen and is 27ft long. She was one of 1116 built.

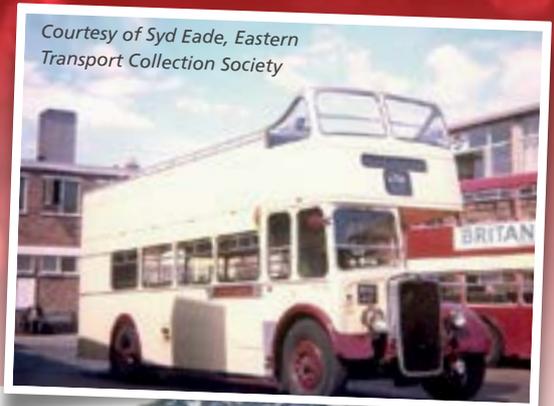
HISTORY

WNO481 entered service on 3 November 1953 with Eastern National Omnibus Company Limited, Chelmsford. On this date she emerged as a shiny, brand new bus ready to begin, what was to be, her long journey carrying passengers safely from one Chelmsford bus stop to the next.

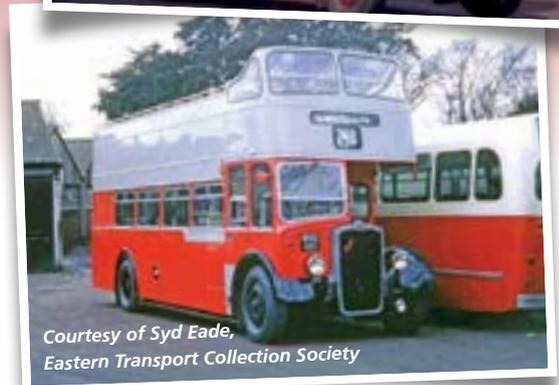
In 1965, Eastern National chose ten of their best Lowbridge KSW's to convert into open-toppers for coasting along the sea front at Clacton. WNO481 was one of those chosen and was given the designation of PO33/28R.

The conversion was carried out at the Chelmsford Garage. The Chelmsford design was renowned for its good looks with a superbly styled windscreen in keeping with the classic Eastern Coachworks lines. As they were low-bridge bodies, they had sunken gangways and four seats in a row but for the conversion these were removed, and the top deck seats converted to the normal two each side of a central aisle. The new open toppers were attractive and well liked and also quickly proved themselves popular at special events such as the London to Brighton Rally, Derby Day at Epsom, and winning football club tours. In January 1968 she came out of service with the Eastern National Omnibus Company Ltd, Chelmsford and was sold into service to the Eastern Counties Omnibus Company Ltd, Norwich (LKO238) for service in Yarmouth and Felixstowe.

Syd and Tom apparently had several long conversations, one of which he related the story of how he was a conductor on WNO481 and the photo above at



Courtesy of Syd Eade, Eastern Transport Collection Society



Courtesy of Syd Eade, Eastern Transport Collection Society

Yarmouth with the cream and maroon livery was taken by him. He said, "I've got no proof I was ever a conductor on your bus but that photo was taken by me and if I could have taken a photo of me with the bus I would have done but that was in the days before 'selfies' and anyway the camera was too big and heavy!"

In April 1971, WNO481 came out of service from Eastern Counties Omnibus Company Ltd, Norwich (LKO238) and was purchased by Ben Jordan, who was a dealer from Coltishall, Norfolk.

1 BUS



1972 WINGS OVER EUROPE TOUR & WNO481

Later in 1971, WNO481 was acquired by Paul McCartney for the upcoming now famous 1972 Wings Over Europe Tour. Paul wanted the bus painted in a Magical Mystery Tour theme and tasked Tom Salter, the Tour Manager, Promoter and owner of the very famous Gear boutiques in Carnaby Street to do this.

Tom Jennings has recently been in touch with Tom Salter. He states:

"Hello, delighted to discover this endeavour as I was part of the team in the beginning. I used to have shops (Gear Boutiques) in Carnaby St and Kings Rd back in the 60s and 70s, and was partners with John Morris of Woodstock and The Rainbow fame, and was on the (1972 Wings Over Europe) Tour for a while, and helped get it all off the ground. I've lived in the USA for a number of years but now back in London. Good Luck with the project."

Tom thought it was a fantastic idea and enlisted the help of Neil Dean, the well-



known artist who was asked to come up with the magical mystery design for the bus. Also enlisted was his pal and fellow Ipswich Art College student Geoffrey Cleghorn, friend of Pink Floyd, The Who and The Rolling Stones to paint the bus with him. Georgina Dean, Neil's wife painted the outlines between the colours.

Charlie Smith made the wooden version of the Wings logo that was bolted to the back of the bus.

Coach seats were fitted downstairs with bunks for the children including one who was just under a year old at the time. The work was carried out over a period of three days at Uxbridge Transport Garage.

For those that remember, the 1972 Wings Over Europe Tour consisted of 25 concerts in 25 cities, in 9 Countries covering 12,072 km or 7,501 miles. Hotly pursued by the world's media WNO481 was deemed to probably be the most famous bus in the world.

WNO481 AFTER WINGS

From 1975 to 1989 WNO481 was purchased, repainted in gold and operated by Tricentrol of Luton. Her many trips included Thorpe Park, Epsom Races, Amsterdam and possibly Berlin.

Owner, Tom Jennings has recently been in contact with Greg White of White's Coaches, based in St Albans, Hertfordshire. His Dad, Roger White, bought her from Tricentrol when he spotted the unusual location on the destination blind. Upon investigation he discovered it was indeed the famous 1972 Wings Tour Bus. >>>



▶▶▶ Sadly, Roger passed away in 2002 but his family say that if Roger hadn't bought her she would have been scrapped. We owe Roger a debt of thanks for not only spotting the unusual destination blind but also for putting his hand in his pocket to rescue her from being crushed.

Once she was safely in the care and custody of Roger White she was given a new lease of life in different guises with multiple makeovers. To paraphrase Greg, "Arriving in the gold colours of Tricentrol, Dad then had it painted into Wings colours, then had to change to the red and gold for film rally (in Cannes), then back again for the Beatles Amsterdam Convention."

Greg told us, "On the way down to Cannes in the south of France we came to a steep hill. The bus couldn't climb it in second gear, she couldn't climb it even in first gear so guess what Dad, Roger had to do.... he had to turn the bus around and climb the hill in reverse gear!"

In 1989, WNO481 was photographed at the Southend Bus Rally in a beautiful red and white livery. The Cannes destination shown related to The British Film Rally in Cannes that the bus featured at.

In 1992, Sotheby's recognised WNO481's provenance to Paul McCartney and Wings and also her heritage value.

▼ Roger White, wife Maureen, family and friends enjoying all the fun of the bus rally. Judging by the number of people around the bus she generated a lot of interest.



▲ 1993 saw Godfrey Davies, from St Albans restore her Wings livery.



▲ WNO 481 stars at The Adelphi Hotel in Liverpool for the International Beatle Week.



▲ WNO 481 stars at Arsenal's Highbury Ground at a Beatles Fan Event.





In 1994, she was sold to a private buyer in the Canary Islands who owned her for 16 years, with some of that time spent as a tourist attraction outside a rock café in Tenerife. She proved too big for the rock café, but the owner couldn't bear to part with her. David Marshall saw her and took this photograph (top left) in Torviscas Playa, Tenerife.

Years go by and WNO481 slowly deteriorates into a sorry state under the relentless blazing Tenerife sun. She resided in a private storage area in a ravine known only to very few, almost completely hidden from view. Vandalism was taking its toll with windows being broken and parts stolen. You couldn't call her a barn find because she didn't have a barn to shelter in. A positive note was that the desert conditions had actually helped to preserve the metal. A humid environment could have caused her to rust out and vegetation could have swallowed her. She could have been lost forever but our indomitable plucky bus, like a cat may have ticked off a few lives but she wasn't finished yet.

In 2010, she was purchased by Justin James from Oxford, who is a trustee of the **Arms Around The Child.Org** charity <https://www.armsaroundthechild.org/>.

In 2017 Justin rescued her, he hired a crane and she was lifted from her dusty slumber and out of the ravine. After 24 years living under the blazing Tenerife sun she was freighted to Algeciras in Spain.

She eventually arrived back in the UK at the port of Felixstowe to be then transported to her next home, Oxfordshire.

In October 2019, Tom Jennings heard that WNO481 was coming up for auction! It was the first news he'd heard of her in years. So many theories were flying around about what became of her that she became almost a myth like an albatross or a unicorn! He was really surprised and pleased, and made a mental note to have a look, just out of interest, to see what WNO481 sold for. Tom was later astonished to find out she had not even received one bid! It turned out the auction description, and what Tom knew about WNO481's history did not match. Upon more research on the internet, Tom was pleased to read about the enthusiasm of the bus preservation societies and restorers and their work to keep these buses alive for future generations to enjoy. The bus enthusiasts, Beatles fans, Wings fans, and the Paul McCartney fans all on various internet forums assisted

with help and advice. For Paul to tweet that he was looking for the bus 45 years after that tour, Tom took as a sign that if nobody else was going to preserve her history, then he'd step in!

So, in late October 2019, Tom contacted the then owner Justin James, and after various conversations and negotiations Tom found himself as the proud owner of WNO481.

In February 2020, Tom received messages of support from the great Denny Laine and his partner Elizabeth.

"Denny was very glad to hear you're restoring the bus as it is a part of Wings early history. Denny has relayed some happy times on that bus. We only wish you the best of luck on restoring the bus and look forward to seeing its wonderful completion! It's exciting to hear the museums are interested to display the bus. It's possible that the Rock and Roll Hall of Fame (in USA) may be interested in it too, since Denny and Paul are inductees. Denny and I send our best to you. We look forward to seeing the progress."

So, WNO 481's place in history is assured and almost certainly her future. 



TOM'S BACKGROUND

Well, you've heard all about the bus, now it's time to find out more about Tom!

When speaking to Tom for the first time, like many enthusiasts I converse with, what shines through the most is the passion and dedication for wanting to restore and share the history of such a wonderful example of engineering and heritage. I can only assume, like most of us it's our memories which provide the drive and determination to take on such a project.

Tom shared many memories with me of his childhood growing up and I'd love to share a few with you.

Tom attended a grammar school in Chelsea, starred in the choir, loved singing and playing the guitar, which was most probably inevitable being born into a family with many musicians! Many of Tom's family were also builders. He grew up in Fulham and Chiswick in West London. Tom's Dad was a General Foreman for Higgs & Hills for many years. He worked on the construction of Cannon Street Station in The City back in the 1960s and also worked maintenance for Fullers Brewery. As well as his Dad being a bricklayer and cabinet maker his Uncle was a truck driver, who in the eyes of a young lad was his hero! He remembers his Uncle's first job driving an electric bread van which had a handle instead of a steering wheel which turned the wheels of the silent, yet exciting vehicle. Tom was even allowed to 'push the button' to start it! In addition to Uncle Barney delivering bread, he also delivered milk and stationery. Following in the footsteps of his Uncle, at the age of 21, Tom passed his HGV1 test and drove 40-foot articulated lorries, basically with his interest in driving he drove anything that moved!

In the early 1970s, he worked on the construction of the New Covent Garden Market, Tom, later bought, repaired and sold cars, trucks and motorcycles for a living.

As a child, Tom visited County Galway in Ireland. He vividly remembers riding as a passenger in the back of the car to the local garage, unable to see out of the windows. Upon arriving he remembers a 'giant' in blue overalls talking to him. "Hello", he said, "Come and watch what I'm going to do with your car". Tom stood in wonder and amazement as the car was lifted into the air and the 'giant' stepped underneath. He then went on to say, "I don't know everything about cars, but I know lots of little bits." This sentence has remained in Tom's memory to this day. It just goes to show how important our memories are and how they shape us for the future.

Tom states ... "I'm a life-long motor enthusiast, used to run a garage, drive trucks and buses. Hold a car licence, HGV 1 licence and motorcycle licence. Singer, pro band leader for 10 years, songwriter, guitar player and of course a Beatles, Wings and Paul McCartney fan."

"It is a thrill to own Paul McCartney's bus and she is beautiful. Sailing along on the open-top deck in the sunshine is a very strong memory from my childhood. I was born in January 1951 and would have been nearly 3 years old in November 1953 when WNO 481 emerged from the garage for the first time. As a child I may even have travelled on the bus as Mum and Dad used to bring us on holidays to that part of the world; Clacton, St Osyth, Jaywick, Walton on the Naze. Romantic notions/memories that bring with them strong emotional attachments. Seeing the videos with Paul, Linda, the children and the band all happily cruising along in the sunshine just gladdens the heart."

My hat goes off to Tom for taking the plunge with WNO481. Luckily, many other individuals and organisations are also very willing to get involved with the project. One contributor is Anna Salaman, who was WNO481's Lottery Heritage Fund Consultant. Anna assists cultural and heritage venues in the areas of interpretation, learning, audience development also worked for the National Lottery Heritage Fund (NLHF) as an Expert Advisor. Regrettably due to COVID-19, the National Lottery Heritage Fund grant application has been put on hold while the Heritage Fund focusses its efforts on providing

vital recovery grants for the heritage sector, but Tom and Anna are hoping to benefit from their support in the future. Anna says, "I have been a committed Beatles fan from an early age. The music of The Beatles inspired me to do Music A level, which I loved. Understandably I am truly delighted to be a part of this project. Helping to get funding for the restoration, future-proofing, ongoing maintenance and setting up WNO 481 as a piece of significant heritage for everyone to enjoy and engage with will be a truly worthwhile task."

Anna, like ourselves will be heavily involved with Tom and WNO481 in the coming months and years. One item of interest is a research project which we shall report on in a future edition of FBHVC News. The Federation has a group of volunteers who take part in the smaller research projects. If you wish to be added to this group please email secretary@fbhvc.co.uk to note your interest.

Also in future editions, we'd love to keep you all up to date with WNO481's progress and the people/museums/restorers she will meet along her restoration journey.

Tom will be creating a 'wish list' of items WNO481 requires, it may even have requests for assistance or recommendations of companies etc to use. More details will follow, however in the meantime you are welcome to send an email to secretary@fbhvc.co.uk.



CULTURE, HERITAGE & RESTORATION

WNO481 is clearly an important piece of UK heritage, not only as a historic vehicle but also for its role during the development of 1970s pop culture.

Tom has set up the 1972 Wings Tour Bus Indiegogo Fundraising Campaign. Anyone can access the page, help the restoration and become part of its history. To donate, please visit this link:

<https://www.indiegogo.com/projects/the-1972-wings-tour-bus/>

We are pleased to confirm that an anonymous donation has kick started the restoration process and a video is now online showing the bus moving under its own diesel engine power which has achieved over 16,000 Facebook views.

WNO481 has lived many bus-lives and along the way had many adventures. After the planned restoration there will be many more bus-lives to live and tell. 2022 will mark the 50th anniversary of that 1972 Wings tour. It is planned to have the restoration completed by 2022 and one of the first outings will be on the 'Federation Village Green' at the Classic Motor Show in 2022.

As FBHVC members, you have the opportunity to share your views about what interests you particularly about WNO481 through an online survey. You can take part in shaping its future by completing a short survey, who knows you could be going on your own Magical Mystery Tour!

The weblink to the survey is here: <https://www.surveymonkey.co.uk/r/9PRWH8K> It should take ten minutes to fill in, and the survey will run until Thursday 31 December 2020.

THE BUSKETEERS CLUB

Some time ago Tom started The 1972 Wings Tour Bus Supporters Club, known as The Busketeers.

In the style of Alexandre Dumas' The Three Musketeers the motto is, "One for all and all for the bus"

Everyone who supports WNO 481 through Facebook is made an Honorary Busketeer and receives a Certificate Of Appreciation. Donors receive a limited edition Busketeer badge. So far badges have gone out to supporters in the UK, Ireland, Scotland, Wales, Spain, Germany, USA, Australia, Uruguay etc.

WEBSITE & FACEBOOK

To keep up to date with WNO481's journey in between FBHVC News, please visit the website: <http://www.1972wingstourbus.com/>

WNO481 also has her own Facebook page where you can view the latest news and history with lots of posts, photos and videos. Please visit <http://www.facebook.com/1972wingstourbus/>

In the first month the 1972 Wings Tour

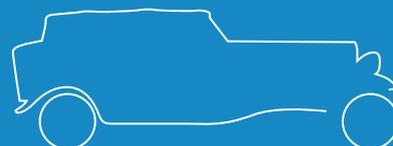
Bus Facebook page reached over 25,600 people, 4,500 Engagements, 1,844 views, and 293 followers. Today the 1972 Wings Tour Bus Facebook page reaches approximately 25,000 people per month, has so far received 2,837 Likes, 2,886 Followers and one of the many videos has been viewed 26,956 times! The individual posts have too many comments and shares to count so Tom is delighted with the reaction. His personal friend count has jumped from the normal 80 to the maximum 5,000 friends, all thanks to WNO 481.

2,886 registered followers, fans and friends of The 1972 Wings Tour Bus. According to Sandra Lingard of The Cavern in Liverpool and Charlotte Martin of Liver Tours Liverpool "that's over 5 times more than the 500 revellers that crammed into The Cavern to see The Beatles the last time they played there in 1963, astonishing!"

We at the Federation, including all our members and supporters wish Tom all the very best for the future and hope we can make a difference in WNO481's mobile heritage journey.

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HONEY, I SHRUNK THE CARS

by Roy Dowding



1941 Lincoln Zephyr
by Steelcraft



There were, until the new "Rule of Six" restrictions announced in September, signs of Classic Motoring activities tentatively returning in England, following a long period of computer-based happenings. These included online auctions, virtual motor races, web-based car 'meets' and even Concours, like those arranged by the London-based 96 Club and 'Magneto' magazine.

And on that subject, the annual Concours of Elegance, which did take place this year at Hampton Court on 4-6 September, featured a newly introduced class – The Junior Concours – sponsored, not surprisingly, by The Little Car Company.

Some of these cars can accommodate an adult (just), particularly the Aston Martin DB5 Junior and Bugatti Baby II that were featured on the Little Car Company's stand. Prices start at – wait for it – €30,000, but the top versions of these nigh-on perfect miniatures are capable of attaining 50mph!

I was invited to try them for size, but memories of once getting stuck in a Peel P50 Microcar, and having to be physically hauled out of a full size Mosler MT900 by two mechanics, meant that I politely declined. But if there had been fewer people around to observe, I would have been sorely tempted!

The Concours entries were truly fantastic – 10 in all, of which some are shown in this article. Ranging in size from around one third to two-thirds scale, there were several traditional pedal-driven examples joining others powered by electric motors or tiny fuel-fed engines. Winner was the Porsche 917, no.23, while 'the real thing', which won the 1970 Le Mans (giving Porsche their first outright victory at the

Sarthe circuit) had bagged the coveted "Car of the Show" at the same event!

I find it intriguing that these diminutive cars, be they the original pedal-powered or engine-driven, are becoming an ever-present part of the major Motor Shows and can even command their own display halls in such places as the Lakeland Motor Museum at Backbarrow in Cumbria. At the NEC Classic Motor Show last year, there were several on different stands – usually with a teddy bear or two as passengers, and no lesser venue than Goodwood stages an annual vintage pedal car race at the famous Revival Meeting.

In my tender years immediately after WWII, I so dearly wanted a pedal car – particularly the Jeep in US Army markings. But they were scarce and horrendously expensive (relative to other more essential, equally hard-to-obtain things), so I made do with home-made soap box carts.

My father assisted me with the earliest version, but it was not long before I made my own. Here I was helped enormously by having access

to Norwegian cod boxes from the local fishmonger. They permitted what would now be called semi-monocoque construction – immensely strong and big enough to carry several kids with comparative ease.

It was, no doubt, where my love of 'going fast' came from – we had some steep hills where I lived, enabling fair speeds to be reached, the sensation accentuated by being close to the ground and the rush of air in one's face. It's also where the various white scars still occasionally evident on my arms, elbows, knees and shins came from. With no brakes, the odd 'spill' was inevitable!

Pedal cars have been around for almost as long as their full-size counterparts, made by a variety of companies around the world. The earliest commercially-produced examples were probably those built by a cabinet maker in the eastern U.S. who took out a patent in the early 1890s. >>>



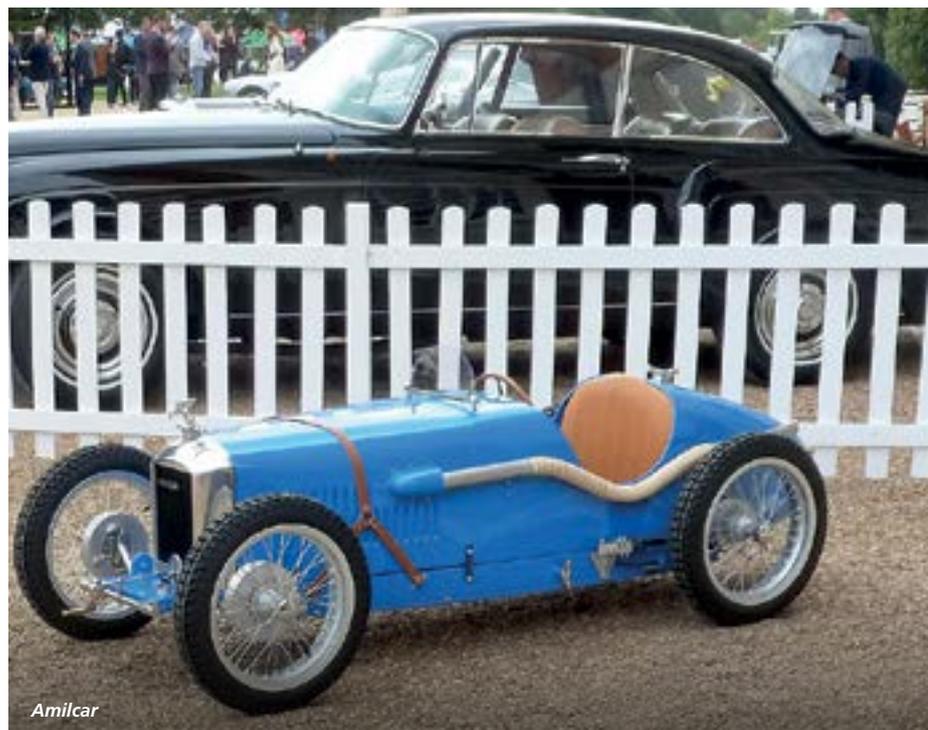
AMG Mercedes



Bugatti Chiron and Baby II



1951 Crosley Fire Truck and Ladders



Amilcar



Crosley Hotshot



Porsche 917 - Junior Winner at Hampton Court

➤➤➤ However, his name and many of those early producers remain obscure, as frequently it was bicycle manufacturers who brought these marvellous midget cars to the marketplace.

Among the most notable makers since have been Murray, Steelcraft and Garton in the USA, Austin (more on which later), Lines Bros. and Tri-ang in the UK, Bon Marché in France (which later became Eureka) and Goki (Germany). Offerings from the Russian carmakers AZLK (under their brand name Moskvich) and GAZ were well-made and robust, while examples were produced in Australia by Cyclops, Butler and, for a short time, even Holden.

Perhaps the best, and certainly the most well-known, pedal car was the Austin Junior Forty, generally called the J Forty. They were made in the Austin Junior Car Factory at Bargoed, South Wales, by the Austin Motor Company. Here, in good conditions, guided by an experienced rehabilitation officer and under the supervision of a doctor, up to 250 disabled Welsh miners were able to find a new interest in life and do a job that was both useful and congenial. It was actually paid for by Government funds and run on a not-for-profit basis purely for the employment of the disabled coal miners.

The factory had a floor area of 24,500 square feet and was tooled up by Austin's Sheet Metal Planning Department. The cars were made from scrap off-cuts of metal from the Longbridge factory and were built and painted the same way as Austin's production cars.

Their first model, the Pathfinder Special, was based on the Jamieson OHV 750 Austin Seven racing car of the late 1930s, production commencing on 5th July 1949.

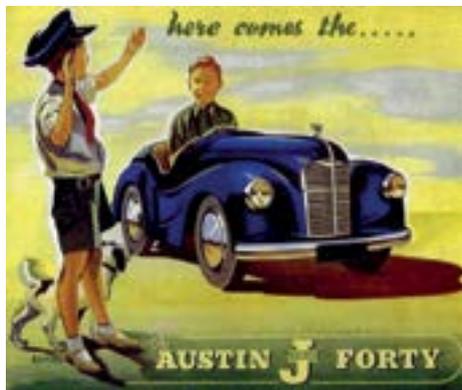


Tri-ang Miami 1950s



Tri-ang E-Type 1960s

The following year, the Pathfinder was superseded by the J Forty, a roadster based on the 1948 Austin A40 Devon and Dorset saloons. The J Forty was very well equipped. It featured working headlights and horn, powered by two 4.5 volt batteries, a handbrake, detachable wheels with Dunlop pneumatic tyres, lifelike fascia panel and leathercloth seating.



It had an opening bonnet and boot and good quality chrome fittings – front and rear bumpers, hub caps, grille, boot handle and the Austin trademark bonnet-mounted Flying A motif which was later dropped for safety reasons.

The J Forty sold for £27.0s.0d plus £6.0s.0d purchase tax – equivalent to £1,174 (that's about €1,300 or \$1,500) in today's money. It was primarily intended for sale at home and in the American market, but also found healthy demand in Denmark and Canada. Austin pedal cars were eventually to be found in homes around the world.

They were used for several 'additional' purposes, such as teaching road safety to school children, appearing in many road safety films. They also became a familiar sight at fairgrounds, fitted to roundabouts, though these versions did not have pedals. Some were mounted on plinths for coin-operated rides. A total of 32,098 were made before production ceased in September 1971.



Tri-ang Centurion 1950s



GAZ Zim pedal cars

Nowadays, the smaller junior cars are usually plastic-bodied rather than steel, while the more sophisticated models are likely to be motor-driven and may even be sold through the dealerships of the make in question. Prices vary wildly, from around £100 or so for the officially licensed AMG Mercedes to €53,500 for the Pur Sang version of the Bugatti Baby II seen overleaf with 'big brother' Chiron. Also depicted are a few of the 'best of the rest' that I discovered: a battery-powered 2 metre long replica of Stirling Moss's Mille Miglia Mercedes-Benz SLR, built to order from Autosport Designs (UK), a nicely proportioned 1965 Ferrari 330P2 made some years ago in France by ex-Venturi car maker Xavier De La Chapelle with a 2.5hp Honda engine, which sold for \$30,000 and – perhaps my favourite - a one-off handbuilt Jaguar SS100 pedal car, made in the 1980s and which was offered at auction with a guide price of £4,000 a few years back.

Oh, to be a kid again ... with an understanding (and well-off) dad!

Jaguar SS100



Steelcraft
Lincoln Zephyr 1941



'Best Electric'
Porsche 911 RSR



1949 Murray Torpedo



Porsche 936



Ferrari 250GTO



Aston Martin DB5



Garton Kidillac 1953



Lines Bros Vauxhall 1935



AZLK Moskvich 1970s

**FBHVC
Comment**
I think you'll agree we'd all wish to find any one of these miniatures under our Christmas tree this year! However, which one would you choose?

Mercedes-Benz 300SLR



Annual General Meeting Information

Thank you to those who joined us for our very first virtual Annual General Meeting which was held on Saturday, 26 September 2020.

The format of the event was similar to a Zoom or Microsoft Teams video call but, we hope, to a higher professional standard. Presentations were made by our Directors, albeit some pre-recorded and some live, and opportunities were available to ask questions pertinent to the Annual General Meeting, deal with proxy voting and vote on resolutions in a secure environment.

Due to holding the AGM as a live broadcast, and unbeknown to us at the time, one part of the technology failed, and some voting delegates were unable to vote in the normal manner. One of the advantages of the system used is the availability of a full audit trail facility. Many delegates had voted in the Q&A section rather than the polling section. All voting details were recorded accordingly within the formal minutes of the meeting.

The minutes are available to view in the members area of the website here: <https://www.fbhvc.co.uk/login>

For those members and supporters who asked questions prior and during the meeting, (but were not pertinent to the Annual General Meeting), as promised, we have listed them here along with their answers for you to view.



Smart Motorways Mr C Ainge

The FBHVC's 'Branded Logo' advocates "Yesterday's Vehicles on Tomorrow's Roads". In light of recent reports of the high risk issues associated with Smart Motorways, is the FBHVC lobbying MP's to have the programme suspended until measures are in place to provide a high level of safety and security of safe havens within the system? Without appropriate action I submit that the FBHVC logo is grossly misleading.

"SMART" Motorways and the Classic Car History – the idea of 'Smart' Motorways was to increase available traffic lanes during peak periods by utilising the 'hard shoulder' and creating an additional 'Live' lane. It was claimed that there were environmental advantages and cost advantages, however, some challenged that it was a method of increasing traffic capacity 'on the cheap'. Originally known as Active Traffic Management [ATM]- The traffic management technique, including hard shoulder running, was first used in its full specification in the UK on the M42 motorway in the West Midlands in 2006. A higher speed limit of 60 miles per hour (97 km/h) was trialled on the southbound carriageway between junctions 4 and 3A from 2008 (a 10 miles per hour (16 km/h) increase on the previous maximum permissible speed). In 2007 plans were

announced by the then Secretary of State for Transport, Ruth Kelly, to extend the scheme to two sections of the M6 motorway near Birmingham (4-5 and 8a-10) by 2011 at a cost of £150 million. The emergency refuge areas [ERA] were to be extended to every 800 metres (0.50 mi) on the rollout. A study into the use of ATM on the M1, M4, M20 and M25 motorways was also announced, however the Department for Transport had decided to proceed with a scheme to widen sections of the M25. The emergency refuge areas (ERA) were placed 500 metres (0.31 mi) apart on the M42 pilot scheme but can be 2.5 kilometres (1.6 mi) apart on stretches of the M25. Only 9% of drivers feel safe while using smart motorways. Some of the extra capacity is negated by drivers terrified to drive on the inside lane and not using them. Background - Mike Penning, who was Roads Minister in 2010, and now Chairs the All-party Parliamentary Group on Roadside Rescue and Recovery spoke out as he and fellow MPs published a damning report on the motorways, which allow motorists to drive on the hard shoulder to increase capacity. He said that the roll out had "been conducted with a shocking degree of carelessness – SMART motorways today do not resemble the designs I signed off as Roads Minister, and Highways England appear to have casually ignored the commitments they made to the House of Commons in 2016. That is not acceptable."

He went on to say "the report's findings would be "of little succour to the families who are without loved ones today because of design faults in all lane running smart motorways". MPs said the Stopped Vehicle Detection system should have been in place from the outset and said the Highways Agency's [Highways England] commitment to the Commons transport committee in 2016 to adopt it for all subsequent schemes appeared to have been ignored. The report, by the All-party Parliamentary Group on Roadside Rescue and Recovery, described the recordings of 999 calls of motorists who had broken down in live lanes and were trapped in fast-moving traffic were "harrowing" and underscored that "many motorists don't know what to do in such situations". The report found that the proportion of SMART motorway breakdowns that came to a halt in lanes of moving traffic was almost twice that of normal motorways - 38% versus 20%. Recovery vehicles, which are officially advised to "orbit" a breakdown until the lane is closed, were also being put in an "unacceptable position" with an average wait of 34 minutes until emergency services arrived, MPs found. The report said that some recovery operators, "knowing that many such stranded motorists have been killed or seriously injured ... choose to put their vehicle between the stranded motorist and the oncoming traffic. This impulse is understandable ... however;

it is completely unacceptable for them to be put in this position." The system is already under urgent review after it emerged that the death toll on stretches of smart motorways has reached 38 in the last five years – including some in accidents that motoring organisations believe were avoidable. The MPs called for emergency refuge areas to be built every 800m, rather than the average spacing of 2,500m, to improve safety. The distance would be similar to that in early trials on the M42 in 2007 which convinced Penning to sign off the scheme. Penning called for the roll out of SMART motorways to stop immediately, and for Highways England to implement changes to existing stretches "so that more tragedies can be avoided". A BBC Panorama investigation in January 2020, found that the conversion of part of the M25 to all-lane running resulted in 20 times more dangerous near-misses. The transport secretary, Grant Shapps, has asked officials to review evidence, and he told the BBC: "*We absolutely have to have these as safe or safer as regular motorways or we shouldn't have them at all.*" The RAC called for a commitment to install stopped vehicle detection technology across the network, and to build more refuge areas [ERA], citing research showing more than two-thirds of drivers believe safety was compromised on SMART motorways. Head of roads policy Nicholas Lyes said: "*It is now abundantly clear things need to change.*" AA crews are instructed to drive to a safer location and wait for the stricken vehicle to be towed by Highways England crews according to a former staff member. The revelation comes after data revealed nine people were killed in accidents across the smart motorway network last year. An AA spokesperson said several recovery groups have signed up to a safety group Survive who have issued advice against recovering cars on smart motorway. So where does that leave us? Several colleagues with classic cars have now decided not to use SMART motorways because of the risk issues. In the past, you could argue that motorways are safer than major A Roads. In the Jowett we drove at night on the M6 from north of Lancaster to the A14, some 180 miles ... without any hitch and feeling quite safe. However, that was before SMART Motorways. We often use the A1 when going north east or south east, however, parts of the A1 are now the A1[M], although none of these are SMART motorways, however, there are plans by Highways England to introduce SMART motorways at some of the more

congested locations along the A1 [M]. Therefore you really need to plan your journey more carefully if you wish to avoid SMART motorways, otherwise you could suddenly find yourself with no Hard Shoulder sanctuary. Another instance is when taking your historic vehicle as an exhibit at the NEC Shows. The A14 – M6 is our obvious choice, but now parts of the M6 – Junction 2 [Coventry] – [Coleshill] in particular are becoming SMART motorways in the spring 2020. In you are unfortunate to breakdown on a SMART motorway, the advice by Highways England is to pull over to the nearside as far as you can, switch on your hazard warning lights and leave the vehicle; if you cannot exit the vehicle put on your seat belt and dial for assistance ... As far as most of us are concerned we don't have hazard warning lights nor seat belts fitted to our early vehicles ... and what happens if you have to pull over to an Armco barrier...you cannot open the passenger door to get out ... what happens if you have disabled passengers with reduced mobility ... have you tried getting out of your car into a live motorway lane...and if you do have hazard warning lights ... what happens if your breakdown is an electrical fault and the system completely fails..? We will be taking issue with the Federation of British Historic Vehicle Clubs regarding their change of logo [2013] which now states "Yesterday's Vehicles on Tomorrow's Roads" We will ask that the FBHVC takes up the case in support of stopping further developments of SMART motorways to stop immediately, and for Highways England to implement changes to existing stretches "so that more tragedies can be avoided". Without positive action, I hardly think that 'Tomorrow's Roads' will necessarily be compatible to 'Yesterday's Vehicles'.



Thank you for your questions regarding SMART motorways which you submitted ahead of the 2020 FBHVC AGM. It is a well established protocol that questions for the Board must be relevant to the business of the AGM. However you nevertheless are entitled to a proper response to the issues you raise and I have prepared this note in concert with our Legislation Director.

The two questions are linked and concern what you perceive to be a failure by the FBHVC to lobby in relation to what you term "the high risk issues associated with Smart Motorways" thereby calling into

question the integrity of the Federation's logo.

I doubt that that many properly informed and reasonable people would disagree with some if not all the issues you raise about elements in implementation of the SMART policy. As you correctly identify, the largest motoring organisations and parliamentarians have raised concerns about serious accidents on these stretches of motorway and asked for additional measures. However the fact that the problems you highlight are no longer controversial is evidenced by the fact that many have been accepted by government. Since you do not reference it in your question, you may not be aware that the Secretary of State for Transport in response to this growing discontent, in October 2019 commissioned an "evidence stocktake to gather the facts on the safety of smart motorways and make recommendations". Earlier this year he published the evidence and action plan here; https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/873000/smart-motorway-safety-evidence-stocktake-and-action-plan.pdf.

If you read the full report, you will note that contrary to expectations, the data and evidence collected over the selected period did not confirm that SMART motorways were more unsafe than those with hard shoulders. However it was accepted that there were some major inadequacies and measures have been put in place and others planned in order to mitigate those inadequacies. However the actions and recommendations in the report do not amount to a retreat from the continued use and expansion of the SMART network.

Time will tell whether these actions make the SMART stretches even safer and assuage the earlier concerns but I am sure you would agree that a fresh campaign is not justified at the moment. Press releases from the AA and the RAC indicate they retain residual concerns but accept the government has listened.¹ As to whether the FBHVC should have been lobbying, you will appreciate that a volunteer organisation has limited resources and must use these resources wisely and economically, targeted at issues of particular concern to our members and to the freedom to operate historic vehicles. Firstly this issue was not being raised with us by our membership as a major concern. Secondly, SMART motorway safety concerns were not unique



▶▶▶ to historic vehicle operators but affected all motorway users. As such the big guns you have already mentioned (RAC, AA, APPG, previous Ministers and other road safety campaigners plus the BBC) were already conducting high profile campaigning which would have made FBHVC involvement somewhat superfluous.

I must respectfully therefore disagree with your contention that our logo is misleading. It reflects 50 or more years of campaigning by FIVA and ourselves to ensure our many thousands of enthusiasts continue to enjoy freedom to operate. Were it not for our campaigning, many historic vehicles would have been banned from today's roads let alone tomorrow's by ever changing roadworthiness and construction and use regulations or restricted by environmental legislation. As I indicated above, the Federation's campaigning efforts must be carefully targeted and adding our voice to an already established campaign might not have the result we desire. How easy an official response to the vulnerabilities of historic vehicles on motorways would be to ban their use on them rather than the SMART motorways!

Thus in relation to the risks associated with the use of certain historic vehicles on motorways, SMART or otherwise, many owners recognise the safety concerns related to reliability and equipment are best mitigated by choosing, where possible, alternative scenic routes. As long ago as 1959, when the first parts of the motorway network were first set up, many pre and immediate post war cars were proven to be wholly unsuitable for sustained high speed driving (100 breakdowns out of 13,000 vehicles in the 1st day of M1 operations).² Such vehicles have not got any younger.

Footnotes

¹ AA president Edmund King said: "For the last decade we have been campaigning to improve the design and safety of 'smart' motorways. The measures announced by the transport secretary today are a victory for common sense and safety."

RAC head of roads policy Nicholas Lyes said: "Two-thirds of drivers tell us that they believe permanently removing the hard shoulder compromises safety in the event of a breakdown. While it is welcome that the Government has listened to their concerns and undertaken this review,

it remains to be seen whether these measures go far enough to protect drivers who are unfortunate enough to break down in live lanes."^[2]

¹ <https://www.coventrytelegraph.net/lifestyle/nostalgia/m1-motorway-opened-november-1959-15360488>

Q TVR Car Club

Does FBHVC know why are there differing 1st Registration Dates on the DVLA & MoT sites? I realise that DVLA only gives month & year whereas MoT also gives day. Very often the month does not agree.

A Your question submitted to the Federation prior to the AGM was not relevant to AGM business and has thus been passed to me to respond.

I assume you are referring to the DVLA Vehicle Enquiry Service (<https://vehicleenquiry.service.gov.uk/>) and the DVSA Check MoT History (<https://www.gov.uk/check-mot-history>) websites. The simple answer is that FBHVC do not know why the data on these two sites should differ but would suggest it is probably some form of human error. I am not certain but I believe the MoT site is compiled from information already held by DVSA which will have been submitted by the testing stations.

The definitive data is that held by DVLA, both VES and the V5C present extracts from the DVLA record. That record is the official registration record of the vehicle. There is now an automatic checking procedure in place which will on occasion pick up discrepancies between the data entered by the MoT tester and that already held. If any discrepancies are noted the keeper will receive a letter from DVLA requesting an explanation. If no good explanation is available this can sometimes lead to fairly serious consequences. Thus I would recommend that the keeper of any vehicle where the first registration dates, or anything else, differ between the DVLA and the DVSA records should write to DVSA (enquiries@dvsa.gov.uk) pointing out the problem. It would probably be worth attaching a copy of the V5C to illustrate the problem. If writing in the near future it should be remembered that like everyone else

DVSA will be suffering from Covid-19 restrictions and their response times may be extended.

I checked a number of random vehicles on both sites and in the majority of cases the first registration dates were the same on both. I found two discrepancies in 20 odd vehicles, in one of those instances the make was also incorrect – a Morris had become a Rover!

Q Brooklands

The FBHVC do have an individual membership but it is not advertised very well. A friend of mine has recently joined and only realised that he could be an individual member when we happened to be speaking. Seems an opportunity lost.

A Thank you for your question. Sadly, not all our member clubs forward the relevant details to their own members and therefore some individuals wish to support the work we do and receive their own hard copy of FBHVC News to keep up to date with all things within the historic vehicle community. The supporter subscription is priced at £19.00 per annum and runs from 1 June to 31 May. We do not heavily promote memberships and supporter subscriptions of any kind; however details can be found on the 'Membership' section of the website.

Q Riley Register

Does your coachbuilding apprentice scheme include pre-war skills for vehicles of that era or are you only concentrating on Classics?

A Yes, the coachbuilding apprentice scheme does include pre-war skills for vehicles of that era.

As we get closer to Christmas, we thought we would review a newly issued book which you may want to consider adding to your Christmas gift list.

Classic Car Museum Guide (Motor Cars, Motorcycles & Machinery)

Lance Cole

This is a new and comprehensive guide to motoring and transport museums and covers Cars, Motorcycles, and Machinery. It offers an interesting insight to each museum offering a good overview of what the museum offers and will definitely tempt you to pay a visit.

Written by long-established motoring writer Lance Cole he actually visited all the museums, so his comments are from first-hand experience.

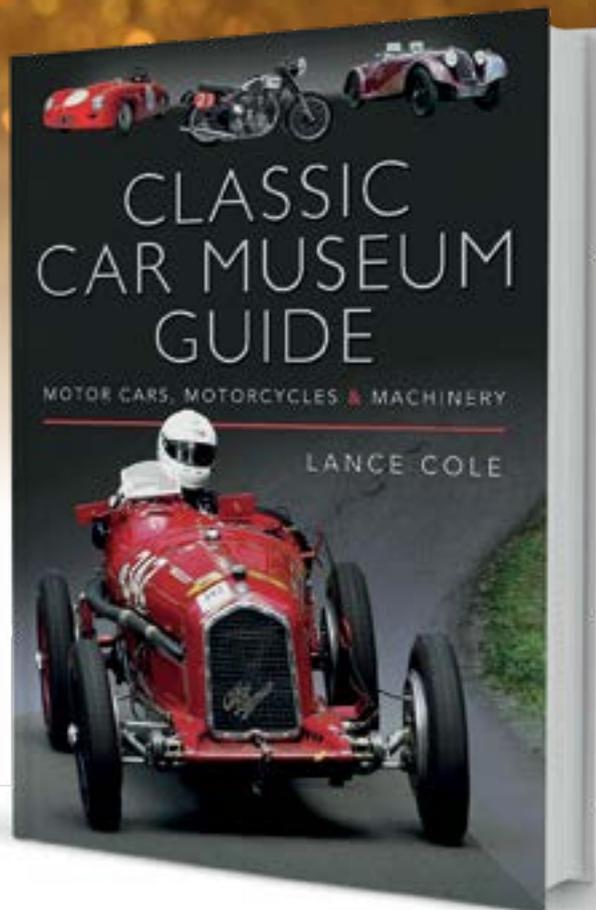
It covers 90 British museums but also lists 200+ museums in other countries to help you plan your holiday itineraries.

The book gives the contact details and web addresses for each museum but I would recommend you also do your own online research as some of the details are missing and many museum opening times will have changed due to COVID-19.

Publisher: Pen & Sword Transport

Price: £25

ISBN: 9781526735874



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Thank you to all the Clubs who send their printed and electronic material to the Federation. It is great to see the information you provide to your members, especially during this difficult time.

Carrying on with a similar theme, Andy Bye, our Director of Museums & Archiving has assisted with some of our electronic newsletters. Here are his findings...

The September newsletter of **Scottish Riley Enthusiasts** advises that their 32nd Scottish National Rally has been postponed until 28th-30th May 2021 so that it ties in with the Riley Motor Club proposal to rerun the London-Edinburgh event on 25-27 May 2021.

20-49 Motor Club had 30+ vehicles of varying ages on their Barrowden event on the 3 September and it enabled members to relax and chat and admire the vehicles in on the sunny afternoon.

Tamar Historic Transport Club members attended the Rally at the South Devon Railway on 12 & 13 September and managed to enjoy a great socially distanced weekend.

Oxford Bus Museum reopened on 27 September and will be open on Wednesdays and Sundays. A one-way system has been installed along with all the necessary social distancing procedures and hand sanitising points and the café will also be open.

The **Colne Valley Classic and Vintage Club** newsletter continued with part 2 of its history of Rolls Royce with an interesting section about the radiator mascot and the battle most chauffeurs had to stop it being stolen.



In the **Wigton Motor Club** Start Line magazine they reflect on the number of clubs that have been lost in the Cumbria Motorsport Group over recent years and highlight some of the great events these clubs had organised.

In the Autumn issue of Olive Drab from **Essex Historic Military Vehicle Association** we read about how five companies better suited to making motor vehicles joined forces to ensure a steady supply of Bombers was maintained during WW2.

The October newsletter of the **East Anglian Cyclemotor Club** tells us all about their 5 day North Wales tour which was hastily rearranged as the lockdown ended and was enjoyed by everyone who took part.

The **Triumph Razoredge Owners Club** magazine The Globe relives the memories of one of their founder members John Bates and his four friends having an adventure in France in 1975 and finding the Razoredge a tight squeeze for 5 adults!

One common feature in all the magazines and newsletters received since Issue 4 is the vast number of clubs providing financial reports. I guess it's that time of year! Also a few of the clubs have commenced distributing calendars to their members packaged within their publications. I am sure the Federation will see a great deal more!

Before I continue with Club News, our thoughts are still with David Davies our Vice-President and hope he is continuing to recover.

In the magazine of the **Crash Box & Classic Car Club** we meet Purdy, a Leaf Powered Landy. Details on the conversion are provided, plus information on where to start!

Provided within Old Stager Magazine from the **Historic Rally Car Register** part 2 of the story of the 55 Car Club and the 1967/68 Scottish Rallies. Some fabulous period images are provided courtesy of Peter Horsburgh.

Lockdown proved invaluable to Kev Ransome (member of the **National Street Rod Association**) as he spent many hours putting all the finishing touches on his Hot Rod, a 1932 three window Coupe. An amazing article which spans 8 pages!

What type of vehicle is 'Half-Safe'? Well,

anyone who has read 'Windscreen' the magazine of the **Military Vehicle Trust** will know it is an amphibious Jeep. An article inspired by a book entitled 'Half-Safe, Across the Atlantic' by Ben Carlin (1912-1984) who embarked on the epic journey to cross the Atlantic in his Jeep following many modifications. For more information about Ben Carlin's epic transatlantic adventures you may still be able to find a copy on the internet!

The **Cambridge-Oxford Owners Club** recorder show its members how to fit an alternator and electric ignition. A must for everyone, I feel.

'B20 restored in Bridgenorth wins global virtual concours event' according to **The Lancia Motor Club**. This particular 1954 Lancia Aurelia was restored by the Apprentices at Bridgenorth and came third in its class in the event which managed to raise in excess of £30,000 for UNICEF. Well done, a huge achievement indeed!



For something slightly different ... SS Freshspring, a unique steamship visitor attraction based in Bideford, North Devon, has been awarded a Heritage Lottery emergency grant to help it plan for reopening. Coming at a time when costs are still high and yet there has been no visitor income so far this year; the grant will make a huge difference. News according to Transport Digest, **The National Transport Trust Autumn** publication.

The Chairman of the **British Two Stroke Club** has set a challenge for its members... in being able to identify a picture of an early carburettor and a Jet (stamped 'I') which came out of an early Villiers carburettor. I wonder if they can come up with the answer?

The **Jaguar Enthusiasts Club** members are treated to part 5 of Ian Manson's long-running story of his E-type restoration in the October Jaguar Enthusiast magazine. The images and attention to detail are quite amazing. I bet he cannot wait to drive it!

"The Longest Day", a re-visit to the epic Beaujolais Run of 1989 is featured in Revcounter, the magazine from the

Austin Healey Club. According to the article, the four Austin Healey cars which took part performed faultlessly covering approximately 5,000 miles between them in two days of driving.

The **Mini Cooper Register** will soon be promoting a Touring Assembly to the French Alps in September 2021. The event will run along similar lines to Minis to the Alps in 2018 crossing Northern France to the Vosges before heading southwards. The distances will be about 200 miles per day and there will be short cuts for those who want to make up time or don't enjoy too many twisty roads. The event sounds like great fun and we hope we get to learn about the trip upon their return.

Featured in 'Take Five' the magazine of the **Rover P5 Club** is a glorious photo reportage of the 'stars of the show'. Iconic images of Rover P5s appearing in films and tv. What a great idea.

One lucky member of **The Panther Owners Club** managed to stumble and purchase (at auction) a late Victorian silver trophy cup the inscription of which suggested that it had originally been awarded to an R Moore. Panther motorcycles were made by Messers Phelon and Moore, founded in 1905 by Joah Phelon and Richard Moore. Was this the same R Moore? What do you think? Such a fascinating story and one which is really interesting.

One lucky member from the **Series One Club** was contacted for the use of his series one Land Rovers to take part in a six-part television mini-series set against the background of the British nuclear tests carried out at Maralinga, South Australia in September and October 1956. Operation Buffalo, as it was known, tested four nuclear devices ranging from 1.5KT to 15KT with the permission of Robert Menzies, Prime Minister of the Australian government at that time. According to Eamon Tierney's article the series has already been screened in Australia and should be coming to UK television soon.

The Autumn edition of 'Steaming', the **National Traction Engine Trust's** magazine showcased some wonderful entries from the winners of the Steam Apprentice Club GDSF Competitions. As entries are normally judged at the great Dorset Steam Fair a new initiative was required for 2020. Therefore three competitions were generated; a Photographic Competition (to provide one photograph of a steam vehicle or steam-related subject), a Model Competition (to

build a model of a steam related vehicle or object), and a Colouring Competition (to colour in a blank drawing which was provided). Some fabulous exhibits were received, and I am sure the judges had a hard time to pick the winners. Well done.

There is a wonderful article in the **Mercedes-Benz Club Gazette** entitled 'Sir Stirling Moss and Erik Johnson remembered'. Ken Waddy's recollections of how he became interested in motorsport and how much Sir Stirling and Erik featured in his life.

It is that time of year when clubs start to organise their calendars for the next. The **Triumph Razoredge Owners' Club** is no exception. A reminder has been provided to their members to send in pictures of their vehicles for insertion.

SOS - Save our Spares, is one of the headlines in **The Riley RM Club's** publication 'R. Memoranda'. Their Committee have devoted time to the saving of spares caches that have become surplus to a member's requirements but that would be worth preserving for the benefit of members' future projects.

Great news for owners of Vauxhall FE/VX-series car owners; The **Vauxhall VX4/90 Drivers Club** have obtained a set of rear wheel arch repair panels which they are hoping to use as a pattern for producing further sets.

November marks the 40th Anniversary of the famous Talbot victory on Britain's round of the World Rally Championship. **The Sunbeam Lotus Owners Club** are preparing a special feature for the next issue of their magazine. We all look forward to seeing it!



The **Fiat 500 Club** attended the Classic Car Drive in Weekend at Bicester Heritage with 14 different cars on their stand over the three days. A great time was had by all.

A member of the **Sunbeam Motor Cycle Club** found a bike in an old stable room and is trying to piece together details

about it and its history. It was made by B.A.T. Manufacturing Co. Ltd and originally had a sidecar. The owner, Mr Zeal provides a very poignant story as to who he believes was its owner (a family member who died in the Great War). The mystery machine could be a BAT 8 hp twin built in 1911. However, if anyone can assist, please feel free to contact the Sunbeam Motor Cycle Club. We wish Mr Zeal all the best in finding out more information as he restores his BAT!

For those interested in historic caravanning you will find a Jubilee Firefly (1938) for sale in the magazine of the **Historic Caravan Club**. Owned and restored by its current owner, this van has been used for holidays and shows over the last eight years. This very rare lantern roof Art Deco van is beautiful, and I am sure its new owner will cherish it.

The **Scottish Vintage Bus Museum** magazine depicts many restoration updates on various vehicles such as; CRS834 - Aberdeen 14, DMS823 - W Alexander PB10, FWG846 - W Alexander (Fife) FE11, FGS59D (5151RN) - McLennan, Spittalfield, RAG578 - T Hunter (A1 Service), CSG43C - Eastern Scottish AA43, plus many more. We wish them all the very best with bringing these glorious machines to fruition.

The **Vintage Minor Register** provides information on 'The Properts' Motor Body Company Ltd' from how it was founded in 1910 in Sydney, NSW. By 1922 Properts' were the major motorcar works in the area which had an annual production figure of 2,000 motor bodies in 1926! The Properts' works in King Street, Newtown still survives to this day, a truly significant building with a great deal of history albeit now looking rather neglected.

Reports on an eBay find in the **Pre-1940 Triumph Motor Club** publication. Some 1929/1930 printing blocks for some Super Sevens were listed as copper faced engravings with the description of being part of the factory's advertising. How interesting a find! Did they find a new home?

An interesting advertising slogan adorns the cover of the **Austin Seven Owners' Club** magazine. 'How Dinky. So dainty is the Austin Seven that every woman wants it for her own. She sees at once how easy it is to handle, how roomy and how smart. She can take her friends for a spin at any time, while the Austin Seven makes a shopping journey or visit to the links a pleasure instead of a toil. >>>

▶▶▶ Read "The Motor for the Million" (4th edition) - any buy her one.'

Oh, how advertising has changed over the decades!

Summer auction news ... according to the October edition of 'Stardust' the magazine of the **Sunbeam Talbot Alpine Register** a 1954 Sunbeam Alpine Mk1 was sold at auction in July 2020 for £18,000 (inc. buyers premium). It was offered as a barn find and had been dry stored since having retired from historic rallying. I wonder what the new owner has instore?

A great 'how to remove oil drops from your drive' was noted in the **Bristol Austin Seven Club** Newsletter. Apparently original fairy liquid does the job, however other washing up liquids are also available!

A date for your diary ... The Austin 7 Centenary Celebration & Rally is due to take place between 19th-24th July 2022 at the Fire Service college, Moreton-in-Marsh, Gloucestershire. As provided in the magazine of the **Scottish Austin Seven Club**. For more information, please visit www.a7centenary.com

How to make and fit brake pipes is featured in the October edition of 'Sidevalve' the journal of the **Ford Sidevalve Owners' Club**. According to the author, Jim Norman, there are certain tools you must have; a good sturdy vice, a flare spanner with a 7/16" AF end, a flaring tool and a pipe cutter and bender. A great article for any Ford Sidevalve owner.

A number of restorations are featured in 'The Cultivator', the newsletter from the **Vintage Horticultural & Garden Machinery Club**. One particular member lists his many projects on the go; a 1980 Westwood Gazelle, 1968 Suffolk Super Colt, 1968/69 Ransomes Marquis 18 inch Model 4A, a TS Allen Scythe and a 1974 Howard Gem V rotavator. This member certainly likes to keep himself busy!

Morris Monthly, the magazine of the **Morris Register** provided an article of interest from The Morris Owner magazine dated October 1940. 'Do You Pass Your Windows By?' Attention to winding mechanisms is called for so infrequently that few will have given it any thought. Freely moving and rattle-free windows will, however, be the reward of a few minutes' work on elderly cars. By T.H. Vaughan.

The Coventry Motor Industry Book One: Humber-Hillman (1910 onwards)

is reviewed in the September/October edition of the **Humber Register's** publication. It provides an in-depth study into the largest manufacturing business in Coventry during the years 1910 to 1950, and appears to be a must-have for anyone interested in the history of the Humber business.

Did you know ... Volumex (v/x) supercharges as fitted to various Fiat/Lancia models are now VSCC approved additions for MMM cars where improved performance is desired? As mentioned in an article from the **MG Octagon Car Club's** Bulletin.

There is a beautiful account by T. Reading of his journey with Gold Stars and bike racing in **The Gold Star Owners Club** magazine. Mr Reading's second Goldie came to fruition in the form of a 500 Clubman in the summer of 2000. A great story full of memories, many thanks.



First Look at the "Morgan Experience Centre" as written by C Neal in the magazine of the **Morgan Sports Car Club** is a well penned article which provides an insight to the newly opened Morgan factory. It provides tours and driving experiences with all the necessary COVID-19 measures in place.

The continuing restoration of a Mk 2 Jaguar is depicted in the **H&H CVC** October magazine. Entitled 'How could it possibly get worse?'. I'm sure we've all been there!

Thank you to the **Vanden Plas Owners Club** for sharing the FBHVC Legislation topics in their latest magazine, all 6 pages! It is great to know you are keeping your members up to date with the information.

Elizabeth's historic birthday is celebrated in the Autumn edition of the **Road Roller Association** Journal. Who is Elizabeth, I hear you all ask? Well, Elizabeth is a Garrett steam roller who was released from Leiston to its new owner, Southend-on-Sea Corporation, on 10 August 1910 and therefore on the same date in 2020, the immaculate roller

was steamed and taken down the road for an outing in South Yorkshire, during which time her owner and several of his friends and steam engine owners had a socially distanced 'gathering' to celebrate her 110th birthday.

A stunning photo reportage on 'Preserving the Past for the Future ...' can be found in the November edition of the **Historic Commercial Vehicle Society**, Historic Commercial News. It showcases a members' archive of photographs taken of Commercials seen around the countryside from roads to rally fields and museums which had been gathered over many years. Fabulous!

You will find Fiona Bruce taking a break from filming the Antiques Roadshow in the back of a members 1960 Star Sapphire Limousine on the front cover of 'Sphinx', the **Armstrong Siddeley Owners Club** Magazine.

A member of the **BSA Front Wheel Drive Club** has put pen to paper and provided a subsequent article on one of the three 1933 Trikes his father had purchased from the BSA factory for his brother (the author's Uncle), a friend and himself. This article features his Uncle's BSA and what a detailed article it is with some great imagery.

The Dormobile Digest, journal of the **Dormobile Owners' Club** provides a feature from times past.....Martin Walker started out in 1773 as a blacksmith and harness manufacturer. His firm grew into a carriage and coach-building business, but with the arrival of the internal combustion engine he commenced making bodies for Vauxhall and other marques. World War II kept him busy, producing a utility vehicle on a Ford chassis. This had a novel feature of a load space with folding seats. After the war, the arrival of the Bedford CA allowed Martin to expand on its folding seat idea. The folding seat turned into a couch, albeit a slightly uneven one. It wasn't long before a sink and a single-ring gas burner were offered, too. In time, a side-lifting roof also appeared. The roof's profile of a large 'D' shape became the inspiration for the Dormobile trademark. The Dormobile Owners' Club was formed in 1992 with the aim of keeping genuine 'Martin Walker' Dormobiles on the road.

Chapter XI of 'Through the Alps to the APennines' by P. G. Konody (1911) is featured in **The Steam Car Club of Great Britain**. It's lovely to note their members have a regular feature to look forward to.

In the summer edition of the magazine of the **Vintage Austin Register** one member asked for other members view on the subject of originality in cars. He wondered what constitutes originality, whether people care about it and how far they will go to achieve it. Another member obviously read this and replied with his own views.

Any member of the **National Autocycle & Cyclemotor Club** would be kept busy indeed looking after the many projects available to purchase in the October edition of their magazine.

Some interesting images taken at Brooklands Revival 2011 made it into the Tyre Squeals, the magazine of **Yeovil Car Club**.

A volunteer is required to fulfil a voluntary role within **The Rapier Register** team to assist with used spares. The Register has received recent donations of Rapier parts from 'clear-outs' by members and by families of late members. I'm sure if you can help, then please make yourself known!



The **Swansea Historic Vehicle Register** provide a feature of treasured classics that have faded from view. For example, Morris Ital built 175,276 vehicles and only 35 were registered in 2015. 1,518,932 Austin Metro vehicles built and only 464 were registered in 2015. Out of the 3,470,524 Ford Sierras that were built only 3,350 were still registered in 2015. Definitely food for thought!

One member shares his obsession with Ariel-based trialers in the magazine of the **Ariel Owners Motor Cycle Club**. Some great imagery is showcased.

The October Tansha magazine from the Vintage Japanese Motorcycle Club is crammed full of members articles whether they be restorations, acquisitions, journeys, events or technical information the club certainly knows how to keep everyone informed of what's happening. In this particular edition there is even a section on how to make custom side covers!

Devon Vintage Car Club treat their members to part 2 of the Trident (TVR) Story. Did you know the origins of the Trident began with the Blackpool based company TVR, the specialised sports car company set up in 1947 by Trevor Wilkinson?

The **AC Owners Club** provided a bumper edition of 'Action' in October, all thanks to a 16 page feature on an AC Ace AE49, beautifully written by its owner. So much of the car's history was documented and the companies and people that have been instrumental in keeping the car roadworthy were mentioned. Well done indeed.

The Secretary of the **East Yorkshire Thoroughbred Car Club** provided full details in their magazine on 'How to Renew Your Driving Licence' and 'Coronavirus Safety Information'. I'm sure all their members know exactly what to do.

Lockdown for some was a time when enthusiasts could sit and write various memoirs. One member of the **BSA Owners Club** was no exception, by beautifully crafting his potted history of his life, family and the motorcycles therein entitled 'My Family and Other Motorcycles'.

'A brief window on early Australian racing' by C. Garner is featured in the magazine of **The Austin Seven Clubs' Association**. 'Arthur Waite was a native of Australia and after brave service in WW1 settled in England, marrying Herbert Austin's eldest daughter, Irene, in 1918. He joined the Austin Motor Company in 1919 becoming its Sales Director and soon started his involvement in the racing side.

The **Midget & Sprite Club** delight us with full details on a 1500 DIY fuel injection conversion. I'm sure this is the place to start for any member wishing to take the plunge.

A few vehicle organisations managed to venture out to events in September, the **Classic & Historic Motor Club** was no exception. A great feature on how much their members enjoyed the Cotswold Classic Run is depicted in their latest edition.

eBay news from the **Buckler Car Register**. One member spotted a white metal model of presumably SHO157 manufactured by TW (Trevor White). Apparently it sold for around £100.00.

As taken from 'The Peugeotist', **Club Peugeot UK** magazine....'The Biblical quotation neatly summarises the 305's place in Peugeot recent history. It was both the first 05-series car, preceding its larger and similarly shaped sibling, the 505, by 2 years and was the final development of Peugeot's first front-wheel drive car, the 204.'



Replica dash badges are now available from **The Morgan Three Wheeler Club**. If your Morgan is from late 1934 or early 1935 you're in luck, but make sure you specify which you require. According to the notes, the change over from the 'Runabout' to the 'Three Wheeler' badge was probably on 1st January 1935 for V-twins and in September 1934 for F Types.



Congratulations to the **Ford RS Owners Club** for reaching their 40th Anniversary. Such a shame they could not celebrate in style in 2020, but here's looking forward to their National Day 2021 at Donington Park on 29 August.

The **Alvis Owner Club** reached their Centenary this year. Congratulations. Like many other events and celebrations, the Alvis Owner Club were unable to proceed with their Centenary Weekend plans. However, a virtual worldwide gathering took place instead. Members from three continents covering Japan, USA, Australia, England, Wales, Scotland and Ireland took part over the two sessions, with well over 70 participants.

Congratulations to the **Fairthorpe Sports Car Club** on reaching their 60th Anniversary this year. According to their newsletter they have seen three Turners in action across three of its race series all of which have attracted plenty of attention in the paddock and on track.

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