

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 3 · 2023



Apprentice of the Year's Inconvenient Rally

Plus

Wizardry on Wheels

The bewitching tale of the Hillman Wizard

Ambassador Motorcycles

The story of one man's passion and enterprise

The enduring appeal of James Bond's DB5

A look at 007's iconic car

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Editorial Andrew Fawkes | Editor | editor@fbhvc.co.uk

It's an honour to be entrusted with editing your *FBHVC News* and it's also a learning experience for me. Editors always want to influence their publications and whilst I'm no different, I'm very aware that changes should be evolutionary and designed to maximise the publication's enjoyment and usefulness to you.

In this issue, we start with Karl Carter's Skills Update that's also the good news story featuring as our cover image. You'll see that our regular contributors peer out at you from the pages they have created... starting with me on this page! If you recognise us 'in the field' please come and say hello.

At Easter, I was part of a small group exploring the excellent roads of mid-Wales in very welcome fine weather. Museums provide great places to stop for coffee, learn something new and give our brakes a chance to cool down! The Cloverlands Model Museum, as featured previously in *FBHVC News* and on BBC TV's *Bargain Hunt*, was this trip's little gem, including an illuminating chat with our host, Bruce Lawson.

In this edition we highlight initiatives by two larger museums, the National Motor Museum and the National Motorcycle Museum, designed to counter the increasing current cost of living and to increase their footfall. Of course, having stunning exhibits, like the 1000hp Sunbeam featured on page 12, all helps to ensure the world of historic vehicles remains accessible and in demand, especially for clubs seeking to also counter economic woes. If you're planning an outing for your club members, the Federation's museums directory on-line is a great place to start.

We also have a special offer from *Classic & Sports Car Magazine* on page 9 that you can share with your club members.

As usual, we're grateful to everyone

who takes the trouble to send us news stories and photographs that show the strength and breadth of the UK's historic vehicle scene. As we went to press, the first Drive It Day reports were coming in. We'll have more on this in the next issue.

In collating this edition, I've enjoyed learning about Ambassador, Wizard and Zwicky and, of course, in keeping abreast of developments in fuels, motoring law, etc.

I hope that you find in these pages something useful to share with your members. As you may know, the content provided by the FBHVC is free of copyright restrictions when doing just that.

A new habit?

I'm wondering if you, like me, have developed a strange new habit when walking along the roadside. Modern cars are, in the main, extremely quiet when driving in built-up areas. I now find myself looking at their back end as they pass by to see if they have exhaust pipes and allow myself a secret smile when I find they do. Should I be worried?



Andrew Fawkes

Andrew has been an Aston Martin Owners Club area representative since 2007 and has contributed many articles to its publications and website. He qualified as an advanced motorcycle instructor in 1982. His role as editor enables him to combine his passions for classic cars, motorbikes and apostrophes!

President: **Lord Steel of Aikwood**
Chairman: **David Whale**
Secretary: **Mel Holley**

Federation of British Historic Vehicle Clubs Ltd
PO Box 1563,
Peterborough, PE1 9AU

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.

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The views and opinions expressed in this publication may not reflect the views or policies of the FBHVC.

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Apprentice of the Year's Inconvenient Rally



Jack Langley Presentation: L-R: Ian Edmunds (FBHVC's DVLA Manager), Karl Carter, Jack Langley, Ray Newell (Chairman, MMOC), Rosie Hamilton (MMOC), David Whale (FBHVC Chairman), Lindsay Irvine (FBHVC Legislation Director)

The Practical Classics Show at the NEC in Birmingham was our opportunity to present the Jack Daniels Trophy for Apprentice of the Year and a cheque for £250 to Jack Langley.

The award is made each year by The Morris Minor Owners Club with chairman, Ray Newell, this year handing the trophy and cheque to Jack, along with members of the FBHVC who organise the choice of apprentice.

Jack Langley is employed by Richards of England, Aston Martin Specialists based near Lincoln. He is being trained by the Heritage Skills Academy and his nomination for the award was for the way in which he has seamlessly changed disciplines from Mechanical at Bicester Heritage to Coachwork at Brooklands. His tutors report that Jack approaches all his work with huge enthusiasm and has a real can-do attitude.

The trophy is named after Jack Daniels, an automotive engineer who worked with Sir Alec Issigonis to develop the Morris Minor and was a key developer of the hydroelastic suspension found in the classic Mini.

Winner Jack has another connection to Morris Minors. He and friend, James Miller-Lott who is also an apprentice at The Heritage Skills Academy, have entered the 2023 'Poles of Inconvenience' Rally in James's 1967 Morris Minor. The Rally is in support of the charity 'Cool Earth' who do brilliant work supporting indigenous and local communities battling climate change.

The rally's many checkpoints range from Norway to the Sahara with entrants having to find as many as possible without any organised support.

Needing to avoid Ukraine, our hardy apprentices have chosen a southern route through Europe to Turkey, then Georgia and Azerbaijan and the Caspian Sea. They aim to drive as far as possible to raise funds for Cool Earth (target £1,600) and, with the help of 'The Climate Shop' in Lampeter, Wales, to plant a tree for every mile they cover.

If you want to contribute to their efforts and find out more about their progress, go to: www.justgiving.com/crowdfunding/moggymongorally

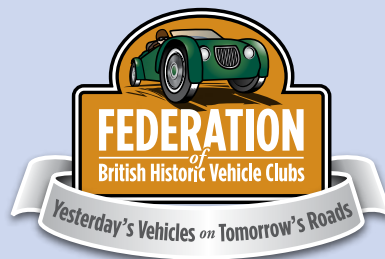


Jack receives his award from MMOC Chairman, Ray Newell, alongside the famous 'Miranda Minor'.



Karl Carter

Karl is the FBHVC's Deputy Chairman and Skills Director. He has led the development of the Heritage Engineering Apprenticeship Scheme and works closely with the Heritage Skills Academy. Karl is a member of the Alvis Owners Club.



24th Annual General Meeting

Saturday, 14 October 2023

The 24th Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on **Saturday 14 October 2023** at the **British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ** at **10.30** for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 8 October 2022 as made available to members in November 2022 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2023
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 late August.
2. Nominations for directors to fill the posts of Deputy Chairman & Skills, Research, Events & Technical and Communications are required by 25 August 2023. Nominations from Member Clubs should be sent in writing to the secretary: (secretary@fbhvc.co.uk)

CONFERENCE

Saturday, 14 October 2022, commencing at 2pm.

The Conference programme is currently under development.

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.

All non-member/supporter tickets should be ordered from the FBHVC secretary (secretary@fbhvc.co.uk) by no later than Friday 6 October.

Preferred payment can be made via BACS (Account Name: FBHVC Ltd, Sort Code: 30-65-85, Account Number: 47342260). Alternatively, you can send a cheque payable to FBHVC Ltd and post to: **FBHVC, PO Box 1563, Peterborough, PE1 9AU**, or by card by telephoning **01708 223111**.

Introduction

Dum loquimur, fugerit invida aetas: Carpe diem, quam minimum credula postero

Spring has well and truly sprung and we are entering the summer season. Hopefully we will not experience another drought but the days will be sufficiently sunny and dry to use and enjoy our vehicles on day trips or at specific events. As this publication often conveys, there are challenges ahead for the motoring community in general and the historic one in particular, which I hope you are glad to know we continue to consider and seek to tackle on your behalf.

However, you may agree with the Roman poet, Horace, quoted above and who I studied together with his ancient contemporaries before taking up law. Whilst his “*seize the day*” cry is well known, the fuller phrase in his Odes Book 1 translates roughly as “*While we talk and debate, time flies by and we should enjoy the moment as we cannot entirely trust the future*”. As I indicate below in my regular and fairly full update on environment and climate change issues, there are further imminent government initiatives in the pipeline to ‘encourage’ the transition from ICE to EV confirming that Horace is right! I also summarise our considered response on the MOT consultation and touch on SMART motorways and autonomous vehicles again.

Environmental Matters

FBHVC Guide to Clean Air Zones (CAZ)

Since well before I took up post, under the Legislation tab on the FBHVC website, we have had a comprehensive guide to the growing number of Clean Air and Low Emissions Zones (CAZ and LEZ) in England. London in particular, which has been subject to ever developing and expanding LEZ and ULEZ over the years, has been covered in detail together with its congestion zone but the gathering pace of the inception of new zones has made it challenging to be current. However, the page has just been updated to encompass information and links to those CAZ currently in operation. Some will note a reduction in the amount of information, for example on pricing, as some of this information was not strictly relevant to historic vehicles which invariably enjoy exemptions. However, there is additional information on those cities offering exemptions or discounts for

buses less than 40 years old (i.e. not yet in the HV tax class) and links to the relevant Charging Orders where the details of the exemptions are made clear. Scotland is covered for the first time albeit we flag up that the checking process is not yet clear (see more on this below). We will try to keep it up to date but the UK government website is much improved in this area and is the authoritative source. <https://www.gov.uk/clean-air-zones>. For Scotland, generic guidance can be obtained here: <https://www.lowemissionzones.scot/>

London

As controversy gathers over plans to expand London’s ULEZ on 29 August 2023, I have previously spent much time on explaining the Federation’s rationale for not actively campaigning for an extension of exemptions to younger classics, i.e. those 30 years old or more. I won’t rehearse those arguments again (see Issue 2/23) but would note that the coalition of five outer London councils who oppose the expansion have been successful in the first stage of their judicial challenge. Claims or applications for Judicial Review of a public authority decision require permission to proceed to a full hearing and these councils have at least passed that stage. They claim that the mayor has failed to follow his laid down statutory procedures and did not properly consider the impact of the expansion on motorists in the counties immediately bordering Greater London on issues such as subsidies for replacement vehicles. Although HVs are obviously our main focus, we will keep an eye on developments in relation to this initiative.

Scotland

As I mentioned in the previous Newsletter, we have been seeking clarification on how the ANPR enforcement systems used by Scottish cities will detect vehicles deemed historic under the Scottish definition, i.e. manufactured or registered under the Vehicle Excise and Registration Act 1994 for the first time at least 30 years ago, no longer in production and historically preserved or maintained in its original state and not undergone substantial changes in the technical characteristics of its main components. We recently sought and obtained a response from Transport Scotland (TS) who said we will need to pursue finer

detail with Glasgow authorities. This we did and as yet we have not had any response. However, we note that the ‘Checker’ linked to Glasgow City Council website is an updated version to that originally available on the TS webpage. Whereas it previously only checked emissions data on vehicles on the DVLA database, it now recognises HVs...but only those in the HV tax class i.e. 40 years old or more! That said, it provides the following caveat: “*Please note that the vehicle checker will not provide an exemption status. You will need to check whether you or your vehicle meet any of the exemption criteria before travel.*”

First of all, that caveat does not appear strictly accurate; by acknowledging that vehicles in the HV tax class are exempt, the checker is providing status information of a sort. However, secondly it is providing no assurance in relation to vehicles deemed historic under Scots law. A trial check on say a 1986 car will state the obvious that it does not meet the emissions criteria. That said the website goes on to offer the following assurance: “*If your vehicle meets the above criteria [30 years old, etc.], you do not need to register for an exemption. This will be automatically detected by the local authority enforcement systems.*”

By the time this issue is published we will know if the system works. For our Glasgow readers, let us know your experience.

Wales

Welsh local authorities have the same powers as English ones to introduce CAZ in their areas if they deem it necessary and the appropriate emissions parameters are fulfilled. So far none have been introduced albeit they remain under review. At the moment, the Welsh Government cannot introduce CAZ or LEZs on motorways or trunk roads as it cannot charge for the use of those roads. However, the Environment (Air Quality and Soundscapes) (Wales) Bill recently introduced into the Senedd aimed at further improving air quality, will give the Welsh Government the power to charge to travel on stretches of motorway and main roads as a method of reducing emissions. Currently parts of the M4 and A470 are subject to 50 mph limits in an attempt to reduce emissions and any charging scheme is likely to start with them. Obviously we will be seeking to ensure that the normal HV exemptions are observed in any charging orders for these roads. The Clean Air Zone



"I like the improved range of the Steam Hybrid Electric Vehicle but not the four-day charging time"

Framework for Wales published back in 2018 included HV exemptions for any proposed CAZ but I would ask our club members in Wales to keep their ears to the ground and exert such influence as they have as the legislation progresses.

ZEV Mandate

We are all aware of the government (and opposition parties') commitment to end the sale of all new petrol and diesel cars and vans by 2030, and for all new cars and vans to be zero emission (ZEV) in use by 2035. To further encourage EV uptake (and discourage us continuing to buy ICE vehicles up to the deadline) the government is phasing in measures to increase sales of EV and depress sales of ICE.

From 1 January 2024, ZEV targets will require an increasing percentage of a manufacturer's annual new car and van sales in the UK to be zero emission until reaching

100% in 2035. This will be accompanied by a CO2-based regulatory framework for the new non-ZEV fleet, ensuring that emissions from these vehicles do not increase over time. The full details can be viewed here



Government Consultation

The authorities are aware that many may be tempted to hold off the purchase of a (last) ICE vehicle for as long as possible being concerned at the current range of most EVs and charging point availability. The relevance to our community is of course the continued availability of fuel and servicing into the future and therefore we have an interest in monitoring how

the situation develops including public attitudes to increasing pressure to change.

MoT

The Federation duly responded to the Government consultation about, inter alia, increasing the number of years before a light vehicle (the subject of the review) requires its first MOT from three to four years and possibly reducing their frequency thereafter from one year to two. This included the following question:

In your view should the exemption for historic vehicles be reviewed in the future?

We did not think this issue was prompted by any particular event or campaign but noted that a review was promised when the legislation was agreed in 2018 and thought it probable that it was 'tacked on' to this broader consultation.

The Federation's Legislation



Committee considered the issue and we took soundings from an industry partner. Our full response is on the FBHVC web page and some readers may have seen a summary in *Classic Car Weekly* already.

We took account of the fact that when the change was proposed in 2017, views across the HV community were split. However, in constructing our response we took the position that a change back to compulsory testing for HVs (which for pre 1960 vehicles had been in place since 2012) was not warranted. All the factors which underpinned the original exemption pertained. Light vehicles [of 40 years old and over] are usually maintained in good condition, are used on few occasions, usually on short trips and requiring a full MOT was unreasonable. In addition the modern MOT was no longer relevant to these vehicles over 40 years old and an increasing number of garages could not test them adequately. We agreed with the Government view that there were benefits in the harmonisation of MOT exemption date with the date for Vehicle Excise Duty. Our view was that unless there was cogent and robust data which suggested that the safety risk attached to the exemption has been too high in terms of accidents in which road worthiness has played a causative or contributory part, it would be unfair and unreasonable to reinstate MOTs for HVs while relaxing the requirement for the rest of the motoring community.

That said, in taking this position, we stated that we recognised that the rolling exemption provisions mean that today's vehicles will in turn become historic and we considered that a future review of the MOT exemption for these technically more sophisticated vehicles may be needed again only if based on robust evidence. These later vehicles are clearly designed and approved to much more detailed standards and are compatible with modern MOT testing facilities.

To those who remain sceptical about the wisdom of MOT exemptions, I would like to stress that the Federation is in no way condoning carelessness or neglect by HV

owners. I would like to remind everyone that the price for this regulatory burden being lifted is vigilance and effort on our part to look after our vehicles. We all remain liable in Road Traffic law for the roadworthiness of our vehicles and we risk our insurance policies being voided if we are in breach of the law.

MoT Again

Some keener readers may recall that some time ago we sought confirmation from the Department for Transport, that the MOT exempt status of HVs would be accepted on the continent if owners took them overseas (see 4/2021). To date we have not received a departmental response even after hasteners. Our considered view then was that in law the visited country should accept the HV status of the vehicle and not demand evidence of testing. We cannot see any reason why that position would have changed and we have received no anecdotal evidence to suggest there is a problem. However, we also considered that a voluntary test would be a wise precaution for two principal reasons. The first is to provide a degree of reassurance that the vehicle is fit for the journey and has no obvious issues. The second is that in the event of an accident, there is some supporting evidence that the car had recently been found roadworthy by an independent source.

Smart Motorways

I first addressed this topic towards the end of 2020 and have touched upon it a couple of times since. My essential thesis was that for many HVs, certainly those manufactured before motorways came into being and for quite a few built subsequently, SMART motorways and motorways in general are hostile environments. Leaving aside reliability or indeed mechanical ability to maintain motorway speeds for prolonged periods of time, I advised that in the event of

a breakdown, many older vehicles were small in profile, less visible and might lack hazard warning lights. Recent coverage in the media of rare but devastating fatal accidents on SMART motorways has emphasised to the government that if they are to continue there is work to be done in improving their safety whether through the provision of additional emergency stopping places or ensuring the detection cameras are actually working. A pause had been put in place earlier this year in relation to any additional SMART stretches pending the acquisition of additional safety data. However, in the middle of April the government announced a cessation of construction of any more sections bar those already started and additional safety measures implemented in relation to existing ones.

ALKS

Autonomous vehicles is a topic much covered in the last 2 years or so in this magazine, mainly thanks to the initiative being driven by the previous Transport Secretary to have vehicles fitted with Automated Lane Keeping Systems (ALKS) using motorways under certain strict conditions by this year. We have responded to earlier consultations on the topic, expressing concerns about sensor capabilities and the transfer of responsibilities between the system and the driver. As I write this piece, the first iteration of the technology in the UK which has received government approval, is about to be launched by Ford. It is very much a driver assistance system rather than anything close to autonomy. Available on only one model and through a subscription only, it can only be used on some motorways. The system has been available in the US for some time. This is clearly a technology which will be monitored by many parties in the UK including us, as the ability for such 'assisted' vehicles to interact successfully with 'technology free' HVs is crucial.



Lindsay Irvine

Lindsay is a qualified barrister who spent over 30 years as a commissioned Legal Officer in the Royal Air Force and continues to practice in a regulatory capacity. A car and aviation enthusiast from boyhood, he has owned a Riley RME for over 25 years. Counting coach driving amongst his qualifications, he is a member of several car and aircraft clubs and a Fellow of the Royal Aeronautical Society.



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Petrol seasonal changeover

Petrol volatility changes during the year to reflect the seasonal climate as we move from winter to spring, summer to autumn and back to winter again. The European petrol standard EN228 allows national standardisation bodies to select appropriate volatility and distillation characteristics to suit their local climate conditions.

The UK Government has recently updated the Motor Fuel Regulations with respect to the seasonal changeover, requiring summer quality petrol to be supplied into the distribution system from blending facilities from the 16 May and this has been reflected in a revision of the BS EN228 petrol standard. This change should help ensure that the summer volatility specifications are met in a timely manner and all service stations have summer quality fuel from the 1st of June. It is a legal requirement that the summer volatility specification is met by fuel suppliers.

The British Standard BS EN228 sets out the following vapour pressure grades and shown below:

From the 16 April each year a Vapour Lock Index (VLI) specification is applied as the move from winter to summer

volatility is carried out by the fuel suppliers. $VLI = 10 \times \text{Vapour pressure} + 7 \times E70$. The E70 is the percentage of fuel distilled at 70°C. During this time, high winter volatility petrol is still in the distribution system and the introduction of the VLI specification endeavours to limit vapour locking problems in carburettor equipped vehicles by adjusting the vapour pressure and distillation characteristics of the petrol. The VLI specification was developed over many years of vehicle operability testing by the oil industry under controlled temperature conditions with different volatility fuels. Modern fuel injection vehicles with higher pressure fuel systems are less prone to vapour locking issues, although fuel volatility is still important to ensure good starting characteristics and low emissions levels.

Due to the effect of

ethanol on the distillation characteristics of the petrol, the VLI specifications are different for E5 and E10 petrol during the seasonal changeover process due to different E70 and E100 requirements. The E100 is the percentage of fuel distilled at 100°C.

- E5 VLI = 1250 max
- E10 VLI = 1264 max

The higher E10 VLI level will increase the vapour locking tendency of E10 fuel slightly when compared to E5.

Whilst a range of volatility is allowed with each season, the reality is that due to manufacturing limitations and production cost issues, the volatility will always be close to the upper limit in the summer and winter from all suppliers.

The lowest volatility petrol is available in the UK summer between 1 June and 31 August. The transition to summer grade depends on the fuel supplier logistics and service station throughput volume. It typically takes 3 deliveries to a service station of low volatility summer grade petrol to meet the maximum summer volatility of 70 kPa. Low throughput service stations do not have to comply with the summer volatility

specification if they have not received 3 deliveries by 1 June.

Vehicle operability problems usually occur during the spring and autumn periods on warm days where high volatility fuel is still in the market as the VLI requirement does not protect against vapour lock in more severe vehicle fuel systems. With many historic vehicles fuelling with super unleaded (E5) fuel, known as the protection-grade, it is important to purchase the fuel from a high turnover service station to ensure the lowest volatility is available at the pump to help minimise vapour locking issues.

The UK (BSI) is a member of the European standards organisation CEN and follows the European fuel standards. CEN have announced that they will be reviewing the EN228 petrol standard in the coming year and the need to maintain a VLI limit to protect classic and historic vehicles fitted with low pressure carburettor fuel systems will be discussed. The FBHVC will request that the BSI PT1/2 fuels committee support the existing VLI requirements to help avoid vapour locking and vehicle operability problems in classic and historic vehicles.

Spring	Sales of petrol between 16 April & 31 May	45-100 kPa, VLI limit
Summer	Sales of petrol between 1 June & 31 August	45-100 kPa
Autumn	Sales of petrol between 1 September & 15 October	45-100 kPa, VLI limit
Winter	Sales of petrol between 16 October & 15 April	70-100 kPa



Nigel Elliott

Nigel's career in engine and vehicle testing, fuels product development and quality in the oil industry culminated in his current role as a consultant and industry advisor in the UK and Europe. He is an active member of the British Standards Institute's Liquid Fuels Committee. He supports and competes at Shelsley Walsh in a modified Triumph TR7 and has many other historic car and club interests.

Save the Date



Sat and Sun 28/29 October sees the return of National Motorcycle Museum LIVE at the National Motorcycle Museum, Birmingham.

This 2-day event is free to attend and includes an indoor trade area, 'meet the experts' sessions, live stage shows, the museum shop and, of course, a huge and

terrific display of historic motorcycles.

Stars appearing on the Live Stage include TV's Henry Cole, Allen Millyard and Fuzz Townsend, along with racing aces John McGuinness, Michael Rutter, Kyle Ryde, Ryan Vickers and James Hillier... all hosted by Steve Plater.

See www.thenmm.co.uk for details.

In the last issue, I noted that the Federation understood that, following a particular aspect of the 'clarification' of existing DVLA policy, an aggrieved vehicle owner had initiated legal action against DVLA.

This has now been confirmed by DVLA and they have further stated that whilst that action continues, they are unable to comment on any matters that might be considered relevant to it.

It is apparently the view of DVLA that all the outstanding issues as detailed in

my last article are considered to fall within that category and as a result I can offer no updates on any of them. We are pursuing these by all means available to us, and will continue to do so. Any developments, good or bad, will be reported here in *FBHVC News* as usual.



Ian Edmunds

Ian is an engineer who has been involved with the Federation since its early days, notably as Chairman of the Legislation and Fuel Sub-Committee (as it then was). His career in the motor industry involved vehicle legislation and certification matters. He owns several historic motorcycles and cars ranging (from 1927 to 1981) and is a member of five Federation member clubs.

Events

A big thank you to everyone who took part in Drive It Day and Ride It Day this year.

In the last two years I have manned a joint FBHVC & Childline stand at Brooklands Museum, selling Rally Plates and 'spreading the word' about the FBHVC and its goals, objectives, and achievements – and explaining why clubs and individuals should join us – with some success. But for 2023 I chose to support the CSMA Club (who are long term members of the FBHVC) as it was their Centenary year and their 2023 Drive It Day event was being professionally recorded for a future magazine article. Despite some rain in the morning the event went very well, and it was very gratifying to see many 'locals' waving and smiling as the cars passed their dwellings.

Events Calendar

Looking forward I see that our events calendar is filling up nicely, with events listed all the way to October. Please make use of this free 'publicity' as, from personal experience, I know that some clubs have gained additional entries, and recruited new members as a result. See QR code below to list your events.

E-Fuels and sustainability

As I mentioned last month, e-fuels are starting to become publicly available within Europe, albeit in limited quantities and locations. FIA, FIVA and FIM have collaborated to produce a document designed to 'Secure the Future of our Motoring Heritage'. It features the strapline Reduce, Reuse, Recycle and Repair and promotes the continued testing of synthetic e-fuels for use in historic vehicles. I will be taking part in the FIVA World Rally in Portugal, in an original Mini 850, and will be 'testing' synthetic e-fuel during the event. The event starts in Lisbon on May 24th, and I will report back next time. Wish me luck!

Drive and ride safely and have fun.



FBHVC List your event



FBHVC Events Calendar



FIVA Events Calendar



FIA-FIVA-FIM Documentation



Malcolm Grubb

Malcolm spent 10 years as a government scientist before specialising in Business Systems and IT on a global basis. He now runs his own business systems consultancy. In parallel, he has been an active competitor, organiser and marshal and has held many committee and director roles within UK based motoring organisations and clubs.

MUSEUMS

Over at The National Motor Museum they have just launched their Sunbeam 1000hp Restoration Campaign on the anniversary of Major Henry Segrave's Land Speed Record on March 29, to enable its colossal V12 aero engines to run again.

Working together with Hampshire-based Brookspeed Automotive, their campaign aims to raise £300k to complete the restoration and take affectionately nicknamed 'The Slug' back to Daytona Beach in Florida for the 100th anniversary of the record-breaking run, in 2027.

Expert restoration work will be carried out in front of visitors in the National Motor Museum and documented throughout the process with filming and blogs. Opportunities will be offered for schools, colleges and universities to get involved with STEM workshops and activities.

To help raise the profile of the vehicle's centenary celebrations and the museum's fundraising campaign – through individual donations and corporate sponsorship – it is intended that the Sunbeam will go on show at motoring events throughout the UK and Europe, as well as tour motoring museums across America.

The National Motor Museum's Head of Development, Michelle Kirwan, told us: *"This is a wonderfully exciting opportunity to raise the funds necessary to breathe new life into the two aero engines and enable the Sunbeam to run again.*

"To be able to take this iconic car back to Daytona, where world Land Speed Record history was made, would be incredible – especially in the centenary year. We are grateful for Brookspeed Automotive's support with this campaign and look forward to working together to achieve the ultimate goal of such an historic run, which will capture the imagination of motoring enthusiasts around the world."

The Sunbeam's two 22.5 litre engines, which each produced 435bhp, have not run for over half a century after corrosion attacked internal workings. With painstaking rebuilding, using specialist knowledge and bespoke parts, National Motor Museum engineers will recapture the sounds, sights and smells of this ground-breaking machine and help to preserve it for future generations.

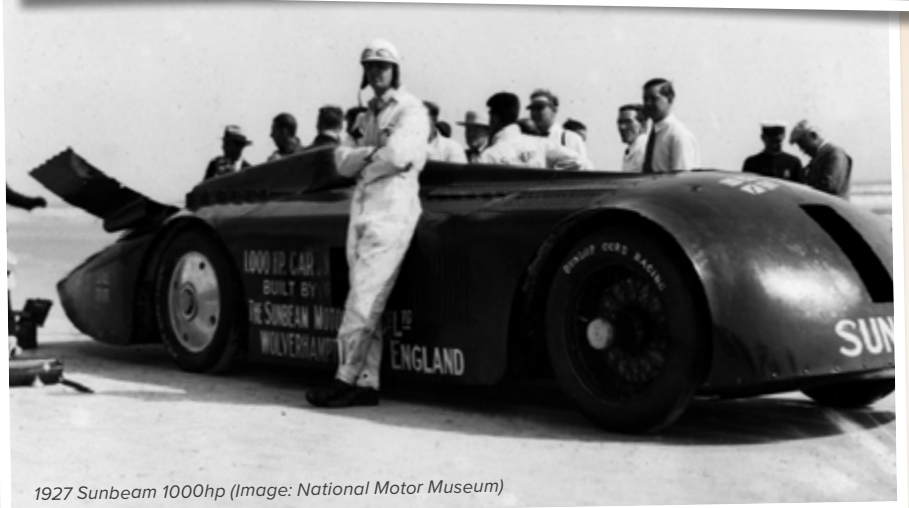
Designed and built solely to break the 200mph barrier, this immensely powerful machine was once the fastest car in the world. In 1927, as many as 30,000 spectators gathered in the sand dunes at Daytona



1927 Sunbeam 1000hp (Image: National Motor Museum)



1927 Sunbeam 1000hp (Image: National Motor Museum)



1927 Sunbeam 1000hp (Image: National Motor Museum)

to watch Major Segrave set a new world record by driving the car at an average speed of 203.79mph. Strong winds on the first outward run caused the car to skid violently, forcing him to drive into the sea to slow down, but he was still able to make the return journey and set the new record.

This remarkable achievement was due in no small part to the Sunbeam's two engines. To generate enough power to reach such high speeds, two Sunbeam Matabele V12 aero engines were chosen for the bespoke design by Sunbeam Chief Engineer, Louis Coatalen, with the driver's cockpit positioned between the front and rear engines. The total weight of this massive car was well over 3 tons, while its unique streamlined bodywork earned it the nickname 'The Slug'.

You can see footage of the Sunbeam's record-breaking runs by visiting the National Motor Museum YouTube channel.

The Sunbeam went on display at Beaulieu in 1958 on loan before being secured for public display by Edward, Lord Montagu in 1970. It now sits proudly at the heart of the National Motor Museum's "For Britain and For The Hell Of It" display, alongside fellow world Land Speed Record breakers Sunbeam 350hp, Golden Arrow and Bluebird CN7.

National Motor Museum Senior Engineer Ian Stanfield has started work to strip down the rear engine of the Sunbeam, to discover the true extent of corrosion damage – but funds are now needed to turn back the clock and complete the full restoration project.

If you can help to support the Sunbeam 1000hp Restoration Campaign, please get in touch, by email, with michelle.kirwan@beaulieu.co.uk

We will be following the progress of the restoration and featuring their work in future editions.

BRITISH MOTOR MUSEUM IS HOLDING ITS PRICES

With the difficult times that museums and many other visitor attractions have been through over the last few years, it may seem counter intuitive to hold prices, but this is the decision taken by the British Motor Museum in 2023.

The cost-of-living challenges facing Britain at this time leave all of us with difficult choices to make. Spending money on leisure activities is a luxury for many and, at the very least, a carefully considered decision for most.

Increasing prices at a time when the Museum is working hard to extend its audiences and be accessible to all did not sit well with the Senior Leadership team. Instead, by holding its prices, the Museum has set an ambitious target of boosting its visitor footfall by 10%.

The Museum also continues to operate the Gift Aid scheme for Charitable attractions offering visitors the chance to donate their admission fee in exchange for an annual pass. This means that for the same cost, visitors can visit the Museum time and again over the following 12 months (excluding up to 5 Annual Pass Exempt Days).

By continuing to offer a high-quality visitor experience, a fabulous range of family activities, and its most ambitious events schedule yet, the Museum is



firmly focused on making 2023 - its 30th anniversary - its best year ever!

They have a fabulous programme of events in 2023 so now is the time to buy your tickets and head to leafy Warwickshire for the first of many great days out.



Scan to book tickets

COMMISSION 200 OFFER TO CAR CLUBS & CLUB VISITS

The British Motor Museum has long been a venue for Car Club events and offers a package for Car Clubs that allows them to host an event with no upfront costs and therefore minimum financial risk to the organiser. The Museum's 'Commission 200' package offers a unique opportunity for Car Clubs to earn commission from their own rallies and gatherings held at the Museum – with an added bonus of no venue hire costs.

This package is for single day weekend events and includes a dedicated outdoor display area, Museum access, use of the Café, public parking and up to 20 free tickets for the organisers to distribute.

This year the Museum already has seven Commission 200 events planned to include TUCKED, Ultimate BMW and the MG Centenary.

Smaller clubs, or clubs starting a new event that is unlikely to reach the magical 200 mark, can still bring their Car Club to display at the British Motor Museum for a discounted rate of £10 per adult and £7 per child. This includes admission to the Museum and display of a car outside. The Club organiser enters for free. The minimum group size is 12.

If your Club is thinking of organising an event in 2023 then you can find more details by scanning the QR code below.



Scan for details



WELCOME TO THE LONDON TRANSPORT MUSEUM

I am pleased to welcome a new museum into the FBHVC - London Transport Museum is the world's leading museum of urban transport and an award-winning day out.

Situated in the heart of Covent Garden, the museum is filled with stunning exhibits which explore the powerful link between transport and the growth of modern London, culture and society since 1800.

Historic vehicles, world-famous posters and the very best objects from the Museum's extraordinary collection are brought together to tell the story of London's development and the part transport played in defining the unique identity of the capital.

In 2022, London Transport Museum was named Visitor Attraction of the Year at the London Tourism Awards.

The museum's collection includes more than 500,000 objects, from locomotives that powered the world's first underground railway to historic buses, trams and trolleybuses, and one of the most important collections of 20th century poster art.

The museum's depot in Acton, West London, opens on special occasions for the public to explore behind-the-scenes and see more of the museum's collection. The museum also offers the public the opportunity to discover 'forgotten' parts of the Tube network on its exclusive Hidden London tours of disused Underground stations.

It's well worth a visit and more details can be found at: www.ltmuseum.co.uk.



Andy Bye

Andy was formally Director of Quality & Customer Relations for PSA Peugeot Citroën. After retiring from his career in the Automotive Industry, he became a trustee of the Rootes Archive Centre Trust and helped save the Rootes engineering archive.

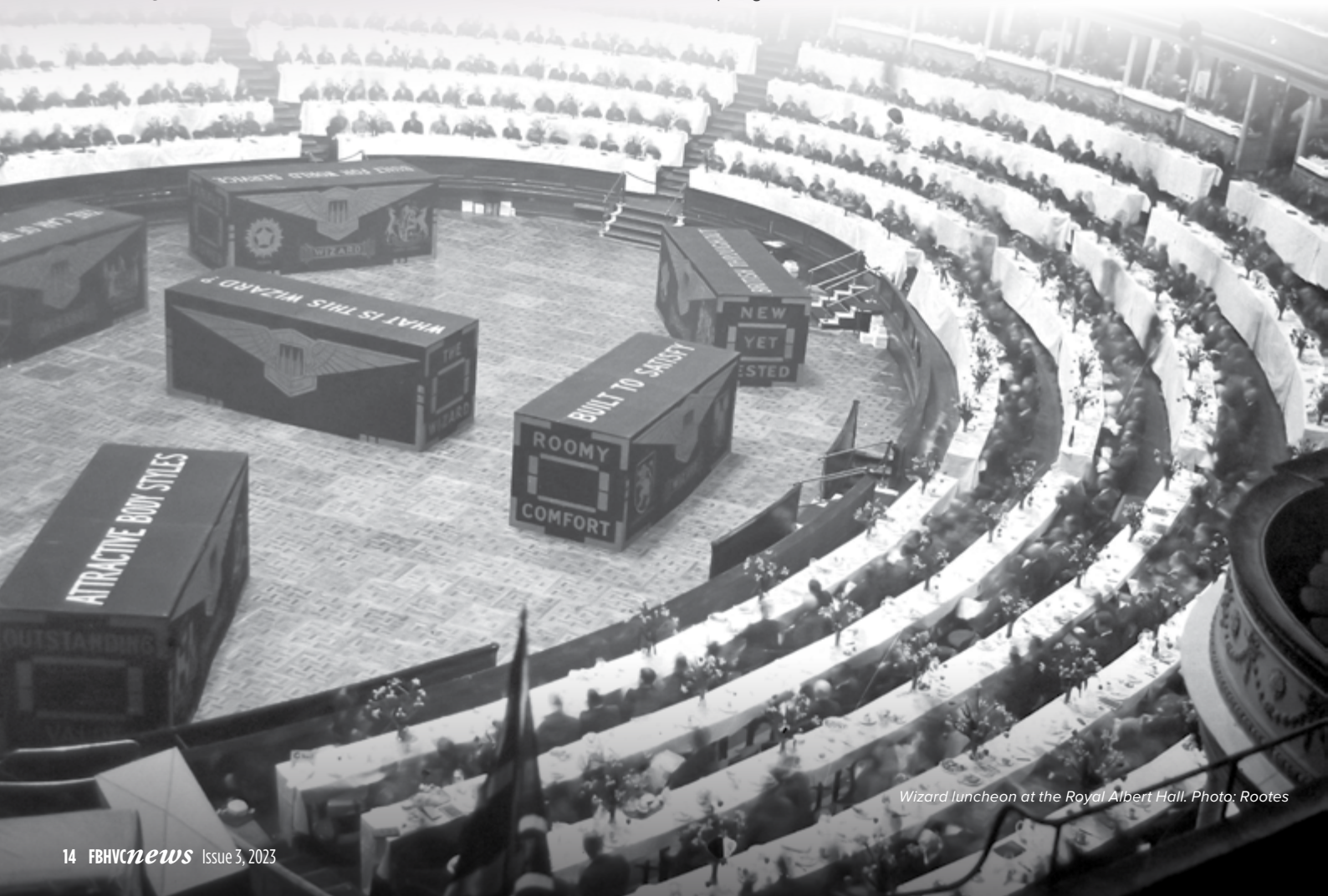
Wizardry on Wheels, 1931-35

The Rootes Brothers conjured a recipe for a world car. **Nigel Stennett-Cox** questions whether the Hillman Wizard possessed the bewitching brew.

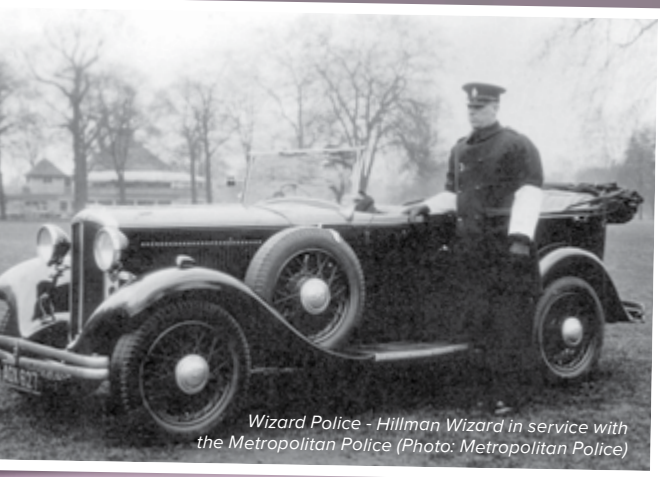
Most, if not all, of our readership will generally be familiar with the solid lower middle-class brand of Hillman. The parent company of the Rootes Group, based in the Maidstone area of Kent, moved from being a large and highly successful dealership, with agencies for major manufacturers like Austin, to setting themselves up as motor manufacturers in the late 1920s. Brothers William and Geoffrey Rootes were the major players in the company, and in the two years from 1928, they bought Humber, Hillman and Commer. This was followed up with the acquisition of the Sunbeam and Talbot (London) firms, along with Karrier commercial vehicles, all in 1935. Their final

vehicle manufacturing company to be bought was Singer, in 1956.

Hillman was to be the brothers' "bread and butter" brand, and the one upon which the future of the Rootes Group as firmly amongst the top five big players in the British industry was to depend. In early 1932, and within four years of acquiring Hillman, the brothers hit the required jackpot with the totally conventional but entirely sound 1,185cc Hillman Minx, a model name which was to stand them in good stead until around 1970. By this time a take-over by Chrysler had taken place, itself unsuccessful, and the whole edifice was collapsing.



Wizard luncheon at the Royal Albert Hall. Photo: Rootes



Wizard Police - Hillman Wizard in service with the Metropolitan Police (Photo: Metropolitan Police)

Enter the Wizard

The Rootes Group's very first attempt at a brand-new design of their own under the name of one of their recently acquired companies was the Hillman Wizard, announced to huge fanfare in London's Royal Albert Hall on 28th April 1931. The scale of the launch was colossal, with key society and political figures invited from those countries which, it was anticipated, would generate orders. In the picture shown, the venue was filled with tiered seating all around a central area containing every Wizard body style along with wooden crates looking predestined for world-wide destinations. Special programmes and menus were designed and printed, even cutlery specially engraved for the event was commissioned. From reading extracts in contemporary literature and reports, the idea was reinforced that the Rootes brothers had enormously optimistic expectations for huge and worldwide sales of the Wizard. Sales of the car were to be aimed at the global markets, so dominated by the likes of Ford, Chrysler and Chevrolet. A universal, one size fits all, world car was the magic potion: if the Americans could pull it off, why shouldn't Rootes?

Discussion and denouement

Crucially, the American makes were well on the way with the one-model system to include size and mechanical specification in any given year. Different body styles and colours were available, and annual cosmetic changes to encourage "trade-ins" were established in the USA, but there was no range of sizes of car within a given marque as essayed by the British. These were latterly incorporated into the British tradition of using horsepower ratings as a ready simile for size in car descriptions.

As Geoffrey and William Rootes would have said, let's get on the bandwagon and get a slice of the Americans' enormous profits as well! We can still get some jam on the bread by producing luxury cars under our prestige Humber brand to boot. Later of course, the brothers would add a sporting element to their portfolio with the Sunbeam-Talbot brand.

Alas, things were not to be with the Wizard: sales never got off the ground and the name lasted barely two years. Maybe it fell between just about every identifiable marketing stool? With updates, the basic design of the car more or less survived as the Hillman 20-70 and later the Humber Snipe. By then, around 1938, the brothers were selling Hillman Minxes by the bucket-load.

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The Enduring Appeal of James



Deal

Bond's DB5

By Roy Dowding

I wonder if the producers of "Goldfinger", the third Bond film released in 1964, realised the impact that the conveyance revealed by Q, to a (seemingly) "not paying attention" Bond, would immediately have on cinemagoers. And that it would have such a long-lasting appeal to 007 fans of all ages.



Daniel Craig and BMT 216A appeared together in "Skyfall", "Spectre" and "No Time To Die". Credit: EON Films



Sean Connery in that classic pose with the original DB5. Credit: EON Films



Pierce Brosnan with BMT 214A as seen in "Goldeneye" and "Tomorrow Never Dies". Credit: EON Films



Credit: Max Earey



Credit: EON Films

In the *Goldfinger* book, Ian Fleming chose an Aston Martin 'DBIII' (sic) to succeed the Bentley that Bond had driven in earlier titles. But by the time the film came to be made the DB MkIII had long since been superseded. Thus, the decision was made to use the recently-introduced DB5 – which would have pleased the manufacturer, with the prospect of global exposure on the big screen.

In fact, over the years, at least 15 DB5s have been used in making the eight films in which it (or more correctly they) appeared. Of these, three were fully kitted out with all of Q's gadgets, while eight were specially built replica-bodied examples mounted on bespoke chassis with modern running gear for stunt driving scenes and car chases. One was a perfectly scaled model, made by Voxeljet, that was 'destroyed' in *Skyfall* and the remainder were standard production cars used for publicity and the in-car or sedate live driving sequences.

The first "*Goldfinger*" car was, in fact, the prototype DB5, derived from a DB4 Series 5. Wearing registration BMT 216A, it was equipped with machine guns, ejector seat, rear bullet-proof shield, rotating number

plates, extending hub spinner tyre slashers and smoke screen/oil spray jets. The film also used 3 standard DB5s for driving shots and publicity.

For the most recent release, "*No Time to Die*" (2021), it was felt that real DB5s are now worth far too much to be put at risk during filming, so two perfect replicas were built for in-car and close-up driving scenes, fitted with Q's box of tricks as before, but this time with Gatling guns hidden by the headlights in place of single barrel machine guns behind the side lamps.

For the hairier moments, use was made of those 8 purpose-built lookalikes, with full roll cages inside.

In between, the DB5 has featured as BMT 216A in "*Thunderball*" (1965), and with registration BMT 214A in two later films: "*Goldeneye*" (1995) and "*Tomorrow Never Dies*" (1997). The original car had by then been sold and privately registered with the 216A plate, preventing that number from being legally used on another car, so 214A was substituted. I think it was hoped that no-one would notice!

For "*Casino Royale*" (2006) Bond did not

have 'his' car, although he would quickly win a left-hand drive DB5, registered 56526, while playing poker in the Bahamas. As you do, of course! For "*Skyfall*" (2012), Bond's DB5 was back and now reinstated with the original registration BMT 216A – only to meet a grisly end amid a hail of bullets and fire. Or rather, that scale model did.

"*Spectre*" (2015) saw the 'remnants of the DB5' being worked on by Q and his team, for it to reappear towards the end of the film, driving off into the proverbial sunset. And, lo and behold, there it was as BMT 216A again in "*No Time to Die*", though occasionally, in some scenes, showing the alternative registration A 4269 00.

Will it be in the next Bond film? It was last seen abandoned outside Matera railway station in Italy. Having been riddled by gunfire and with badly grazed flanks, it will certainly need considerable attention from Q's team if it is to have a starring role yet again!

So much for Bond's DB5s – other than to mention that the original "*Goldfinger*"



example with all the toys, reputedly worth \$25 million, disappeared from an aircraft hangar in Florida back in 1997, and its current whereabouts are still unknown. A reward of \$100,000 was on offer in August 2021 for information leading to its recovery.

But, if you had the wherewithal (around £3 million) in 2020, Aston Martin offered 25 new Goldfinger DB5s with all the bells and whistles as per the original - bar the ejector seat, though you could specify a removable roof panel as an option!

One small drawback, however - the cars are not legally usable on the road. A novel publicity 'stunt' was staged in 2021 by enclosing a full size DB5 in a giant box, simulating Corgi packaging, and displaying it in the grounds of the Battersea Power Station leisure complex.

If one of the 'Continuation' DB5s was a shade too costly, or you missed the boat, there is an opportunity to procure an alternative – provided you don't mind that it's a convertible version, can only seat one adult and a child, has a top speed of just 45mph and is only half the size of Bond's. Made by The Little Car Company at Bicester, prices start at £90,000 plus shipping charges.



Credit: TopGear.com



Credit: Playmobil



Credit: 007 Store



Credit: Aston Martin

Or, going even smaller, if you're willing to forego it actually moving under its own steam, a host of models are available out there, many offering change from £50.

Among the many, the first and perhaps best known was produced by Corgi - a (strangely) gold-coloured model having some of the working features, announced in 1964. These are nowadays hens-teeth collectibles if complete with original box, although Corgi have issued two other versions in the correct Silver Birch colour since.

Next up was Danbury Mint, in 2006, with a superbly detailed model, while GE Fabbri announced a 1:8 scale kit in parts obtainable via 85 issues of a magazine, at an eye-watering total cost during 2011/12, alongside a 1:43 model which was more sensibly priced.

In 2015, Hotwheels Elite also produced two editions - a 1:18 highly detailed scale model made by Zavvi, virtually unobtainable now, and a 1:43 version that can still be found on eBay.

Lego joined the fray in 2018 with an unmistakably brick-built example, while Playmobil surprisingly waited until 2021 to bring out their large model along with appropriate "Goldfinger" play people.

2021 also saw the introduction of an intricate 1:18 scale model by Autoworld, depicting the car as it appears in "No Time to Die".

For those who are not sticklers for the finer aspects of originality, there are two ways in which you could perhaps capture at least some of the aura of 007's DB5 - with brand new cars that attempt to provide the basic look at a slightly lower price tag while

offering more modern underpinnings and much greater performance.

The first is the "Speedback", made by David Brown Automotive (no relation to the original DB) and based on a Jaguar XKR platform with a 5 litre V8 engine. The cost? Around £500,000.

Or there is the "Vantare", built by British Automotive Engineering, the brainchild of TV presenter/actor Bradley Walsh. Utilising the Aston Martin DB9 platform, with a V12 6 litre power plant, it comes in at a little under £300,000.

But neither comes as standard with any of Bond's gadgets!

Since the beginning of the Broccoli 007 films, six actors have portrayed Bond and, between them, they have driven (and often

destroyed) some 36 different vehicles, ranging from a Citroën 2CV to a Lincoln Continental.

Of this total, six were other Aston Martin models, yet it's the DB5 that captures everyone's attention.

There have been a few other movie franchises that have gained the enthusiastic following of the Bond films and generated an active market for merchandise. But no other produced an icon that has so totally captivated the imagination of audiences young and old, aided by its frequent reappearances and with examples that could actually be obtained by one means or another - albeit sometimes at a price.

Such has been the attraction, even after nearly 60 years, of that Silver Birch DB5.



Roy Dowding

Roy is the President of the Gordon-Keeble Owners' Club and Chair of East Anglian Practical Classics. He's had a lifelong passion for all modes of transport, but especially automobiles, and today owns two of his childhood dream cars, a Gordon-Keeble and a Reliant Scimitar SE4 Coupé.



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AMBASSADOR MOTORCYCLES A GUIDE



A 1962 Ambassador Electra 75 (one of 14 known survivors)

As many people know, the story of Ambassador Motorcycles fundamentally revolves around one man, former motor cycle, car and boat racer Kaye Don. Towards the latter part of WWII, Don had workshop premises in Ascot, Berkshire and through his business “U.S. Concessionaires Ltd.” had been involved with the importing of Pontiac cars into Britain, as well as undertaking vehicle refurbishment work during the war years.

Quite what inspired Don to go into motorcycle production we shall perhaps never know, but by 1946 a prototype machine had been built using a parallel twin cylinder, four-stroke engine of 440cc by J.A. Prestwich & Co. Ltd. (J.A.P.). This machine didn't make it into full production (possibly by pressure being brought by the other, more established J.A.P. users) and a switch to two-stroke power units by the Villiers Engineering Company was brought in for 1947. Villiers engines continued to be used in all the motorcycles until the end of production in 1964/5.

Ambassador motorcycles were comparatively expensive compared to many of the other small lightweights of their day and consequently didn't sell in great numbers, although the quality of the finished machines was always to a reasonably high standard. It should be remembered that during this post-war period and unlike today's motorcycle market whereby powered two-wheelers are predominantly bought for leisure purposes, back then, motorcycles were mainly seen as a cheap form of transport, used to get people to and from work.

Exports, especially post-war, were considered vitally important in manufacturing for Britain and for an economy decimated by war. During 1947, for instance, the majority of machines produced by Ambassador were destined for the overseas markets and many seem to have found their way to Australia, New Zealand and other English-speaking regions.

The factory today has long since gone, having been replaced by a housing development. Pontiac Works was sited where St Christopher's Gardens, off Fernbank Road, Ascot is located today (SL5 8LZ).

UK Dealers, Sales & Survivors

During 1953 Ambassador listed 105 dealers, agents and suppliers of their motorcycles in most of the major towns and cities within the United Kingdom. In London alone, there were ten. However, by 1960, the UK dealer figure had fallen to just 51. Also, by this time, a shift in the dealer structure was evident to reflect the larger, more wholesale suppliers of motorcycles. By November 1964, Motor Cycle magazine wasn't listing a single Ambassador (DMW) dealership.

From a sales point of view, Ambassador had roughly three periods of 'peak' trading (I use that term advisedly). As one might expect, there was a little flurry of sales with the introduction of the Series I, Series II and Series III, but with many of the initial models going abroad. The second sales spike was between 1952 and 1954, followed by a renewed interest in the marque between 1959 and 1962 with the introduction of the Edgar Franks designed machines.

The number grew at a steady trickle, but the Ambassador Machine Register currently records either frame, engine or registration number details for about 470 Ambassadors,

of which about 150 probably no longer survive. In addition, I've got photos on file of about another 60+ Ambassadors, for which I hold no recordable data, so these are not included in that overall total.

In terms of the numbers of known surviving machines, topping the Ambassador 'popularity' league table comes the 1953 Supreme/1954 Embassy models, followed by the 1960 Super S and Three Star Special models. There are also quite a few 1949/50 Series III models still in existence. For some of the less common models though (e.g. Sports Super S, Sidecar, Scooter, Moped, Self-Starter, etc.), the remaining number of machines (for each model) are very few indeed. Currently (late 2022), the Ambassador Machine Register records no single surviving 1947 Series I and just four 1948 Series IIs of these important 5E-engined early machines.

In the absence of surviving factory records, any information that you can contribute helps greatly in building up an accurate picture of what was manufactured and when. This information is used to assist owners, both now and in the future to verify the identity of their machine, help with registration applications and provide useful restoration details, etc.

Key Dates

1947 – 1950

The first motorcycles were named 'Series' (I, II, III, IV & V). The 1949 'Series III' was the first machine to use rectified lighting as an option (direct as standard) and a year later the same model also featured the first rear carrier. Also, in 1950 the 'Series V' utilised the first telescopic front fork (others up to then sported a pressed steel Webb girder fork). >>>



1947 Ambassador Series 1



1958 Ambassador Supreme (10 currently known to survive)

1951

The company name was changed to Ambassador Motor Cycles Ltd. and the models gained 'names', i.e. 'Popular', 'Courier' (1951 only), 'Embassy' & 'Supreme' and the 'Series' moniker was dropped. 1951 also saw the first fully sprung Ambassador, with telescopic front fork plus plunger rear suspension (and valenced rear mudguard) this was named the 'Supreme', a name that was used for the top-of-the-range model until 1958.

1953

Six-inch brakes were used for the first time along with a valenced front mudguard on the 'Supreme'. 1953 also saw the last model fitted with girder forks, the 'Popular'. The 'Sidecar' and the novel 'Self Starter' models were introduced in this year.

1954 – 1955

The first machine not to feature a 197cc engine was the new 225cc 'Supreme' which was also the first to utilise swinging arm rear suspension and a dual seat. The 'Envoy' was introduced in 1955 which was the last year of the single saddle and the fish-tail silencer.

1956

The 'Supreme' gained full width hubs and a change of overall style. The 'Sidecar' and 'Self-Starter' were dropped. Gone was the long familiar silver tank and in came chrome tank-panels (1956–1958). Also, for 1956 the 'Popular' was now fitted with a 150cc engine.

1957 -1958

The 250cc twin cylinder engine was introduced and all the single cylinder models now had full width hubs. Diamond shaped plastic tank badges were introduced to replace chrome badges or transfers. 1958 brought the arrival of the first 175cc bike, the 'Statesman'.

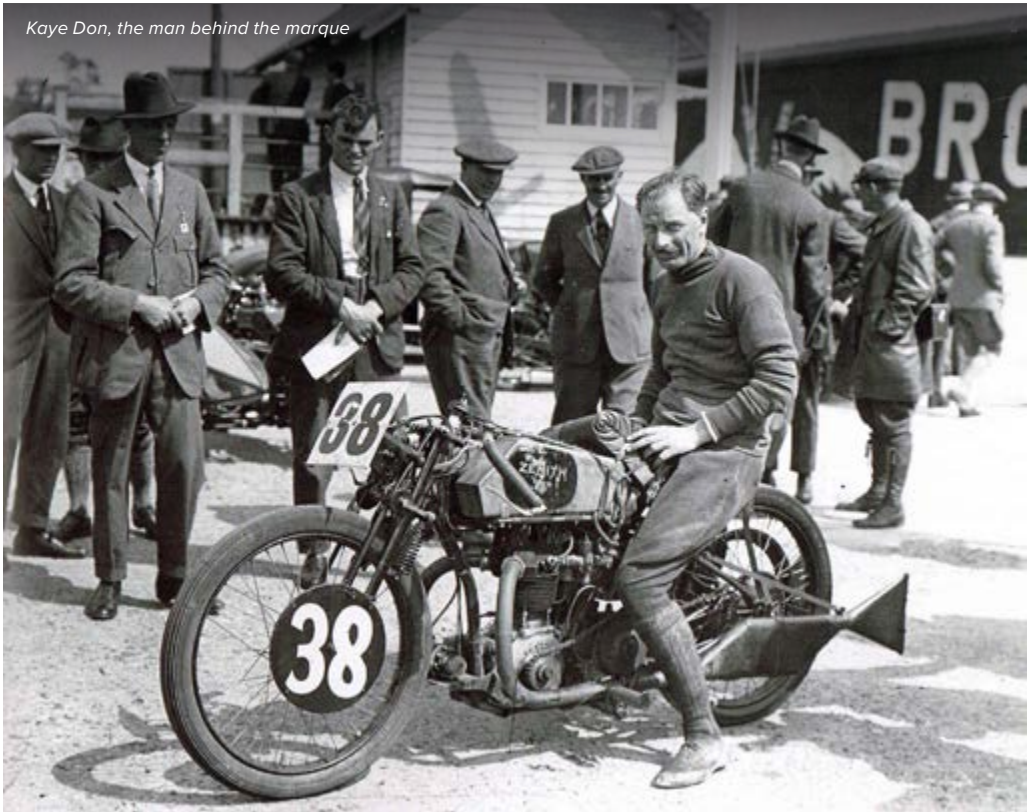
1959

A big style change again with rear fairings or enclosures being the order of the day. The introduction of the best-selling 'Super S' model.

1961

The re-introduction of an electric starter model, the 'Electra 75' whilst the 'Popular' was dropped for the first time since 1951 (although was re-introduced as a 197cc in 1962 for one year only). A sporting model, the 'Sports Super S' and the 175cc 'Scooter' were both added to the range.

Kaye Don, the man behind the marque



1953 Ambassador Supreme (one of 14 currently known survivors)

1962

A seven model range including a 50cc 'Moped'. However, by the end of 1962, the end of Ambassador production at Ascot came about as the company was bought by Harold Nock of DMW Motorcycles Ltd. who moved production to Sedgley, in the West Midlands. Three models were produced by DMW, badged as Ambassadors, all with fibreglass rear fairings.

1964/65

The end of production of Ambassador motor cycles.

This article is adapted from "A Guide to Ambassador Motor Cycles" (2010/2012) by Michael Easton and Fred Hibbert and the Ambassador e-Newsletters produced by Michael Easton. The original article includes details of frame numbers and production figures. Reproduced by kind permission of the authors. With thanks also to the British Two Stroke Club & Vintage Motor Cycle Club, for which Michael Easton is the Ambassador Marque Specialist.

MP Backs Drive It Day 2023

As we went to press many Drive It Day events had taken place with more to follow across the UK.

East Yorkshire MP Sir Greg Knight, who chairs the All-Party Parliamentary Historic Vehicles Group, has backed Drive It Day 2023 and “praised the FBHVC for their Drive It Day initiative”.

Sir Greg, who is a classic car enthusiast, took his 1936 Cord 810 for a run in East Yorkshire.

Meanwhile, back at the office, a request came in for some Drive It Day plates to be sent to New South Wales, Australia!

We look forward to updating these pages with news from Down Under of their National Motoring Heritage Day care of Chris Martin who is the president of the Australian Motorlife Museum and will be displaying UK Drive It Day plates on his 1925 Amilcar.



Sir Greg Knight





UNEARTHING AN AUTOMOTIVE COMPANY WITH AVIATION INTERESTS

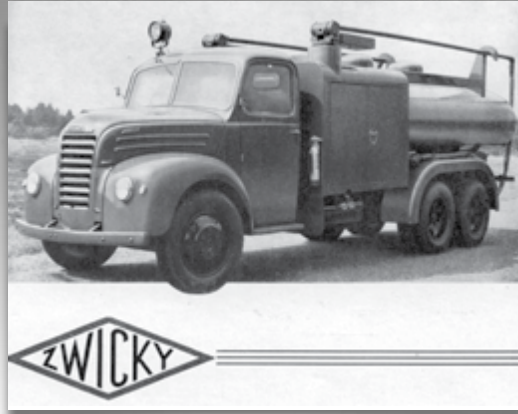
Richard Roberts

When thinking about future articles it is my custom to search the Archive's product files to discover advertisements that will make for a suitable subject 'for the telling', whether it be a company or a product. In this instance I chanced upon Zwicky of Slough featuring its aircraft refuelling equipment.

It became apparent that there's precious little information available about Zwicky, apart from the company was in operation from c.1910 to 1959 when it became part of G. and J. Weir Holdings Ltd. The earliest item in the Archive's file is an advertisement from 1935 for the Zwicky Portable Unit, capable of refuelling at the rate of 100 gallons per minute. An interesting feature of this vehicle with its 3-boom configuration is that it enabled the servicing of several aircraft at the same time, though the advertisement shows it fuelling just two aircraft simultaneously.

In 1937 Zwicky had introduced a three-wheel model which featured an ingenious design giving it a turning-circle of just 21ft 6 in, which was ideal for the confines of fuelling smaller aircraft. Company literature infers that the vehicle chassis components were of Ford manufacture and therefore easy to maintain and repair. The vehicle was equipped with two 250-gallon on-board storage tanks which were completely isolated from each other, thus enabling the tender to deliver two fuels of different octane ratings at 40 gallons per minute.

A further advertisement in July 1937 states that more than 400 mobile units had already been delivered that year across some 50 aerodromes. I do wonder whether this was part of the country's efforts to re-arm prior to the onset of the Second World War. Some



Ford Thames displayed at the 1954 Farnborough Air Show

High-Speed REFUELLING
NEW UNITS

UNITS WITH ADVANTAGES

- High-Speed refuelling up to 150 gallons per min.
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- Spirit delivered de-aerated, clean filtered and recorded.

Will deliver at all aerodromes.

Telephone: **ZWICKY LIMITED • SLOUGH, BUCKS.** Slough 332

The latest high-capacity vehicles of 1937

very evocative and artistic promotional material appeared during the hostilities, while post-conflict advertising shows that technical developments had pushed fuel delivery up to 600 gallons per minute.

Apart from re-fuelling equipment, Zwicky also made airfield runway and road sweepers in addition to valves, nozzles, reels and pumps. The last advertisement in the file is from November 1958, just prior to the company becoming part of the Weir Group.

... A Remarkable Refuelling Unit by

ZWICKY
REGISTERED TRADE MARK

The new Zwicky three-wheeled refuelling unit has many unique features. It has an operating speed of 12 m.p.h. and is easy to use in confined spaces. It is fitted with a special pump which can deliver fuel at a rate of 100 gallons per minute. The unit is also fitted with a special nozzle which can be used for refuelling aircraft of all types. The unit is also fitted with a special hose which can be used for refuelling aircraft of all types. The unit is also fitted with a special reel which can be used for refuelling aircraft of all types. The unit is also fitted with a special pump which can be used for refuelling aircraft of all types. The unit is also fitted with a special nozzle which can be used for refuelling aircraft of all types. The unit is also fitted with a special hose which can be used for refuelling aircraft of all types. The unit is also fitted with a special reel which can be used for refuelling aircraft of all types.

ZWICKY LTD., SLOUGH, BUCKS.
Slough 332

3-Wheeled refuelling truck 1937



Runway sweeper which had a capability of moving at 12mph to effectively clear debris and surface water. The swooping aircraft is a Victor bomber that was introduced in 1958 and retired in 1993. Ironically given the subject matter, the Victor was modified as an in-flight refuelling aircraft.

Footnote: Records show that by 1924 Zwicky was established at the Slough Trading Estate, then in Buckinghamshire, now Berkshire. It was one of several automotive companies located there, including Citroën, Durant Motors, FWD Lorries, Pytchley Autocar, Redline Motor Spirit and Slough Lorries & Components Ltd.

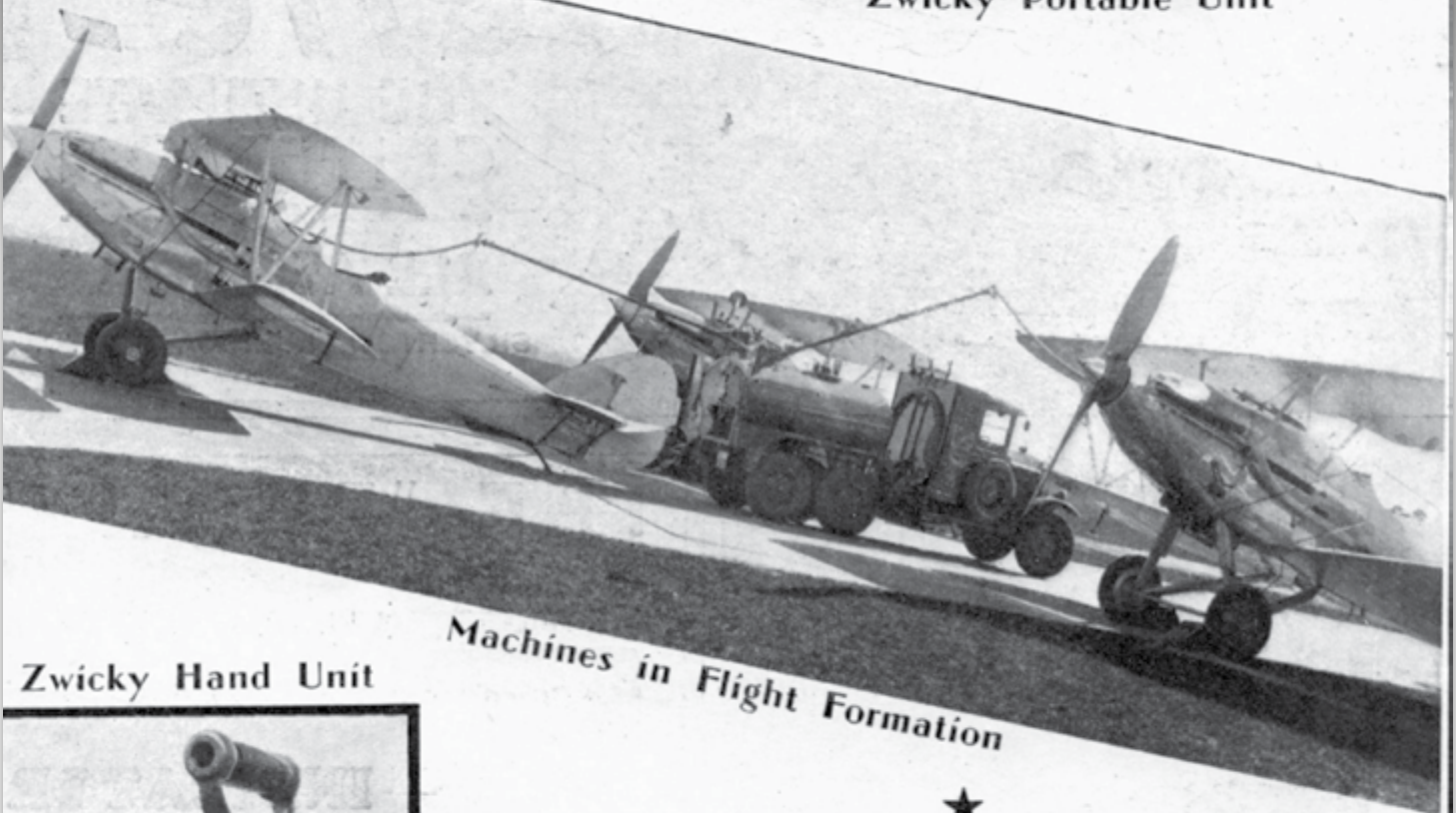
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The **ONLY PORTABLE**
UNIT IN THE WORLD

Refuelling three machines
simultaneously
up to
100 GAL. PER MIN.

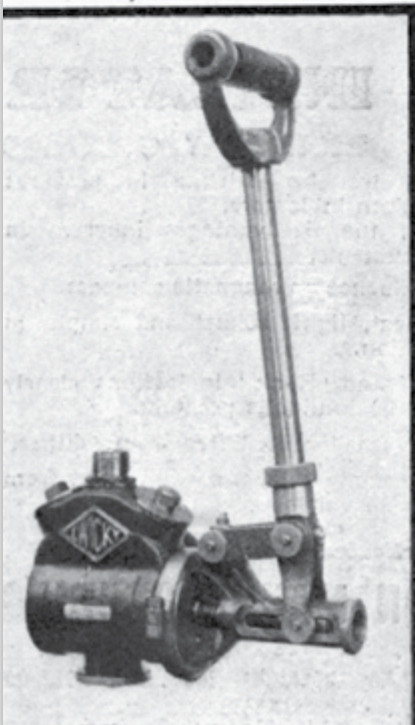


Zwicky Portable Unit



Machines in Flight Formation

Zwicky Hand Unit



★
THE WORLD'S LIGHTEST
2lbs. 12ozs.

AS SUPPLIED TO ROYAL AIR FORCE,
IMPERIAL AIRWAYS, AND LEADING
AIRCRAFT CONSTRUCTORS

★
*Larger hand pump units, 250 to 800 Galls.
per hour at 3½lb., 6lb., 10lb. and 14lb.*

ZWICKY LTD.
SLOUGH • BUCKS • ENGLAND

'Grams : "ZWIKLIM, Slough."

'Phone : Slough 332.

A 1935 advert showing a tractor unit fitted with a 3-boom refuelling unit

Originator of the Classic Manx GP Idea Dies at the age of 89

John Lee Hargreaves 1933-2022

By Bruce Hosie - Classic Manx Competitor 1985 to 2003



John Hargreaves on the GMS 250 1992



On his short circuit racer



At a race meeting in 1956 (not racing)



With John Hudson (right)



L-R: John, Grant Sellars (with a bag on his head) and John Hudson in the Isle of Man, 1990

John Hargreaves, the man whose original idea started the move to the start of the Classic races in the Manx Grand Prix, has recently died at the age of 89.

John, who himself was a latecomer to Classic and historic motorcycle racing, saw the opportunity to promote the movement and make an exciting addition to the Classic racing calendar.

John's first approach was to the Isle of Man Tourist Board on the 27th of August 1982. The reply later in September of that year stated that the matter was discussed with the Auto Cycle Union. However, they declined the opportunity but suggested that John approach the Manx Grand Prix Club as, particularly 1983 was to be the Club's Diamond (60th) Anniversary. He then wrote to Bill Bennett, the secretary of the Manx Club, requesting that they consider a 'Vintage and Classic' racing field for the 1983 60th anniversary races. John's idea was for a race for 'Clubmen' on the original bikes, not for the professionals but a Classic celebration for the ordinary rider on this historic course. There followed

a reply from the Club, sent on the 11th of February 1983, agreeing to the suggestion and, with the help of many people, the Classic Manx Grand Prix races were born and would go on to be, arguably, the most important part of Manx GP Races.

Over the following years, thousands of competitors have come from all over the world which encouraged the re-emergence to the most famous circuit in the world, many and varied thoroughbred racers, which otherwise would have still been silent in some garage or museum, have now been struck-up once more on the Glencrutchery Road.

John was born in Manchester in 1933 and worked as an office clerk before being called-up to the south of England for his National Service in 1951 where, due to his bookkeeping abilities, he was soon working on the army pay staff and promoted to corporal, with his own room. From this he was asked to help with the officers' private accounts and, with no payment possible for this service, he was able to obtain passes at will as recompense. These passes allowed him out of the barracks to explore the local

area on his ever-present motorcycle. On one of these trips, he saw Geoff Duke ride the new Featherbed at Blandford Camp, and on another he met his wife to be, Margaret.

After leaving the army, John worked for Her Majesty's government in the tax office in Southampton. Something he said stood him in good stead for his later life as an accountant. His next move was back to Manchester, still working with the Inland Revenue.

In 1961, with a complete change of career, John purchased a taxi. Following the purchase of this taxi John found himself assisting the other taxi drivers with their self-employment accounts, the increasing numbers of clients allowed for the opening of J. L. Hargreaves Accountants.

In the late 1970s to early 1980s several visits to the TT cumulated in his starting Vintage racing, firstly on a 350 Gold Star, and soon followed by a 500cc Norton Dominator and a 600cc sidecar outfit, scaring various passengers including Dave Tuley and Keith Wilde.

The start of the Classic Manx saw John enter on his Domiracer, as one of the 56 who were entered that first year of 1983 Classic

senior, and the race was duly won by John Goodall, followed home in 3rd place by Neil Tuxworth of Honda HRC fame.

With the realisation of the speed of the competition, John enlisted the by then retired John Hudson, the Norton guru, to build and tune a second Dominator, using a lightweight International Featherbed frame, and an engine more to the works specification. John Hudson spent weeks at the time at John's house in Manchester preparing the bike for the Island.

John Hargreaves used the new machine on the Island from 1984 until 1991 accompanied by John Hudson who attempted to keep Hargreaves' mind on the job in hand, rather than his many distractions, as Hudson was a very serious intense character, whilst John Hargreaves was the opposite. John Hudson insisted that, due to morning practice, Hargreaves be in bed early, only for John to wait for John Hudson's light to go out, when he would head for a night out on the town.

When John was asked why he continued with the Dominator when he could afford a Manx he would reply "I like tilting at windmills".

With John Hudson no longer available, in 1992 John turned-up at the Manx with the ex- Geoff Monty 250 GMS, raced previously in the Classic period by many star riders including Tommy Robb, winning the 1959 250 class of the North West 200, plus others with many notable short circuit successes including Bob Anderson, Alan Shepherd and Bill Ivy. This machine was owned at the time and to this day by Gerry Kershaw of Rochdale, the well-known Manx engine builder.

The GMS was constructed with a special frame and a short-stroke Gold Star engine, and is small. Unfortunately, John was of more generous proportions than the previous riders and found it difficult to make the qualification time, and so he decided it was time to end his Manx adventure at the grand age of 59.

John continued racing with the now 'British Historic Racing Club' for several more years before selling both of his Nortons to a fellow club man.

John was never one to be still and his next adventure was to take-up and learn ballroom dancing to a good standard, and his expertise was good enough to allow him

to sail, for several years with the large cruise ships as a dancing host, asking passengers to take to the dance floor with him.

In recent times he had suffered ill health, although he told me his daily exercise was to the pub and back.

John was also regretful that the original idea for the Classic Manx has been allowed to be blown away, such that the professionals have now taken over, with machines dominating which never existed in the period.

John Hargreaves was a true character, engaging and funny and I amongst others should be grateful for his original thought which started the Classic Manx Grand Prix, giving myself and thousands of other competitors a great deal of pleasure. His passing should be recognised by the motorcycling world, and the Manx Grand Prix Club in particular as 2023 is the 40th anniversary of their first Classic Races.

To finish, as John often would say "Oh, what a lovely story".

This article was first published in Roadholder, the magazine of the Norton Owners Club and is reproduced with their kind permission and that of its author.

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!

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- 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

Welcome

We offer a very warm welcome to our newest Club Members:

- Midlands Mercedes Group - pwg.telford@gmail.com
- Post Vintage Humber Car Club – www.humber.org.uk

We also welcome our newest Enhanced Trade Supporters. Please do take a moment to view their websites to find out how they could be of assistance to you:

- Indigo Blue European – www.carstoragehampshire.co.uk
- J&L - www.jarrettandlam.com

Also, we welcome our new Trade Supporters and invite you to view their websites to see their services:

- Jim Willett Land Rover Specialist - www.jwlrs.co.uk
- Leicester Car Recovery – www.leicestercarrecovery.co.uk

Our website is full of useful resources, of which our Trade Supporters is a key part. Visit www.fbhvc.co.uk/trade-supporters to view them all, and you can select as many of the 28 trade sectors (and/or a free-text search box) to find someone who fits your needs.

It's a popular and growing area of our offering, and we welcome all potential new trade supporters. Our trade supporters package is only £30/year (standard) or £100/year (enhanced) plus VAT. Details are here www.fbhvc.co.uk/how-to-join, or contact the Secretary.

Emma's Send Off

We bade former FBHVC Secretary, Emma Balaam, a fond farewell at her final public engagement at the 'Resto Show' at the NEC in March. One of her other passions is Art-Deco influenced design, hence the clock picture being handed over by FBHVC Chairman, David Whale, the real thing later being delivered as her leaving gift.



Jensen 200mph project



We have featured before in these pages, the attempt at smashing the 200mph barrier in a 1965 Jensen CV8.

Following Covid delays, the car is now on its way to Bonneville Salt Flats along with some eager bikers taking up the invitation to join the travel for their own challenge.

We look forward to hearing how they got on...

Meet the new Secretary Mel Holley



As you'll have read in the last issue, Emma Balaam has left the role for a new exciting career in a completely different field, and we wish her well. You'll see that she enjoyed a fitting send off at 'Resto Show' at the NEC in March (see above) and we have passed on all the personal messages to her that have come in since she left.

I'm very grateful to Emma for spending time with me to ensure a very smooth handover, which is vital as the Secretary's office is very busy.

Some readers may be familiar with my name as I'm active in classic vehicle circles and a number of clubs, owning a variety of vehicles from a Citroën C6 to an Austin Allegro (it's the model's 50th anniversary this year; how time flies), Bedford HA van, Trabant 601 and Wartburg 353.

You may also recognise me from my activities in the railway sector as a writer and preservationist, which included being on the boards of the PLC and Trust at the Great Central Railway, while my recent career has also taken me into the modern-day commercial vehicle sector, working in the van, truck, bus, coach and minibus industries.

A native of Warwickshire, I moved to the Fens, east of Peterborough, 30 years ago in a career change. People say it's flat and windy – I say 'big skies, well ventilated' – and I wouldn't want to be anywhere else.

I've already met a number of people at the Practical Classics Classic Car & Restoration Show in March, when I spent a day on the Federation's stand along with Emma and the rest of the team, and since plus by email and telephone. It's great to be involved in such a lively and varied movement, and I'm delighted to be able to assist the Federation in its work to uphold the freedom to use historic vehicles on the road.

Change of Federation address

With the transfer of the Secretary, we now have a new postal address: **FBHVC, PO Box 1563, Peterborough, PE1 9AU** to which all mail should be sent.

This replaces the Upminster address, although we have a re-direct in place for a few months to catch any mis-directed items.

Please note that the email address secretary@fbhvc.co.uk and telephone number **01708 223111** (weekdays 10am-4pm) remain unchanged.

RARE & UNIQUE VEHICLES

Review by Roy Dowding

This may not be a familiar name as a magazine dedicated to classic vehicles, and it's most unlikely to be seen on sale in your local newsagent.

First published in the winter of 2020, it's a high-quality quarterly publication, each edition dealing with one particular theme in considerable depth.

Subjects vary widely. For example, Volume 1 no.1 comprehensively covered 'Streamlining', this topic occupying most of that issue although, somewhat in contrast, it also contained a most interesting report on the occasion of the 50th anniversary of the Bond Bug.

Another issue - Volume 2, no.7 - dealt with 'Innovation', catering for Frank Costin's sports cars, flying cars (yes, seriously) and the various vehicles that have featured a rhombic (diamond) wheel arrangement or have had eight wheels.

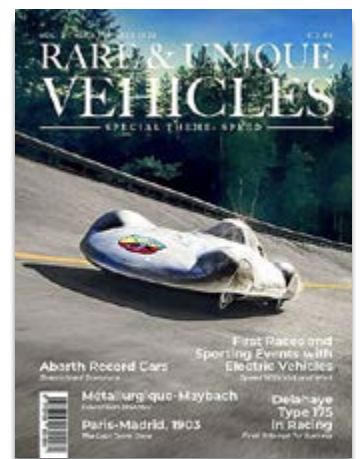
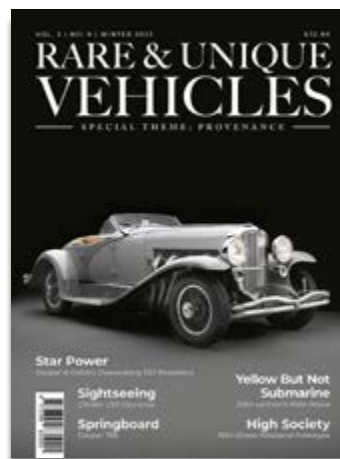
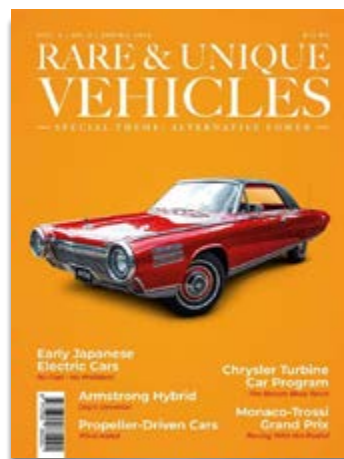
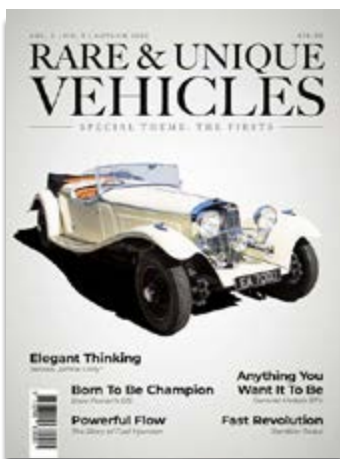
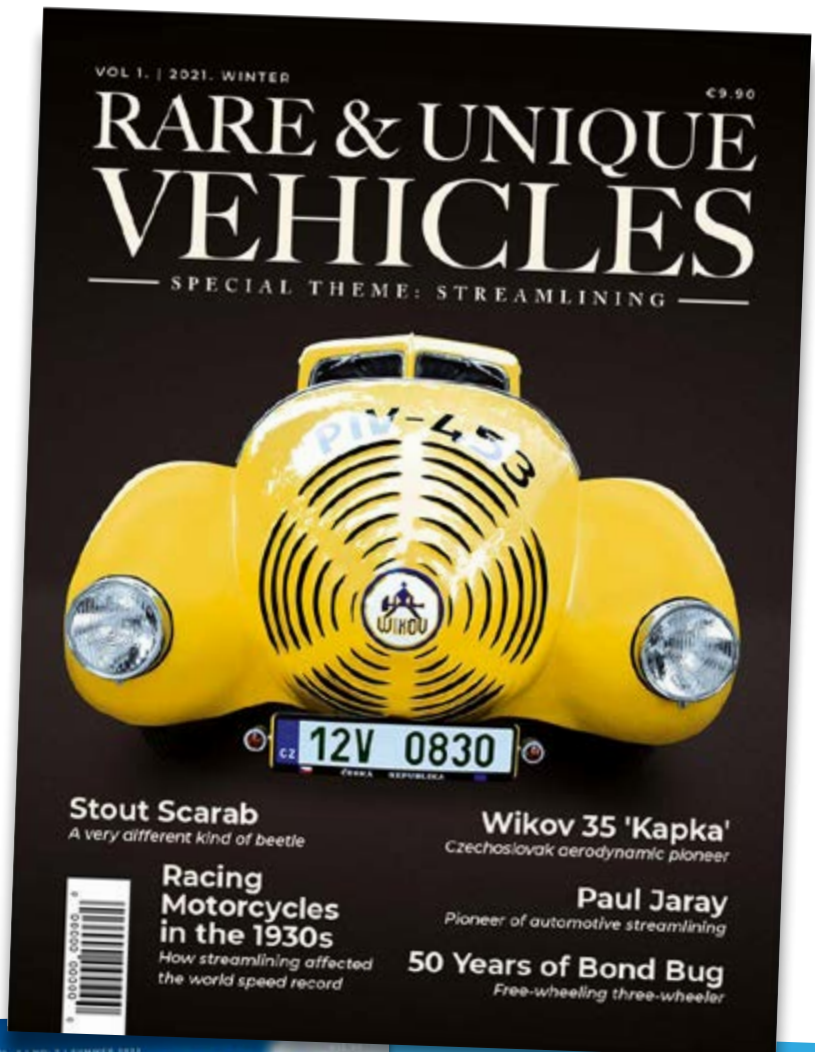
The latest edition - Volume 3 no.10 - is dedicated to 'Elegance' and features the history of Concours events as well as articles on some of the various authors' choices of cars meeting the issue's theme.

But every issue has up to twenty other articles on interesting subjects, the hallmark of each being the thorough research that has been carried out and the inclusion of many rare or previously unseen illustrations.

Editor, publisher and principal contributor is Dr Pal Négyesi, a Hungarian journalist who has been deeply involved in classic vehicle history for more than 27 years. During this time, he has contributed to British, Hungarian and Japanese journals, been editor of AutoClassic and a lecturer at a Hungarian university on international motoring history.

The publisher's website provides more information, including details of the content of past issues. Back numbers are available, of which more are depicted below, with their theme.

Enquiries should be directed to the publishers: **ceauto GmbH**, Vienna, by email: pnegyesi@ceauto.at if you wish to subscribe, visit: rareandunique.media



Many readers may have started their interest in motor racing by being involved with Go-Karts. **The Trojan Newsletter** had a piece by Roly Finn who took us back to 1960: *"In late 1959 Mr. Peter Agg, our new Managing Director, brought some Go-Karts back from America, handed them to our Experimental Department, run by Geoff Smith, with instructions to make something similar, only better! One day I was asked with others, if I would like to have a go at driving one that evening after work... We duly assembled on the sizeable forecourt/car park in front of the office block on Trojan Way to find a circuit had been laid out... After a while we were driving one at a time and I noticed Mike Rowle waving a stopwatch at me... Some days later I found out I was in the race team lead by David McMullan. David and I probably won 60-70% of our races, partly due to being one of the first companies to be involved in this new sport..."* He finished his story with: *"In between racing we also got involved in other types of publicity. For example, I took an electric Trokart (there we go again ahead of the game) to Bruce Forsyth in Oxford to use in his show at the New Theatre there, and the same thing for David Nixon for his TV show from the BBC's Shepherds Bush studio".*

The magazine of the Light Car and Edwardian Section of the **Vintage Sports Car Club** carried a useful article from Nick Sloan on what was termed Helicoiling. I am sure we have all had a rusty old bolt break off inside a casting and wondered how to get it out and put in a new one. He had bought a kit of threaded inserts and tools required from Tracy Tools in Devon. Full instructions came with the package and from reading the article it did not seem to be too frightening a project. Interestingly, this operation was being carried out on a Seal, a strange three-wheeler based around a motorcycle. SEAL is an acronym for Secure Economical and Light. The driver and passenger compartment was the focus. The driver steered with a wheel with passenger alongside. The motorcycle alongside did not have a seat it was just a power source. They were made in Manchester from 1912 – 1924.

Legend is the magazine of the **Land Rover Series One Club** and recently it contained an article which could be of interest to owners of several British classic cars. Hugh Walker wrote a most comprehensive article on "Overhauling Lucas Dynamos". Running to four pages, it's well-illustrated. He completes his article with: *"The Land Rover Series One Club has an excellent resource on its website in the Technical Archive where you can view the Lucas Workshop Manual*

for their dynamos and other electrical equipment. See: www.lrsoc.com/web/portfolio-items/lucas-workshop-manual/

The **Riley Register** Bulletin reprinted a most useful sounding eight-page article entitled "Instructions for fitting the patent Autovac Vacuum Control Feed Apparatus". For many pre-war cars the Autovac is the way petrol is transferred from the supply tank to the carburettor. When working they are great, when they malfunction it is often confusing. The article comes from a period booklet on the cover of which are the words "Keep this book in the toolbox of your car".



An autovac

A letter from Wavell Urry in the magazine of the **Talbot Owners Club** could be of interest to the owner of almost any make of car. *"Many years ago. As an impecunious enthusiast... I bought a TR2 which lived outside my flat in all weathers. My father passed on a useful tip in starting a cold engine. Prepare one kettle full of hot water and pour it slowly over all the inlet manifold and base of the carb. Avoid any electrical items. Then press the starter using full choke. Success is almost guaranteed. This worked well on our small yacht... I took two thermos flasks."* It would appear that it usually started first time, so he made coffee with the second thermos!

The magazine of the **HRG Association** carried an editorial relating to the change taking place to move the association into a company limited by guarantee: *"At the time of writing, the Memorandum and Articles of Association have been prepared and are in the process of being forwarded to Companies House. It is to be hoped that our application will go through without any serious problems and that the HRG Association Ltd. will make a major step forward"*. In case any members had forgotten

about the background to this change the editor goes on: *"The conditions relevant to our changes are very different from the simple ones operating in 1960 when Ron Godfrey made it very clear that we should avoid as many rules and regulations as possible and – more importantly – we should have fun. Over the past 62 years we have tried to adhere to Ron's guidance, but here in the 21st century, we do now need some working rules in a structure designed for today's conditions... We should, however, remember that we are a very small operation. We need to keep our membership, all the more so with rapidly increasing costs, despite running the operation on a shoestring. We do desperately need more pairs of hands..."*

We know that many clubs are having trouble filling vacant seats on the committee. The chairman of one club wrote in their magazine the following: *"We are debating the worth of continuing to go to the NEC given seemingly limited interest from most of the membership. Some members are understandably reluctant to loan their cars, but even with free entry passes, very few even volunteer to attend to help on the stand so the work of manning it falls on the usual suspects. Once again, I urge members to let me know what you think here. I am concerned that the default outcome could be that we stop attending and so move ever closer to a Club running a spares scheme and little else."*

David Martin, editor of Cross Purpose the magazine of the **Vauxhall VX4/90 Drivers Club**, confirms to members that the name of the club is changing to that of "The FD and FE Owners Club". He goes on to say: *"This better reflects the coverage of the club and, alongside this, we will be launching a re-designed magazine and new website this year. You should receive your first copy of 'Luton Lines' in March"*.

The committee of the **6/80 and MO Oxford and Cowley Club** ask its members *"Should our magazine have a name?"* They go on to say: *"If, for no other reason than to save having to write, 'The 6/80 and MO Oxford and Cowley Club Magazine' each time we refer to it."* They then list a number of club magazine titles as examples. They are looking for a snappy title that encompasses the club's specific interests.

Jaguar Enthusiast, the magazine of the **Jaguar Enthusiast Club** has a column by Ian Cooling entitled "Jaguar Collectables". In this country there is now a Raleigh Jaguar bicycle. Previously there had been the Jaguar name attached to cycles in Germany, Poland and the USA. There is a Jaguar tennis racquet and in Mexico a Jaguar brand of

coffee. Karrimor in this country have a range of Jaguar VI ruck sacks. In the USA there is a Jaguar motor oil sold in two-gallon cans and this is advertised as being 100% virgin motor oil. I am not sure which of these has the official approval of Jaguar Cars Ltd.

Following on from a piece in the last 'Club Chatter.' If you go as a spectator to a static rally of classic and earlier cars there will usually be a bewildering array of vehicles on show. Do you get frustrated when an owner does not display any information at all about their car? In the magazine of the **South Hants Vehicle Preservation Society** member Mike Saunders has evolved such an information card. He writes about a "show card which I made to display in the windscreen of my car. It is 21cm x 15cm and is laminated to make it waterproof. Although I display mine from within the car. The idea is to give some background and details of interest to the viewing public when displaying the car at an event". He goes on to suggest 100 words is a maximum. For a very small fee he offers to make such notices for club members. I cannot understand why owners do not want to tell people at least basic information about the car of which they are so proud to own. Having spent hours writing captions for cars in a motor museum there is then the discussion as to whether the information should be technical or a more personal history of the actual car.

In each issue of Morris Monthly, the magazine of the **Morris Register**, there are always four excellent vintage photographs collected by Ken Martin. They never disappoint. Recently there were two captioned "Electrically powered cars – back to the future". One picture shows a wonderfully moustached driver on an Offord Eletrocar and was almost certainly taken prior to 1900. The other is of JF 7321 a small, closed car known as the Wilson Foursome Town Coupe photographed in 1939. Offords were well known as coach makers and this 3-wheeler reflects their ancestry. Whilst Partridge, Wilson and Co. Ltd. of Leicester were known for electric milk floats, this was their first and only venture into cars. Bodied by Mulliners of Northampton, it is thought only forty were sold. Possibly one survives.

Still on the subject of Morris. In Minor Matters the magazine of the **Morris Minor Owners Club** there are some very interesting photographs of the Morris Mosquito – the prototype for the Morris Minor. These pictures had been bought on eBay by Andrew Elwood and are stamped Morris Motors Cowley. Known as REX/SX/86 this was the only prototype to be completed during the war and was used to evaluate engineering styling changes.

There are two very rare pictures of the car on test in the Snowdonia National Park. The early model was designed to take a flat four engine with radiator behind resulting in cooling louvres on top of the bonnet.



The Morris Mosquito on test in Snowdonia

Sidevalve, the journal of the **Ford Sidevalve Owners Club** had a fascinating article by Yvon Precieux on the Jen-Tug. Many will be familiar with the 3-wheeled mechanical Horse by Scammell, but the Jen-Tug was something a little different. Jensen Motors had a commercial body building department. Within this they developed the Jen-Tug, a four-wheel tractor unit which had its ancestry in the Latil company. The back axle was narrower than the front and the whole of the power unit and transmission was on a sub frame which could be easily removed from the rest of the Tug. The engine was the Ford 1172cc petrol engine using the conventional 3 speed Ford gearbox. The vehicle had a turning circle of 22 ft. The article had an illustration of one such unit being used by Jensen themselves to transport two Austin A40 cars which Jensen had bodied. The author knows that one Jen-Tug took part in the 1985 London to Brighton Commercial Vehicle Run. The owner said then "It was a pig to drive even at its top speed of 25mph". Do any others survive?



The Jen-Tug with the load of Austin A40s

The Bulletin of the **Morgan Three-Wheeler Club** contained an article by Dave Anscombe written about seven 7"x 5" glass negatives that had been donated to the Club. He writes: "With the help of the internet and some knowledgeable people, an astounding amount of information has been gathered about when they were taken and the people they depicted. All date from during the First World War and were taken around the Lake District by the Abraham Brothers, George and Ashley, well known photographers from Keswick... In 1916 a group of wounded soldiers were taken out for the day in sidecars by the local Westmorland Motorcycle Club". There is a Morgan three-wheeler in each shot. Dave and his team have learned a great deal about this outing and others like it. The Abraham Brothers were very well-known photographers and climbers in the region and wrote many books about the Lake District. My first employed job was as a Photographic Librarian. I too get great pleasure in researching the history behind fascinating photographs which by the time they reach you have usually lost their captions.

Writing in the Singer Owner, the magazine of the **Singer Owners' Car Club**, Nigel Hughes traces the history of car brochures: "When I started looking for a new car recently it has made me realise that the car manufacturers seem to have ditched the traditional concept of the car sales brochure. Showroom staff stock reply to the question "Have you got a brochure?" seems to be "We don't do them anymore. It's all on the website". I wonder if I am the only person that would like to see a return of those superbly illustrated and informative brochures...". This is a well-researched article illustrated with a number of reproductions from a collection of Singer brochures. >>>



General Accident advert from 1970s

"We don't let a spot of bad luck keep you off the road" was a slogan above a General Accident advertisement of the 1970's. It depicts a person with a brief case returning to his, let's say company car, to find it had been squashed by steam roller that was disappearing into the distance. This was featured in Rolling the magazine of the **Road Roller Association**. It took the form of a letter from Sandy Ross, who said: "So who remembers this advert? Somehow redolent of the 1970s – the smart suited young executive looks the part with his long hair and flared trousers. The squashed Mk2 Ford Cortina registration [WLK 263G] dates it from 1968. Whether in today's world of woke, we – as traction engine



"Sandringham" being prepared for the journey from the scrap yard

owners – would appreciate this sort of advert, I am not sure". Sandy goes on to identify the roller, an 1894 Steam Roller by Aveling, from the Royalty class, no. 3430 registered PB 9801 and named "Sarah".

Steaming the magazine of the **National Traction Engine Club** had an article by Christopher Perkins about various trips he and John Garman made on traction engines. One day he had a call from Jim Lowther who had recently bought 'Sandringham' one of a now famous pair of Fowler ploughing engines, the other being 'Windsor'. Christoph Perkins says: "I was invited to help steer the engine from Hardwick's [scrap] yard in Ewell to Bookham. This involved a ten-mile journey including driving through the centre of Leatherhead. I seem to recall negotiating Box Hill, and finally a short dual carriageway. The engine was in a very tired state and had not been used since entering the scrap yard. The available coal was very poor quality and almost dust like in size. We were new to driving a ploughing engine and part way down the dual carriageway we ran out of fire and coal. Jim was dispatched to find coal. Not long after his departure a blue and white Morris 1000 from the local constabulary arrived and the officer demanded we shift the engine as it was causing an obstruction. There was much discussion as to how to achieve this without fire and water. The officer drove off... eventually Jim arrived with a few bags of coal and after relighting the fire and raising steam we continued on our journey..." These two very large engines became famous, not so much for ploughing but under Jim Lowther's ownership for dredging lakes.

Now for something smaller in scale, the magazine of the **Sunbeam Motor Cycle Club** gives readers an introduction to the British Motorcycle Charitable Trust. The trust "has assisted projects with grant aid totalling £3/4m. The Trust has embarked on a programme of locating, restoring and preserving rare and significant British motorcycles with the aim of keeping them in the public domain and preserving them for the nation... our collection of machines now comprises 47 motorcycles exhibited in 19 museums throughout England, Scotland and Wales and the Isle of Man. We maintain the 43 British Motor Scooter Collection, currently housed in the Isle of Man Motor Museum..." The BMCT encourages enquiries from prospective members. See the website: www.bmct.org

Distributor the magazine of the **Southend and District Classic Car Club** has a wonderful article by J.S. (probably

editor Jeremy Satherely) about larger-than-life car salesman, Raymond Way. He was a successful car salesman pre and post war who would make extraordinary statements and offers in his advertisements. We are told he was "a self-made rough diamond with a background as varied as a circus and wall of death promoter, a Brooklands racer, pilot and boxing/wrestler manager". The author quotes from an un-named magazine advert from 1938 "Best part-exchange prices – from a Rolls to a Bullnose Morris, from a Brough combination to a rusty push bike, from a luxurious cabin cruiser to a rowing dinghy" and so it went on until "In fact I take anything in the world bar mothers-in-law". To use an old cliché, "they don't make them like that anymore!"



Michael E Ware

Michael trained as a professional photographer and started his own motor racing photography business in 1959. In 2001 he retired from his role as curator of the National Motor Museum after nearly 40 years. Since then, he has been an author and freelance motoring writer. He has also written books on British Canals and British Fairgrounds.

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Full report of Drive It Day & Ride It Day 2023

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