

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 5 · 2021

MOTUL A PASSION FOR INVENTION

Introducing Motul as official Lubricant Partner

Plus

Graham Robson

Paying tribute to a giant of the motoring world

Heritage Skills Academy

Guests gather at Brooklands for official launch

Historic Vehicles in the UK

Research findings from the National Historic Vehicle Survey 2020/21

www.fbhvc.co.uk

The UK Member of FIVA



Are you exposing yourself?

To risk we mean.



Insurance Partner of the FBHVC

PETERJAMESINSURANCE.CO.UK  
INFO@PETERJAMESINSURANCE.CO.UK

Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.

Restoration, repairs, valeting, vehicle collection or delivery, buying and selling a few or even 'tinkering for a friend' for a couple of quid...

If you drive other people's classics for anything more than goodwill, **Motor Trade Road Risk** cover is a must.

Find out more about our road risks cover made for classics businesses like yours.

Talk to us today

0330 174 1640

Calls charged at standard landline rates.



PETER JAMES
INSURANCE



Editorial

Wayne Scott Communications Director

To say it has been 'busy' here at the Federation, would an utter understatement! But, the volunteers who work so hard to defend the future of historic vehicles through their various crucial roles working on your behalf within the Federation, have taken on the various challenges of the past few months and excelled.

So, it seems, has the historic vehicle community also, because as quickly as COVID robbed us of our ability to meet and hold events did the community bounce back with many events reporting record numbers of attendees. One such event that really set the scene for the future of our movement was The Triumph and MG Weekend 2021. This event, held at the Three Counties Showground, Malvern saw three major clubs, TR Register, TSSC and MG Car Club collaborate to create one great event to celebrate two superb British marques. They did this by pooling resources, working together and putting on a varied event without losing the identity or traditions of each individual club. A true inspiration for a future in which more clubs will collaborate and work together I hope.

It's the subject of clubs pulling together that brings to me to my next congratulations and that is to all of you for supporting our new initiative for Drive It Day raising money for the NSPCC's Childline®. As previously mentioned, the money raised by your clubs and members purchasing our charity rally plates has been enough to fund the NSPCC's Childline® activities for a full 24 – hour period, which they celebrate as "One Unforgettable Day". This will take place on Friday 12th November and it is no coincidence that the day, of course, coincides with the opening day of the NEC Classic Motor Show. On the FBHVC stand at that show, you will also be able to come and meet representatives from the NSPCC to learn more about the amazing, and frankly lifesaving, work your generous fundraising has supported.

The NEC Classic Motor Show will also give us another opportunity to support this superb charity. The effect of the pandemic has been a shortage of fundraising opportunities for all charities, but the NSPCC's Childline® has been particularly challenged because as charity events were

cancelled due to COVID, abuse cases rose as families in difficult conditions were forced indoors. So, when you book your tickets to the season-ender for the Historic Vehicle community at the NEC, do take a moment to give what you can when the online booking system asks you to support the FBHVC in fundraising for the NSPCC's Childline® under the Drive It Day banner. It is presented to you when you book your tickets via the NEC's ticketing system as a stage in the payment process, so you can't miss it – give what you can and help the historic vehicle community to continue to benefit society as a whole.

Our commercial partnerships form an important part of funding and supporting our activities in lobbying and raising awareness around the future of historic vehicles. Our commercial partners not only support the work of the Federation financially, but also contribute resource, specialist knowledge and tangible benefits to member clubs. We are incredibly excited to welcome a new lubricants partner to Federation family of commercial supporters - Motul.

The company has a heritage that stretches back to the very beginning of the motor car. Motul has always favoured innovation, research and development. The company is also a leader in the motorcycle lubricants market in France. In the motorsports field, many manufacturers trust Motul for its technological developments in car/bike racing and they have been long associated with the 24 hours of Le Mans and more recently, Goodwood Revival. That approach to innovation and development is something that will be crucial to the future of combustion engine vehicles being able to run on modern roads, so we look forward to embarking on this exciting and important journey with Motul.

Finally, on E10 – so much has been written and said on the subject. Sadly, some of it has been utter scaremongering and hysteria. For the full facts on everything you need to know – consult the Federation website fuels page: www.fbhvc.co.uk/fuel. For those who might still be confused about what to look for at the pumps – we have created a handy guide in this issue of FBHVC News, read on.

President: **Lord Steel of Aikwood**
Chairman: **David Whale**
Secretary: **Emma Balaam**

Federation of British Historic Vehicle Clubs Ltd
PO Box 295, Upminster,
Essex, RM14 9DG

Email: secretary@fbhvc.co.uk
Phone: **01708 223111**

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

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

FBHVC is a company limited by guarantee, registered number 3842316 and was founded in 1988.

Subscriber clubs and organisations can reproduce the text of items from this publication in their own publications provided that FBHVC is credited. Images may be reproduced only with specific permission. All articles are available via email, for more information please contact secretary@fbhvc.co.uk

Contents

- 4 Legislation**
- 6 DVLA**
- 7 Fuels**
- 8 Technical & Events**
- 9 Heritage & Culture**
- 10 Archives & Museums**
- 11 Graham Robson Obituary**
- 12 Research**
- 18 Motul Partnership**
- 20 Skills**
- 23 Secretarial News**
- 25 News Updates**
- 29 Club News**

Introduction

“May you live in interesting times” as the apocryphal Chinese proverb goes. For the historic vehicle owner this is certainly the case which means I and the Legislation Committee have our work cut out to ensure your interests are served. I set out below a smattering of current topics raised with us, some of which were trailed in the last edition of FBHVC News and will have come to fruition before this edition is published. So I remind you (as if you have not heard) that E10 fuel is now with us. The Government continues to “leak” further ideas on Driverless Vehicles (DVs) and for those venturing abroad, they now require you to swap your GB identifier plates for UK ones. I also have an update on recent correspondence I have had with the Environmental Agency concerning the sale of second hand vehicle parts and a further comment on MOTs for historic vehicles travelling abroad which I mentioned in the last edition and on MOTs in general.

Environmental Matters

From a relatively slow start, the Government messaging on the introduction of E10 did gather pace and has had fairly extensive coverage of late usually attended by an “End of the old car” punchline. Thanks to our fuel expert, Nigel Elliott, I like to think the Federation prepared you better and with less hyperbole than the wider media in terms of what affect the introduction of the fuel would have on your vehicle, what mitigation measures you might have to take and what the future holds for the premium E5 grade. As well as a detailed article in the last Newsletter which you can read online, the FBHVC website

has a fully updated and section on the issue probably more comprehensive and authoritative than you will find elsewhere. As I have set out later in this column, undoubtedly the increased use of the “Greener” fuel and the squeezing of the availability of E5 will present challenges for owners some of whom have already written in with justified concerns about stocks in rural areas. The phrase “use it or lose it” has some resonance here as the economics of the market will play a role here. Fuel margins for retailers are not great which is why there will be a premium on each litre over E10 and why availability will dwindle unless stocks are used.

In the zone

I am grateful to correspondents who have kept us in the loop about consultations in the major Scottish cities on the introduction of their Low Emissions Zones (LEZs). It is also heartening to receive their acknowledgement that historic vehicle exemptions are fully recognised in those LEZ consultations and that they all follow the subsidiary legislation definition of historic, namely vehicles over 30 years old. As I indicated in the last Newsletter, what we do not have sight of is how the automated identification and exemption from enforcement process will work, whether by local or national registers or simply by age. Given that the commencement of the zones is still a year away and enforcement up to 3 years away, I doubt if confirmation on the ways and means will be available soon.

In relation to environmental zones in England, we constantly monitor them to ensure the normal exemptions are included and to see where we can gain some additional traction of younger vehicles as we did with Greater Manchester. However, given that the individual council LEZ consultations usually contain a question asking those responding to indicate whether they agree or disagree with historic vehicle exemptions, if you live in that area please do respond so that the percentage agreement looks healthy. So with the rural lanes initiatives which I set out in the last edition. If proposals to restrict movements in them do sprout up in your area, do let us know but make your feelings known to your council also as local comments and objections will have greater effect in these circumstances.

Driverless vehicles



Another area where you may wish to convey your views directly to government as well as through the Federation, is a variation on the Automated Lane Keeping System (ALKS) which I have written about extensively before. The press covered a report by the think tank “Britainthinks” commissioned by government to sample public opinion on driverless vehicles (DVs). In this case the 3000 people surveyed indicated that allocating dedicated lanes for DVs could help them feel more comfortable about the technology, according to new research commissioned by the Government. The survey indicated that putting self-driving cars in separate lanes as a “performative safety measure” would allow the vehicles to be “eased” into public life. So far the Federation has responded to DfT consultations on ALKS and other driverless initiatives on the basis that our vehicles will have to share the same road space. As others in the press have commented, creating a separate lane for driverless cars may well partly solve the “sharing” issue but together with dedicated bus lanes, cycle lanes and pedestrian lanes will remove yet more road space resulting in more congestion for virtually everyone else. It will not however remove the as yet unsolved conundrum of pedestrians stepping out into the road right in front of the DV. The Federation accepts that DVs and ALKS technologies have to be explored but would expect this proposal to be considered very carefully as to whether it would be a proportionate and fair action to all other road users.

Any old iron

I recently received correspondence from a member concerned about the potential overly prescriptive application of the Environmental Permitting Regulations on the trading in second hand parts for historic vehicles. Whereas trade fairs, auto jumbles and historic vehicle club magazine classifieds and websites were once the principal marketplaces for the buying and selling of often rare and hard to acquire parts, sites such as eBay have increasingly become the forum for such trading and he had noted on the eBay website the following warning notice:

We would like to share some very important information with you on Environmental Permitting Regulations. This regulation applies to all businesses who are selling used vehicle parts.

If you're dismantling vehicles yourself, you must have a permit to do so and display the permit number in your item description. If you do not have a permit, you are operating illegally.

If you're not dismantling vehicles yourself, you must obtain these from a verified source that has a permit to depollute and dismantle end-of-life vehicles. Please include this permit number in your item description.

We are asking you to familiarise yourself with the regulations and to end any of your listings that are not compliant with the above requirements. Please note that your eBay account is at risk if you fail to comply.

Be aware that authorities can make spot check inspections and notify eBay of non-compliance, where eBay will need to remove listings.

His concern was that if those selling parts for historic or vintage vehicles could not do as required in the above notice, this will have a deleterious effect on the trade in parts from vehicles perhaps dismantled long before such environmental regulations came into force. Having researched the background to the eBay warning notice, my view was that it was not the aim of the Environment Agency (EA) to target the historic vehicle movement. Rather the initiative was born out of the need to ensure that vehicles are scrapped properly without danger to the environment and a focus on businesses dismantling vehicles unlawfully and selling the recovered car parts online. I wrote to the EA to clarify the situation and seek some reassurance for the correspondent and other members. The response I received, an extract from which is set out below, generally confirmed my view.

"The Environment Agency absolutely supports the re-use of non-waste car parts. There are clear and significant advantages of re-use, including lengthening the life of vehicles and reducing the amount of waste being disposed of at landfill sites. We also acknowledge the social and wellbeing benefits to those involved in classic car restoration.

While we support this, it is important that those involved in car restoration, managing ELVs or using car parts do so with the correct regulatory controls in place and in a way that minimises the impact on the environment. The Environmental Protection Act 1990, Environmental Permitting Regulations

2016 and The End-of-Life Vehicles Regulations 2003 set the legal framework for the treatment and recovery of ELVs, and is led by the Department for Environment, Food & Rural Affairs (Defra). The Environment Agency provide guidance on when a motor vehicle is waste. This includes specific guidance on parts being removed from vehicles and restoring a classic car as a hobby in the context of waste regulatory controls. This guidance can be found here - <https://www.gov.uk/guidance/when-a-motor-vehicle-is-waste>

Unfortunately, there are a significant amount of people/operators who do not comply with the legal requirements and whose activities therefore pose a risk of harm to the environment. It is those people/operators who we are requiring to change their behaviour. Specifically, we are targeting those people who are breaking ELVs without a permit and selling their parts on eBay as a business. We aim to ensure that those people either obtain a permit or stop their activity.

In the near future we are going to release an FAQ document with some standard scenarios which will address the points raised in your letter. In the meantime we would like to assure you that, generally speaking:

A vehicle doesn't become waste until it is no longer going to be used as a vehicle and is going to be scrapped or cannibalised for parts.

If a vehicle is waste, then businesses will require a permit or U16 exemption to dismantle it.

Private individuals who are not operating a business when dismantling their cars do not need a permit, but any depollution activities must be carried out by an Authorised Treatment Facility. Additionally, private individuals are required to ensure they conduct their activities in a manner that is not likely to cause pollution of the environment or harm to human health.

If car parts are fit for purpose and certain to be re-used, they won't be waste.

I hope the above answers your questions and provides some information for your members."

Whilst perhaps not a complete answer to the correspondent's concerns, I press for the FAQs to be issued as soon as possible. Meantime let me know if you experience any problems in this area.



"NOT IDEAL, BUT MANY GARAGES ONLY STOCK E10."

Illustrated by Lindsay Irvine



To MoT or not to MoT, that is the question...

You may recall that I wrote to the DfT seeking clarification on whether historic vehicles exempt from MoT in the UK would have that exemption recognised on the continent post-Brexit when members begin again to venture across the channel. A response is still awaited albeit to be fair backlogs in government departments are well flagged. However as I indicated in the last newsletter, the lawyer in me would strongly advocate any would be traveller to subject his vehicle to an MoT on a voluntary basis from an historic vehicle friendly garage. Not only would this provide some reassurance derived from a third party look over the vehicle but in the event of an accident or a spot check by an officious traffic officer, there will be a paper trail in place even if some might regard it as a superfluous one. Being "technically" in the right is of little assistance when met with hardnosed bureaucracy!

And on the subject of MoTs, some readers may have spotted articles in the press stating that some "experts" are advocating the reintroduction of MoTs for historic vehicles related to possible safety concerns arising from the introduction of E10 petrol. <https://www.express.co.uk/life-style/cars/1479221/mot-test-changes-update-classic-car-owners-fuel-hose-hcva-exclusive>. The campaign seems to be led by another Association concerned with historic and classic cars. Having assisted the DfT in drafting the legislation granting the current MoT exemptions for "vehicles of historic interest" which in turn were inspired by an EU Directive, the Federation is not aware that any of the assumptions which supported the current position should be challenged. Indeed recent government consultations have recognised the



care that most historic vehicle owners lavish on their vehicles and as the test itself becomes more automated and regimented, it is likely to become increasingly incompatible with historic vehicles. As I indicated above, whilst the Federation understands and appreciates those who obtain an MoT on a voluntary basis for assurance or other reasons, it doubts that statistical data would justify a return to a compulsory test.

GB to UK

And finally, as trailed in the last newsletter and flagged on the FBHVC website (<https://www.fbhvc.co.uk/news/article/driving-in-the-eu-update>), should you be venturing abroad with your motor car (old or new) after 28 September 2021 you will need a 'UK' rather than the traditional 'GB' badge or sticker. Have a read of my contentious reasoning behind the change, which many probably believe is overdue, in that previous issue of FBHVC News!



DVLA > Ian Edmunds

For this edition of FBHVC News I should start with what I hope will be a final clarification of a matter of DVLA procedure which has been causing some confusion - including to me!

DVLA assure us that in conjunction with various other conditions it has always been the case that in order for a registration number to be transferred from a vehicle, either onto another vehicle or into retention, the donor vehicle must have a current MoT. This is true even if the vehicle in question is normally exempt from the need for an MoT because it is

over 40 years old. In these circumstances the vehicle can, of course, be submitted for what is normally referred to as a voluntary MoT.

The aforementioned confusion is not helped by the relevant information provided on GOV.UK not including any reference to the need for an MoT. We have requested that this information be revised to more accurately reflect the actual situation but at the time of writing have not received any confirmation that it will be amended.

In Issue 4/2021 of FBHVC News I referred to the development of a new channel of communication with DVLA. Unfortunately

our production schedules for the magazine are such that at this time there is little more that I can report but that by the time you are reading this it is probable a first meeting will have taken place. Thus I hope to have much more to pass on in the next edition but for now I can confirm that, as you may have read on the website, FBHVC has now been officially appointed a key stakeholder in the DVLA and they have put in place a newly designated relationship manager to address our concerns. We will, of course and as always, put forward the concerns and problems of our member clubs and of their individual members.

Super E5 protection grade suppliers & availability



Fuel Supplier	E5 Protection grade	Further information
	bp Ultimate Unleaded 97 with ACTIVE technology	https://www.bp.com/en_gb/united-kingdom/home/products-and-services/bp-ultimate-fuels/bp-ultimate-unleaded-with-active-technology.html
	Essar Super Unleaded	http://www.essaroil.co.uk/our-forecourts/
	Esso Synergy Supreme+ 99	https://www.esso.co.uk/en-gb/fuels/petrol
	JET ULTRA Premium Unleaded 97	https://www.jetlocal.co.uk/drivers/fuels
	Shell V-Power Unleaded	https://www.shell.co.uk/motorist/v-power-fuels/v-power-unleaded.html
	Sainsbury Super Unleaded	https://stores.sainsburys.co.uk/
	Tesco Momentum 99 Unleaded	https://www.tesco.com/help/petrol-stations/
	Texaco Supreme Unleaded 97	https://texaco.co.uk/motorists/our-motor-fuels
	Total Excellium E5 97	https://services.totalenergies.uk/ (use the customer support web chat option)

Events

At last, we are back on the road with a vengeance – so many events are back on the calendar, so many museums are open again to visitors – these and the social (informal) side of the events scene are in full swing.

In my case I have been spoilt for choice with up to 8 events taking place, on the same day, in different parts of the country, so selecting which one to attend means letting down 7 other organisers. I have also spent two weekends manning Club stands representing combinations of the FBHVC, Brooklands and Boundless by CSMA. Apart from wanting to catch up on the Club scene, the recurring topic was E10 unleaded vs E5 (Protection Grade) super unleaded. Despite vigorous publicity campaigns by the fuel suppliers, the media and others, the general level of understanding was very low, but the fear factor was high. I was able to direct visitors to the excellent, and comprehensive article on the FBHVC Website under the Fuels tab produced by our own automotive Fuels Specialist, Nigel Elliott. Please take the time to read the material as it's a complex situation, which varies by time of year and geographic location. <https://www.fbhvc.co.uk/fuels>

Motorsport UK Update

Brexit & overseas events - continued

Recent changes involve the removal of the requirement to have a Green Card for cars and trailers, and the changeover from GB to UK stickers on UK registered vehicles. This comes into effect as from 28 September 2021. More details are available via <https://www.fbhvc.co.uk/news/article/driving-in-the-eu-update>

Anecdotal feedback confirms that at least one vehicle towing a historic vehicle on a trailer had been 'cleared' by UK customs only to be impounded (with a fine) on arrival by French customs. So be warned, it's up to you to make sure your paperwork is fully compliant and complete before heading into the EU.

The FBHVC will continue to monitor developments and will provide further updates and clarifications on our website as and when they appear.

In the meantime, please use the link below to keep up to date with the latest advice from Motorsport UK. <https://www.motorsportuk.org/the-sport/brexit-transition/ata-carnet-to-europe-faqs/>

Apprentice Training

By the time you read this the Heritage Skills Academy, Brooklands Apprentice Training Centre will have been officially opened. This is a really important and exciting development so please read the full report by Karl Carter within this edition of FBHVC News.

Insurance tailored around you and your classic car

At Adrian Flux we have over 45 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 916 1288** compared to online.



Ask our experienced staff about:

- Laid-up cover
- Club member discounts
- Agreed valuations
- Limited mileage discounts
- Breakdown cover

Car Club Quoteline: 0800 916 1288

Authorised & regulated by the Financial Conduct Authority



ADRIAN FLUX adrianflux.co.uk

Trustpilot rating checked on September 18th 2020

We continue to work closely with the Heritage Alliance who continue to be very active including supporting mobile heritage.

Earlier in the year the virtual Heritage Day included a keynote speech by Caroline Dinenage MP, the Minister of State for Digital and Culture. She announced that the Department for Digital, Culture, Media & Sport (DCMS) will be publishing a revised Heritage Statement later this Autumn. The Heritage Statement will set out the Government vision and strategy for heritage and the historic environment in the short and medium term. It will focus on four key themes: (1) recovery & resilience, (2) levelling up & placemaking, (3) environment & climate and (4) diversity & inclusion. We have been able to respond with our perspective, including on 3, pointing out that our vehicle's represent items of culture that changed the world in the 20th Century, that our level of pollution is minute (check with any carbon calculator) and that the well-being that follows from involvement with our movement is significant contributor to our health.

Also, we have been 'Zooming' in association with Historic England, to assist the Department for DCMS gain an enhanced understanding of the historic mobile sector. Particularly the initiative on 'Culture and Heritage Capital' (CHC) which is important.

The challenge is heritage has value over and above normal economic measures.

DCMS have been working on how to value heritage within an economic framework. The goal is to establish a database of values for a range of CHC assets, which leads to a set of national capital accounts and this will give the opportunity to provide supplementary guidance to the Treasury Green Book.

An advisory board has been established, chaired by Lord Neil Mendoza. The board provides advice to help DCMS create publicly available statistics and guidance which articulate the value of the culture and heritage sectors. Valuation of benefits and costs plays an important role in understanding how the government should spend taxpayer's money.

Historic transport has a role to play, particularly since road vehicles are the largest part. This is where the research undertaken by the Federation pays dividends. We easily can point the Historic England & DCMS working group directly to our information.

The Heritage Fuels Alliance continue to have a strong focus on coal fuelled machinery. Lord Faulkner put down an amendment to the Environment Bill, to exempt "the chimney of a railway locomotive, the chimney of a road vehicle or portable or stationary engine, the funnel of a vessel regarding which the emission of the smoke is an intrinsic



feature of the functioning of the motive power concerned and in respect of which such motive power has been preserved, restored or recreated for heritage purposes" for clarity 'heritage purposes' means a state of affairs intended to display a transport mode or machinery in a past setting for educational, recreational or tourist purposes.

Our friends in the National Transport Trust are in the process of producing a TV series, hosted by Edd China, on the activities of the charity. If it matches the Brooklands 'Secrets of the Transport Museum' series, it will be well worth watching.

HERITAGE VALUES

- Heritage has value over and above economic
- Heritage has public good qualities
- Heritage is not fully traded in competitive markets.
- There are no agreed methods to capture these values to people
- It is therefore difficult to value heritage within an economic framework

HERITAGE VALUE

- Archaeological value – a bridge to the past
- Architectural value – uniqueness, distinctiveness
- Aesthetic value – beauty
- Historical value – remembering the past
- Social value – identity, cohesion, wellbeing
- Environmental values – embodied carbon
- Spiritual value – faith

ECONOMIC VALUE

Willingness to pay £

Archives

Archive enquiries have been quiet over the last few weeks as most people are either on holiday or out driving their historic vehicles.

I am pleased to say that the reopening of Museums has gone extremely well with good visitor levels, and this must be a great relief to those running this sector.

Museums

British Motor Museum

Back in July I attended the opening of a new exhibition within the British Motor Museum entitled "Factor Us In".

It was the culmination of a two year-project to uncover the fascinating stories behind the motor industry and of the people who worked and lived around it. The Museum is trying to build a sense of community and wishes to encourage local people to engage with the history on their doorstep - the history of an industry that has dominated the West Midlands for more than a century.

The exhibition puts the spotlight firmly on how the motor industry in the West Midlands affected people, the local landscape and surrounding businesses. It also looks at the societal impact of the factories, the highs and lows of their production, as well as everyday life and reflect on the legacies they left behind.

The exhibition primarily focuses on recollections from the communities of Canley in Coventry, Longbridge in Birmingham and Lode Lane, Solihull. It explores the community response to key moments across the industry including manufacturing booms, strike actions, the subsequent loss of industry and the recent efforts for redevelopment and diversification in employment.

'Factor Us In' uses a combination of the Museum's rich collections of archival material, artefacts and oral history videos and recordings to illustrate those themes. Its style is very much of overheard conversations, celebrating the people that helped make the factory communities what they are today.

British Motor Museum plan that the exhibition will evolve continually throughout its run and so they are very keen to engage with more people so they can incorporate their recollections and add to the exhibition, unlocking more stories of motor car communities. So if you have a story to tell about your involvement in a factory community or you have some artifacts to loan please email museum@britishmotormuseum.co.uk



The exhibition will run from 22 July 2021 until summer 2022 and is included as part of the normal museum entry fee of £14.50 for adults, £12.50 for concessions, £9 for children (5-16 years) and under 5s are FREE. There is also the option to Gift Aid or donate your entry fee and get an Annual Pass in return, at no extra cost.

To find out more information about the exhibition please visit the website at www.britishmotormuseum.co.uk/factor-us-in

Great British Car Journey

The Great British Car Journey, one of our Museum Members and who we recently featured have issued an open invitation to all subscriber organisations of the Federation of British Historic Vehicle Clubs to use it as a meet-up location.

Great British Car Journey, which opened in May this year, is located on the A6 in Derbyshire in the beautiful Derwent Valley near Matlock and on the edge of the Peak District National Park.

Pre-arranged meetings with the museum, will give clubs early access to the parking facilities as well as discounted entry into the exhibition on the day for club members. Early or late access to the exhibition can also be arranged for exclusive access to the tour.

The attraction offers ample parking outside, café and toilet facilities inside and the acclaimed exhibition of one of the largest privately owned collections of British designed and manufactured cars from 1923 to the present day.

Richard Usher, CEO of Great British Car Journey, said: "Now that we are fully operational, my team and I are looking forward to welcoming and working alongside many more car clubs in the future. It's fantastic to see so many more of the wonderful working examples of car design and engineering alongside our own collection."

The Donington Centre of the Morgan Sports Car Club was recently the first single marque group to hold an event at the attraction using it as a base for the club's belated Drive it Day event.

Phil Royle from Donington Centre Morgan Sports Car Club, and organiser of the event, praised Great British Car Journey, saying: "The Great British Car Journey was an ideal venue for our belated Drive It Day as it reflected our enthusiasm for British cars. The venue was very easy for us to access. "

"As an organiser, I appreciated the support of Richard Usher and his team who made the special arrangements for us and went more than the extra mile to help us to make it a memorable visit."

To book your club event please contact jason@greatbritishcarjourney.com or call 01773 317243.



Left table: Alan Woodier - Contributor/ Carolyn McLaughlin - Contributor/ John Batchelor - Contributor/

Tom Caren - Contributor and BMM Staff member/ Giovanni Esposito - contributor/

Right table: BMM Staff Catherine Griffin - Curator/ Mark Bradbury - Archive Volunteer/ David Bellamy - Exhibitions Officer/

Jim Ellison - Costumed Explainer/ Claire Broader - Costumed Explainer - alias Ray & Shirley

Graham Robson 1936 – 2021

By Michael E. Ware, retired Curator National Motor Museum, Beaulieu

The name Graham Robson will be familiar to many readers. His background is almost entirely motor industry related including running the Triumph Motor Companies Competition Department from 1962 – 1965. He has never given up his enthusiasm for rallying and was keenly involved in the Triumph Clubs, as well as anything post-war Ford connected. He ran the Coventry office of Autocar magazine before taking up freelance writing full time in the early 1970s. He has written some 170 motoring books as well as many magazine articles. He wrote speeches for industry personnel and was a very popular after dinner speaker himself. He was an established commentator at shows and events. Writing recently his friend and author Ray Hutton wrote: *"A Yorkshireman with a blunt manner that some found abrasive, he was modest about his own achievements and intensely loyal to his friends and colleagues."* Most enthusiasts will have one or more books by Graham on their shelves. Writing 170 motoring books is very unusual – probably a record that will never be broken. He pointed out to me once that he was in at the beginning of the popularity of the post-war car as a collectors item. He was able to be first in writing books about quite a number of different makes. He was a stickler for accuracy and liked to

double check every fact if he could. He enjoyed meeting and interviewing the people who were there at the time. I interviewed him for Classic Car Weekly in 2005 and he told me: *"The golden era of making money from motoring books has gone. The eighties were the best period. You had to be very disciplined. It should take no more than four months to research and write a book, six at the most, and you needed to have the next one ready to research, with a publishers contract signed, as soon as you have finished the last."* He went on to say: *"I am a classic car tart and will work for (almost) anyone who will pay. The nice thing about being an established freelance is that, to some extent, you can pick and choose what you do"*.

On a personal note he was a true friend of the National Motor Museum at Beaulieu, and he chaired many Friends evenings talking to people such as such as, Dave Richards of Prodrive, Murray Walker (at least twice), Paddy Hopkirk, Brian Culcheth, Stuart Turner, Marcus Chambers, Tom Walkinshaw, Maurice Gatsonides and many others. Like his books, each one keenly researched beforehand. He commented on some on events at Beaulieu. There is a well-known photo of Graham driving a Sinclair C5 at a Museum in Action Day – he was pretty scathing about it on commentary,



I seem to remember. Graham was a Trustee of the Michael Sedgwick Memorial Trust, closely connected with the National Motor Museum, for two periods from 1983. This Trust helps fund new motoring research and Graham's knowledge and experience and forthright comment was of great help to his fellow Trustees. As one Trustee said recently: *"I did not always agree with him, but I always listened to him"*.

I once asked him what he would do in his retirement. His reply: *"I am not going to stop if I can help it. I am not a pipe and slippers man"*. True to his word when he died on the 5 August, aged 85, he was working on a new four-volume classic car encyclopaedia with a personal perspective – he was about half way through volume one.

Thank you Graham for your enthusiasm for the history of our hobby.



HISTORIC VEHICLES IN THE UK

THE NATIONAL HISTORIC VEHICLE FLEET

Scale, Type, Value and
Marque



THE NATIONAL HISTORIC
VEHICLE SURVEY

2020/21



What does the general public think of historic vehicles?

The increase in the number of Historic Vehicles in the UK, now up to 1.5 million from barely 1 million in our 2016 report, might be seen as a dramatic increase but the figure is perhaps less than you might imagine. Keeping to the definition of Historic Vehicles being those manufactured 30 or more years ago, the principle difference between our surveys is of course the addition of all types of vehicles manufactured between 1986 and 1990.



In reality the rate of loss of older vehicles is very low. Many have been restored or preserved and given the low annual mileage driven the chances of catastrophic accident are low, something well understood by insurance companies and reflected in insurance premiums. Vehicles in the 1986 to 1990 category are still quite 'new' to some of us, standards of manufacturing, the quality of materials have improved significantly since the pre-war and immediate post-war times and the numbers of vehicles manufactured has increased significantly. Vehicle survival rates are bound to be higher. However set against this is the progressive inclusion of electrical components and computers into vehicles. Potentially the greatest threat to the survival of these more modern vehicles is the failure of electrical components that cannot be replaced, in some cases, at any cost.

1.5M

There are a total of 1.5 million historic vehicles on the DVLA database



44%

are registered for the road (c.680K). This represents just 1.8% of all licensed vehicles



365 BILLION

A total of 365 billion miles are driven on UK roads each year
Source: DVLA 2020

The numbers of vehicles shown in our report have been taken from an extract of the DVLA's database. From time to time vehicles are discovered that are not on the database, however whilst many of today's 'barn finds' may have been hidden by their owners they are still on the database and therefore included in our study. With a few exceptions all vehicles must now be licenced for the road or subject of a Statutory Off Road Notice (SORN). It is interesting to note that 56% of Historic Vehicles are subject to a SORN declaration. There are therefore only 677,000 vehicles registered for the road and with an average annual mileage of only 1,200 miles it is hardly surprising that so few Historic vehicles are seen on the road.

1200 MILES

Licensed historic vehicles only travel an average of 1,200 miles each year
Source: 2020 National Historic Vehicle Survey

Cars continue to be the dominant category of Historic Vehicle at 50% of the vehicle park with motorcycles at 27% but the survey shows the importance of agricultural tractors (10%) and Commercial Vehicles (8%). The Historic Vehicle movement covers a wide range of many different types of vehicle, an important aspect of preserving and maintaining the UK's rich heritage and cultural involvement with vehicles based on the internal combustion engine and steam power.

0.2%



Licensed historic vehicles drive only 800 million miles in total or 0.2% of all mileage



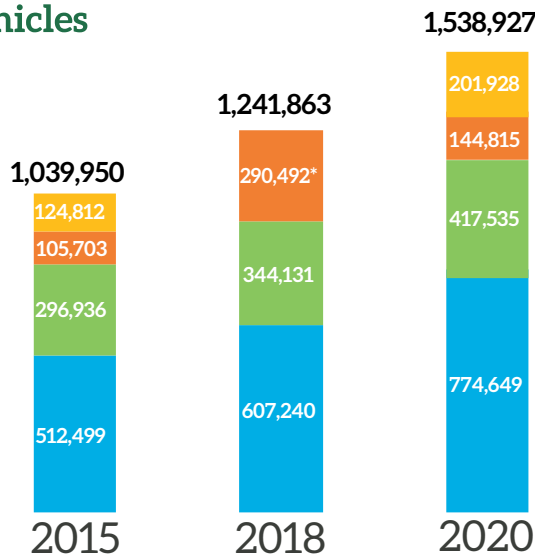
The number of Historic vehicles



Pre- '90 registered historic vehicles

We are in the fortunate position of reviewing and analysing the DVLA database which provides an accurate count of historic vehicles based on year of registration. Our survey is based on vehicles registered pre '90. The first headline we can reveal is that the universe of vehicles now stands at 1,538,927.

As seen in previous surveys, the largest type of historic vehicle is the car (50% of all vehicles), followed by motorcycles (27%), agricultural tractors (10%), followed by a wide range of other types of vehicle including vans, buses and coaches and motorhomes.



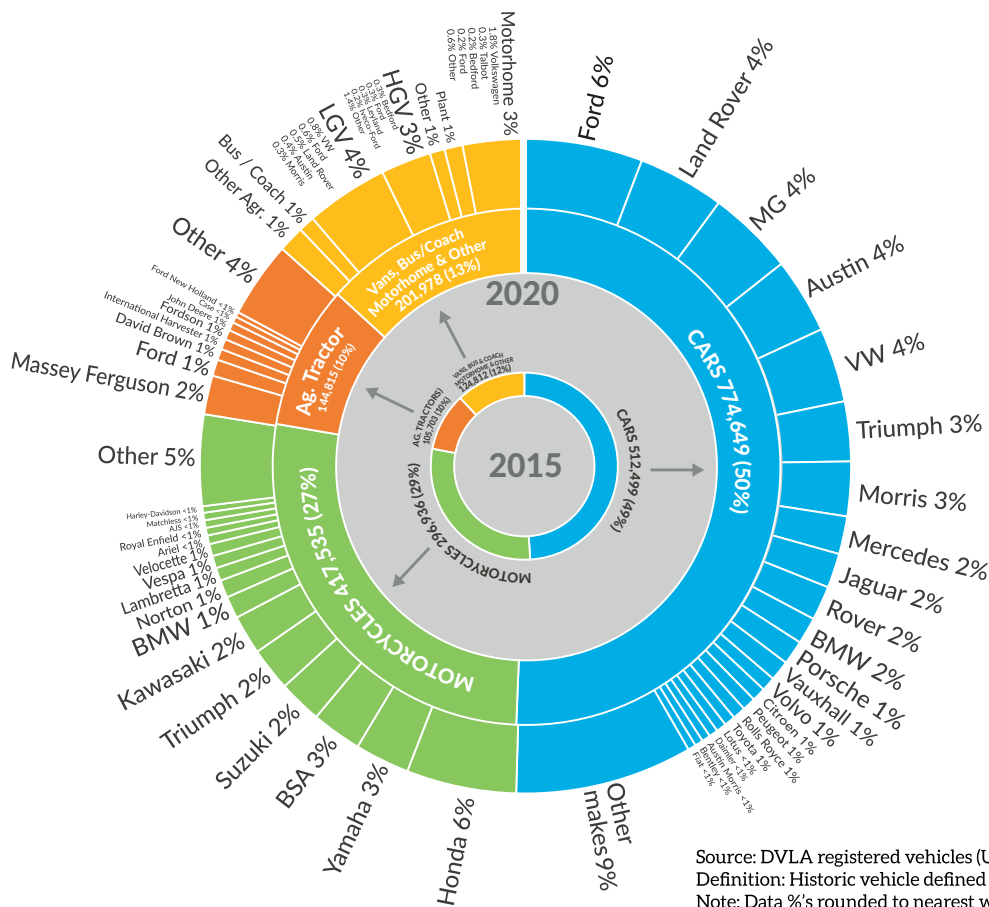
Vehicle Type

- Other (vans, bus/coaches, motorhomes & other)
- Agricultural Tractors
- Motorcycles
- Cars

* Note: Analysis not available to detail Agricultural vehicles and other types of historic vehicle.

Makes and type of historic vehicle

The largest vehicle makes continue to reflect the strength of the British motor industry during a period where motor manufacturing was a major strength of the UK economy. Most notably Ford, Land Rover, MG, Austin, Triumph, Jaguar, Vauxhall and Rolls Royce make up around 1 in 3 of all historic vehicles.



Source: DVLA registered vehicles (UK)
 Definition: Historic vehicle defined as 30yrs + since manufacture.
 Note: Data %'s rounded to nearest whole number.

With motorcycles we see continued entry of Japanese brands with Honda, Yamaha, Suzuki and Kawasaki accounting for 13% of all historic vehicles, compared to BSA, Triumph and Norton accounting for less than half this proportion (6%).

The number of owners in the UK



684,000

The estimated number of historic vehicle owners in the UK

The individual details of owners of historic vehicles are not available for analysis due to standard data protection rules. However, we know from our National Owners survey that many individuals own more than one vehicle, and often vehicles of different types.

We estimate from survey findings that the 'average' historic vehicle owner owns 2.25 different historic vehicles, therefore we estimate the number of historic vehicle owners at 683,967 individuals in the UK today (e.g. 1,538,927 vehicles aged 30 years or older, divided by 2.25 owners). This is a significant increase in the owner population since 2016 (+39%).

Note: This estimate is consistent with the approach taken in the previous research and is reliant on the DVLA count of registered historic vehicles (aged 30 years or older i.e. registered 1990 or before). We use this estimate as a key input throughout this report.



1,300,000

The estimated number of historic vehicle enthusiasts in the UK

We do not know the exact number of people who have an enthusiasm for historic vehicles, but do not own a vehicle (non-owning enthusiasts). This group of stakeholders will include future and past historic vehicle owners, those who browse trade magazines and websites, and those who also attend historic vehicle events to pursue their interest.

In 2016 we estimated that figure to be 1.5 million individuals - this was based on an estimated 8.2 million adults that said they had some form of interest in historic vehicles, and around 2 million adults that said they had attended a national historic vehicle event in the 12 months prior to completing the survey. To estimate non-owning enthusiasts we excluded the estimated 500 thousand owners to arrive at a rather crude, but potentially conservative, estimate of 1.5 million individual enthusiasts.

By taking the same approach we estimate this number now to be 1.3 million (there are now 9.3 million adults that say they are interested and around 2 million attenders of national historic vehicle events. By excluding the estimate of vehicle owners (683K) from this we generate a new estimate of 1.3 million individuals. We believe this estimate to be consistent with the way the 2016 estimate was generated and in that regard remains conservative.



58% of historic vehicles have < £10K average value



It is extremely important to recognise that historic vehicle ownership needn't be an expensive hobby and that whilst the top end of the market (particularly for cars) sees very high values, this does not reflect the wide spectrum of vehicle makes and types.

This is reflected in survey results by the finding that nearly 6 in 10 (58%) carry a value less than £10K. As might be expected, this proportion is considerably lower for cars (40%), and higher for motorcycles (83%), but highlights a common misconception associated with historic vehicles i.e. it is not a hobby pursued just by wealthy collectors.

Vehicle Values

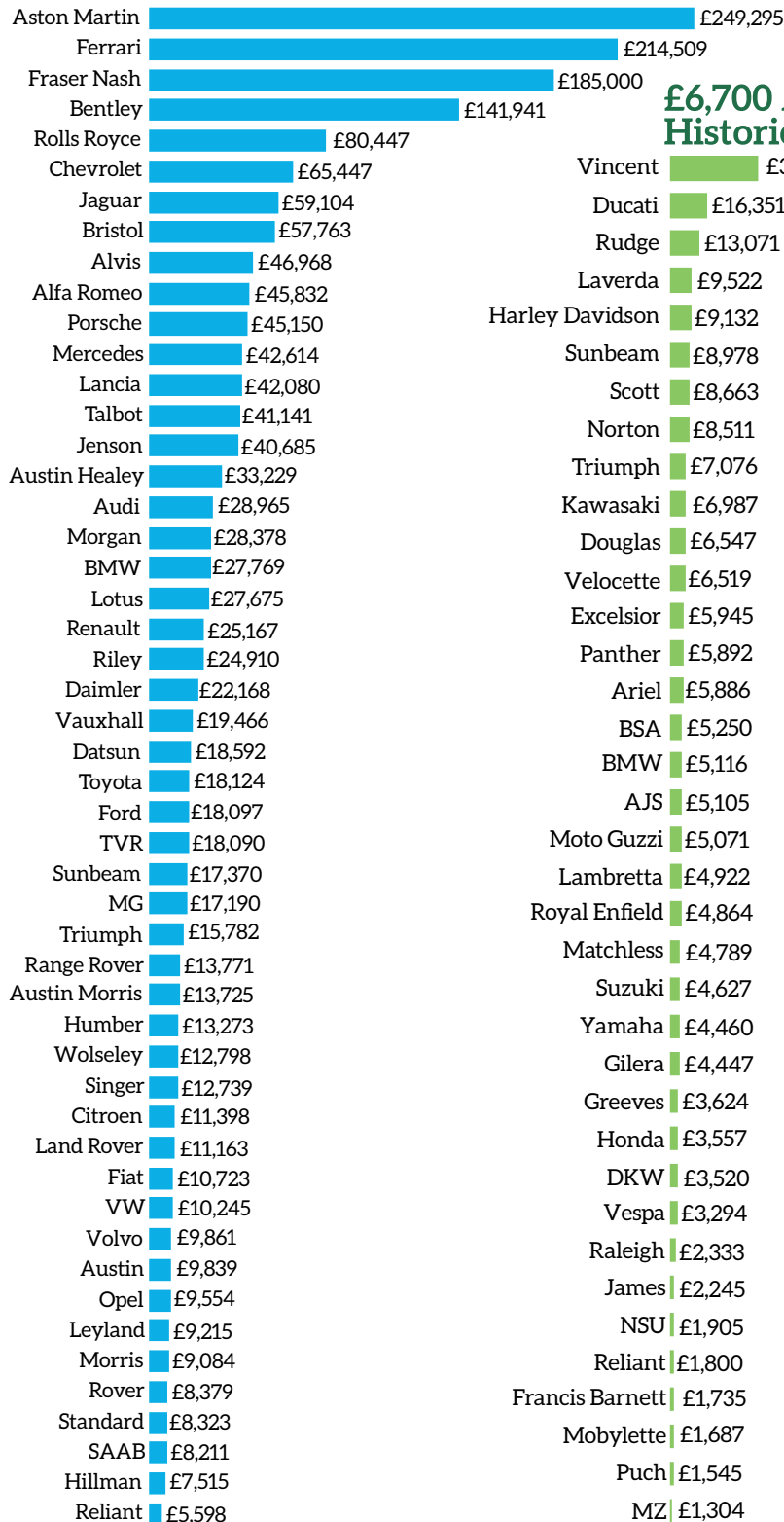


Owner estimates

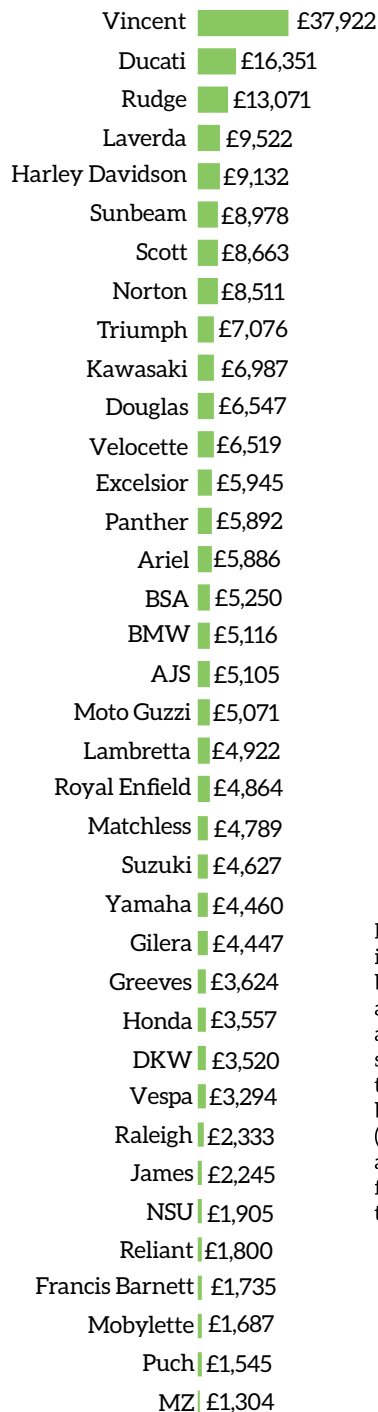
The values associated with historic vehicles are very wide both by type and by make. The charts below provide the reader with an indicative view of vehicle values across key vehicle types. Please note that these estimates are derived from vehicle owners own valuations of their vehicles and may therefore overestimate values.

£25,900

Average value of Historic Cars

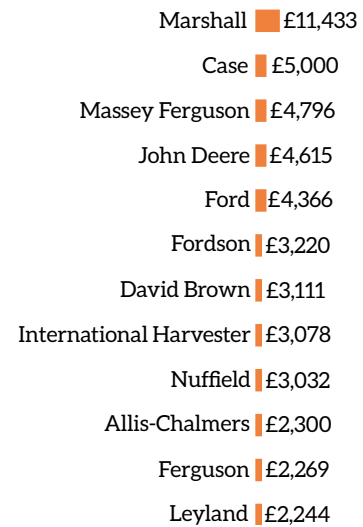


£6,700 Average value of Historic Motorcycles



£3,500

Average value of Historic Tractors



Note: the above illustrations are based on owner opinion of their vehicles. These values have been averaged based on make grouping and not by model. These values are not based on expert opinion or sales records at auction houses. In some instances sample sizes are small so estimates for some marques are indicative. As such these estimates may be subject to considerable owner bias, although they should reflect the relative standing (in value terms) of different types and makes i.e. they are all subject to the same bias. Estimates are indicated for cars, motorcycles and agricultural tractors only due to small sizes by make for other types of historic vehicle.

1.5 MILLION

HISTORIC VEHICLES IN THE UK UP FROM 1 MILLION 2016

Based on pre '90 registration



684K

ESTIMATED OWNERS OF HISTORIC VEHICLES IN THE UK

(up from 493K in 2016)



1,300,000

ESTIMATED NON-OWNING ENTHUSIASTS OF HISTORIC VEHICLES IN THE UK



58% VALUED < £10K

More than half of historic vehicles are valued <£10K

Ford



HONDA



YAMAHA®

Major Marques

MOTUL A PASSION FOR INVENTION AND FOR VEHICLES OF ALL SORTS AND ALL AGES

I am delighted to introduce and welcome Motul as our lubricant partner with effect from October 1st. Our colleagues in the French Federation speak very highly of their relationship since 2006 and Motul are now establishing a broader presence in the UK. Many motorcycle enthusiasts will already be familiar with the brand. Motul are totally committed to all categories of our vehicles and this is evidenced by their preservation of a 1940 Renault AHS3 lorry known in period as Vagabond as it made deliveries to garages in northern France. Discussions with the Motul team are stimulating and we look forward to the contribution they will make to our club, museum and historic vehicle enthusiast communities.

David Whale, Chairman

If you exist in the world of Motorsport, or ride a Motorcycle, you will know Motul.

The brand has been lubricating machines since long before the invention of the motor car, and it is going stronger than ever.

In fact, Motul dates back to 1853 in the USA, where it was part of the Swan and Finch portfolio. In the 1930s Ernst Zaugg became the French distributor for Motul and, in 1957 acquired Motul in its entirety and Motul has remained the French family's business ever since.

Motul took advantage of the opportunities offered by the evolving industry to focus on innovation and

excellence. Meticulously considering every step of the industrial process Motul saw the invention and development of the motor vehicle as the chance not only to create the right lubricant for a job, but also to find new solutions and new opportunities.

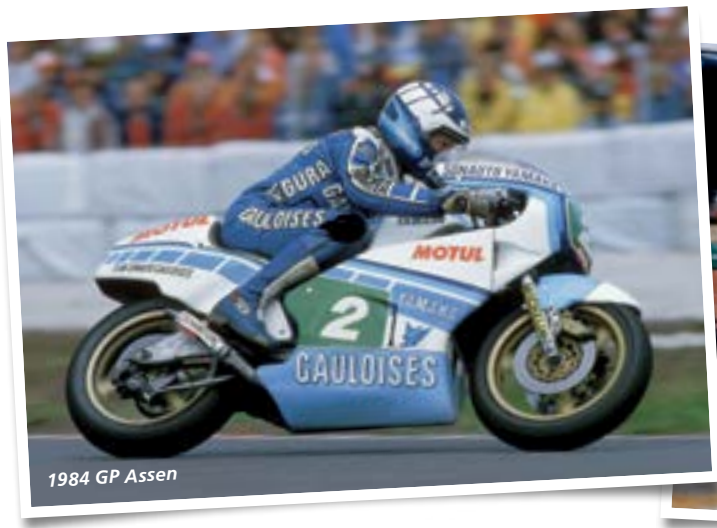
Little has changed since. Motul continues to invent and to produce products of quality across the whole spectrum of processes from the manufacture of components for vehicles, through the production process, to the running and caring of the vehicles that its lubricants have helped create.

Motul is the global partner of FIVA as

well as being official lubricant partner of the French Federation of Historic Vehicles and indeed, partnerships are key to Motul's long history of success and, as well as its OEM partnerships. Motul is the official oil of the Le Mans 24 Hours (Car, Moto and Classic), the World Endurance Championship, MotoGP and the World Superbike Championship, the Isle of Man TT & Classic TT, the Dakar Rally, The Classic at Silverstone and the Goodwood Revival... to name but a few! This new partnership with the Federation of British Historic Vehicle Clubs complements perfectly many of Motul's existing partnerships and



Motul liveried Vagabond truck restored by Fred and Loic, pictured here, and their colleague Gaston



1984 GP Assen



1974 GP Afsud Team BRM



Motul M1 F2 car

is something which it is very proud to embrace in its plans for Motul's UK future.

Motul is steeped in history. In 1973 Motul entered Formula 1 with BRM - a link that is still active today, as Motul is currently involved in the restoration of BRMs with the Owen family - including the current project a rebuild of the famous BRM V16 engine.

For a while in the 1970s, Motul even gave its name to a race car. The Motul M1 car competed, and won, in both the Formula 2 and Formula Atlantic arenas. Motul is currently providing product and technical assistance for the restoration of the Rondel Motul M1 with which Henri Pescarolo won the 1973 Thruxton F2 race.

Some notable firsts - Motul as innovators

The first company to find oil in Pennsylvania, Motul's history of innovation - particularly in the field of synthetic lubricants, is unmatched. In 1966 Motul brought the first semi-synthetic oil, Motul Century 2100 to the automotive industry, following this up, five years later, with 300V - the first fully synthetic motor oil onto the market, developed from its experience with Ester-based products in the aviation industry. Both of these products have defined the shape of the lubricant market ever since.

This is a landmark year for Motul as it celebrates the 50th anniversary of 300V, its fully synthetic oil. The product is still winning World Championships - as Motul lubricates the Suzuki of current MotoGP champion, Joan Mir, as well as

World Endurance Championship LMP2 sportscar champions, United Autosport. Le Mans 2021 also saw the launch of New 300V, the latest development of Motul's ground-breaking flagship product.

Motul's business continues to reflect its philosophy: "Casted, Drilled, Filled." It provides metal working lubricants for the machining processes that transform melted metal into die casted metal structures and then the for the milling and drilling processes that transform the metal into finished parts. Ultimately, Motul, of course, provides lubricants to get the best performance for all types of engines.

With manufacturer approvals from most mainstream Vehicle Manufacturers, Motul is also gaining OE status with a growing number of manufacturers, particularly, in the performance sector. Ruf recently joined the likes of Brabus, Caterham, Glickenhaus, Nismo, BAC Mono, Radical, and Subaru, in the car sector, together with Suzuki, Pramac, Sherco, Norton, Ural, Horex and MV Agusta in other sectors.

Motul continues to use the race track as the development hub of its products - allowing it to design, and bring to fruition, products for specific uses and for specific engines... and to test them in the heat of competition. This technology then filters down and the lessons learned are applied into creating innovative products for everyday motoring use.

This product range is expansive. Motul offers lubricating solutions for engines of all sorts. In addition, its products

extend to transmission oils, brake fluids, greases, workshop spray products, cooling fluids, antifreeze and hydraulic fluids.

Passion is etched into every Motul product and the company is immensely proud of its history. It shares the passion that owners of historic vehicles have for their cars, motorcycles, buses and coaches, lorries and vans, military, agricultural and steam vehicles and recognised, decades ago, the need to produce lubricants that cater for the specialist requirements of vehicles of differing ages.

The Motul Classic lubricant range for historic vehicles including motorcycles where Motul is the UK's leading, lubricant brand with more than 20% market share - are developed and formulated with a deep understanding of what it takes to keep vehicles of all eras running at the optimum.

Of course, caring for a vehicle is as important on the outside as it is under the bonnet. With this in mind, Motul has proudly launched its Car Care range this year, complementing Motul's other cleaning and maintenance products for the garage.

Everyone at Motul is here to help serve the needs of FBHVC and its members, whose passion we share - so much so, that we have created a dedicated community of vehicle owners - Club Motul - which as a member of FBHVC you can become part of. It will offer you direct access to what Motul does, with advice, event access, preferential prices and offers designed to appeal to historic vehicle enthusiasts.

To find out more about Club Motul, check out www.clubmotul.co.uk/FBHVC and to get more information on Motul, its history, the technical story, partnerships and products check out: www.motul.com



Launch at Brooklands





We have been working closely with the Heritage Skills Academy (HSA), the Federation Skills Trust and the Brooklands Team since the end of 2020 to establish a new training facility to run in addition to the current facility at Bicester Heritage.

The number of apprentices has increased significantly over the last 12 months despite the COVID-19 lockdowns, and it was obvious more space would be required to accommodate the increased numbers. The option to expand at Bicester Heritage was limited so we looked further afield to find an alternate site with the aim of specifically offering coach building. The HSA contacted Tamalie Newbery, the Chief Executive at Brooklands, and following a positive response she was delighted to try and establish whether Brooklands were able to accommodate our needs. Tamalie had identified the Flight Shed Workshop as being under utilised and was keen to see whether this would be appropriate for the apprentice course. The answer was a resounding yes. The facility was ideal, and we soon started work on the necessary 'fit out', to include equipment specifically required for coach building. We approached the newly formed Federation Skills Trust to see whether they would support the cost of the 'fit out' and we were delighted when an agreement was reached to fund the operation.

Work commenced at the end of 2020 and continued into the new year until completion at the end of February 2021. Necessary work involved replacing the electrics, setting up welding bays



with fume extraction and bolting the heavy coach building equipment to the floor. In March 2021, the first coach building course was able to start, even whilst the pandemic continued. It was decided that an official launch of the facility would be put on hold until we could have visitors attend Brooklands to see what we had delivered.

The official launch was held at Brooklands on 8 September 2021 and was attended by over 100 people. The apprentices being taught at Brooklands were also present to tell stories about themselves and the course. In the morning the guests were able to visit the workshop, talk with the





apprentices and tutors, and look at the facilities. Brooklands laid on their own event with several of their classic cars running on the circuit.

Following lunch, the apprentices and visitors enjoyed speeches by Sir Gerald Acher (Chairman of Brooklands Museum Trust), Tamalie Newbery (Chief Executive at Brooklands), Francis Galashan (Chairman of the Federation Skills Trust), John Pitchforth (Managing Director Heritage Skills Academy) and the guest speaker Marc Allum (from the BBC Antiques Roadshow).

Marc Allum summed up the views of everybody in his speech where he commented on just how passionate the apprentices were and how much he had enjoyed looking around the workshop, watching metal being manipulated into wheel arch panels and complete wings.

We would like to provide a huge thank you to Tamalie and her team at Brooklands for allowing the workshop to be used for classic vehicles rather than flight, which is what it was originally used for, but more importantly we wish to thank the whole team at Brooklands for their support. Another thank you goes to John Pitchforth, Janice Pitchforth and Owain Jones (HSA) who have worked tirelessly to make sure the Brooklands site is an outstanding facility which anyone would be proud to work in. In addition, we are very grateful to The Federation Skills Trust who financed the project and continue to support the Heritage Engineering Apprenticeship scheme. We are truly grateful.

You will see from the photographs shown just how much everyone enjoyed the day which was also helped by the sun!

Karl Carter
Skills Director
FBHVC



Welcome

A very warm welcome is offered to our newest Members & Supporters: **Cardigan Classic Car Club, The Alvis Archive Trust, Tyneside American Car Club, Trott Rentals, Be-Seen-Screen Ltd**, and for **Fertan UK Ltd** to become our newest **'Featured Company'**. We have also had many Individual Supporters who have recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you all enjoy your subscription over the coming year.

FBHVC News Articles

Don't forget, only input from you - our members and supporters - will provide some interesting features to read about in future editions of FBHVC News. The article cupboard is relatively bare and I hope many of you will spring into action and help spread the diversity of our beloved hobby! 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.**

Recent Press Releases & Information

Hopefully you have all received the latest important information issued on the following subjects. If not, please let me know and I can arrange to send you another copy.

Key Stakeholder Position within DVLA

A Press Release was issued on 22 July to announce the Federation's key stakeholder position within DVLA to assist with the historic vehicle backlog. A spokesperson for the DVLA said, *"We are pleased that the FBHVC has a positive and constructive relationship with the DVLA's Vehicle Policy team, and I am keen that this continues and is strengthened. We also now have a dedicated Corporate Services team who work closely with our key stakeholders."*

FBHVC clarification on E10 fuel usage & labelling for historic vehicles

A Press Release was issued on 2 September to provide clarification to our members and supporters concerning the introduction of E10 fuel. Information was provided on new labelling, what fuel should be used, recommendation, engine tuning, additives and vehicle storage, plus other topics too. For more information on fuel, please visit **www.fbhvc.co.uk/fuels**

Spam Emails Reminder

From time to time, I still receive contact from various individuals pointing out emails being sent from unscrupulous characters/companies pertaining to be from the FBHVC. Just to reiterate only emails from **secretary@fbhvc.co.uk** will be sent from the Federation and deemed genuine. If you are unsure it is best to not open any attachments and delete it immediately.

Classic Assessments



Specialists in Historic Vehicle Assessment, Inspection and Valuation Services in the UK and almost Worldwide

Established in 1993 – 25 years of Quality Service!

Classic Assessments has inspected and assessed over 4500 Historic Vehicles including examples of AC, Alfa Romeo & Alvis to Wartburg, Willys & Wolseley – and almost any other marque in-between – Alphabetically!



CLASSIC ASSESSMENTS SERVICES INCLUDES:

- Pre-Purchase Inspections – thoroughly inspecting a vehicle before clients purchase. Checking the vehicle's condition, safety and the repair work carried out. Detailed report and a realistic opinion on the price, etc.
- Vehicle Valuation Opinions – includes evaluating the vehicle's condition, researching the market and providing a detailed report. Used for insurance, probate and litigation purposes, etc.
- Engineer's Reports • Modified Vehicle Reports • Competition Vehicle Reports • Restoration Management
- Independent Repair Estimates • FIA/FIVA Registration • Accident Assessments • Litigation/Expert Witness Consultancy
- Auction Representation • Vehicle Event Management • Arena Commentary, Judging & Presentations, etc



Tel: 0044 (0)7968 167331 | Email: brian.page@classicassessments.com | Web: www.classicassessments.com

22nd Annual General Meeting

Saturday, 9th October 2021



The Twenty Second Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 10.30am at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ on Saturday 9th October 2021 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 26 September 2020 in audio visual format in accordance with the provisions of the Corporate Insolvency and Governance Act 2020 as made available to members in November 2020 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2021
3. Election of Directors [See note 2 below]
4. To receive the Reports of the Directors

Notes:

1. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in early September.
2. Nominations for directors to fill the posts of Skills, Research, Events & Technical and Communications Director are required by 27 August 2021. Nominations from Member Clubs should be sent in writing to the secretary: (secretary@fbhvc.co.uk)
3. In accordance with the Bylaws, the Chairman will also be responsible for maintaining International Relations as he is well connected to FIVA and an elected member of the International Historic Commission of the Fédération Internationale de l'Automobile.

LIVE STREAMING

Please note it is our intention to live stream both the AGM and Conference on the day, please visit fbhvc.co.uk/agm2021 on your internet browser from 10.30am on Saturday 9 October and again from 2pm to see the Conference content.

To manage costs there will sadly be no opportunity to ask questions and no opportunity to vote, to do this you physically need to attend the AGM or submit proxy votes as described in the AGM booklets sent to members and supporters. We are offering this facility as many members valued the opportunity to see directors presentations during the AGM last year and the 'Fuels' topic to be covered during the Conference will be of interest to all members.

CONFERENCE

Saturday, 9 October 2021, commencing at 14:00.

There will be two speakers at our conference: Nigel Elliott, our Automotive Fuels Specialist, will make a presentation and answer questions on all aspects of fuels. The details of our second speaker will be announced shortly.



COST AND REFRESHMENTS

Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are **£10** to others.

Tea and coffee will be offered prior to the AGM and at the conclusion of the Conference. Lunch and snacks will be available to purchase in the Junction 12 Café.

The deadline to order tickets was Friday, 1 October, however if you wish to attend please contact the FBHVC secretary via secretary@fbhvc.co.uk or **01708 223111** no later than 48 hours prior to the meeting.

CLASSIC CAR INSURANCE

At Peter Best we have been arranging insurance for your classics for over 35 years so we know what is important to you.

With access to the UK's leading insurance underwriters, we provide competitive insurance solutions tailored around you and your vehicles.

Policy benefits may include:

- Free agreed valuations
- Free legal cover
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Multi-car cover discounts
- Club member discounts

ASK US TODAY ABOUT OUR CLASSIC CAR INSURANCE COVER

CALL NOW FOR AN INSTANT QUOTE

01376 574000

or get a quote online by visiting:
www.peterbestinsurance.co.uk





PBIS

PETER BEST INSURANCE SERVICES
EST. 1985

Peter Best Insurance Services Ltd
Authorised and Regulated by the Financial Conduct Authority. Registration No. 307045
Registered in England No. 2210270

The World's Fastest Jensen

LATEST NEWS

Hopefully from previous editions of FBHVC News you'll remember us reporting on the World's Fastest Jensen. Provided below is an update on their achievements to date...

Over the last nine months the lovely Lee has been asking us to show our car at the first post lock down British Motor Show. This particular event has been running for many years and has been held at such prestigious sites as Earls Court in London, the National Exhibition Centre in Birmingham and now the world famous Farnborough Exhibition Centre.

Historically this has been the show where all of the major manufacturers have showcased the latest technology and motoring innovation. This year there were some wonderful new vehicles ranging from the latest hyper cars from the likes of Ferrari, Lamborghini and McLaren to the most up to date electric vehicles from many different suppliers.

The advantage of the new site, at an airport, was a large outside display arena and lack of noise limitations. As a result there was an impressive stunt show and some very exuberant demonstrations of high performance cars.

This also worked to our advantage as it's the only show we have attended where we have been able to start our car without being told off by the event organisers.

We used this unexpected freedom to impress the press and public alike!

The show was particularly exciting for us as this was our first opportunity to get the car in one piece since we stripped it down for cleaning.

The workshop is not really large enough for our car anymore, as a result we can fit the bonnet or the rear wing but not both.

We put the car together as best we could in the shed and then we ventured outside!

Once again our friends at Davies Panel Works were able to loan us some space (and a little bit of touch up paint!) so we could fit the doors and front wing covers.

Once we'd made it to the showground for the first time we had the front splitter in place, the bonnet, rear wing and parachute. A landmark moment for the team!

As a team we have a few duties that are not immediately obvious.

Yes, we have to build a safe, fast car. It is also important for us to take the car somewhere the public can see it. This is not for any form of self-promotion but to inspire.

We were so fortunate to have the opportunity to meet hundreds of people throughout the duration of the show. The young people and parents were impressed with the engineering in the car and the looks on the face of children when we fired the car up or let them sit in the driver's seat was truly uplifting.

Andy, was available to assist Harry and Ian. He has recently been making some lifestyle changes and his new 'racing snake' physique enabled him to achieve his ambition of getting in the car.

Alas his leg length makes actual driving impossible, but the smile on his face matched some of the children who had sat in the car earlier!!

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

The FBHVC look forward to another instalment soon.



LATEST NEWS ON WNO481

1972 Wings Tour Bus Restoration Workshop

Following the last edition whereby WNO481 was transported from Devon to Essex to commence on some much needed restoration work, we can now confirm that both sides have now been de-skinned. The wood on the near side (passenger side) is a little worse than

the offside (driver's side), however all the wood above the windows appeared to be sound. The team have stripped the window recesses on the offside and removed half a skips worth of rotten wood and rubbish from the inside.

Her transformation continues....



JAGUARS AT GAYDON



On Saturday 4 September a fabulous turnout of Jaguars were witnessed at the 'Jaguars at Gaydon' event.

The event was celebrating Sir William Lyons' 120th birthday and the 25th anniversary of the XK8.

A great turnout of cars, probably approaching 500 vehicles of varying types were on display but the addition of an XK8 exhibit at the show provided a real buzz!

During the day many owners were interviewed in the arena about their cars and the Jaguar Daimler Heritage Trust unveiled their 1993 Jaguar XK8 coupe which was the first mechanical prototype for the XK8.



WIGTON MOTOR CLUB OPENS THEIR NEW HEADQUARTERS – THE MOTOR HOUSE

Wigton Motor Club have recently opened their new headquarters entitled 'The Motor House'. Local MP Trudy Harrison (PPS to the Prime Minister) visited to oversee the ceremony.

The building, after two years of hard work by a team of volunteers from the Club, was finally ready, even after being delayed by the pandemic by about twelve months. Other than the basic structure all the work had been undertaken by their dedicated members.

It will provide storage for all the club's equipment and caravan, has a multi-use space for meetings and events with a core kitchen, office and committee room. It also boasts a maintenance section for members to work on their cars and has plenty of parking spaces available. The building has four toilets including a disabled unit.

The Motor House will mean considerable savings for Wigton Motor Club in terms of storage and room hire while the equipment will be kept clean and ready for use when needed. Training facilities will be available to encourage the younger generations to become more involved also.



Auto Heritage –specialists in motoring history

ATTENTION ALL CLUB NEWSLETTER EDITORS

We want to advertise with you

Auto Heritage offers an excellent range of products for all classic car enthusiasts and is looking to place dedicated adverts in relevant classic car club newsletters and magazines

If you would like to work with us, can you either:

- 1). Send a copy of your latest/recent publication to Auto Heritage, Courthill House, 60 Water Lane, Wilmslow, Cheshire, SK9 5AJ
or
- 2). e-mail a pdf of your latest/recent publication to: info@auto-heritage.co.uk
or
- 3). Call us on 01625-520322 to let us know more about your publication

www.auto-heritage.co.uk

ETHANOL-FREE R STORAGE PLUS



New packaging, smaller sizes and a lower cost – the R Storage Plus, ethanol-free, unleaded fuel is now even better for customers of vintage and historic vehicles.

It is perfectly fine to use as a direct replacement for normal unleaded fuel. Storage stable for up to three years, it is like velvet for your fuel system, and makes your vehicle a dream to start at the end of the layup.



Anglo American Oil Company

+44 (0) 1929 551557 www.aaol.co.uk



Footman James
We share your passion

Insurance solutions* for clubs and exhibitions.

With FJ, your **club** and **exhibition liability** can be covered. From asset protection for property damage, to theft and money cover; FJ can insure you from a range of insurance risks.

Call our friendly UK team for a quote.

0333 207 6107

footmanjames.co.uk



*All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. FP ADGE.1084.5.18

Thank you to all the clubs for sending your magazines and newsletters to the FBHVC office. Due to the numbers we receive, it can be a real struggle to mention every single organisation, so please bear with me. If you feel as though you haven't been mentioned in a while, why not drop me a quick email to let me know. You could even send me a feature to print as a main article! secretary@fbhvc.co.uk.

The main connection with all news from clubs over these last couple of months, including those which are not mentioned below, is that you are all venturing out to many different venues. The events pages of your publications are quite huge. Long may it continue!

The magazine of the **Morris Register** covers an old 1941 article entitled 'Rebushing the Steering - A job which you may have to attempt yourself some day and how to do it'. Certainly a fascinating piece with some period imagery!

As in this edition of FBHVC News, the **Jaguar Enthusiasts Club** also share the sad passing of Graham Robson. A wonderfully talented gentleman who will certainly be missed within the historic vehicle world. I'm sure the vast majority of you will have at least one of Graham's informative books, however if not, I urge you to take a look at the vast library of material he produced.

Congratulations to the **Morgan Sports Car Club** with their 70th Anniversary. Their third supplement featured in 'Miscellany' details various different events and memories. A great reminder to their members!

By the time you read this the **Triumph Roadster Club** would have celebrated their 60th Anniversary by holding their 2021 Annual Rally on 19 September, even though their 60th was in 2020! We hope it went well and a record number of attendees visited.

On viewing the September edition of the **Tame Valley Vintage & Classic Car Club's** newsletter I noticed an image of a Ford Mk1 Escort RS2000. For those of you who know I have my own Ford Mk1 Mexico it made me stop in my tracks! Congratulations to the owner who won first place for 'Best British Car' at the Tatton Park event.

The **AEC Society** provide members with a report and historic imagery on an eight wheel drive tractor which was

designed by Charles Clever. This particular prototype was designated the 0851001 and after extensive testing on the army proving ground at Farnborough it was shipped to Australia on the SS Largs Bay and arrived in Adelaide in April 1934.

A wonderful photo reportage adorns five pages of the **Knighton Historic Vehicle Club's** newsletter. It provides images of their Annual Show which was held on 1 August.

Within 'The Star' the official journal of the **BSA Owners' Club** you will find the second part of a feature entitled 'Memories of a BSA Employee'. Lucien Oorloff explains how he came to work for BSA during the 1950s at Montgomery Street within the service department.

The **Midget & Sprite Club** have embraced their younger enthusiasts by arranging their second Young Members Meet Up! They all met at a campsite called 'The Pig Place' in Banbury. "The conversation flowed, like a gathering of old friends, despite most of us having never or only briefly meeting in person before". We're all glad a great time was had by all.

Adorning the inside back cover of 'Fluten News' the monthly newsletter of the **Vauxhall Owners Club (1903-57)** is an old advert for Clevecol petrol is featured. 'Alcohol makes it... performance proves it... - The best petrol that money can buy!' If only adverts were as simple as this!

'The Story of Bakelite' is one interesting feature within the **Devon Vintage Car Club's** publication. It all came about with one particular members socially distanced conversation with his neighbour through the garden hedge. Polyoxybenzylmethyleneglycolanhydride aka Bakelite changed the world in the first half of the 20th century. It was known as the first synthetic plastic and advertised with the slogan 'The material of 1000 uses'. A great read indeed!

The Citroën's off-road, off-world C-Buggy is featured within the concept cars section of the **Citroën Car Club** magazine. It's described as: "A futuristic, go-anywhere sort of car, C-Buggy is the essential partner for all those looking for new forms of freedom". A bold statement indeed!

If you're a member of the **Mercedes Benz Club** you'll be sure to have Saturday 5 February 2022 pencilled in your diary. The date marks the 70th Anniversary Opening Party whereby members can enjoy an evening of fabulous food

and entertainment celebrating 70 years of the Mercedes Benz Club.

The **HRG Association** Gazette portrays the story of chassis A65, the first export. Chassis A65 was built to the order of the private racing driver Werner Hillegaard of Hamburg for sports car racing in Germany. During 1938, Werner Hillegaard drove in four events. Two were local races of approximately 50 miles, but on 24 July the car was entered in the 91km sports car race, run at the German Grand Prix meeting at the Nurburgring.

If you're a member of the **Vintage Horticultural & Garden Machinery Club** you will already be aware that the National Ploughing Championships have been absent for the last two years, but the Society of Ploughmen are gearing up to organise an event at Mindrum in Northumberland on 9 & 10 October. We hope it all goes well.

A wonderful feature entitled 'Harry Evans - A Life at Scammell' is featured within the **Scammell Register** newsletter. The opening image shows those who worked within the factory in the mid-1930s.

'The Manx Norton has no rivals for the accolade of being the ultimate British racing Single in both 350/500cc guises, and as a production racing bike only the later TZ250/350 Yamahas can match its global appeal and formidable record of success over such an extended period in the hands of its customers.' Taken from 'Roadholder' the magazine of the **Norton Owners Club**.

The **South Hants Vehicle Preservation Society** share some interesting facts about Brooklands Museum in their article celebrating the 95th Anniversary of the first ever British Grand Prix held at Brooklands in 1926.

Who was P&M founder Harry Rayner and what happened to him? Well, if you're a member of the **Panther Owners Club** you'll know the answer. In 1901 a patent from the Hanson Bequest was granted to Joah Phelon and Harry Rayner regarding improvements in gas, oil and like explosion engines. Joah Phelon went on to become one half of Phelon & Moore, manufacturers of Panther motorcycles. Harry Rayner was the nephew of Joah Phelon and in partnership with him.

The **Military Vehicle Trust** magazine 'Windscreen' provides a wonderful feature on 'Military Vehicles of the American Red Cross'. The author provides details and looks at the work of the American Red Cross during World War One and the incredibly



diverse fleet of military vehicles which they used in their humanitarian relief efforts. Some poignant imagery accompanies the words.

Its great to learn of items purchased on eBay which are used and shared by members of clubs. The **Sentinel Drivers Club** are no exception. An original Sentinel portable sales catalogue was spotted on eBay and quickly purchased. One of the most interesting things about the catalogue was the letter stapled to the inside that was effectively an update to prices and products available and included the variety of Sentinel stationary engines around at that time.

The **Rover P5 Club** provide an article from 'Old Motor' dated 1981. 'George Phillips - Phil to his associates - was one of the great characters of the motor racing scene when, for 17 years, he was Autosport's photographer. Almost as legendary were his MG drives at Le Mans between 1949 and 1951, exploits.'

Spanning over five double pages within 'Street Gasser' the official journal of the **National Street Rod Association** is a feature entitled 'Dragstalgia - 10th Anniversary'. The event should have

taken place at Santa Pod in 2020, however due to the reasons we all know about, it took place earlier this year. I'm, sure those in attendance had a thoroughly enjoyable day!

'Lost Marques - Saab' is a feature within the pages of the **East Anglian Practical Classics** newsletter. 'The name Saab is an acronym for the parent company Svenska Aeroplan Aktie-Bolaget, Swedish for Swedish Aeroplane Corporation. The company was established in 1937 to build aircraft for the Swedish Air Force. After the war, the market for fighter aircraft declined, causing the company to seek to diversify. In 1945 a car design project, "Project 92" was started, 92 being the next in the production sequence after the Saab 91, a single engine trainer aircraft.' A great read, thank you.

'Cheval de Fer' the magazine of the **Ariel Owners Motor Cycle Club** contains details on wet sumping of Ariel twins. 'Any motorcycle with a dry sump and a gear pump will tend to wet sump if not run on a regular basis - that is, the contents of the oil tank will gradually drain into the crankcases.' A must read for Ariel owners!

The **Swansea Historic Vehicle Register** delight their members with information on the Stepney Spare Wheel. 'In the early days of motoring, the invention of a spare wheel system was a significant contribution to the practicality and success of transportation. Thomas Morris Davies and Walter Davies opened an ironmongery shop in Stepney Street in 1895. In 1904 the brothers patented the first practical motor vehicle spare wheel.' What a wonderful Welsh innovation and great information too!

A long standing **Historic Caravan Club** member provided a superb scanned image of a Car Cruiser brochure from 1934. The detailed description scaled drawings and images were certainly interesting.



Congratulations to **Club Peugeot UK** on reaching their 40th Anniversary this year. To mark the occasion they have inserted a window sticker to enable all members to mark their celebration.

It covers all bases.

We know how hard it can be to find suitable motor trade cover if you are in the business of classics.

That's why you'll be pleased to know we've put our classics know-how to good use to create a comprehensive range of combined motor trade products and offer full product liability cover on all safety-critical parts (brakes, steering and suspension included), even if you sell to the US*.



Insurance Partner
of the FBHVC

Talk to us today.

0330 174 1640

Calls charged at standard landline rates.



**PETER JAMES
INSURANCE**

  [PETERJAMESINSURANCE.CO.UK](https://www.peterjamesinsurance.co.uk)
[INFO@PETERJAMESINSURANCE.CO.UK](mailto:info@peterjamesinsurance.co.uk)

Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.

*T&Cs apply

Combined motor trader insurance.

CLASSIC VEHICLE INSURANCE:

FOR YOU, YOUR CLUB AND YOUR BUSINESS

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

12-14 NOVEMBER 2021 | NEC BIRMINGHAM

BOOK YOUR TICKETS ONLINE

Scan the QR code with your phone camera



**3000
CLASSIC
CARS**

**THE UK'S
LARGEST
INDOOR
AUTO
JUMBLE**



**260+
CLASSIC VEHICLE
CLUBS**

**DEALER
HALL &
SILVER
STONE
AUCTIONS**

GET YOUR TICKETS @ 2019 PRICES | **CLUB MEMBERS GET £4 DISCOUNT ON ADULT TICKETS WITH CODE:** **CCL100**



**PLUS DRIVING EXPERIENCES, CELEBRITIES,
COMPETITION DISPLAYS & MUCH, MUCH MORE!**

Headline Sponsor



Official Show Partners



*Exclusive discount code is for club members use only. Applicable to advanced adult tickets booked before midnight on Thursday 11 November 2021. After that, limited full price tickets will be available at the show. Full ticket information: www.necclassicismotorshow.com/tickets.

PARTNERSHIP

HISTORIC

Your enthusiast partner since 1853

Since the dawn of automotive development, Motul has been the clear leader in innovation for premium lubricants – both mineral and Ester-based. Meeting the highest standards for your vehicle's performance and for your passion.



1953

MOTUL CENTURY

First multigrade oil on the market



1966

MOTUL CENTURY 2100

The very first semi-synthetic motor oil for cars



1971

MOTUL 300V

First fully synthetic ester-based 4-stroke engine oil



2011

ESTER Core[®] TECHNOLOGIE

Introduced by the 300V Motorsport Line and 300V Factory Line product lines



2016

MOTUL HYBRID RANGE

Launch of the first hybrid range



2018

300V²

Further development of the Motul 300V for the works teams in road and off-road racing



2021

300V

Presentation of the new 300V product range at Le Mans 2021

www.clubmotul.co.uk/FBHVC

Tel: 01905 676818



MOTUL

Since 1853

Follow us at
motul.com

