

**FBHVC**

# news



The Magazine of the Federation of British Historic Vehicle Clubs Issue 6 · December 2023



The  
Federation  
at the NEC  
**CLASSIC  
MOTOR  
SHOW**



**Plus**

Reaching New Faces

How can clubs and owners do more?

Colombes Rally

The 'must do' classic European bike event

To The End of The World

Observations made on 'Ruta del Fin del Mundo'

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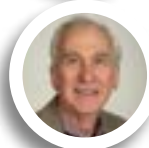
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## Regular Contributors



### David Whale - Chairman

Chairman of the FBHVC since 2012 David has served on various historic vehicle international committees. His vehicle interests include a pre-production Morris Mini Moke, a 1938 Rosengart coupé, a 1904 Curved Dash Oldsmobile and a 1973 Range Rover.



### Andy Bye - Museums & Archive Director

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



### Karl Carter - Deputy Chairman & Skills Director

Karl has led the development of the Heritage Engineering Apprenticeship Scheme and works closely with the Heritage Skills Academy. He is also a member of the Alvis Owner Club.



### Dr HC Davies - Research Director

Huw grew up with an Austin Seven before starting a career in automotive engineering. He now focusses on transport policy and practice, specifically in developing and setting the technical requirements for current and future vehicle technologies. His role in the Federation enables him to combine his profession with his hobby, that currently includes a 1932 MG Midget.



### Malcolm Grubb - Events & Technical Director

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



### Lindsay Irvine - Legislation Director

A qualified barrister who spent over 30 years as a commissioned Legal Officer in the Royal Air Force, Lindsay continues to practice in a regulatory capacity. A car and aviation enthusiast from boyhood, owning 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.



### Wayne Scott - Communications Director

Enjoying a lifetime around classic cars, Wayne learnt to drive in a Triumph GTR4 Dove and has owned a Grinnall bodied Triumph TR7V8 for many years, which can be seen at shows and competing in regularities, hill climbs and endurance rallies. He is the founder of Classic Heritage PR, specialising in the historic vehicle and motorsport industry, working for both car clubs and industry brands alike.



### Ian Edmunds - DVLA Manager

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. Owner of several historic motorcycles and cars ranging from 1927 to 1981, Ian is a member of five Federation member clubs.



### Nigel Elliott - Automotive Fuels Specialist

A 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.



### Andrew Fawkes - Editor

A member of the Aston Martin Owners Club and the Classic & Historic Club of Somerset, Andrew has contributed many articles to publications and websites, especially about Aston Martin. 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!



### Roy Dowding

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



### Michael E Ware

Trained as a professional photographer, Michael 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.



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

**W**et, windy dark and busy. From my perspective, there's no let-up in the volume and variety of historic vehicle happenings despite now being officially 'off-season'. The Classic Motor Show at the NEC is perhaps the highest profile UK event in Autumn and one that the Federation is delighted to be involved with (see page 20).

At the other end of the scale, I recently spent 3 whole days in a friend's garage whilst we both scraped off old underseal from a 1970s car. Thankfully, the 3 bucket loads of scrapings didn't reveal too much rust that apparently happens silently and relentlessly when moisture gets trapped between underseal and chassis. For me, that work is all about protecting the car from the elements so that I can drive it, albeit perhaps a little sparingly at this time of year. Perhaps inevitably, such work prompts comments about retaining or even improving the car's value, which reminded me of a conversation a few months ago with a friend who owns a classic motorcycle, a Vincent that he coveted as a child in the 1950s and finally managed to buy half a century later. He'd saved and stretched to find the hefty sum of £30,000 to fulfil that childhood dream.

Pete was expressing his concerns about the value of his bike. He'd seen an advert in a magazine for a similar machine to his, matching numbers, one owner from new, £43,000. He'd heard there'd been no takers, as yet. Pete then showed me two clippings on his garage wall. They were adverts from only a couple of years earlier offering similar bikes for over £60,000.

Our conversation went something like this:

Pete: "I keep wondering if I should sell."

Me: "But you and I both bought our classics to use and enjoy. Perhaps the market for what we love is shrinking."

Pete: "I don't get it. Old flat tankers are increasing in value and people who aspired to own them as youngsters are now long gone."

Me: "Maybe that means when we're long gone our bikes and cars will become more valuable."

Pete: "I worry about people stealing it, they're easy to lift into a van."

Me: "I would have thought that more modern bikes would be the target of thieves, especially as most people wouldn't know how to start your Vincent. You could chain it to a fence."

Pete: "When I take it out, I worry about people touching or damaging it."

Me: "That's not stopped you using it before. Regardless of the resale value of my car, it costs no more to repair it now, other than adjusting for inflation, so I'm still determined to use my car. Also, it doesn't matter to me if my car's worth only £1, I can still look at it, enjoy it and have banked more than its cash value in memories and experiences of using it."

Pete: "I'm not getting any younger and the Vincent's promised for my granddaughter's school fees."

Me: "Ah there's the rub."

Pete: "What do you mean?"

Me: "You bought the Vincent to fulfil a dream and you've enjoyed fulfilling that dream. As soon as you promised the bike's value for school fees, you started looking at your Vincent as an investment, rather than a joy."

My conversations at the Classic Motor Show rarely ventured into values of historic vehicles. I'm glad about that. Our clubs are all about conserving, using, and enjoying historic machines, whilst the Federation exists to protect and enhance our hobby (and for many, their livelihood).

Long may that continue... although I'll be happier when spring arrives!

President: **Lord Steel of Aikwood**

Chairman: **David Whale**

Secretary: **Mel Holley**

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

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

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

*You may have noticed that this edition includes a date on the cover, in addition to the issue number. Thanks to Steve Ridley for suggesting this 'innovation' which we hope will help in future when looking up past issues. We've also added the publication dates to the back copies displayed on the website.*



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# CLUB EXPO 2024

## BOOK NOW!



In Association with **BRITISH MOTOR MUSEUM**



*Our big annual event for all clubs and supporters is fast approaching! Club Expo is where you can find out what's happening on the key topics that matter to clubs within the historic vehicle community. We are grateful for the sponsorship of Club Expo 2024 by Peter James Insurance in association with the British Motor Museum, who between them have made this day possible.*

*With a range of knowledgeable speakers, Q&A sessions and networking, you'll come away armed with practical actions, tips and more that you can share with your members.*

*As usual, the day will inform future practice, examine what works well, and what gaps in learning may still exist that need to be revisited.*

*We will provide an extended lunch break to enable networking and lunch in the café. Also, during the day you'll have the opportunity to visit and meet our trade supporters to discuss any issues or ideas.*

*They include our insurance partner Peter James Insurance, who will also be available for one-to-one sessions with club officers during lunch or after the event.*

*Lavenham Press, which produces many club magazines (including data handling), will be showing its extensive portfolio.*

*Also at Club Expo, will be Childline®, where you can collect pre-booked 'rally plate' orders for Drive It Day and Ride It Day to save postage – bulk orders from clubs are welcome!*

### Topics to be covered include:

- **Offering insurance as a member benefit** - what to look for in a deal
- **DVLA Question Time** by FBHVC DVLA Liaison Manager Ian Edmunds
- **Solving the fuels challenge now and in the future** by FBHVC Fuels Specialist Nigel Elliott
- **Carbon Balancing** by Tom Worthington of Tree-V
- **A New Approach to Archiving** by FBHVC Director Andy Bye
- **Classic Car Loan Project 'The Next Steps'** by Bob Wilkinson
- **PLUS, a surprise new topic!**

We welcome questions. Please email them in advance to [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) so that our speakers can provide as full answers as possible on the day.

### When & Where?

Held in association with the British Motor Museum at Gaydon, Warwickshire CV35 0BJ, the event is on **Saturday 20 January**, from **10 am to 4 pm**.

### How Do I Book?

Attendance is free of charge to FBHVC members and supporters, with two places available to each organisation. If you wish to bring more, we will do our best to accommodate you (subject to space and prior application).

To book, send the names and contact details for each person wishing to attend to [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) or post to **FBHVC, PO Box 1563, Peterborough, PE1 9AU**

## Introduction

*By the time you read this column, the Federation AGM will have taken place at the British Motor Museum and the Classic Motor Show (CMS) in Birmingham will be over and the Federation Village packed away for another year. I will have had an opportunity to meet a few of you in person; receive some observations and suggestions from some and perhaps given some explanations and advice to others.*

I am grateful to those who expressed their support for the Federation work and also appreciate that there are others frustrated at what they perceive as work as yet undone. In my relatively short time with the FBHVC, I can say that my Board colleagues are all enthusiasts and none, myself included, do things expecting thanks or financial reward.

As was made clear at the AGM, we are focused on what will promote and maintain our ability, technically and legislatively, to operate our vehicles on the road. Our forebears in the Federation and current incumbents have achieved a fair amount for a movement which continues to grow; part of the theme at CMS in November was to demonstrate that (like the Romans in the Monty Python film, "Life of Brian") what has been achieved is perhaps more than many had recognised. In an area where we had hoped to make advances, namely with DVLA, hopefully the activities outlined by Ian in his column will bear fruit in due course.



*"Apparently it is dedicated to everything the Federation has done for us!"*

However, we are not complacent and being realistic we will miss some issues and be unable to do things about some others. Your assistance in scanning and identifying issues is vital also as is gathering evidence if appropriate. In this edition, there is a slight change of emphasis; I cover environmental issues more briefly including a short update

on Bath Parking charges which I covered in detail last time. However, I provide a Christmas stocking packed with exotic areas like the Torts (Interference with Goods Act). I also mention in brief a recent government call for evidence on Driver licensing for people with medical conditions and provide a short summary of my pitch to the AGM.

## Call for Evidence - Driver licensing for people with medical conditions

Some of you may have spotted this call for evidence in the media <https://www.gov.uk/government/consultations/driver-licensing-for-people-with-medical-conditions-call-for-evidence/call-for-evidence-driver-licensing-for-people-with-medical-conditions>. We considered that this review was partially prompted by a few fairly high profile fatal accidents reported in the media where age or dementia seems to have played a role together with a broader dissatisfaction with delays in DVLA handling of medical issues and associated costs. The review asked for views from those experienced in how medical driver licensing worked in other countries and also those who

had experience in other sectors such as maritime or aviation and the medical requirements there. It also asked for views on costs of medical reports, how to deal with the increased number of drivers with multiple medical conditions and views on the UK's approach to driver licensing.

As with any government consultation or call for evidence, this review was discussed in detail by the Federation Legislation Committee with a view to deciding whether Federation input was required and if so, what. Whilst appreciating that the age dynamic of our movement is towards the more "mature" end of the spectrum, our ultimate decision was that we could not contribute at this

"call for evidence" stage. There was nothing special or unique to HV drivers compared to all drivers in terms of medical issues nor did we have any specialist evidence to contribute in relation to what was being requested. We anticipate that this review may prompt some potential lobbying for additional restrictions or medicals for older drivers from parts of the road safety lobby in response to this survey but there are powerful bodies on the other side which are more capable than us in representing the interests of older groups. We decided that we would wait to see if concrete proposals arose from this review which might then require our intervention.

## Environmental Matters

### Emissions Based Parking Charges

Well there is no way of dressing it up – we did not succeed in our submissions to Bath and North East Somerset Council on this topic. The full background to this topic is in Issues 3 and 4. However, in the last Issue (5/23), I indicated that in response to their consultation on differential parking charges based on emissions (or engine capacity for pre 2001 light vehicles), we requested (with supporting arguments) that they charge HVs at a uniform rate and at the lower end of the charging spectrum rather than as proposed. Unsurprisingly, our arguments, together with others who had responded on HVs, were not accepted. The Council response was:

*“Historic vehicles are not provided with concessions within these proposals as the council does not have access to the required data sets. Additionally, whilst we note that typically some historic vehicles may not travel significant distances, these proposals are not concerned with how much pollution a vehicle emits over a year, but how much pollution they emit whilst being used, and particularly when they are being used within the city centre of Bath. Of course, where vehicles are used less frequently, they may be impacted less by these proposals as there will be less need to pay for parking in council car parks in Bath”.*

To be fair, Electric Vehicles (EVs) did not receive reductions or concessions either because of their contribution to congestion and pollution from brakes and tyres. I forecast that schemes such as this will spread due to the ubiquity of the Apps and although I previously stated that there is no national policy, I cannot imagine different outcomes amongst the over 300 local councils in England. Given the very slight cost differential currently proposed, we may have to save future efforts for any council that makes outrageous proposals.

## AGM

With my Director report already circulated ahead of the AGM, the challenge before a live audience is to present the essentials in an attractive way without excessive repetition. So for clarity, I sought to describe more clearly where I saw the main strategic risks stretching out into the future. All three challenges will be familiar to readers albeit described over the years in different ways but the pictorial representation in the slide more clearly demonstrated their overlapping boundaries. Clearly the focus of the recent past has been on the Climate Change Initiatives under the first ‘pillar’ and fuels and changes in vehicle regulations which might adversely affect HVs under the second. I gave the meeting the example of the Terrorism (Protection of Premises) draft bill which I described in the last issue

## Cambridge

In the previous column, I indicated that rather than push for a CAZ or LEZ, the Greater Cambridge Partnership had planned for a Congestion Zone (both concepts are in the same legislation) with drivers charged £5 to drive into a defined zone. As reported in the media in early September, with the concept facing considerable opposition, the plans will not now go ahead.

## Oxford

As well as the ZEZ (in effect a LEZ) which has been covered in this column before, Oxfordshire County Council is intent on expanding its road filter experiment (LTNs) in 2024 when major works to Oxford railway station are completed. The existing LTNs have caused a degree of controversy but are to be retained in the interim. An explanation and defence from the Council is here: <https://bit.ly/49BMOEJ>. As you will see from the statement, the “plant pot” type barriers of the existing LTNs will be replaced by the ubiquitous ANPR cameras which will allow residents, emergency and other selected vehicles appropriate access. There will also be a complex system of a limited number of days access to those in other local areas. It would now appear that the expansion of the size of the existing ZEZ will be delayed beyond its intended start in 2024 whilst further consultations take place.

Ironically the ZEZ would favour HVs as currently they enjoy an exemption: <https://bit.ly/3uiSYhM>. In the case of congestion zones and LTNs, we are unable to argue that HVs suffer disadvantage and need special treatment.

## Bailment

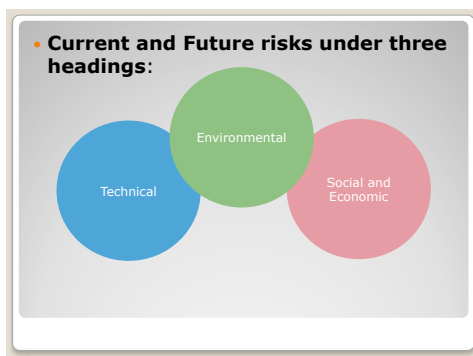
I am sure you need no reminder that I and colleagues cannot provide a tailored legal advice service to every member but we do try to direct correspondents to official sources of guidance or refine the issue to take further specialist advice on. Such was the case when we received question which took me to the law of bailment. This was a legal concept I remembered from my early civilian practice. It will be vaguely familiar to all of you who have entrusted your vehicle to a garage for repair and looked at the small print on the agreement you sign. In return for their promise to take care of it, that small print to a large degree is concerned with how the garage ensures that in return for its labour and outlay on the vehicle, a) You collect it and pay the bill and b) Provide for recovery of its monies in event of a) not occurring.

Most garage agreements contain “lien” clauses on customer vehicles; that is, a right of possession until a bill is paid. There is then usually further provision that if the customer’s indebtedness to the garage is not satisfied within a certain period after invoicing, the garage may sell any vehicle owned by the customer by public auction or private treaty. In the event of a garage not having this contractual remedy, the law of bailment allows a similar right under the Torts (Interference with Goods) Act 1977. That Act makes lawful what would otherwise be unlawful namely the sale (or “conversion” as the law puts it) of property which has been entrusted to someone whether voluntarily or otherwise.

The example I was asked to look at concerned a museum due to close which had a vehicle entrusted to their care on loan many years ago and an untraceable owner. With no similar contractual agreement as in the case of a garage, this matter relied on the statutory provisions in the 1977 Act. Due to the value of the vehicle and the need to avoid any subsequent legal challenge, I suggested that specialist legal advice was required for a probable court application for permission to deal with the vehicle concerned and the issue of appropriate notices. The lesson learned is that organisations which are loaned vehicles certainly on a long term basis should consider having a proper written agreement setting out the terms of the loan, making provision for its termination and obligations on keeping contact details up to date. I would be interested in hearing from anyone who has experienced something similar and how they dealt with it.

## Finally...

**My best wishes for the festive season and for 2024!**



as an example of legislation that can affect our movement under the third pillar of social and economic. Finally, I paid due credit to my Legislation Committee Team which, with the recent addition of a traction engine member, I suggested properly represented all the vehicle types covered by the Federation.

**Keeping our classic and historic vehicles fueled and running into the future is of huge concern for FBHVC members and many have expressed their concerns to me regarding what the future holds.**

Recent confusion and backtracking by the Government on the banning of internal combustion engine cars from 2030 to 2035, aligning with the rest of Europe, indicates that reality is gradually dawning on the Government, but not all political parties at the moment. Unfortunately, the Government has not removed the Electric Vehicle targets and the financial sanctions on manufacturers that fail to meet enough EV sales that will no doubt result in some unintended consequences.

As a general principle, I believe it is always a mistake to pick technology winners and it is much better to rely on sound science and commercial reality to let the different technologies develop and fight it out. A good example of this was legislating

that all petrol driven cars had to employ 3-way exhaust catalysts to achieve lower and lower emissions targets. This legislation immediately killed off all lean burn technology development that had shown some promising benefits in fuel economy and CO<sub>2</sub> reduction. The correct approach would have been to set the emissions limits and let the automotive industry find the most cost-effective way to meet them.

Energy demand is driven by GDP per capita, and a recent ExxonMobil Energy Outlook report noted that “Between now and 2050, developing countries will see GDP per capita more than double, driving higher demand for energy. Meeting that demand with lower-emission energy options is vital to making



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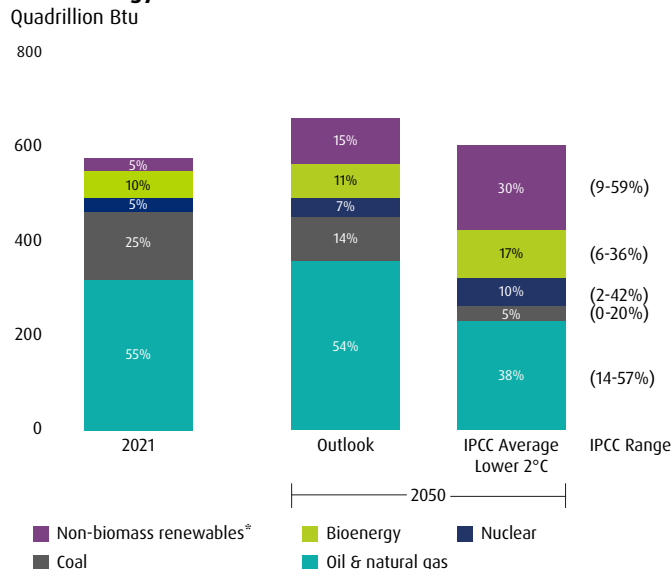
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progress toward society’s environmental goals. At the same time, failing to meet demand would prevent developing nations from achieving their economic goals and their citizens from living longer, more fulfilling lives”.

The critical question therefore is how to meet this growing energy demand. Renewable energy has made great strides although the intermittent nature of wind and solar pose difficult and prohibitively expensive storage solutions. Other options, such as biofuels, carbon capture and storage, hydrogen, and nuclear, will make an important contribution. Even with these lower emission options, ExxonMobil predict that oil and natural gas are still projected to meet more than half (54%) of the world’s energy needs in 2050.

I have not mentioned e-fuels as they rely on large amounts of renewable energy to produce and at the moment are not commercially viable at scale. Renewable fuels such as the Coryton Sustain and P1 are currently covered in the biofuel area as they convert bio

ethanol and bio methanol to a full boiling range petrol using catalyst technology. These fuels are compatible with all classic and historic vehicles and are a direct drop-in replacement with no ethanol, providing around 80% greenhouse gas reduction. Similarly, Hydrotreated Vegetable Oil (HVO) is already blended into road diesel and it can be purchased as a 100% road fuel and again is essentially a drop-in fuel for diesels. Volumes of these renewable fuels will however be ultimately limited by the availability of bio feedstock and competition with food.

The bottom line is that petrol and diesel will be available for the foreseeable future. Renewable content and CO<sub>2</sub> savings will continue to increase. The UK has 6 oil refineries with associated chemical plants producing transport and heating fuels and a wide range of solvents and raw materials for some 6,000 everyday products. It is therefore vital that this capacity is maintained to ensure both energy and economic security into the future.



**Following the meeting back in June set up by Sir Greg Knight MP with Richard Holden MP, the Under Secretary of State responsible for the Agencies including DVLA, we were beginning to feel that perhaps at long last our concerns were finally being listened to. As noted in a joint statement agreed with the DVLA published in the last edition of FBHVC News this impression was supported by a rather more positive atmosphere in the last Historic Vehicle User Group (HVUG) in August.**

I have no doubt you are all aware that on 25th July the Department for Transport (DfT) announced an independent review of the DVLA to be conducted by Janette Beinart of the Cabinet Office and expected to be published early in 2024. In correspondence sent to stakeholders including the FBHVC it was stated that the objective of the review was to assess the performance of the DVLA in four areas. These are:

- DVLA's capability and capacity to deliver its objectives.
- The effectiveness of the DVLA's current governance structure and its Board.
- The extent to which the DVLA is accountable to its customers, DfT and Parliament.
- How the DVLA considers and implements measures to maximise efficiency, current financial management and whether it provides excellent value for money.

I will return to the subject of this review later, but another significant Governmental

event took place in mid-October. The All-Party Parliamentary Historic Vehicles Group (APPHVG) hosts an annual dinner within the splendid Parliamentary Estate at Westminster and this year I was privileged to be invited. Sir Greg as Chairman of the APPHVG persuaded Mark Harper MP, Secretary of State for Transport, to attend and afterwards made a speech in which I personally heard him say that the 'steer' he had given the DVLA was to be more flexible in decisions around the registration of historic vehicles. In addition, our Chairman, David Whale, had a few private words with Mr Harper and to hand him a brief letter outlining our concerns.

About a week later David visited DfT headquarters at Great Minster House, London to present the FBHVC input to the Beinart enquiry. This took place a little later than originally planned as the Deputy Director of DfT responsible for Public Inquiries wished to meet the Federation Chairman and to hear his views first hand. David, Lindsay and I had written a 12-page

document explaining the concerns that the Federation had with DVLA's current attitude to the registration of historic vehicles. This document concluded that the FBHVC considered that from the viewpoint of the historic vehicle community, the DVLA failed with respect to the first three of the objectives (see above) and that no comment was offered on the fourth. David verbally presented key points from this document and copies were left with the DfT. Before leaving Great Minster House David called to say he felt the meeting had been very productive and that our points were well understood.

To bring matters up to date (at the time of writing) I can report that the next HVUG meeting is scheduled for late November in Great Minster House to enable Richard Holden to attend in person. The DVLA has promised us details of a revised approach to the extremely vexed question of repairs and modifications. It seems likely that with the Under Secretary of State present, and very aware of our concerns, this will be positive news. David and I will attend this meeting and any significant outcomes reported asap.

To conclude, after a bleak period lasting far too long, I do now begin to feel more optimistic we may be able to return to the useful and productive relationship we once had with the DVLA.

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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
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## ARCHIVES

*I have to say I am very encouraged that since the last magazine I have been actively involved with detailed archive discussions with 4 clubs and assisting them to work out both their clubs' requirements and the priority order they should do things.*

The Federation is also working with Genus to develop a Federation Archives Portal on which clubs can obtain their own secure space to display archive material. Those of you who came to the AGM or visited our stand at the NEC may already have seen the demo system. It means you can let members see photographs

or documents that previously would have been stored away in boxes and will appeal to any overseas members you may have.

We are launching the service at Club Expo in January so if your club has an archive which you would like to be able to give your members viewing access to then please ensure you come along to get more details.

## MUSEUMS

*The Dunsfold Collection has recently joined the FBHVC as a museum member so as an introduction to this organisation here is the background to its formation.*

For many Land Rover enthusiasts, the Dunsfold name will be well known but for the wider historic vehicle movement this is how it fits into the story and history of Land Rover.

Dunsfold is a small village in Surrey UK, but it became well known because of one man. It was here that in 1968 the late Brian Bashall started a small country garage and because of his interest in all the vehicles from Solihull that it became known as Dunsfold Land Rovers. This would later change to simply DLR. During the 1960's there was not much interest in the heritage or history of old Land Rovers but despite this Brian started collecting rare and unusual versions of the Land Rover. This was sometimes done with inside help from some of the few people at the Rover company who felt there was a need to save some of these unique vehicles which might otherwise have been broken up and sold for scrap.

Brian's son Philip worked alongside him eventually taking over the business after Brian's death. Philip was equally, or maybe even more, enthusiastic about saving these special Land Rovers and became a well-respected expert on the subject, always willing to share his knowledge on both the historical and technical aspects of Land Rovers with enthusiasts.

DLR became one of the first and best places to call for Land Rover repairs or for the supply of spare parts, particularly for Series Ones, military vehicles, or other unusual Land Rovers.

All this time, the vehicle collection continued to grow but storage problems meant that they were tucked away in different locations around the area. Because of this it

was not easy to view these vehicles, so a few Dunsfold Open Weekends were held, and these became very popular attracting many visitors. However, it was a lot of work to get all the Land Rovers out of storage, clean them and get them together lined up in a nearby field.

Philip always had the wish that all these special vehicles, together with a huge archive of drawings, models, books, badges, and advertising material should be safeguarded for the future.

A major step towards this was in 2014 when the Dunsfold Collection became protected by becoming a registered charity, looked after by a board of trustees and with a group called the "Friends of Dunsfold Collection" who financially supported the collection.

More recently, around 2020, Philip Bashall felt the time was right to close DLR as a working garage and parts supplier to devote his time to developing his dream of securing the future of the collection for the benefit of all enthusiasts. Of course, the closure of DLR was a sad time for all the customers from around the world who had used its services for so many years but what was to follow would be exciting to Land Rover enthusiasts.

With the help and support of a number of people,

Philip transformed the garage buildings into a permanent Land Rover Museum. After a couple of years of hard work there was, on Sunday 11th June 2023, a grand official opening. This was for specially invited guests who had either worked on the project or supported it by subscribing to the Friends of Dunsfold Collection. On a sunny summer's day, about 120 enthusiasts gathered for their first viewing of the new museum.

Attendees were amazed and delighted to see the transformation from an oily workshop into a clean and bright museum full of all sorts of Land Rover history. About 25 vehicles were fitted into the building together with many display cabinets around the walls containing all sorts of interesting items, from the smallest pin badge to sectioned engines and gearboxes.

Looking at this large display it must be remembered that there are still another 100 special Land Rovers in store at other places with the plan to rotate the vehicles around so that different Land Rovers can be seen on display at different times making a repeat visit a must!

Like many small transport related museums, the Dunsfold Collection does not have the resources to open on a daily basis, but they will be organising open days as well as offering special tours for pre-arranged groups and this would make an interesting day out for any group.

For more information about the Dunsfold Collection have a look at their website:

[www.dunsfoldcollection.co.uk](http://www.dunsfoldcollection.co.uk)





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***At the recent AGM, I outlined my thinking for the Federation's next major survey. Many of you will be aware of previous surveys and the impact they have on both our understanding of the needs of the historic vehicle movement and also its contribution to and effects upon society.***

I mentioned that it's my ambition to keep the survey relevant in a changing world. That's not to say that the survey will change per se, but that we will need to be aware of what the historic vehicle community requires, how the landscape in which we exist is changing, and to examine critically what we intend to deliver and how we deliver it. Indeed, even if nothing changes with the survey as a result of this critical evaluation we will be proceeding with additional confidence.

Affiliated clubs will play a key role in the planning process, and I was greatly encouraged by the questions and comments that followed my presentation as indicators of a desire to do so. As you might expect, the work is resource intensive and will need appropriate prioritisation of content and stakeholder engagement.

From the AGM, the ideas that I will take forward for consideration include:

**1. Framing the survey to consider both the current and future position of the historic vehicle sector in terms of its social and economic contribution.**

Within the survey there is the opportunity to pose questions relating to future aspirations of owners, sectors, etc. both in the short and longer term. Indeed, the previous survey touched upon this, but actively considering how this is managed and what is delivered is something that will be explored. Further, the rolling aspect of dispensations (like the 40-year historic vehicle classification) enables a form of forecasting to be included as an output. Vehicles that are to yet reach their 40-year threshold are already in the system and so it's possible, to a certain degree, to forecast the growth of the historic vehicle sector (i.e. some vehicles may be scrapped, but the remainder would become registered as historic).

**2. The framing of the survey to consider both road going and non-road going historic vehicles.**

To track the social and economic impact of sectors that are possibly underrepresented at present is indeed one of the extensions to the survey that should be considered. The caveat, as mentioned previously, is resource and the attendant prioritisation. There may be an opportunity to collaborate with groups already active in these sectors. A detailed exploration of comparable surveys undertaken by other sector organisations in other international markets would provide this much needed insight.

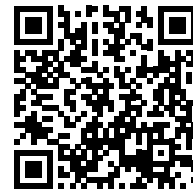
A further concern raised at the AGM, and which I found interesting as I have experienced this myself, is the quality of spare parts. My remit as an academic in an engineering school includes teaching design based on the concept of 'Total Design' as developed by Stuart Pugh (1929-1993). Integral to this is the consideration of quality of design and quality of conformance – the former relates to how the product is designed and the latter the process of manufacture and assembly. These drive the success of a product in the marketplace. Products that do not meet a customer's expectation of quality in relation to their investment in that product, that is they provide a poor benefit to cost ratio, fall by the wayside to be replaced by those that do – at least that is the theory.

This very nearly happened at Jaguar. I recall reading 'The Will to Win', the biography of former chairman Sir John Egan, who observed that Jaguar had challenges with quality of conformance – with 6 out of 10 quality problems imported due to substandard components from suppliers, i.e. a quality of conformance issue, and one that fortunately Sir John was able to correct – and Jaguar is still with us.

For the next FBHVC survey we can certainly consider how to better measure customer expectations of quality by building on existing questions that explore expectation or willingness of customers to invest (e.g. for key products) on maintaining their historic vehicle(s).

I hope that this little missive is insightful regarding my ambitions for our next major survey. Please feel free to contact me with your questions or ideas on this subject using [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)

I look forward to 2024 and, with the support of clubs, to the next (and my first) FBHVC survey. Results of the 2020 Research Survey can be found here:



[www.fbhvc.co.uk/2020-research-results-headlines](http://www.fbhvc.co.uk/2020-research-results-headlines)

**Footnote:**

For anyone wishing to find out more about my background and experience can I suggest the following key words are entered into a search engine: 'Huw' 'Coventry' 'Pure'. If we have overlap or common interests, then please let me know. I'm always happy to chat.



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# The FBHVC AGM – A Brief (Personal) Summary

By Andrew Fawkes

***I attended my first FBHVC AGM and Conference (the 24th such meeting) on a bright and breezy day at the British Motor Museum Conference Centre. If you haven't been there and are looking for such facilities, it's ideal.***

There were about 60 people in the room with many representing historic vehicle clubs, large and small. Many of the Federation board were in attendance to present their reports and answer the many questions from the floor. Chairman David Whale opened proceedings and managed the meeting with Federation Secretary, Mel Holley, doing the 'Richard Osman' role (that's a complimentary reference to BBC TV's popular show, *Pointless*).

It was encouraging to hear that the Federation now represents 504 member clubs and 48 museums, and that one club had joined that very morning. Also, we heard that ticket sales for the approaching NEC Classic Motor Show were ahead of expectation. Promising news indeed for those of us interested in the continuance of the historic vehicle movement.

The reports of the directors are summarised elsewhere in these pages (and in detail on the website) and so I'll focus only on a few points I noted in my pad:

- 1** Advice to clubs on how they can reduce costs will be coming from the Federation's own efforts in this regard. As IT Director, Tim Jarrett commented, technology has a big part to play in this. However, it can also be as simple as decreasing the margins in document templates so that, ultimately, less paper is used for printing.
- 2** A discussion about how our efforts to offset climate concerns were evaluated prior to adoption, as well as how it's doing, were of sufficient interest to warrant the article by our partner, Tree-V on page 15.
- 3** It's hugely encouraging to hear that since 2014, over 200 apprentices have passed through the Federation's scheme. Truly an investment in our industry's future.
- 4** Drive It and Ride It Day is our 'national owners' day'. Communications Director, Wayne Scott, made an impassioned point that the core message of this annual celebration, created and managed by the FBHVC, can – despite its charitable connection - sometimes be lost. We'll be returning to this topic before the 2024 event is upon us.
- 5** Wayne also announced the inaugural Inter-Club International Weekend that will take place next year. The success of the MG/Triumph 100th anniversary event is the inspiration for this 'mega get together' (see page 29).

After the formalities (and lunch) had concluded, the afternoon involved a Q&A session regarding current and potential future legislative, administrative and political support for our industry.

If you haven't been to a Federation AGM, I can recommend it. No doubt January's Expo will be similarly stimulating.

*Chairman, David Whale, makes it clear which meeting we're at!*





# Reaching New Faces



by Bob Wilkinson

***Encouraging the next generation of historic vehicle enthusiasts is seen as a high priority issue for most classic car clubs and owners. The ageing member/owner population is of concern as owners become less active with the consequence that an increasing number of historic vehicles become dormant. Perversely, the value of some classics have risen, thus creating a perception that classic ownership is beyond the reach of aspiring enthusiasts.***

Various initiatives have emerged in recent years to provide classic driving experience - from the availability of short excursions to the supported loan of a classic for a whole year. However, these initiatives are only scratching the surface, as thousands of cars will need to be in younger ownership in the coming years. Often, we are only touching those already interested in the historic vehicle scene... but what about reaching the wider public?

**Bob Wilkinson is director of the Classic Car Loan Project**  
<https://classiccarloanproject.co.uk/>

## How can clubs and owners do more?

### Opportunities

- Make the most of current club activities such as shows, tours, social meetings.
- Also, the casual encounters at fuel stops and on local shopping trips.

### Create opportunities

- Small groups of classics on display in public areas - parks, shopping malls, town centres. Seeking permission can often lead to other ideas from the venue owner to enhance the visitor experience.
- Car dealerships can also provide display event opportunities.
- Use local press to publicise classic events or local classic owners.

### Style of interaction

- Be positive and welcoming to enquirers.
- Do not congregate in static social picnic huddles at shows! Engage and use the opportunity presented.
- Be prepared for what may appear to be naive questions about our cars - the style of your response is important.
- Invite close inspection of your car. Demo simple maintenance tasks.
- Arrange to meet and take for trip at a later date, if appropriate, where interest is shown by a local enquirer.

### Demystify Classics

Perceptions commonly encountered are that all classics are expensive to buy, costly to insure, parts not available, hard to drive, difficult to maintain. All readily answered to counteract these impressions.

- Include positive messages about the joys of ownership in your 'windscreen display' rather than long lists of the vehicle's technical features.
- Indicate how classic clubs operate to give local support to new enthusiasts.
- Historic status currently gives wide exemption to many restrictions that apply to most modern vehicles.
- Repairs and maintenance are usually cheaper and easier than for modern cars.
- The historic vehicle movement is worth over £7bn to the UK economy and supports over 34,000 jobs.

As you probably know already (and may have experienced when you were young) presenting your historic vehicle in an upbeat and friendly manner will do wonders for encouraging new and younger enthusiasts to join the movement we love so much.

# Tree-V



**The Classic Motor Show 2023 (CMS) marked the second birthday of the FBHVC's carbon capture initiative... and what a first two years it's been!**

To date we have carbon balanced over 3.7 million miles through the planting of over 5,000 new trees in North Yorkshire.

The FBHVC is proud to provide this environmental initiative, delivered in partnership with Tree-V, as a green scheme that everyone in the historic vehicle community can contribute to. By uniting and having a cumulative positive impact on the environment, it gives us an incredibly potent tool as we work with lawmakers and the public to ensure our vehicles can thrive on tomorrow's roads.

Alongside hundreds of individual enthusiasts tackling their emissions, a wide cross section of the FBHVC family is now involved in the scheme. This year, several museum members (Brooklands, Transport Museum Wythall, the National Motor Museum and Dundee Museum of Transport) have become involved to carbon balance their collections, their events and, in some cases, their staff and volunteer miles.

Many of our supporters, such as **Rally the Globe**, **Genus** and **British Racing Motors**, are also playing their part. In fact, every mile covered in 2023 by BRM's V16 Chassis IV, that was seen on FBHVC's CMS stand, has been carbon balanced through the FBHVC's scheme.

## Why Tree-V?

During 2020 and 2021, when the FBHVC were researching the best carbon offsetting solution for the historic vehicle community, all manner of solutions from tree planting in various parts of the world (including several projects in the UK) to the purchase of cooking stoves in Ghana and just about everything in between, were considered! We concluded that if our initiative was to maintain the reputation of the Federation and be accessible to British enthusiasts then UK based projects were the best choice.

The passion of Tom and the team from Tree-V captured our interest in acting as the interface between our knowledge of historic vehicle enthusiasts and the complex world of those planting trees. Tree-V recommended Forest Carbon and their credentials spoke for themselves. Established in 2006, Forest Carbon has planted over 13 million trees and are certified by the Woodland Carbon Code - which is supported by the UK government and internationally recognised by ICROA (International Carbon Reduction and Offset Alliance). They make sure they plant the 'right tree in the right place' as required through adherence to the Forestry Commission standards.



# To the END of the WORLD

Observations made on 'Ruta del Fin del Mundo'

By Roy Dowding

***At the end of November last year, my wife and I were finally able to go on the trip that had first been booked back in February 2020, but had been postponed four times since, due to Covid restrictions and border closures.***

Occurring so close to Christmas was not ideal timing, but it was becoming a case of 'now or never', since there were elements that would prove strenuous and we are not getting any younger, to quote a well-hackneyed phrase!

The trip would take us to the southernmost part of South America, entailing flying to Santiago, Chile and moving down that country to the

snow-capped mountains, glaciers and lakes of the Torres del Paine region. From there we would cross into Argentina, traversing Patagonia to Tierra del Fuego before flying back up to Buenos Aires. Here we would spend a few days, including a hop across what is generally called the River Plate (although it's really the Uruguay River) for a day in the beautifully preserved coastal village of Colonia, Uruguay, before heading homeward.

After all that one sees and hears about the old Yank tanks regularly plying the streets of Cuba, and from relatively recent photographs of the wide boulevards in Argentina's capital

showing several examples of Fifties Americans (and the occasional Hillman Minx!), I was rather looking forward to a good dose of classic nostalgia.

It was not to be! A combination of tightening emission controls, hard usage and extreme winters have all helped to play their part in driving old cars off the roads of Chile and Argentina. As a consequence, the vast majority of vehicles are less than 20 years old and mostly comprise pickup trucks, SUVs and small South American-made saloons or hatchbacks. One notable exception was a venerable Ford Victoria Taxicab spotted for hire in El Calafate. >>>





*Not all the roads are metalled,  
nor all streams bridged*



*Ford Victoria Taxicab*



*An ancient Dodge Pick-up  
with Colonia lighthouse in the background*

*A typical vista of much of Patagonia – big sky, snow-capped mountains, vast stretches of vividly coloured water (some with huge blue-tinged icebergs that have been calved from the glacier at the head of the lake) and semi-arid desert with sketchy thorn scrub bushes as the only relief*

There is occasionally an old-timer parked here or there, almost always no longer mobile and now merely adding to the ambience of its surroundings.

But what also became apparent was that rarely did anything turn out to be quite what it appeared to be. Renault and Chevrolet were by far the most prevalent badges seen, but mostly on unexpected models, or variations of the familiar versions. For example, what seemed to be recognisable Vauxhall/Opel models, such as the Corsa, were badged Chevrolet, as were several ex-Daewoos still made in Latin America.

What we would recognise as Dacia models were all badged Renault, and even well-known names such as the Clio had localised derivatives – for example the addition of a boot which, in my opinion, did nothing for the overall appearance.

Volkswagen and Ford have long been established manufacturers in Latin America and over the years have produced many cars specific to that market. We saw several of these, including a VW 2000 GTi, which looked like a cobbling together of a 1980s Audi 80 and VW Scirocco. And yet it appeared to be quite new!

Still to be seen, albeit few and far between, are the Brazilian VW Type 321 Brasília, one of the last of the rear-engined models, originally introduced way back in the 1970s. Oddly, despite the millions made, many of them in South America, we saw only three VW Beetles throughout the entire trip – all late models and each of them rather ‘tatty.’

The Ford Fiesta seems to have been very popular in its various guises – sometimes with a boot and four doors or pared back as a basic 2-door and badged “Ka”. We even spotted one extended wheelbase 4-door fastback sedan.

Perhaps no surprise was to come across one or two Renault 12s, still pressing on in service! While most familiar to us as the Renault 12, this car had started life badged as a Ford, having been a joint development between Renault and Ford Brasil, following the latter’s purchase of the rights to the design from Willys-Overland, Renault’s original South American partner.

Launched in Brazil in 1968, the car was initially called a Ford Corcel (later renamed Del Rey) and beat the 12’s unveiling in Europe by a year! But, in contrast, while sales of the 12 in Europe ceased in 1980, it continued in production in Argentina until 1995.

Quite the most bizarre vehicles we saw were a couple of purpose-built all-wheel-drive off-road camper trucks. One was an ex-Army MAN lorry (converted to a ready-for-anything mobile home) while the other was a Unimog, still wearing its German registration. This had been driven from Germany 10 years ago across Russia to the Bering Strait, and then all the way down to Patagonia through North, Central and South America. The owners then sold it locally and returned home to Germany. Their truck has remained local, each year changing hands for new custodians to temporarily enjoy in the area.



A Vauxhall Ten Four from c.1946



Volkswagen Brasília



Citroën 11 Légère



Late model Chilean-assembled VW Beetle 1600



Citroën 2CV with heavily applied ‘mastik’ around the rear window and additional fixings to help seal the roof, hoping to keep out the rain!



Ford Fiesta extended wheelbase 4-door fastback sedan



Booted Clio



Renault 12 with friendly guards



Volkswagen 2000 GTi



Ex-Army MAN lorry



German registered Unimog



A brand-new Mercedes-Benz with Irizar coachwork portraying quite the most delightful artwork we saw – and there were many fine examples to be seen, but we like penguins!



An ex-London Transport Routemaster, looking slightly 'wrong' in blue, which has served for 20 years as a tourist excursion bus in Ushuaia, the southernmost town in the world



A once-proud quad-axle long distance bus with Marcopolo bodywork, now a dog kennel in a side street in El Calafate!



# The Federation at the NEC CLASSIC MOTOR SHOW



Report by Andrew Fawkes



**The Classic Motor Show at the NEC, Birmingham is an annual pilgrimage for thousands of historic vehicle fans, traders, suppliers and celebrities to mingle and in some cases to take part. There are rows and rows of stands offering everything to clean, restore, fettle and to wear representing your preferred marque.**

There's also plenty of choice to keep fed and watered whilst wandering about and commenting 'I had one of those' and 'I wish I still had it now!' The 3-day show also attracts visitors from further afield to immerse themselves in 6 halls of motoring history and to make or renew old friendships. The coming together of many like-minded people was no better demonstrated than by the observance of two minutes' silence at 11:00 on Armistice Day (Saturday) and Remembrance Sunday.

Those who have visited before will know how impressive the 'Federation Village' in Hall 5 is, and what oohs and aahs of delight it engenders. The presence of very rare or unique vehicles of historic significance is a deliberate feature of the FBHVC display and the reason for the visitors' responses. I witnessed many such expressions of delight and, whilst I claim no expertise in respect of the exhibits, their owners or guardians were on hand to answer the detailed questions. At least I could hand out copies of our show brochure or direct them to the stand's reception desk where the Federation's directors were only too willing to help.

Naturally, the bulk of such conversations was with Club representatives, many of whom also had a presence at the show (319 in total). I've also since discovered that the show enjoyed a record attendance of 71,290. Yet another indicator of post-pandemic recovery for event-based activities.

The Federation stand also presented a 'show within a show' on the Friday as communications director, Wayne Scott, hosted a live Press Conference. Wayne outlined the work and successes of the FBHVC and then interviewed a succession of key contributors starting with chairman, David Whale, who described his experiences from the corridors of power in Parliament and how that work ultimately benefits the historic vehicle movement.

The Federation was once again awarded the "One Unforgettable Day" accolade from the NSPCC's John Worth in respect of the Federation's support for Childline® through the sale of Drive It Day and Ride It Day rally plates. That means the FBHVC covered the cost of manning the telephone lines for a whole 24-hour period (c.£30,000). In fact, Drive It Day and Ride It Day have raised over £125,000, funding more than 30,000 calls, since the day's support of Childline® began.

Wayne then interviewed a succession of contributors, each of whom explained their contribution to the historic vehicle movement that coalesced around the Federation Village: Tom Worthington of Tree-V, Paul Negus of Genus,

Clarice Charot of UTAC, Andy Wait of Motul, Nick Owen of BRM, Denis Chick of the Transport Museum Wythall and Richard Usher of the Great British Car Journey. The work they do and their contribution to the historic vehicle movement can be found elsewhere in these pages and on the Federation website ([www.fbhvc.co.uk](http://www.fbhvc.co.uk)).

David Whale's words sum up the FBHVC's presence at the show:

*The Federation has existed for 35 years with the simple objective of maintaining the freedom for British enthusiasts to use 'Yesterday's Vehicles on Tomorrow's Roads'. As our vehicles become recognised as a critical part of our national heritage, spanning back to the 19th Century, they become increasingly valued in society. Our work includes lobbying Government (for six years in one, specific example!) to present today eye-catching examples of our automotive history.*



*The Federation stand succeeded in enthusing at least one visitor of the next generation, as Jess Gardner Reeves 'drives' her Mum, Catherine, in the Midland Red BMMO CM6T coach!*



*'One Unforgettable Day'  
display graced by the 1914 Peerless*



*The amazing BRM V16  
was a major attraction*



*UTAC's Clarice Charot shared her passion  
for L'autodrome de Linas-Montlhéry which  
celebrates its centenary next year*



*MG J4 graced the UTAC  
stand in the Federation Village*

# childline

A life-changing NSPCC service

The NSPCC (National Society for the Prevention of Cruelty to Children) is a leading charity in the UK & Channel Islands that aims to protect children today and prevent abuse tomorrow.

They provide services such as helplines, online support, education and campaigning, as well as working with families, communities, and organisations to support children and young people and promote child protection.

Childline® (part of the NSPCC) engages with over 800 young people every day and is a free and confidential service accessible to young people.

The NSPCC has been tirelessly raising funds over many decades so that no child should be at risk of abuse. Without public funding, their services for children would not exist.

The partnership with the FBHVC and its members and clubs, focus on Drive It Day, which has raised significant funds for Childline® over the past 3 years.

It's estimated that over 30,000 calls from children and young people have been funded through Drive It Day. The impact of support from the historic vehicle community, goes beyond the calls received.

Every Drive It Day plate displayed, shines a light on the support given by the historic and classic car community to the wider community.

# COLOMBIERES RALLY

BY IAN KERR MBE

The beauty of motorcycling is its many facets that allow all to indulge in whatever aspect appeals most. To some, it's the pleasure of a rebuild/restoration, but for many it's the pleasure of riding, whether it be socially, competing, attending rallies or touring. Part of the pleasure of the latter is, of course, socialising with like-minded souls, especially when it comes to classic motorcycles.







The event takes advantage of the stunning northern Spanish scenery

Although there are many excellent events in the UK where riding and socialising are combined, there are also some top-notch events in Europe that likewise allow the enjoyment of great roads with stunning scenery and excellent company. Top of the list for all these components is the week-long 'Rally International Motos Clasicas's' as it is officially known, or more commonly called the Colombres Rally.

Started many years ago by a Spanish motorcycle club, MC Piston, it was primarily a week-long riding event for classic bikes on some of the superb roads in the Picos de Europa and surrounding areas. It became known as the Colombres Rally, reflecting its historic base in the northern coastal village of the same name that is easily accessible in early October thanks to the excellent Brittany Ferries service into Santander.

The Moto Club Indianos (based in Colombres) was formed in 2011 to re-establish the event, everything from the organisation to food and hospitality, and they have established a vibrant website, taking things to a whole new, very professional level. They now enjoy the backing of the Asturian Motorcycle Federation, as well as local government, and have enjoyed TV, radio and printed media coverage all over Europe. One Spanish classic bike publication has dubbed it the 'Daytona Bike Week of Spain' due to the numbers who flock to the final, action-packed weekend.

However, the organisers have not rested on their laurels and have established the 'North of Spain Rally' (in the week before) based further south, to enable riders to see more of Asturias and how much it differs from north to south. As with the Colombres rally, a hotel is used as a base with daily ride-outs with lunch provided along with full back-up facilities.

The age limit for machines taking part in both events is capped at 1988 which allows a real diversity of machines, from the hand-change bikes of the 1920s, to early Japanese, Italian and of course, British machines. The entry list reads like a motorcycle encyclopaedia and the home country of the entrants is likewise just as diverse, with attendees from as far afield as Australia as well as all over Europe. Perhaps unsurprisingly, the majority are from the UK which leads to many new and old friendships being forged each year.

There's no need to worry about language difficulties as the organisers speak excellent

English and there is always somebody on hand to translate if needed, likewise, an English-speaking Doctor. Weather conditions are mainly favourable and you get a chance to experience the real Spain as opposed to the Costas further south – no egg and chips or McDonalds here!

Both weeks provide the same superb motorcycle roads carved into the hillsides, providing challenging riding as well as superb views and the chance to see some of the culture as well as enjoying the company of like-minded individuals from all over.

The entry fee for both events, which can be entered separately or as a pair, includes T-shirts, a souvenir and lunch each day. Hotel accommodation is available to suit all budgets. 'La Para' - the hub of the main event - provides a free drink at the end of each day's ride!

Daily ride-outs vary between 100 and 150 miles with route instructions provided and changes of directions often marked with arrows on the roadside. Those who use modern technology like Sat Navs can use the QR codes provided to upload the routes.

A back-up van (known as the 'Van of Shame') is provided each day which follows at a discreet distance and a fully equipped workshop is also available. There are many eating options at the hotels and nearby restaurants.

The final weekend of the Colombres rally has several additional attractions, such as the now traditional hill climb in the village (part of the Spanish championship), an auto-jumble and a classic motocross event on the Sunday.

Although both weeks are mainly 'ride at your own pace' social events, those seeking a stiffer challenge can opt to join the 300-mile challenge. It starts at sunrise and the aim is to finish in 10 hours, passing through various photographic checkpoints along the way to collect an award. Believe me, on a 60-year-old British bike it's a real challenge on sinuous mountain roads. However, for 2023 there was a record entry of 100, although only 46 finished, one of which was the first female rider to enter! The overall entry for the main event was also a record, and people are already booking ferries for 2024 as the dates for both have now been announced.

If this sounds like your kind of event, keep an eye on the website for next year's entry forms. This is fast becoming the 'must do' classic European bike event, having overtaken many older, more established events in Spain and surrounding countries.

Full details can be found at [www.motoclubindianos.com](http://www.motoclubindianos.com) and on their Facebook page.

# IN BRIEF... ALVIS

Words and images by Brian Page



12/50 Tourer – seen at Helmingham

Alvis was established in 1919 by Marine and Aero Engineer, T.G. John, using his skill to produce a lightweight car with his own manufactured pistons in an engine provided by Ware and de-Freville, which eventually had associations with Marendaz and Marseal, both vehicle manufacturers before WW2. T.G. John was joined by ex-Daimler engineer, Capt. G.T. Smith-Clarke in the early 1920s and later by W.M. Dunn, both skilled engineers. Smith-Clarke went on to be responsible for all subsequent Alvis Cars from the immortal 12/50 to the end of production in 1967.

In 1921 the company changed its name from TG John Ltd to the Alvis Car and Engineering Co. Ltd and by 1928 over 6,000 cars had been produced, which at the time was very respectable and no mean feat! Alvis vehicles were well made and employed quality components, including their 'in-house' built engines. Their designs were contemporary and possessed advance engineering, but they were relatively expensive to purchase in comparison to other manufacturers of that period. In late 1922, Alvis acquired Buckingham Cars, who were the manufacturer of more modest vehicles, although within a year or so,

Alvis halted the production of the type. Alvis also marketed the Stafford Motor Scooter in the late 1920s. By 1923 Alvis had produced the well-made 12/50 range, with its 4-cylinder OHV engine, which by 1931 had sold nearly 4,000 units and added to Alvis's well deserved good reputation, including significant exporting of their products, as far afield as Australia. Alvis also produced sporting vehicles, many of which were used in competition events, especially in the late '20s and into the 1930s.

Alvis was also heavily involved in Aero Engines in this period, but were renowned for their car manufacture. By 1928 they were producing the FD and FE Series of cars which were pioneering front wheel drive in Britain. The type had a 1482cc OHC engine, designed and built by Alvis in their Coventry factory. The type didn't sell particularly well and Alvis moved on from the type by 1931.

By the mid 1930s Alvis had moved 'up market' and were producing superb quality saloons and tourers, many were being coachbuilt by the leading body manufacturers of the time, including Cross & Ellis, to name just one. The Speed 20 model really captured the buying public's attention, especially as the vehicle has

some success on the race track. The quality of the company's Crested Eagle and the 3½ litre cars were to go on and rival similar products by Bentley and others at the time.

By the late 1930s, Alvis's production of military vehicles and aero components increased as the 'clouds of war' loomed. The last car models to be produced prior to WW2 were the impressive 4.3 litre cars and the smaller engined 12/70s, the last being made in early 1940.

Car production re-started in 1946 with the traditional looking TA14 Saloon and the DHC, either bodied by Carbodies or Tickford, both producing attractive bodywork on the Alvis chassis and running gear. There were also some coachbuilt saloons and coupés manufactured by specialists of the era.

By 1950 the Alvis range also included the larger engined TA21 in saloon and DHC form, again with either Tickford or Carbodies designs. Also there was a rare (approx. 30 produced) TB21 'Roadster' available and a performance model with more power, the TC21/100 'Grey Lady' producing around 100bhp. The early '50s range of cars were well made, as expected for an Alvis, but were beginning to look a little dated. By 1956, Alvis had changed design and a more modern



A later example of a 12/50



An early 1930s 12/75 with aluminium body



An FD front wheel drive car inspected by the author



Alvis had some success on the race track in the 1920s & 30s.



A lovely example of a 3½ litre Tourer



*A post-war TA14 Saloon assessed by the author*



*TA14 DHC by Carbodies*



*TC21 DHC with Tickford body*

looking range of vehicles was offered. The design was originally provided by the Swiss coachbuilder, Graber, who provided the sporty looking TC108G, later to be built by English firm, Willowbrook and then, later again by Park Ward and renamed the TD21, both in sports saloon and DHC forms. The type retained the 3-litre, 6-cylinder engine from the previous model, but now produced 120bhp with performance to match.

By 1964, the TD21 had been updated slightly and the TE21 and later the TF21 models had arrived. The main visual differences being the fitment of twin stacked headlamps and an increase in price! Graber, the specialist coachbuilder in Switzerland also manufactured some limited examples of both types which were expensive and even more 'up market' at the time.

By late 1965 Alvis was becoming less influential within the the luxury sports or sporting car market, especially as their designs, engines and activities were lacking a modern approach and the costs to produce and buy an Alvis was expensive in comparison with other manufacturers of the time. Rover Cars (which by then was part of the Leyland 'empire') acquired the company and production of Alvis cars halted in 1967.

Alvis Engineering continued



*The mid 1950s TD21 in both sporty Saloon...*



*...and DHC form*

to provide excellent military vehicles such as the armoured Scaracen and Ferret and later the innovative amphibious Stalwart. All saw long service with the British Army into the 1980s and beyond.

Alvis Cars are well catered for by the Alvis Owner Club and many components are still available to help keep the marque on our roads. The Alvis 'Red Triangle' and the 'Hare' mascot are a welcome sight and a sign of good quality, with the vehicles well built and with great engineering. The Author has been lucky to have driven many and assessed over 100 examples.



*A rare Graber bodied TE21*

**Brian Page AfM, MIMI is the proprietor of Classic Assessments**



*A TE21 Saloon by Park Ward  
One of 352 made*



*The Alvis Stalwart amphibian cargo carrier vehicle as used by British forces in the late '60s and into the early '80s*

# Restoration Awards 2023

**The Western Desert Recce Group (WDRG) based in High Blantyre, has picked up a National Transport Trust award for the restoration of a Long Range Desert Group Chevrolet truck to 1942 specification.**

The Long Range Desert Group (LRDG) operated during the Second World War behind Italian/German lines in the Egyptian desert. Observers may have seen them in the role of 'taxis' in the recent fanciful BBC show *SAS Rogue Heroes*. However, they were much more than that. They were involved in significant intelligence operations and were responsible for creating logistical bases for irregular operations, including the SAS. The LRDG was in operation well before Col. Stirling and his merry men started their adventures.

In 1941 the LRDG recruited Dr Richard Pike Lawson MB MC MID of the RAMC as its Medical Officer. Dr Lawson seems to have been a man of significant resource. He realised that to perform his task, he and his medical orderlies needed to accompany operations. LRDG thus needed to possess a mobile consulting room/casualty station.

Dr Lawson and his orderlies, begged, borrowed and stole suitable materials and installed them into a 15cwt Chevrolet CMP truck (although not the vehicle used here, which itself is a very rare Indian Army model). The assembly was demountable and could be used in a tent.

Today, the WDRG is a Scottish charity run by veterans for veterans and was founded in 2008 by Maj (Retd) Gary Wallace.

It has two interrelated functions:

- To celebrate the exploits of the Light Car Patrols (LCP) in WW1 and of its successor Long Range Desert Group (LRDG) in WW2, and
- To support ex-servicemen who have disabilities, both physical and mental.

The WDRG visit events and shows to display the vehicles and roleplay their occupants. Maj Wallace has headed-up the truck restoration assisted by a group of volunteers. The primary creator of the medical outfit is Tam Wallace (no relation to Maj Wallace).

The WDRG also carry out curricular related talks to Schools and Youth Groups.



The restoration and equipping of this showpiece, based on the painstaking notes of Dr Lawson, now held by the Imperial War Museum, is a fitting tribute to a remarkable organisation. It has provided hours of entertainment for its service veteran volunteers and is thus a worthy recipient of this prestigious Restoration Award.

*Images (clockwise from top):  
Indian Pattern Chevrolet, still undergoing exterior renovation*

*Interior area of Dr. Lawson's medical truck.  
(Photo: G Wallace)*

*Now an award winning interior  
(Photo: G Wallace)*

*Gary Wallace being presented the award by  
HRH The Princess Royal with Lady Judy McAlpine,  
wife of the late Sir William McAlpine in centre  
(Photo: NTT Official)*



# Inter-club weekend invites all British marque clubs for a joint event

**All classic car clubs in the UK are invited to come and hold their national weekends collaboratively, as part of 'The Inter-Club International Weekend' to take place over the weekend of 28-30 June 2024 at the Three Counties Showground, Malvern, Worcestershire.**

The Inter-Club International Weekend will be an exciting, engaging and lively show packed with entertainment and attractions for all the family. There will be trade stands offering car accessories, crafts, food and more plus lots of non-motoring attractions. For the classic motoring fans, there will be Concours D'Elegance, autojumble, live action arena, indoor and outdoor car displays, evening entertainment, live music, Auto-Test and local runs with marque-specific display areas for attendees' cars to be enjoyed by all.

The event follows in the footsteps of the hugely successful collaboration events between the Triumph clubs (TSSC and TR Register) and the MG Car Club, initially in 2021 and then again in 2023 where the many clubs that cater for both MG and Triumph came together to celebrate their centenaries jointly at Silverstone.

Now, rebranded as the 'The Inter-Club International Weekend' the show is opening an invitation to any UK-based vehicle club to come and join other clubs to create a truly magical event with the celebration of the diversity of the UK vehicle

club community firmly at its heart.

Each club that confirms their attendance will be allocated a FREE club display space where they can promote membership, sell merchandise and more. Also, indoor spaces can be allocated on a first-come, first-served basis for meetings to take place on-site. It is important for each club to retain and celebrate its own identity, within its own area, but at a collaborative event that aims to provide a venue for the UK's classic vehicle club scene's national weekends.

Tickets will be sold online via a central website to be announced soon and sales will be allocated to each participating club. Each club will then receive a commission on every ticket sold to their members. The event will be run on a not-for-profit basis, but the organising clubs expect it to be possible to pay a commission to the participating clubs on each ticket sold, subject to the level of interest received.

There are no upfront costs for any participating club, those will be borne by the organising clubs, TR Register Car Club, MG Car Club and TSSC and all that is required is that attendees buy their entrance tickets.

Dave Burgess, Chairman of the TR Register Car Club said, "We often meet and talk with clubs who cannot afford to have a national weekend on this scale and so for them, this is a perfect opportunity to come and make the most of the facilities laid on by us, but without the risk of losing their own

identity, activities or having to allocate club funds to the event. Furthermore, by 'clubbing together' and collaborating, the event is more likely to have the critical mass of attendance it needs to invest in more attractions and activities for visitors and clubs alike. Only by working together as a wider classic car community can we hope to navigate the financial pressures and other challenges that all clubs are now facing when it comes to running events. That aside, it's also nice to have a varied selection of vehicles to look around, learn about in the arena and enjoy."

Early bird tickets are expected to go on sale in early 2024 and will be available online to pre-book with attractive discounts for members of participating clubs. The date for the event is 28-30 June 2024. It is expected that the showground will open on Friday and the event will run through to Sunday afternoon. Camping will be available as an alternative to the many superb B&Bs and hotels in the Malvern Hills and surrounding areas.

Expressions of interest can be sent in the first instance to Wayne Scott (PR for the event) at [wayne@classicheritagepr.co.uk](mailto:wayne@classicheritagepr.co.uk) stating which club you are enquiring from and a rough estimate of the number of vehicles likely to attend (for space allocation).

The classic car world is stronger together, so let's collaborate to give our club members a weekend to remember.

## Welcome

We are delighted to report that the Federation continues to welcome new members and supporters.

This issue we offer a very warm welcome to our newest **Club Members**:

- **New Davrian Register** - [www.newdavrianregister.net](http://www.newdavrianregister.net)
- **Peterborough Volunteer Fire Brigade** - [www.facebook.com/PeterboroughVolunteerFireBRigade](https://www.facebook.com/PeterboroughVolunteerFireBRigade)

We also welcome our newest museum member:

**The Dunsfold Collection** - [www.dunsfoldcollection.co.uk](http://www.dunsfoldcollection.co.uk)

Also receiving a very warm welcome are our new individual supporters: **Mark Brown, Richard Cadge, Richard Dalford, Shane Deri, Ben Edwards, Peter Elliott, Conrad Evans, Robert Macknay, Roger Perkins, Keith Simpson, Graham Smith and Patrick Turner.**

On the subject of our museum members, we're delighted that after many years and considerable work, the **County Classics Motor Museum** in Taunton was opened on 20 November by 'star of TV' Richard Hammond. Originally a department store, called County Stores, the building has been uniquely converted into a town centre car museum.

It's been a Herculean struggle with the impacts of Covid lockdowns and the sheer scale of the project he commenced four years ago, but now Pat Hawkins has achieved his life's ambition of creating a classic car and motorcycle museum in the heart of Taunton's town centre.

It's a non-profit charity organisation and we wish it well. More details are elsewhere in this issue, but should you be near Somerset's county town (hence the museum's name) please do show your support and visit. We wish Pat every success with the venture!

## It's Essential!

One of the many innovations and resources that the Federation provides to member clubs and supporters is a range of guides covering key topics.

All are called the '**Essential Guide to...**' and they provide succinct and accessible information on different aspects of the historic vehicle movement.

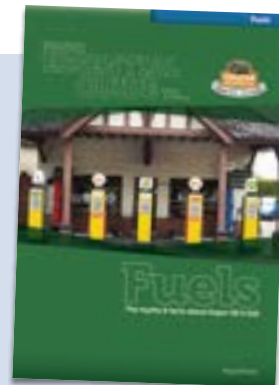
Following the update by FBHVC's fuels specialist, Nigel Elliott in the last issue of FBHVC News, our Essential Guide to Fuels has been updated.

At the Classic Motor Show at the NEC, we had printed copies of the new Fuels version available. If you're using an old one, please replace it with the new version (it's version 3, 8/23, see note on the back cover).

All the Guides are available on our website, under the 'Legislation, Fuel & more' menu tab.

Our other 'Essential Guides' continue to be popular. In total we have six guides, covering the DVLA, archiving and copyright, plus two other relevant documents. These are available to members only. Any member of a FBHVC affiliated club (and FBHVC individual/trade supporters) can access them by creating an account here:

[www.fbhvc.co.uk/register](http://www.fbhvc.co.uk/register) This also gives you access to the entire Members Area, which contains a wealth of useful resources; please do have a browse!



## Oxford Bus Museum

The Oxford Bus Museum needs to release two cars under its Approved Disposal procedures to ensure their 'suitable preservation': an elderly Morris Series E that needs restoring (free to a good home) and a Mark IV Mini that simply requires a reasonable price to be paid. If you are interested, please contact Chris Butterfield at [info@oxfordbusmuseum.org.uk](mailto:info@oxfordbusmuseum.org.uk).

## Harris Mann (27/4/38 – 14/8/23) – Car Designer whose work included the Austin Princess, Triumph TR7 and Mini Metro

Trevor and Brian Ford offer their thoughts: It was with very great sadness that we heard of the death of Harris Mann.

We had known Harris and counted him as a great friend since 2014 after meeting him at the NEC. He discussed with us a wide variety of his designs and work at BMC/ British Leyland, Ford and other places by phone and at shows, always interested in full discussions with us both.

Harris was impressed with our family Marina and two Itals, all fully reconstructed, and he agreed to a commission of signed paintings of the individual cars and, most recently, a 'split screen' triple painting of all three, also signed.

We shall treasure the memories and paintings (Harris particularly liked the artists easels we used to display his paintings/ designs at shows).

We shall miss him greatly.

A recent 'QUEST' TV programme on design (just before Harris passed) covered Lockheed Martin 'Stealth' aircraft design at the 'Skunk' works in Burbank, California. For many years this was kept secret because of involvement with the development of the 'U2' and 'Blackbird' spy aircraft. This led in turn to accusations of 'back engineering' and of alien spaceships (such were the futuristic designs). When asked what inspired them, the designers said "everything", "we envision, imagine the concept, and then fit in the physics, maths, etc."



Harris Mann (credit: T. Ford)

It immediately drew my attention, as, some five years ago, when I asked Harris what inspired him, he said: "everything". Back then I was baffled, now I understand.

Thank you for your friendship, Harris.

## Tracing the unusual

The Federation is blessed with a good network of experts in all fields of historic vehicles as this short case study exemplifies.

An email and photo pinged-in to HQ recently with a request to identify the make of car. Secretary, Mel Holley, knew immediately who could help. Anders Ditlev Clausager is the Secretary of The Society of Automotive Historians in Britain who immediately commenced his forensic examination. Here is his initial response:

*"I think that the car in your photo dates to around 1905. It is almost impossible to identify a car from this period - the "veteran" period - unless you can see the radiator from the front of the car. In this case it is even more difficult since the limits of the photo means that we have lost a few other possibly helpful features. For instance, there was often a manufacturer's badge on the wheel hub. I should perhaps point out that I am 99 per cent certain that it is a mirror print, since it appears as a left-hand drive car, the handbrake and gear lever which were mounted on the side of the car outboard*

*of the driver, are visible behind the spare tyre and in front of the driver's leg. It is very unlikely that any car at this time had left-hand drive, especially in this country.*

*Anyway, it is not a large car, it has quite a short bonnet, on the other hand it is powerful enough to carry a four-seater body, even with a side door to the rear seat. I imagine it is more likely to have a two cylinder than a four-cylinder engine, or for that matter a single cylinder, ditto. As far as I can see, the radiator and bonnet have a flat top. I think that there is one really unusual feature, it appears that there is no external radiator cap. I will make a couple of enquiries."*

Anders came back the next day...

*"I consulted a colleague in the Netherlands who very promptly came up with the answer. The car is a Mors, a French make which went out of production in the 1920s. The lack of a visible radiator filler was an important clue, but there are also*



*a couple of small brackets on the bonnet which he tells me were unique to Mors cars. There are two further back, but you can't see them on the photo because they are hidden by the lamps. The car is from 1905 or 1906. My colleague says that it is actually a small four-cylinder car, known as the Mors 14hp. Hope this will be helpful!"*

Originator, Charlie was delighted with the response on behalf of his neighbour whose grandfather was photographed proudly reposing on his - we now know it to be a - Mors!

## County Classics - A New Motor Museum in Taunton

On Monday 20 November, a completely new car museum opened in Taunton, Somerset – a large and beautifully-laid-out museum located uniquely in the city centre of this fine old county town, in an historic department store building dating from 1836.

The Museum was opened by TV star and passionate petrolhead Richard Hammond, joined by local dignitaries, Press and classic vehicle owners. It opens to the public on the following day.

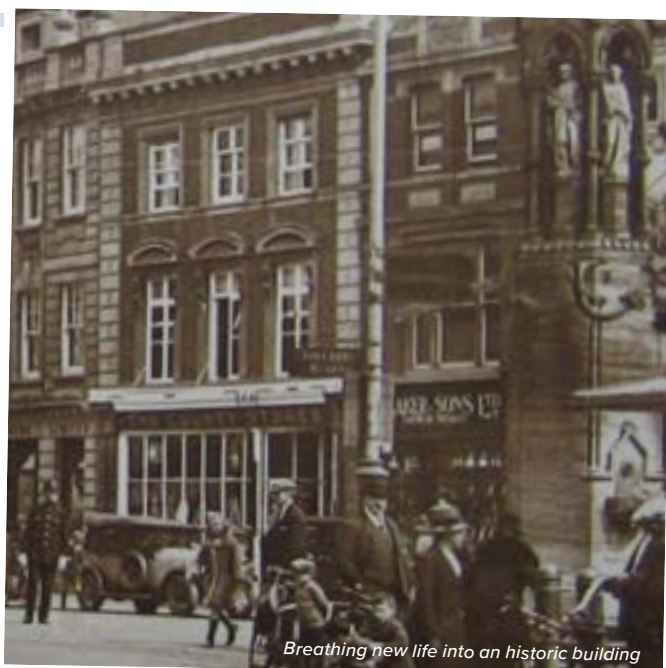
The personal passion of local businessman Patrick Hawkins – a true car enthusiast who has sunk his life savings into converting the County Stores into a car museum – it's focussed on affordable and accessible cars and motorcycles, mostly from the 1960s to the 1990s.

Beautifully detailed and featuring a café and small shop, the Tardis-like building extends 110m back from the street front (over two floors) to house c.100 cars and c.80 motorcycles – and an aeroplane! Vehicles are from Pat's own collection and loaned by local enthusiasts.

Pat's life story could be titled "Against All Odds", as he started from nothing, buying and selling his first car at the age of 11. He built a highly successful car sales business, with tyre wholesale and retail, owning 13 garages by the age of 36. Having spent almost all his life in Taunton, he saw the Museum as a way he could help breathe life back into the town centre, as it began to suffer from the exodus of shops that has hit all towns and cities in recent years. Covid and lockdowns made his task massively more difficult, as materials quadrupled in price and tradesmen became ever harder to find. The conversion took two years longer than planned – the reward for visitors is that the museum is now completely furnished and finished, with delightful details at every turn.

More information can be found at [www.countyclassicsmotormuseum.co.uk/](http://www.countyclassicsmotormuseum.co.uk/) and by contacting the museum on **01823 253777**.

Photo Credits: M. McKay



Breathing new life into an historic building



Patrick Hawkins' collection awaits its first visitors

Colin Holroyd wrote a letter to ACtion the magazine of the **AC Owners Club** and to NECPWA News, the magazine of the **North of England Classic and Pre-War Automobile**, he feels strongly about Drive it Day. He writes: *"Another Drive It Day comes and goes and causes thought to go through the mind. What a great idea it was to be thought up to promote the enjoyment of classic cars. A day set aside to actually blow off the cobwebs, get the cars rolling and show the world that some of us have a worthwhile hobby and enjoy it. So, I wonder why so many treat the day as just another show day, just going and parking in a field in the morning and chatting to old friends from over the years about what they did to the spark plugs on Boxing Day.*

*I travelled some sixty odd miles driving around, showing off, admittedly taking the scenic routes... I never saw another classic being driven at all. It was not until I got to the third choice of destination that I saw some classics in a field parked up, not being driven. How are we to promote the cars if we do not let the public see them on the open roads doing what they were designed for, driving? Is that not part of the fun, seeing people's smiles, pointing and talking about the cars?"*

Inside the **Austin Seven Clubs Association** magazine there appeared a warning. It read, *"During the Bike and Car Show season thieves are active! Please be vigilant."* There then appeared an illustration of a small item taped to a trailer. *"This is a tracking device found on a trailer carrying bikes returning home after an event in Wales. Other such devices have been found on vans recently. Check your vehicle before leaving any event"*. Presumably the tracking device would lead thieves to the home of these bikes and where theft could take place under the cover of darkness. [We mentioned this in Issue 5 but it's worth repeating – Ed.]

The **Devon Austin Seven Club** magazine carried an oily item from Chris Gale. He remembered a story told to him many years ago by a friend of his who worked in a country garage and who claimed he never bought any oil for his car. It seemed that when he emptied a can of oil into a customer's car, he took the emptied can and turned it upside down over a container and left it overnight. Chris Gale goes on to say: *"When I last emptied a can of engine oil... I tipped the empty can over a jug and left it overnight. I found that there was quite some oil left. Now if you had empty cans from a week's sales in the garage, I can see why he never bought any oil"*.

I had not realised that Morgan built bespoke cars. Charles Neal, Editor of "Miscellany" the magazine of the **Morgan Sports Car Club**, describes one such car. He calls it the Plus 4 Spiaggina. He tells us: *"It was built for a wealthy Italian Morgan enthusiast. This is not a limited-edition model, but a one-off built to suit his very specific requirement. It is intended as a yacht tender car for holidays in the Mediterranean, a Morgan version of the Fiat 500-based Spiaggina beach cars which were popular in the 1950s.*

*It is based on an existing sliding-pillar Plus 4 chassis, with a Ford engine and Mazda auto gearbox. The body is a four-seater, although almost every panel has been altered from the traditional shape. There are no doors... the back of the car is derived from the last four-seater shape, but with a fold-down boot lid... There are numerous bespoke details. It just proves that Morgan can make anything if you want it and you can pay for it!"*



Milton Reeves was known in the USA as an inventor. He patented over 100 inventions in his 60 years. In an article in "Multicylinder" the magazine of the **All American Auto Club**, one of his more bizarre is explained. *"Reeves is best known for his eight-wheel 20-foot long Octoauto, which may seem unconventional today but made perfect sense for the time. In 1911 Reeves modified a 1910 Overland by adding four wheels and creating two sets of four on front and back. Roads at this time were generally horrendous, particularly in rural areas, and since suspension consisted of leaf springs and tyre design wasn't what it is today, passengers felt every bump and pothole. The design incorporated front twin steering coupled with steering by the wheels on the*



*rear-most axle. The forward rear axle had no steering and was the only one that was driven making this an 8 x 2. The driven axle was the only one that had drum brakes on each wheel."* In some respects it was very successful as it achieved what it set out to do – give a more comfortable ride. However, it was far too expensive and failed. An attempt at a six-wheeler called a Sextoauto also failed."

Whitewall tyres are a bit like Marmite, you either love them or you hate them. In an article in "Old Faithful" the magazine of the **Post Vintage Humber Car Club** there is an article which relates to whitewalls on Rootes cars. "Whitewall tyres can be traced back to the Vogue Tire & Rubber Company in Chicago in 1914 and were fitted to horse drawn carriages at the time. Fitted to predominantly quality cars in the 1920s, they became more widely used in the 1930s. Rootes Humber listed them as an optional extra through the 1950s and 1960s in accessory brochures. Probably to exploit the American influence and ties with exports worldwide... Rootes offered wide band whitewalls approx. 2" wide from 1961 and 1963 on the Series 3 Hawk and Series 4 Super Snipe. Finally changing fashions again, 1964 to 1967 Rootes offered the narrow band whitewall only 1" wide as an option."

Owners of historic vehicles will often go to great lengths to get rare or unusual accessories for their car. In "Built 2 Last" the magazine of the **Series 2 Club** (Land Rover) Chris Mortimer tells of one such. *"From day one, the Land Rover was seen as a multi-functional vehicle able to carry out many tasks including the towing of trailers. Land Rover knew this but did not have a trailer available for owners to try so they called upon J. Brockhouse and Co Ltd of West Bromwich to produce something suitable."* it was known as the BT8. *"It was first advertised in 1949, costing £75 and being 'for the farmer, the market gardener and for general use'...the BT8s were made until the mid 1960s and the design changed very little".* Such trailers are now very scarce, even in barn find condition. They have either been scrapped or left in the open in a corner of a farmer's yard. Since the 1990s Chris had always wanted one and at last, in 2021, he was able to buy a rough but reasonably complete example. Most of the article is



about his very thorough restoration of this trailer. His last words are "...it is easy to forget that it is behind you as it does not jump around like a modern aluminium trailer".

Many anniversaries have been celebrated this year (2023). One that had completely passed me by was written up in "Imprint" the magazine of the **Invicta Military Vehicle Preservation Society**. The Tank Museum at Bovington is one hundred years old. "It was a visit by Rudyard Kipling to the tank graveyard at Bovington in 1923 that set in motion the foundation of a central museum for the vehicles that helped to end what was then called 'The War to End all Wars'. Kipling was shocked to see damaged tanks deteriorating and, believing these historic relics should be preserved for posterity, persuaded the authorities to set up the Tank Museum". It actually opened to the public in 1947.

Sammy Miller, Britain's most successful motorcycle trials rider with 11 successive British Trials championships to his credit, let alone 1,482 trials wins, has his motorcycle museum a few miles down the road from me. Writing in "Leading Link" the magazine of the **Greeves Motorcycle Association**, Sammy mentions that in 1963 between two other events "I had overlooked the fact that the Welsh One Day trial was on the Saturday and I did not take my trials bike. Bert Greeves asked me why I was not riding, I told him and he suggested that I should ride one of his Greeves, so I took up the challenge. Never having ridden a Greeves before and never practiced on one, it was a big challenge... I set off and won the Welsh National One Day... I shouldn't think this had ever happened before, or will happen again, a rider who has never practiced or ridden a bike before an event got on it and won".

One of the most interesting articles I have read recently appeared in Steaming, the magazine of the **National Traction Engine Trust**. Here Chairman Rob Clifford-Wing and Secretary Naomi Cornish visited the 300-year-old Bridport Foundry in Dorset. This long article went through just some of the processes and business conducted there. The owner John Lamberts is a foundry man: "In his spare time he does body building, enjoys driving his Lamborghini and is a church organist". The foundry does a lot of work for the traction engine and railway preservation movement as well as for other forms of road transport. At the other end of the size scale: "Stuart Models, which has been owned by John for 15 years, manufacture 90% of what they sell and export all over the world. ... started in 1890 in Henley-on-Thames and they have taken the Company forward by producing many new models, facilitated by the versatility

of the foundry and being able to produce everything in house." The article in the magazine was accompanied by a webinar that was produced at the time. This is highly recommended and can be found at:

<https://bit.ly/3G3jVZy>. Some years ago, I was privileged to visit the foundry in order to write an article and found it fascinating. John Lambert's pride and joy is a 1914 Aveling and Porter Road Locomotive named Clyde which is presented in WD colours and towing a four-wheel ambulance trailer. The wheels on the ambulance were no doubt cast in house – very similar to the wheels for shepherd huts I saw being cast at the time of my visit.

With this year being 100 years of MG, a lot has been written about their history. In Safety Fast the magazine of the **MG Car Club** George Dutton gives us an insight to the life of Cecil Kimber before he moved to MG. The article is entitled "Destiny or accident?" He was a very keen motorcyclist and at the beginning of his career he worked for the family firm of printing ink manufacturers. Dutton tells us: "One day in 1910, his mother sent him on an errand riding a friend's motorcycle... he was in a collision with a car driven by an elderly solicitor. His right thigh and kneecap were smashed, he spent two years on crutches and had three operations..." He received generous compensation which his father hoped he would invest in the family firm. He did not follow family advice and it is said his father never spoke to him again. He went to work for the chief designer of Sheffield Simplex, then to AC Cars, followed by component suppliers, E.G. Wrigley. "Here he was spotted by William Morris who offered him the position of sales Manager at Morris Garages. Within two years he was General manager, the rest is history, MG history".

The magazine of **The Austin Seven Clubs Association** has an article by Chris Garner and Mike Costigan about a comparison between the Peugeot Quadrilette and the Austin Seven. "Much has been written about the Peugeot Quadrilette having an influence on the design of the Austin Seven. All great vehicle designers looked at a variety of cars when designing their own model and Herbert Austin would have been no exception. We know he looked at the air-cooled Rover Eight and, being a Francophile, he would have looked at, or perhaps even driven, a Quadrilette." The authors assume the readers knew all about the Austin Seven and go into a lot of detail about the Quadrilette. The writers' conclusion was that it was very unlikely that the Peugeot Quadrilette influenced the design of the Austin Seven in any significant way. S.F. Edge, who designed the Austin Seven with Herbert Austin, said

later in life that it was much later before he even saw a Quadrilette.

I can always rely on the newsletter of the **Trojan Museum Trust** to remind us of something out of the ordinary. Recently, a copy of the Daily Mail Motor Show Review magazine was donated to the Museum. In it was an advert for the "Amazing Trotent, high-dry sleeping in 60 seconds." It is said that this is a "must" for the motorist. "No ropes or pegs. Easily erected. Warmth with comfort. Safe from the elements. Fits most make of car in ten minutes. Light and compact - quality equipment. Price from £39.10". The sketch with it shows the tent built over a Ford 105E. Not wishing to annoy Trojanists, but it does rather look like a Punch and Judy tent.



In "The Independent", the magazine of the **British Two Stroke Club**, Drew Down recalls a summer evening visit by a small group of members to the Black Bull pub in Godmanchester. They parked their motorcycles in the small car park and went in for a pint. He writes: "There was a sound of noisy motorcycles, a pause and in came three very fierce, scary Hells Angels looking guys. One said: 'Which of you rides that blue and white Ariel thing?' 'It is mine' I squeaked. He held out my wallet. 'You want to be more careful. You left this on the bike seat, anyone could have nicked it'. He handed it back and turned away. Drew went on to say: "It was an unexpected honest act and I felt ashamed to have judged the man by his appearance. As my old Dad used to say, 'Never judge a sausage by its overcoat'".

Contained within "Sphinx", the magazine of the **Armstrong Siddeley Owners Club**, there is always a page devoted to the Armstrong Siddeley Heritage Trust. From their archives came a topical story concerning the Stone of Scone (pronounced Skoon) which was displayed prominently in St. Giles Cathedral, Edinburgh during the thanksgiving service for our new King and Queen. >>>

"Legend has it that this sandstone block originated in Iran... later turned up in Ireland before coming to Scotland where it became the place of enthronement for all the Scottish kings... Edward 1st of England known as the 'Hammer of the Scots' took the stone as spoils of war and placed it in Westminster Abbey in 1296. In 1950 there was a rise in Scottish nationalism and a group of four students... determined that the time had come to return the ancient symbol to its homeland. So it was, on Christmas day 1950, the stone was removed from Westminster Abbey. The small Fords they were using could not cope with the weight of the stone and the major part of the journey was made in an Armstrong Siddley Whitley car. In 2008, a film was made for national cinema... and a black 1950's Armstrong Whitley was required. The Club was approached, and the search began. The correct model was found and happily the owner was willing for it to be used, but alas it was Langham Grey in colour. Ever helpful, he went that extra mile and had the car resprayed the required black".

Club Torque, the magazine of **Club Triumph**, carried a six-page article on the Triumph Mayflower written by Rusty Nuts. After being impressed by the car from his student days, he gives a detailed account of the model and its history. It includes reference to two rare versions of the car. He says: "Late in 1950 ten dropheads were built by Mulliners with a view to introducing a convertible Mayflower. But costs proved too high and none of the cars survive. There was also a utility version produced for the Australian market, which had limited appeal due to its tiny load capacity: these unique models were adapted in Australia from saloon cars."

Many photographs of early charabancs survive. In the earlier years of motoring, going for an outing in a charabanc was a novel experience. Often the local photographer was there to take pictures of the vehicles loaded with people. Presumably on their return he tried to sell them copies of the photo. In "Historic Commercial News" the magazine of the **Historic Commercial Vehicles Society** collector Richard Peskett illustrates a number of early examples. First he tells us "These charabancs gave almost no weather protection to the passengers, getting aboard was a somewhat hazardous adventure, let alone remaining safely in your seat for the journey and even more so upon the return after visiting a public house!" Some of them had tiered seating so that all passengers could get a good view whilst many had seating all on one level. From the photographs it was quite obvious that some fitted with flat seating had a dual purpose.

They were charabancs at the weekends and then the body was lifted off leaving a flat lorry which could be used for commercial work during the week.

May I bring to your attention a letter from Martin Wickham of the **Alvis Owner Club** (AOC) in their club magazine? The subject matter could be of interest to a much wider readership. "There is a major inconsistency in AOC thinking. It actively supports the Starter/Motor charity encouraging a younger generation to participate. This surely includes driving the cars, and yet the AOC includes as 'partners' two insurance companies that refuse anyone under 25 on their classic car policies. I suggest that, in conjunction with the FBHVC, all similar clubs might lean heavily on the insurers to re-assess the risk of allowing young drivers to drive old cars. Risk mitigation might reasonably exclude those with provisional licences. It could require the policyholder to accompany a young driver... The law considers those of 18 years sufficiently mature to drive articulated lorries and other HGVs, yet insurance companies insist that 25 years is the minimum age for classic or vintage cars. We must push them to think again". [see comment below, Ed.]

Writing in Club News, the magazine of the **Sunbeam Motor Cycle Club**, Annice Collett starts a two part article on Agnes Muriel Hind (1882 – 1956). Some may think that pioneer motorcyclists are a rather overlooked breed, and early lady motorcyclists even more so. She was a keen bicyclist but for a 21st birthday present was given a Singer with a 2hp Perks and Birch Motor Wheel engine in the rear wheel. The Singer had a dropped frame and could therefore make riding in a long skirt somewhat easier, and it was one of the first models to be marketed as a lady's model. Annice comments that she had waited until she was 21 before becoming a motorcyclist as "her relatives looked upon any means of progression other than the horse with horror". She joined the MCC (Motor Cycling Club) who were (and still are) famous for their long-distance trials. She competed in many different events. The Rex Motor Manufacturing Company, established in 1901, saw Muriel as "an ideal way to conquer the growing female market". Muriel had wanted to compete in the Isle of Man TT races, and it's recorded that she once wrote "...they would not let me. I expect because they thought I should be a danger to the other competitors." Insurance at the time was a wise precaution, not a legality. Muriel had for years been unable to get insurance, she had said "the companies, one and all, politely and firmly refused me". I look forward to Annice's next instalment with great interest.

## Comment:

Thank you, Michael, for bringing this to our attention. The FBHVC approached our insurance partner, Peter James, on this subject a couple of years ago and they have subsequently relaunched their club partnership schemes to specifically include provision for young drivers.

Their partnerships manager, Dave Youngs, comments:

"Peter James, in consultation with the FBHVC and several member clubs who have entered solus partnerships with us, has created a club scheme that truly recognises the need to encourage the next generation into our community. We can work with clubs to insure young drivers down to the age of 17, in all cases where the young driver is a vetted and known member of a club where we hold a solus club relationship.

We work with clubs to ensure that those young people are in some way active members of the club, which in turn adds a tangible benefit to club membership amongst an audience that is often reluctant to join a car club. Furthermore, we only offer this option within our club partnerships, ensuring that the opportunity is exclusive to members of your club. We would be happy to extend this arrangement to the Alvis Owner Club or indeed any other Federation member who would like to partner with a scheme with young drivers as a key part of its many superb product benefits, and there are lots more I could talk to you about! Please email me at

[Dave.Youngs@peterjamesinsurance.co.uk](mailto:Dave.Youngs@peterjamesinsurance.co.uk)

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