

FBHVC

NEWS



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 6 · 2019

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Encouraging the next generation of classic car owners



Plus
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Back by popular demand

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PI PETER JAMES INSURANCE

1960 Vauxhall Victor - 3319 NK

This car on loan to George Turner for the year

CLASSIC CAR LOAN PROJECT

www.classiccarloanproject.co.uk

April 2019: George was officially presented with this Victor at the British Motor Museum by the Vauxhall Victor Owners Club. The car was offered into the CCLP having been bequeathed to the club. It was felt that this loan would be fitting and encourage a new enthusiast. George Turner is certainly just that!

George has the car to use, and maintain, as his own for the year. The experience has been realistic in that the Victor developed a leaky radiator which George and his Grandad set about changing. Trips out have now been extended and he is present here to share his delight with you at being involved in the Loan Project with the stylish Victor.

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Editorial

Wayne Scott Communications Director

A huge thank you to all those who attended our AGM and also for the warm welcome and support I have received in my new role as Communications Director. It was, as ever, an incredibly thought-provoking meeting but one that was full of optimism I felt, especially thanks to the uplifting presentation we had from the enthusiastic Charlie Crawshaw from the TR Register's Youth Group on what that group has been up to.

It was the same optimism I felt following our attendance at the All Party Parliamentary Historic Vehicles Group's Annual Dinner in October. Hosted by Chairman Sir Greg Knight, the group brings together politicians and thought leaders from across the political spectrum with the single goal in common to protect the freedom to use historic vehicles in the UK. Much was discussed including two impassioned speeches from Danny Hopkins, Editor of Practical Classics and TV presenter Quentin Wilson, who argued strongly about "sound and fury – works" to enact changes to legislation.

Whilst there is no denying that there is much work to be done to lay out the case to justify the minimal but essential use of fossil fuels to keep our mobile heritage alive and relevant, it is comforting to know that we are not alone on the journey ahead.

There was barely time to collect thoughts before we were off again to the NEC Classic Motor Show where, this year, we unveiled a new concept for the Federation – our Village Green. The idea brought together all of the commercial partners that financially support the work of the Federation, into one community display.

The village green was launched on Friday morning with a well-attended press conference where we interviewed representatives from partners Cambridge and Counties Bank, Glasurit, Peter James Insurance, King Dick Tools, Duckhams and Classic Motor Cars (CMC), as well as FBHVC Chairman David Whale and our very special guest, FIVA President Patrick Rollet. We also heard from the first of the bursary students on the Heritage Skills Academy apprenticeship. If you missed the press conference, you can watch the full video of the session on the news pages of the FBHVC website.

For now, season's greetings and remember that Christmas is not only a time of family and friends but also of tinkering in sheds to make sure those motorcycles, buses, traction engines, tractors, lorries, vans, classic cars and all the other magnificent and diverse vehicles we run, are ready for the first year of a fresh new decade.

President: **Lord Steel of Aikwood**
 Chairman: **David Whale**
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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 or sent on application to the secretary.

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General

This is my first article and one which follows on from a period where my predecessor Bob Owen was faced with a range of legislative challenges.

Although I am sure there will be new challenges to come, there is nothing new on the skyline... at the moment.

On that basis, it is a good time to review the current situation.



DVLA & Registration

This is a subject that Ian Edmunds will be directly involved with, and Ian provides a comprehensive report later in this newsletter. We remain very much in the position where we are working to improve communications with the DVLA on this topic and ease some of the issues in obtaining registrations. Whilst we may at times struggle to understand the decisions taken by the DVLA, it is also true to say that not all applications are entirely clear or complete. DVLA follow a set procedure in reviewing applications and clear, consistent and well-evidenced applications which follow DVLA guidelines will always have a better chance of success.

Clean Air Zones & Low Emission Zones

We continue to see initiatives to propose charging or banning zones in city centres. The latest is Bath, and we have just submitted a response to their consultation.

In Scotland, where there is a proposal to establish several bans, including one covering the whole of Edinburgh and its suburbs, efforts have been aimed at getting a general exemption for Historic Vehicles into the primary legislation, so that it applies regardless in any zone established. This has not been successful, and like other interest groups, it seems that each and every zone will need to be considered individually. Bob Owen, continues to take particular interest in this area.

In England, the various zones have made mixed progress. The two most advanced – Birmingham and Leeds – have both been deferred over software development and changes in the proposed funding of the charging system. Progress is not likely until the end of 2020. Other councils have made proposals, including Greater Manchester, but these will it seems have the shared software development issues.

At this stage, we will continue to respond to proposals as they emerge.

Tyres

Bob reported in detail on the issue of the proposed '10 year tyre ban' in Issue 5. The FBHVC did submit a consultation response opposing the proposal and pointing out the discrepancies in the justifications made to support the proposal. We also had the opportunity to discuss these directly with Department of Transport officials.

We believe that understandably, given the current political turmoil, the responses and course of action have still to be considered by the Minister. At this stage the DfT cannot comment on likely outcomes. One response passed to us suggests that there will be further consultation if a new draft Regulation is proposed (the original consultation did not include any draft texts).

We have also seen responses from the commercial bus and truck communities. These seem to show that very few modern vehicles are using tyres even approaching 10 years old, which begs the question why have legislation if hardly anybody will be in breach of it. It also seems the Historic Vehicle community would be possibly the largest group affected, although the proposal did include an exemption for historic vehicles, albeit an incomplete one.

We wait to see developments.

Roadworthiness

There have been no changes in Roadworthiness testing arrangements, nor any apparent issues arising. When the testing exemptions for historic vehicles were originally published, last-minute Government change meant that some historic lorries were not exempted, and this remains the case. Efforts by the Historic Commercial Vehicle Society (HCVS) to get this changed have been unsuccessful. This has caused further difficulties in that for example, where the exemptions for the '10 year tyre ban' were based on Roadworthiness Testing regulations rather than exemptions from Vehicle Excise Duty, so potentially capturing some historic vehicles in the tyre ban proposal.

Car Cruising

We have found that the Black Country 'Car Cruising' order has been extended for a further period. This covers a large part of the West Midlands. Although originally we had fears that historic vehicles and club rallies might be caught in the wording of the Order, we were assured that this would not happen, and the law would be enforced sensibly. To date, no problems have been experienced and it seems unlikely this will change.

Fuel

There have been efforts to introduce E10 petrol to the forecourt. At this stage, we understand that the only UK refinery for the alcohol additive has closed and the environmental costs of shipping alcohol additives from other parts of the world negates any environmental benefit and fuels on the forecourt remain unchanged.

No doubt this will emerge again as a potential issue for historic vehicle owners so we will keep this under review.

And Finally...

Let's see what a General Election and Brexit brings in the new year!!

Unfortunately, despite our best efforts, I cannot report any progress on our outstanding problems with DVLA. The Federation is in close contact with the APPHVG but at the time of writing the situation in Westminster makes it very difficult to progress anything. We have a regular liaison meeting with DVLA scheduled but that is likely to be postponed due the election. We will persevere!

Recent events reported to me by members and, indeed, in one case by a Federation colleague, indicate that it may be beneficial to recap on some information that I have provided previously concerning registration, licensing and insurance.

Some years ago Department for Transport introduced a system of continuous vehicle licensing and of continuous insurance. The entirely praiseworthy objective was to reduce the number of unlicensed and/or uninsured vehicles in use. I believe that it has been successful in doing so.

Inevitably the system was designed for the majority of road users with modern vehicles and, equally inevitably, there are some particular aspects for our minority of historic vehicles.

Before proceeding further it might be worthwhile to be clear on the meaning of the terminology. The process of entering a vehicle on to the DVLA record and issuing a registration number is known

as registration. Licensing is the process of obtaining the right to use the vehicle on the public road and paying the appropriate VED. For most of our vehicles the VED payable is nil but the process remains the same.

The basic principle of continuous licensing is that every registered vehicle must be either licensed (taxed) or on SORN. However, this is where the first of the historic vehicle quirks appears. Vehicles which were not licensed when the SORN procedure was introduced in 1998 and have not been licensed since are not part of this system and are not subject to the continuous licensing regime. This group are often referred to as pre-SORN. Once such a vehicle is licensed it immediately becomes subject to the continuous licensing requirements.

Following from these licensing arrangements was a further requirement that every licensed vehicle must be insured, whether or not it was actually in use. This is policed by a process known as Continuous Insurance Enforcement (CIE). Regular and frequent comparisons are made between the DVLA database of licenced vehicles and the MID (Motor Insurance Database) of vehicles which are insured. The registered keeper of any vehicle shown to be licensed but not insured will receive a standard Insurance Advisory Letter (IAL) which warns that the vehicle is not insured and

offers a number of options. If no action is taken the registered keeper will receive a fixed penalty notice.

The provisions described above are long-standing and I believe well understood by most vehicle owners but there is a more recent development which unfortunately does appear to be catching people out.

DVLA now state that the act of registering a vehicle is inseparably linked to licensing it. I do not believe that has always been the case but I cannot persuade DVLA to confirm that or to tell me when it changed or why. Nevertheless it is now the case. This link is not made clear in the published guidance, either on gov.uk or on the forms involved.

Thus a first registration of a vehicle will automatically cause it to be licensed. Additionally, and crucially for us, a change of tax class (typically to 'historic') is treated as a re-registration and will also cause the vehicle to be licensed. As most historic vehicles do not require an MoT and insurance is no longer checked at the time of licensing there are instances where a vehicle has been licensed without the keeper being aware. The vehicle in question then becomes subject to the continuous insurance requirements and the keeper will receive an IAL.

It is worth repeating, if a suitable response is not provided to the IAL the keeper will receive a fixed penalty notice.

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On the start line

I would like to begin this, the first report in my new Role as FBHVC Events Director, by thanking Tony Davies for his admirable 12 year commitment to this role. He is a tough act to follow. Tony named his last report 'The Home Straight' so it seems appropriate for me to call mine 'on the start line' – and the flag has just dropped!

For those of you who don't know me I began my motorsport career in the 1970s by joining the CSMA (a UK wide Motoring Club) and competing in Road Rallies all over the country, initially in my Vauxhall Brabham Viva, then an Escort Sport, Two Hillman Avenger GTs, a Vauxhall Magnum and an Escort Mexico. In all cases the respective 'Rally Car' was also our daily commute car, family shopping car and holiday car. In addition these same cars also competed in grass and tarmac Autotests, 12 Car Rallies, Navexes, Scatters and Tours. So it was simply a case of one car fits all needs – including me teaching my wife Madeleine to drive in our first Avenger GT, and fitting a child seat in the back of our second Avenger - between the roll cage backstays and the full harness seat belt fittings!

Like many of you I'm sure, family and work commitments took priority and motorsport activity reduced considerably, although I was still active on various club committees and began organising 12 Car Rallies, Autotests and Scenic Tours. This was a good learning experience in seeing an event from the other side, as it were, and having to deal with all the contractual, legal, Health & Safety, Insurance, publicity and other complexities. You organisers out there will understand this and how the burden has grown over the years.

My return to Motorsport came with the 2004 and 2006 Lombard Revival rallies, in our Nova SRi. In the 2004 event my son was my co-driver, and in the second my daughter co-drove. Both events were a lot of fun to do and were my first introduction to Philip Young and Classic Car Events.

Since then I have been actively involved in Classic Vehicle Events as an entrant, an organiser, a marshal and latterly as a FIVA Steward on international car and motorcycle Rallies.

From a UK perspective I am still heavily involved with Brooklands Museum and Boundless by CSMA and continue to organise Classic Touring Car Assemblies, Autosolos plus Car and Bike Track days for both organisations. From an international perspective I am currently Vice Chairman of the FIVA Events Commission and a certified FIVA Steward for both Cars and Motorcycles.

I hope this gives you a brief overview of my long-term commitment to helping members and enthusiasts enjoy their two, and four-wheel vehicles on, and off the public roads and with the help of the FBHVC and its member clubs - long may it continue.

Whether you compete, or just enjoy driving, or riding, your classic you have plenty of events to choose from in 2020 so check the websites and get your entries in early.

I hope you and your families have a Merry Christmas and a Happy New Year.



My report to this year's AGM focussed on Heritage being the key to survival of our movement in the 21st Century, with for example our latest research report showing some 21 million people see historic vehicles as an important element of UK Heritage.

A key element of this strategy is associating our vehicles with other heritage activities.

I was pleased to see this was succeeding, when at **The Heritage Alliance** launch of the '**Inspiring Creativity, Heritage & The Creative Industries**' report at the Ragged School Museum, I was approached by THA Chairman, Peter Ainsworth to thank me for the support the Federation members had given to the Church Conservation Trust 'Great National Steeple Chase', where Chief Executive Peter Aiers visited 50 churches in 50 hours and raised over £25,000.

The Creative Industries report, which comprises a number of case studies, can be read/downloaded from the THA website². The report was organised by Hannah Shimko and her forward included the following sentence;

"Our historic buildings, landscapes, traditions, food, transport and museums are part of our unique offer on the national and international stage and should play a central role in the promotion of the UK."

Which I think reconciles with our strategy rather well. The FBHVC contribution is on page 70 and includes reference to the film 'Genevieve' an unexpected hit in the 1950s partly due to the featured Veteran cars. Incidentally, one of the stars, John Gregson, did not have a driving licence at the time!

Roger King and I attended **The Heritage Alliance Heritage Debate: Reaching for Net Zero?** Which focused on the relationship between heritage and the environment and how we can respond to the existing climate change threats. Roger made the point re the importance of historic transport being an increasingly important part of the UK's cultural heritage and that our we have a very low impact on environmental change. We were supported by the Association of British Transport & Engineering Museums Secretary, Robert Excell. Also attending were Stuart Wilkinson and Sam Bee, Transport Trust Chairman and member respectively.

Finally, I have tried to pick up on a few of the anniversaries of important historic vehicles but this time I would like to mention Peter Morgan. As detailed in the Morgan Sports Car Club magazine 'Miscellany', this year is the 100th Anniversary of his birth. He was lucky to have been born as the only son of HFS Morgan founder of the car company.

He trained as an engineer, learnt to drive on the prototype 4-wheel Morgan, served in the Army during WW2 reaching the rank of Captain. In 1947 he joined the family firm with the task of developing the Standard Vanguard engine Plus 4, which became a sales success particularly in America. Peter was instrumental in supporting Chris Lawrence's tuning efforts, culminating with TOK 258 being entered as a works car at Le Mans in 1962, when it became an icon in the Morgan community by winning its class.

Peter managed the company from the late 1950s after his father's death. The 1960s were a challenging time for the business with the cars being seen as old-fashioned. He was hands-on, testing the cars and was even known to answer the company telephone personally.

Things improved with the publicity that followed celebrities like Brigitte Bardot and Mick Jagger becoming owners and towards the end of the decade the development of the Plus 8 laid the foundation for the ongoing success which has continue to this day.

Also famous at the time was his rejection of Sir John Harvey-Jones proposal, in his TV programme 'Troubleshooters³', on increasing production to reduce the waiting list. The resultant publicity led to an increase in orders in the thousands and an even larger waiting list!

Peter remained Chairman of the company until his 80th birthday, when he handed the reigns over to his son Charles.

Above all Peter was regarded as a gentleman by all who dealt with him.



¹ <https://www.visitchurches.org.uk/what-we-do/news/the-great-national-steeple-chase-is-an-epic-success-.html>

² https://www.theheritagealliance.org.uk/wp-content/uploads/2019/09/InspiringCreativity_THAreport.pdf

³ <https://youtu.be/OBu5ewmEP2E>

Historic Vehicles & The National Trust

The FBHVC is very pleased to announce that it is working with the National Trust (NT) to promote co-operation between vehicle clubs and property teams for mutual benefit. The NT is keen to find new ways to attract visitors to the large number of properties and sites it manages throughout Britain, and we know that many clubs are equally keen to find suitable venues for displaying their vehicles, to use as a destination for a run out or simply as a stopping point for lunch or afternoon tea.

The Federation has produced a flyer which outlines the variety of vehicles encompassed within our membership, and the ways in which they might work to mutual benefit with NT properties. This has now been sent via the NT's internal email distribution group to Visitor Experience staff at properties and regional hubs – the people who manage and advise on visitor programmes and events at each property.

The intention is that this will encourage and facilitate contact

Historic vehicles are a fundamental part of Britain's cultural, industrial and sporting history – and the FBHVC's aim is to encourage the enjoyment of all types for enthusiasts and public alike



between properties seeking clubs looking for suitable venues, and vice versa - so if you are looking for a display area, destination venue or just a lunch stop in anything from a stately home with parking for 200 vehicles, large or small, to a historic building in a city with space for 10 motorcycles, have a look on the National Trust website and get in touch!

Would you like to help Willow? Paul Chasney

Meet Colin. He takes people for a ride; perhaps you would like to join him?

Colin Newby is a long time Alvis enthusiast and serial restorer of many a lost cause. Before he retired Colin ran a business restoring radiators for many different makes of historic vehicle and even has a TV appearance to show for it!

Starting retirement in 2005 Colin was looking forward to a long and happy retirement driving and restoring the types of cars he loves. However two years ago tragedy struck the family when his then 37 year old son was diagnosed with a terminal illness.

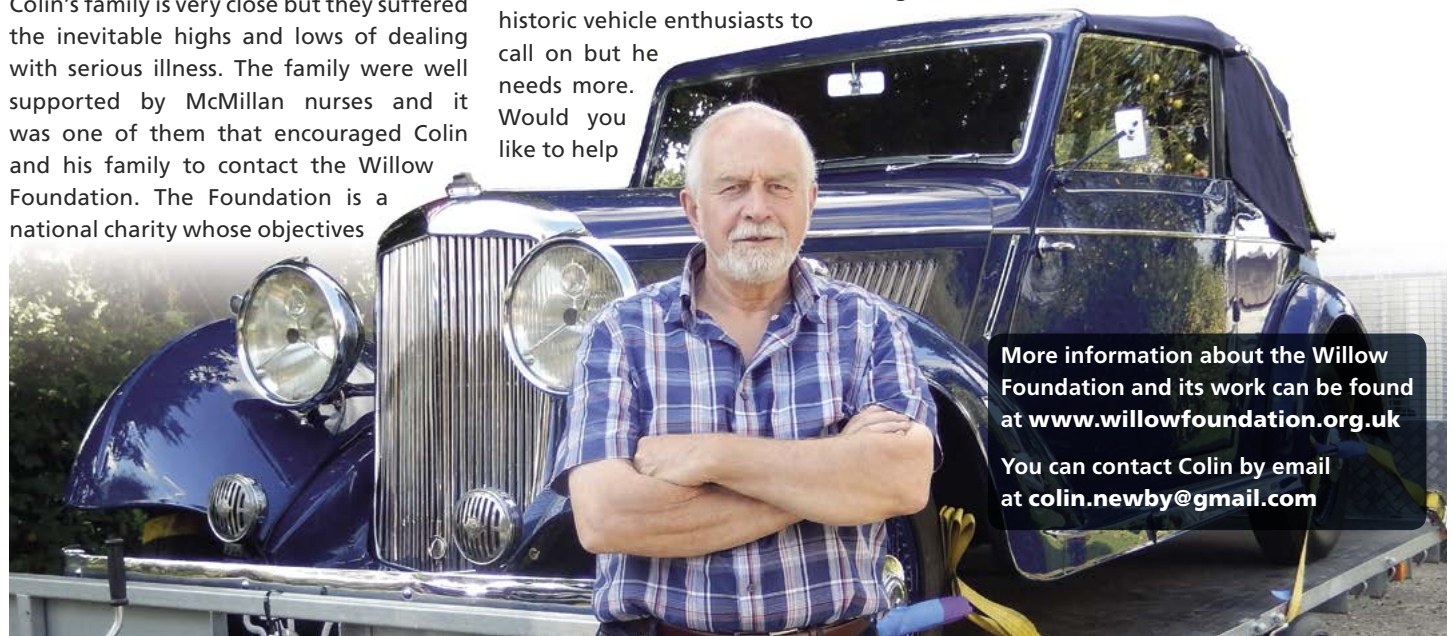
Colin's family is very close but they suffered the inevitable highs and lows of dealing with serious illness. The family were well supported by McMillan nurses and it was one of them that encouraged Colin and his family to contact the Willow Foundation. The Foundation is a national charity whose objectives

are to enable young people between the ages of 16 and 40 to enjoy a special day and possibly give them their last chance to fulfil a dream. Colin's son and his partner were able to enjoy a dream trip to London to see a show, go backstage at the theatre and meet the cast, all arranged through the Willow Foundation.

Colin is now working with the Willow Foundation to help enhance some of those special days by providing transport in a historic vehicle, to, from or at the event. Through his work and his support of the Alvis Owner Club, Colin has a range of historic vehicle enthusiasts to call on but he needs more. Would you like to help

Colin in his efforts to make the 'dream days' just that bit more special using your historic vehicle?

Supporting community activities such as Colin's work with the Willow Foundation is not only valuable charity work but it enables us as historic vehicle enthusiasts, to show that our vehicles are not 'toys for the rich' but real heritage assets that everyone can enjoy. Why not drop him a line, there may be members of your Club who would be keen to support such a venture.



More information about the Willow Foundation and its work can be found at www.willowfoundation.org.uk

You can contact Colin by email at colin.newby@gmail.com

HERITAGE SKILLS ACADEMY APPRENTICES TO REBUILD SIGNIFICANT TRIUMPH TR2

WITH THE SUPPORT OF



Cambridge & Counties Bank have taken a further step in support for the next generation of historic vehicle engineers, by working with the Heritage Skills Academy on the restoration of a historically significant Triumph TR2. The fifties British sports car will be rebuilt by students at the Heritage Skills Academy as part of their learning, with a view to completion in time to compete in the Rallye Monte-Carlo Historique in two years' time. The students will not only be carrying out all the work required to finish this significant car, but will also project manage the restoration and consult with its owner on sourcing suitable period upgrades to prepare the car for historic rallying.

Neil Fender, Head of Classic Car Finance at Cambridge & Counties Bank described the moment the car was handed over; *"The enthusiasm that all the apprentices showed when we delivered the TR2 to the Heritage Skills Academy was heart-warming. They are all genuinely excited to get started and it's going to be fantastic now to watch the project un-fold and to see those apprentices progress as they grow and develop with the car."*

The TR2 was delivered to the Heritage Skills Academy at Bicester Heritage in October for an initial assessment by the tutors

and students, who will now formulate a schedule and parts budget for the build.

Launched in 1953, The TR2 was hugely successful in motor sport, especially in Alpine rallies which earned it a formidable reputation as a rugged, fast, but affordable sports car. This particular TR2, registered RHP552 was used by Standard Triumph to train and educate apprentices at the Standard Triumph factory during 1955.

The chassis number marks this TR2 out as being manufactured by Standard Triumph at the point where chassis modifications were made as part of the model's development and there is evidence in this car's massively extensive history file that show it was used by the factory as an experimental car for those changes.

The development engineer for Triumph, David O'Clarey, pictured tutoring students at Banner Lane in 1955, later purchased this car from the factory and successfully campaigned it in rallies around Europe, applying many of the modifications to the car that had been so successful on the factory works cars of the 1950s.

Cambridge & Counties Bank support the FBHVC backed Heritage Skills Academy based at Bicester Heritage, through the provision of business finance education

modules and apprentice bursaries. The apprentices on the scheme, who are currently learning the skills they will need to safeguard the future of historic vehicles, are working on the restoration of RHP552 and also learning their craft, just as those original students did with David O'Clarey, way back in 1955.

Cambridge & Counties Bank exhibited the TR2 as part of the FBHVC Village Green display at the NEC Classic Motor Show, alongside one of the apprentices from the Heritage Skills Academy who talked about how the apprenticeship is helping them on their way to a career in the historic vehicle industry.

The hand-over of the project offered a unique opportunity to re-create a period photograph of the apprentices from 1955 with the apprentices from 2019, complete with white workshop coats!



Welcome to David Daniel

With a little encouragement David wished to introduce himself and share his interesting family background. Enjoy.

Empress Coaches

My tenure as Legislation Manager commenced with close attention on bus and lorry tyres, which led to some light-hearted exchanges based on my family's motoring connections and resulted in a request that I expand the story for wider publication. I hope you find it interesting.

The story is gleaned from conversations with my father (1924-2017), dimly-remembered conversations as a child with my Grandfather and his half-sisters, and the few remaining photos in our family archive.



I'll pick up the story circa 1900. Reuben Lowe – a Birmingham small businessman – is running a hardware store in Lancaster Street on the NE edge of the city centre. At the side of the shop

there was an entrance leading to a large rear yard with further outbuildings. It was probably a stable as my Dad recalled a disused blacksmith's shop in the 1930s. Reuben ran a hand-cart hire business and may have also operated a horse-drawn haulage business.

His first wife had died leaving two girls, and his second marriage to his widowed sister-in-law resulted in a further two daughters. He also acquired a stepson, my Grandfather, who seemed to have stayed at his grandparents' farm for much of the time.



By 1914, the business had developed and haulage by a number of lorries was being undertaken. As WW1 progressed and menfolk were called up from service, his daughters took over driving the lorries, undertaking both local and long-distance runs. For me, as a youngster in the 1960s, it was strange to hear elderly and frail women perhaps discussing driving an Edwardian lorry down some of the more fearsome hills of the day.

My Grandfather, in the meantime, had a rather abrupt period of military service. Called up in 1916 and hastily trained, he marched to the front in the Arras region. His combat experiences were brief but with a more fortunate outcome than many fighting in the Somme. His platoon was surrounded and taken prisoner, and he ended up working in a German factory making buckets.

At the outbreak of peace, he returned and started driving lorries for his Stepfather. It seems however that his Army back-pay was invested in a new venture with Reuben. Three WW1 lorries were purchased from war surplus stocks and converted into Charabancs.

The work routine at the time was that of driving lorries on general haulage daytime and offering evening and weekend excursions using the charabancs. Grandad drove a Fiat. Later photos seem to suggest there were two Fiats and a third unidentified solid-tyred conversion.



The venture seems to have initially thrived. Perhaps unsurprisingly, the husbands of Reuben's two younger daughters, Harold Belcher and Walter Dennis joined the business as drivers.

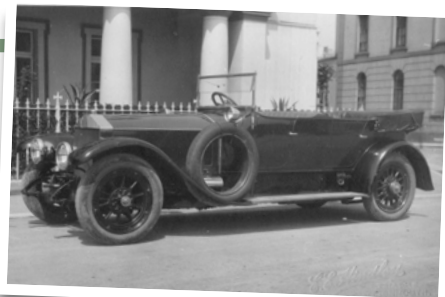
Evening excursions appear to have been to varied local destinations, with weekend day trips to the seaside, beauty spots and other attractions. These could easily involve a round trip of 200 miles, plus at least some time at the venue.

For passengers, it must have been quite an adventure. Officially these coaches had a speed limit of 25mph, although drivers tended to see this as a general guide only to be observed in the presence of the local Constabulary.

Even so, a day trip to the seaside might easily involve 9 hours of travel, an hour or more for refreshment stops, and perhaps

4 hours on the beach. If it rained, you had the ignominy of the driver climbing all over your seat, dragging an endless length of canvas hood behind him, and conversion of your mode of transport into a travelling marquee.





There was the added excitement of whether you would actually get there. There is a story that on one occasion the whole back row of seats broke off, leaving a row of passengers lying in the road!

The Fiat's body had been constructed so that there was a large space between the driver's seat and the body side. On some trips, my father, as a young boy, was allowed to come along, sitting on a cushion next to his Dad.

Weekday lorry-driving was equally demanding. In cold weather and on long journeys, it was apparently the practice to fill the footwell with straw to keep your legs and feet warmer while you drove.

At some time in the late 1920s Harold and Elsie Belcher moved to Teignmouth. Recuperation from illness and fresh air was said to be the reason, however this led to a second branch of Empress Coaches being started to cater for holidaymakers. It was a business that thrived and prospered, with Elsie's sister, Edie, and husband Walter joining them. In the early 1930's two new purpose-built coaches were purchased.

For some years, it became the practice to close up the Lancaster Street business, and for the family to take the Fiat coach to Teignmouth for Christmas.

The Birmingham business seemed to have declined about this time, presumably due to the general recession and perhaps also Reuben Lowe approaching retirement. At some stage, the whole business closed, my grandfather driving lorries for other businesses. Lancaster street was hit by bombing during WW2, and this may well have been the final straw.

The coaches seem to have increasingly been transferred to Teignmouth. Some of the photos show a 1930s full line-up of vehicles, including the three original ones – still in service after some 10 years – the two new coaches and two Rolls Royce tourers, used for overflow capacity.

In 1932 the business was merged into another local operator – Greenslades of Exeter. The family continued to run the Teignmouth branch under the new owner. This continued until the 1950s when Greenslades sold their local bus services, and moved into the new European travel market. Harold, Elsie, Walter and Edie drove and operated the service, travelling across Europe on tours.



Ethanol-free



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CLUB EXPO 2020

BACK BY POPULAR DEMAND!



Following Club Expo's success earlier this year the Federation of British Historic Vehicle Clubs bring you Club Expo on Saturday 25 January 2020. The venue is the ever popular British Motor Museum Gaydon.

2020 will deliver some new topics as well as provide updates on previous subjects. All discussions will be delivered in a plenary and due to the nature of the information available the lunchbreak will be 90 minutes to enable you to grab a bite to eat in the cafeteria, meet new and existing friends and potentially take time to view the museum.

At the time of going to print we have the following speakers confirmed.

In Association with **BRITISH MOTOR MUSEUM**



Welcome

David Whale

Our Chairman, David Whale will open the proceedings and provide you the audience with the FBHVC's perspective on Club Expo and introduce Tom Caren from the British Motor Museum as Show Manager. Tom will acquaint you with all the necessary information on the Museum before other guest speakers delight you with the following:

DVLA Question Time

Ian Edmunds & Wayne Scott

Hosted by Wayne Scott, our very own Ian Edmunds will be answering some of the most popular DVLA related questions you want answered. In order to assist we urge you to forward us your queries via post to

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG
or via email secretary@fbhvc.co.uk



Insurance Question Time

Greg Nock – Peter James Insurance
Hosted by David Whale

Previously Greg Nock provided us with an insight to the 'Pitfalls of Liability'. This year we welcome your queries regarding the Club Scheme and Product Liability and also any other commercial insurance question. Please forward your questions either via post to

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG
or email to secretary@fbhvc.co.uk



Planning For The Future - Preparing Classic Car Clubs For The Next 40 Years UPDATE

Bruce Kelsey – Director of Development, Morris Minor Owners Club

Due to his popularity and the feedback received, Bruce Kelsey from the Morris Minor Owners Club will provide us with an update of how they are preparing for their future with regards to Succession Planning. We all await some further news!

Archiving – Is it for us? What can we do?

Andy Bye

Our very own newly appointed Director of Archiving, Andy Bye will provide you with an insight into the basics of archiving and how to avoid many pitfalls in commencing the task. You will be provided with the principles and easy to understand knowledge to commence the task of archiving within your organisations. It's not as daunting as you may think and could also be used as a membership incentive tool to recruit more members!



The Birth of Youth Groups & Their Achievements

Wayne Scott

Wayne will provide a short introduction to the various Youth Groups within the Historic Vehicle Community and their growing numbers and popularity. You will find out how they were born and what keeps them going.

Charlie Crawshaw

We welcome **Charlie Crawshaw** from the TR Register to delight us with the details of **TyreFest**, a new event which has won the **Classic & Sports Car Award of "Best Club Show/Event of the Year"**. This was shared between Charlie Crawshaw, TR Register/ Liam Murphy, Morris Minor Owners Club & Shaun Nelson, MG Car Club.

PLUS

Also featured will be a limited number of Traders whose specialisms are solely for the Club industry. No conflicting businesses will be present.

As well as enjoying the talks we hope for you to meet other clubs and help towards building a community of like-minded historic vehicle enthusiasts. You never know, you may learn something invaluable for your club from another!

How Much Will It Cost?

The Federation and British Motor Museum are offering the service **free of charge** and will commence at 10am and close at 4pm.

How Do I Book?

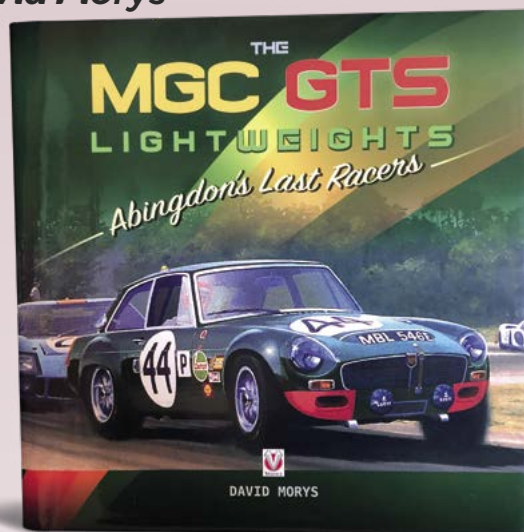
Due to space limitations, we can only take a booking for two representatives from each Club or Association. If more representatives from your organisation wish to attend, please contact Emma in the Federation office via **secretary@fbhvc.co.uk**. To book please send the names, addresses and contact information for each person wishing to attend either via post to

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG
or email to **secretary@fbhvc.co.uk**

We hope you can attend and look forward to meeting you again (or for the first time) in the New Year.

The MGC GTS Lightweights: Abingdon's Last Racers

David Morys



I'm not known to be a true lover of MGs. I traded-in my wife's BGT for a TR4A, before we were even married, something I have not been allowed to forget. I have owned several examples of the MGC's nemesis, the Austin Healey 3000, and have never owned any model of MG. But the MGC, the 'three-litre MGB', has always intrigued and confused me – and the MGC GTS, with its bulging arches and modsports look is, to my eyes, one of the best-looking sports-racing cars of all time. So I was more than happy to take this book for review, and learn more in the process.

David Morys, on the other hand, clearly loves MGs, and is eminently qualified to write a book like this. A career in graphics and photography, combined with archive research, experience in the hands-on building and maintenance of cars, a history of ownership of several MGs, including a MGC, leave the author perfectly placed to tell the story of the MGC GTS lightweights.

Morys starts with a detailed account of the development of project ADO52, the MGC. Sprinkled with fascinating insights, such as a description of the comical effect brought about by the insertion of a heavy six-cylinder engine into a car with relatively thin-section torsion bar front suspension, the text includes a good number of sidebars giving fine detail and personal insights to support the narrative. Descriptions of alternative projects under consideration at the time follow, including the inevitable discussion of the use of the Buick/Rover V8 engine.

An impressively readable account of the development of the production MGC engine follows, enhanced by the author's thoughts on the further story of the racing power units. More discussion of the technical elements of the cars leads into consideration of production and modified MGCs before Morys moves on to the real business of his book with the development story of the lightweights. This section further demonstrates the author's uncommon ability by being technically detailed yet eminently readable: the same is true of his account of the building of the GTSs, for me the most fascinating part of the book.

ISBN: 978-1-787114-45-6.

Veloce Publishing, Dorchester, England, 2019.

Classic Car Loan Scheme

The aim of the Classic Car Loan Scheme is to encourage the next generation of classic car owners by giving younger drivers the use of a classic car for up to a year as an extended driving experience. Older drivers are not discouraged from applying as this age group may be better placed to take up classic car motoring.

This wonderful opportunity is possible due to the generous spirit of car owners and classic car clubs who have offered cars into the project. Young enthusiasts normally aged 25 years or older, with some level of interest and aptitude, may apply for one of a range of cars. There are no hire or loan charges involved... just look after the car as though it was your own.

This is a private initiative run by Bob Wilkinson who now in retirement has had many years of enjoyment from the classic car world.



Car Theme

"Over many years I have owned, restored and driven classic cars and have played a prominent role in classic car clubs and events aimed at encouraging a new generation."

Please feel free to apply to have one of their project cars on loan or you may wish to find out how you or your club could offer a car for loan. Sponsors are also welcome!

For more information please visit www.classiccarloanproject.co.uk



Young Driver Gets an Alvis On Loan



Young enthusiast Josh Bennett was chosen by the Alvis Owners Club (AOC) to be the recipient of a 1949 Alvis TA14 saloon to have the car for a year! Josh had applied to have a car under the Classic Car Loan Project run by long time enthusiast Bob Wilkinson. Bob set up the project nearly 4 years ago to encourage younger enthusiasts by giving a car on loan for an extended realistic experience. The Alvis joins nine other classics currently out on loan.

The Alvis was handed over to Josh at the NEC Classic Motor Show by AOC Chairman David Salter along with generous owner Jack Meredith. The car has been restored by motor apprentices at a college in Aberdeen under the guidance of AOC guru Peter Milne. What a lovely job they have done!

David and Jack said, "We decided to put the Alvis into the project as our club is keen to encourage younger drivers. Bob's well managed project gave us a platform and now following full restoration the car is there to be enjoyed."

Josh said, "I am overwhelmed by the generosity of the owner and club in giving me this wonderful opportunity. I will enjoy driving around our roads in Oxfordshire....with a big smile on my face. I have been given good instruction on the care and basic maintenance I will be carrying out and I will have good support from the club during the year. A big thank you also to Peter James Insurance Company for their sponsorship."

The Alvis joins 9 other cars already with younger drivers this year. Readers can follow the exploits of Josh and all the other young drivers on the website www.classiccarloanproject.co.uk

Bob Wilkinson said, "I have all the present cars going forward into 2020 with additional older and newer classics making around 17 in total. We have quite a range from Alvis to Volvo with many between ready for younger drivers to enjoy. All the carefully selected young drivers have responded well to the challenge of driving and caring for these older vehicles. I am proud to be associated with them."

Find out more about the project and how one can take part www.classiccarloanproject.co.uk



»» End of Summer Update



One of the lucky recipients of the Classic Car Loan Project for 2019 was George Turner who had the fortune to look after a Vauxhall Victor. He very kindly has given a review of his time with 'Joanna'.

I have had a very enjoyable and very busy summer. Seeing as I love visiting car shows, it seemed as a classic car loanee for the summer I should try and attend as many as possible around my work schedule.

June

23

Bromley Pageant of Motoring

The first show and real bit of distance driving I had done in Joanna the Vauxhall Victor came at the end of June when myself, my uncle Kevin and Grandad headed South to the Bromley Pageant of Motoring. The event was being sponsored by Peter James Insurance who are also kind enough to sponsor the Classic Car Loan Project and I was excited to have been invited to park in a prime spot in front of their marquee to display Joanna and promote the project along with fellow loanees Max (Austin Maestro) and Richard (Morris Traveller). We arrived early after a surprisingly carefree journey along the M25; Grandad in the back waving to all passers by! It was great to meet up again with Phil from Peter James along with Max and Richard from the project. We were given a slot in the schedule to go out and drive our cars around the arena in front of spectators and have a quick interview with Paul Cowland from

the TV! I think I just about said the right things and after a few more laps beeping and waving at spectators I was able to relax a little! The show was vast and had so many interesting vehicles to admire. We had another great journey home, even traffic at the Dartford crossing were being kind to us, flashing me out into lanes and keeping a good distance, it seems there are more perks than I initially thought to classic car life! We got back in good time for a decent pub supper and a pint, what a great day!

July

7

Vauxhall Bedford Opel Association National Show

Two weeks later and Kevin and I were back on the road with Joanna for an even longer haul journey, this time to Sywell in Northamptonshire to the Vauxhall Bedford Opel Association National Show, displaying in the Vauxhall Victor Owners Club area. I was very much looking forward to meeting the people

who by donating Joanna to the Classic Car Loan Project, had really enabled me to have such a fantastic experience and been so helpful along the way.

We again arrived very early on the sunny Sunday morning; most people were still in their tents, caravans and hotels from the previous day. It was an all-weekend event but unfortunately due to work commitments I could only make one day. The show had a really different feel to the Bromley Pageant, this was a real owners club show, not many members of the public very much an enthusiasts event. There was a great selection of rare and wonderful Vauxhalls and soon our club stand was filled with Vauxhall Victors! Joanna was in great company amongst a fleet of very similar Victor's but all with their own personal touches and stories. I was pleased to be introduced to the club Chairman Neil Bonner and his family and catch up with other members of the club.

I was presented with some extra parts and jobs to be getting on with and was grateful to be able to speak in front of the members of the club at the end of the day to thank them personally for contributing to my experience and sharing all the stories of my time with Joanna so far. It seemed there was more public speaking than I expected being part of the project but I don't mind at all. It is great to share what I have been doing with as many people as possible!

Another flawless drive home in the July heat warranted another pub dinner for us and a well-earned rest for Joanna!

July
20 Festival of the Unexceptional

Don't be put off by the name! A personal favourite show from previous seasons was a must-visit for me, Joanna and Kevin. Held in the grounds of Claydon House, the event is for the now rare everyman cars and workhorses of their day. There is usually a very good atmosphere of owners and enthusiasts who don't take each other too seriously and enjoy the day. Joanna got plenty of admirers and lots of people wanting to sit inside and relive their younger days! The day was a real mixed bag of rare machines which I thoroughly enjoyed looking round. We had to leave early as for this time no pub dinner, I had an 80th birthday party to get to and had just the perfect car to arrive in!

August
18 Hedingham Castle Classic Car Show

After some National shows it was very nice to attend a local show, just 5 miles from my house stands Hedingham Castle and each summer its grounds hold a classic car show. This was to be the first show I would attend with my partner's father Mike and his newly restored Triumph GT6. Even my partner and her mum were going to come with us (a big step!).

We arrived in bright sunshine and parked up within sight of the castle, however soon the British summer weather took over and we all had to take to sitting inside Joanna while the shower passed having our picnic. After about an hour the sun was back out for the rest of the day and the public poured in to admire the cars on display. More friends and family arrived and we enjoyed a lovely afternoon in the sun. It does amaze me how many classic cars are hidden in local garages waiting to come out for the shows. I am pleased to report that my partner and her mum even had a good day and enjoyed getting into the spirit of classic car shows!

September
1 Braintree and Bocking Public Gardens Classic Car Show

Another local show to close a great summer was the Braintree and Bocking Gardens show, again just a few miles from where we live. Mike and I went in convoy and got parked up right in front of the main music stage. It was another sunny and hot day and I found the public incredibly engaging which was great. We sat and enjoyed the music and general atmosphere until the show closed, and then it was off to do a night shift for me!

Travelling the long distances to some of the shows has given me so much more confidence in driving my classic car. I am now finding driving Joanna much more seamless and have been grateful that she has not caused me any major problems.

Of course alongside all the shows she is now my go to car for trips out and about. All my friends have been enjoying having rides in her and taking part in the experience with me.

Now the autumn and winter months are approaching. My work schedule is decreasing (I work for a holiday airline so May-Sept are incredibly busy) therefore I should be able to devote more time to getting my hands dirty. I need to get one of my radiators (I have two) reconditioned and fitted. I have also been challenged to fitting a new fan belt and front bumper by Neil Bonner of the owners club. The car has no working heater currently and I have been told this is quite a difficult job to repair. I am hoping I will still be able to use the car right up to the bitter winter months when she will be resting in the garage, if only we could have another summer!

Thanks once again to everyone involved!



PETER JAMES
INSURANCE

Proud to support the Classic Car Loan Project

Peter James Insurance has supported the CCLP since its launch three years ago, offering insurance advice and contributing towards the insurance for each of the loan car 'borrowers'.

PJI's Cheryl Maybury explained: *"In our view, the importance of attracting the next generation into the classic car community just can't be underestimated."*

"This blossoming project offers young people a fantastic introduction to life as a classic vehicle owner, with the added reassurance of support from Bob Wilkinson as project manager, the individual owner or classic vehicle club which has loaned them the car and ourselves on the insurance side, amongst others. This helps give them the confidence to hopefully go on to buy themselves a classic in the future – in fact, a number of the previous years' borrowers have since become classic vehicle owners, which shows the project is working."

"From the stories and adventures coming in from this year's round of borrowers, it seems that they are very much enjoying their experience so far!"

A Warm Welcome goes to

Land Rover Register 1948-53 and the many Individual Supporters who have all recently joined the FBHVC. Thank you to all the Clubs and Individual Supporters who have recently renewed their memberships. We hope you all enjoy being members and supporters of the Federation over the coming year.

One of the many **benefits of being a member or supporter** is sharing the articles in FBHVC News. However if you do, we urge you to not change any of the wording and to please give credit to the FBHVC. We are a voluntary organisation just like the vast majority of our member clubs and work very hard in keeping yesterday's vehicles on tomorrows roads.

Logos

Thank you to those clubs who sent me their logos for inclusion on the Member Club Directory. For those who have not, and still wish for their logo to be added to their directory entry, please send an electric version to secretary@fbhvc.co.uk.

For clarification purposes all Member Clubs can display the Federation logo on printed material such as newsletters/magazines as well as their websites, however the correct logo to use is the one shown here.



You can download the logo from the members area of the website, by either logging in to <https://fbhvc.co.uk/login> or registering <https://fbhvc.co.uk/register>.

Website News Page

Don't forget to keep sending us your press releases and interesting information for publication on our Website News Page. All information to be sent asap to secretary@fbhvc.co.uk.

We also hope you share our news pages with your colleagues, membership or within your organisation to keep everyone abreast of the relevant news stories concerning our historic vehicles.

Drive it Day



Have you started to arrange your Drive it Day event? If so, please don't forget to share the details with us. We will publish your details in a future edition of FBHVC News plus arrange for the information to be included on the Events page of our Website immediately. Our Drive it Day Co-Ordinator is Ken Coad and he can be reached via coadspeed@btinternet.com. Please feel free to copy me in also (secretary@fbhvc.co.uk). Lets make this the best one yet!



Thank You

Thank you to those who have contacted me and offered articles for inclusion we are very grateful for your input. Please continue to send in your interesting information as we love to hear from you. The preferred method of contact is via email to secretary@fbhvc.co.uk.

Plus, don't forget to keep an eye on the news page of our website for up-to-date information! <https://fbhvc.co.uk/news>

A special thanks to Robert Spence and The Southern Classics Society for sharing the story of how their logo came to look the way it does today...



The Southern Classics Society came into being in 1991, however its roots go back before that date and can be found in Southern Water. Hence part of the logo being water drop shaped!

During the period when the utilities, gas water, electric, etc were nationalised and employed many tens of thousands of people, they would have very active sports and social clubs set up for the employees. Depending on geography, these might include such activities as fishing, camera clubs, rowing and sailing groups, cricket and football teams. In Southern Water one of their clubs was for classics and old cars.

When the nationalised industries started to be privatised during the 1980s and the workforce shrank many of the clubs and groups stopped being supported by the companies. However, those in the Southern Water classic car group decided to carry on with their love and commitment of classics vehicles by setting up their own club and calling it the Southern Classic Society, that 28 years later is still going strong.



I'm sure there are many other interesting stories of how your logos came to fruition. Please feel free to let us know.

TWENTIETH ANNUAL GENERAL MEETING



The date was Saturday, 12 October and over one hundred members and supporters joined us for our Annual General Meeting and Conference. Thank you to those who attended.

2019 saw us back at Rolls-Royce Enthusiasts' Club which is an excellent venue to host such an event. Please do make enquiries if you also wish to hire the venue for such formalities, we cannot recommend it enough. <https://rrec.org.uk/>

This year the Federation said goodbye to three Directors who collectively had served the FBHVC for 24 years. Bob Owen (Legislation Director), Geoff Lancaster (Communications Director) and Tony Davies (Technical & Events Director). We thank them for their significant contributions.

The conference commenced after lunch with our first speaker Charlie Crawshaw from the TR Register Youth Group who along with Liam Murphy (MMOCYMB and Midget & Sprite Club) and Shaun Nelson (MG Young Members) organised and planned TyreFest. An awesome

feat to bring all the youth groups together to celebrate historic vehicles. If you're intrigued, more information will follow at Club Expo 2020. Don't miss it!

Our second conference speaker was Katya (Kate) Sullivan, who gave a very interesting and thought provoking discussion on a 'Values-Based Automotive Heritage Approach'. Details were provided on many events she had visited such as the 55th Anniversary Meet of the Vintage Chevrolet Club of America, AMCAR's Lillestrøm Meet in Norway, Power Big Meet in Västerås Sweden, Mopona Lowrider Celebration in Inashiki, Ibaraki, Japan. If you are interested, you can view her presentation online by visiting the members area of the website.



Sir Peter Graham Obituary

Jim Whyman

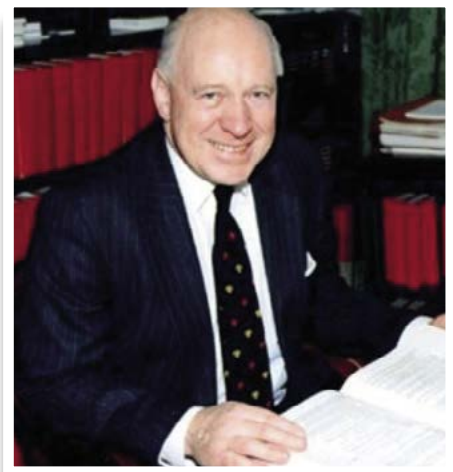
In the early 1990s Sir Peter Graham was the government's go-to man for drafting vital legislation and the range of subjects to which he turned his mighty legal brain was staggering. Not only was he responsible for the Maastricht Treaty, the advent of women priests in the Church of England and privatisation of British Rail, but as the first parliamentary counsel he also led the drafting of the National Lottery bill and the legalisation of Sunday trading.

The barrister's oversight of the legislative programme was the culmination of a 35-year career in the parliamentary counsel office, where he had drafted more than 100 acts of parliament on a multiplicity of subjects.

Sir Peter Graham was also a huge and very influential friend of FBHVC's predecessor group, the Historic Vehicle Clubs Joint Committee, later simply known as the Historic Vehicle Clubs Committee. When I first became involved in the late 1970s, Peter was HVCC's legal adviser and we used to meet in Peter's office in Whitehall. He had to step away from HVCC when he was promoted to the most senior position in the parliamentary counsel office and his place was taken by Arthur Jeddere-Fisher who was another senior government lawyer working for HM Customs & Excise before its merger with the Inland Revenue and meetings then took place in Lord Montagu's English Heritage office on Savile Row.

It is thanks to Peter that the principle that no vehicle should be expected to perform to a higher standard than was required of it when new was established in the 1970s. One exception that had occurred before Jim Whyman retired ten years ago was the requirement for vehicles with fixed windscreens to have screen washers.

Our thoughts are with his family and friends.



CLASSIC MOTOR SHOW

We have just returned from the Classic Motor Show 2019. Due to publication dates, details will follow in Issue 1, 2020.

Gloucester Goes Retro! David Burke

Remember the feature in FBHVC News Issue 1, 2019 on Gloucester? Well thanks to David Burke (britishmotormuseums.com) we have an update for you...

A sunny day greeted this year's Gloucester goes Retro. This is the Classic vehicle event held on August Bank Holiday Saturday with the four main streets originating from the Cross at the centre of the City each lined with classics.

The streets, normally pedestrianised, each had a decade of classics, 1940 – 1950 etc. and this year the streets were full of cars, motor bikes, vans and some special displays.

This annual Gloucester event drew a huge attendance and is backed by the City Council.

Here are some pics of the vehicles on display. As a bonus, for those exiting Gloucester a steam train which was waiting to enter Gloucester Station provided a roadside view for train spotters!



As you know the Federation receive many hard copy newsletters/magazines from our member clubs. We thought you may like to see the report and images from the Routemaster Association Imberbus Event on 17 August 2019. What a site seeing a motorcade of buses!

Routemaster Association Imberbus 17 August 2019

Nigel Eadon-Clarke



The convoy of vehicles at the end of the event had vehicles marshalled in date of build order. RT624, RTW467, RM9, RM597, RM1005, RM1400, RMC1510, RM1978, RML2318, RML2344, RML2665, RML2735, M1, LT378, LT450, ST812, LT1000 & WHV114

There were 27+ two visitors in attendance: (plus in service First Wright single deck BJ10VGC – 69502) plus Bath OT Ayats EO05VBM running in conjunction with a railway special train. It was reported on social media that there were 35 vehicles, which is incorrect.

RT624, RTW467, RM:9, 597, 613, 1005, 1357, 1400, 1654, 1978, 2060, RMC: 1453, 1510, RML: 2318, 2344, 2665, 2734, 2735, RMA: 50, M1, LT: 1, 378, 450, 700, 1000, ST: 812, WHV: 114.

Visitors RMC1461 from Brooklands and K424 from the LTM.

Pictures and words from the Autumn edition of Routemaster Magazine (Issue 119)

All photos courtesy of Nigel Eadon-Clarke

RMA 50



RMC1453



RML2344 waiting to load with passengers, whilst RM2060 departs

Transport Museum Wythall

WMPTE 50 *Sponsored by Cummins*

Blessed with fine weather, Transport Museum Wythall's West Midlands Passenger Transport Executive (WMPTE) 50 event was a great success.

Highlights of the day were the arrival of the National Express West Midlands fleet of award-winning heritage-liveried vehicles, specifically Wolverhampton, West Bromwich, Walsall and Birmingham and the running of the two museum's Cummins-engined buses, the Wolverhampton Daimler Roadliner and Walsall Daimler CRC6 double decker. The early WMPTE livery, as carried by the first WMPTE Metrobuses, was represented by NXWM heritage-liveried Scania Omnicity 4780.

The intensive WMPTE 'Happy Hour' (actually 3 hours) running between Wythall and Maypole ensured that the enthusiastic gathering could ride on vehicles from all four municipal heritage and early WMPTE fleets with the older vehicles being shadowed by the new – as follows:

- **Wolverhampton Daimler Roadliner NJW 719E with NXWM Trident 4535**
- **Walsall Daimler Fleetline XDH 516G with NXWM Trident 4601**
- **West Bromwich Daimler Fleetline NEA 101F with NXWM Volvo B7 4679**
- **Birmingham Guy Arab MOF 9 with NXWM Volvo B7 4651**
- **WMPTE Tracline Metrobus A110 WVP (Courtesy Aston Manor Road Transport Museum) with NXWM Scania Omnicity 4780**

In addition, the museum was running its regular services into the Worcs/Warks countryside plus the CAZ threatened 750 into Birmingham City Centre.

Event sponsors Cummins displayed two of its very latest, highly efficient power units and a vehicle battery pack illustrating today's technological advances - in stark contrast to its 9.6 litre V6 of the 1960s! Visitors were delighted to receive Cummins 100 pens, keyfobs and brochure material as mementos of the day.

Dave Taylor, TMW Trustee and proud owner of both the Walsall Cummins-engined Daimler CRC6 and Walsall Daimler Fleetline said, 'We were delighted with our visitor numbers today and the response to our 'Happy Hour' with WMPTE. There were smiles on many faces old and new and the sunshine provided some great photo opportunities with these rarely seen vehicles. I would also like to sincerely thank National Express West Midlands for generously bringing along five of their superb WM heritage fleet and to Cummins for their substantial sponsorship of the event'.



Picture courtesy of Tony Marsh/ Live Borders

Formula One legend, Sir Jackie Stewart OBE, officially opened the new Jim Clark Motorsport Museum in Duns, Scottish Borders on Thursday 29 August.

Following a tour of the new museum, Sir Jackie unveiled a plaque to mark the occasion and took part in a Q&A session with other invited guests, including fellow patron of The Jim Clark Trust and three time Le Mans winner, Allan McNish.

Speaking about the new Jim Clark Motorsport Museum, Sir Jackie said:

"I would like to congratulate everybody who is responsible for being able to bring together enough money to do something as nice as this. Really, you should all be very proud of it and I think a lot more folk are going to come to Duns to see it."

The museum, which opened to the public in mid-July, has already welcomed more than 5,000 visitors in that time. It honours and charts the life and racing career of the Scottish Borders farmer and double Formula One World Champion Jim Clark, a close friend of Sir Jackie.

The Museum is open seasonally from March to November and can be contacted on **01361 883960**.

David Burke

Museum of RAF Firefighting

From 1 September the Museum
relocated from RAF Scampton to:

4 Billet Lane
Normanby Business Park
Scunthorpe,
North Lincolnshire
DN15 9YH

Please feel free to pay them a visit.
Or call 01522 730198

Bentley Wildfowl & Motor Musuem

The Bentley Wildfowl and Motor
Museum at Halland near Lewes in
East Sussex has now closed. The
Miniature Railway located on the
Bentley Estate continues to operate.
Please visit bentleyrailway.co.uk
for more details.

Vauxhall Heritage



The 75 strong Heritage Fleet of Vauxhall Motors is housed in compact premises in Luton. Some changes are taking place in the Vauxhall property portfolio with Griffin House being sold. Consideration is being given to a possible Motor Museum to house the fleet which is now used for classic car loans. It would be great to see this come to fruition. At present the only public opening is when the Luton Festival of Transport takes place, usually in early June.



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It's Not Only Wildlife that Needs to Prepare for Winter Hibernation



THE ENGINE'S CHOICE

As autumn draws to an end and the days get shorter, many wild animals are preparing to hibernate through the winter.

Classic Car owners are also thinking of laying up their cherished vehicles for the long winter months, to protect them from exposure to the elements and harsh chemicals thrown up by the road.

When laying up vehicles classic owners think of protecting the exterior, bodywork and chassis, but how many think about protecting the engines and fuel systems of their vehicles?

Here at Duckhams we know that carefully planned storage will protect the engine of your vehicle and ensure that when you return to the road in the spring, your engine will be ready for the new Classic season.

When engine oils are worked, they generate acidic oxidation products, and leaving this dirty, used oil in your engine over the winter lay-up period will leave the internal surfaces exposed to potentially harmful corrosion. Also, the oil can form deposit precursors which can form sludges and drop out of the oil during storage.

Also, most of us will be aware that the government has introduced legislation requiring oil companies to include an element of renewable fuel, in the form of ethanol, into the petrol we buy to reduce the environmental impact of producing the fuel. Since September, forecourts have been required to display the maximum ethanol content in the petrol, these are the new E5 stickers which have appeared on petrol pumps.

However, ethanol is a hygroscopic chemical, meaning it absorbs water from the atmosphere. When standing for a long period of time, enough water can build up in the petrol to separate into an acidic ethanol and water layer at the bottom of the fuel tank which can corrode the fuel system and be drawn into the engine cylinders when starting up after the winter, potentially causing damage.

To protect your car, Duckhams advises that you take some basic, proactive steps to prepare it for winter storage. It

is strongly recommended that as part of this preparation you always consider changing the used engine oil to a fresh charge of a quality engine lubricant, such as Duckhams Classic Q 20W-50, and that you then run the engine briefly to ensure that all the components are coated with fresh oil before laying your vehicle up for the winter.

To protect the fuel system, we would advise storing the vehicle with a full tank of quality fuel, with an ethanol corrosion inhibitor, such as Duckhams Classic Fuel Treatment, added. Filling the tank reduces the headspace above the fuel, and so minimises the amount of water that can be absorbed from the air. Duckhams Classic Fuel Treatment contains ethanol stabilisers and so will prevent the water dropping out to form a water layer. It also contains corrosion

inhibitor additives to protect the fuel system from corrosion.

Whilst some fluids benefit from being changed before storage, other fluids, such as brake and clutch fluids will deteriorate over the winter months, absorbing moisture from the air, while the contents of the opened bottle will also deteriorate on standing. It is better to change these fluids just before returning the vehicle to the road, so we would recommend draining the brake and clutch system and replacing with a good hydraulic fluid, such as Duckhams Classic Brake and Clutch Fluid after winter storage.

Following these steps should ensure that in spring when you return to the road, not only will it still look pristine but your classic's engine will be lean and ready for the road - just like the creatures of the wild...

4 Reasons why DUCKHAMS Classic Fuel Treatment is the fuel system's choice.

- **Protects** fuel system components such as tanks, fuel lines and carburettor components from corrosion caused by petrol containing ethanol, up to 15%.

- Functions as lead replacement to **reduce** valve seat recession.



- **Prevents** ethanol and water separation in the fuel tank, helping to ensure smooth start up and reducing acid formation and corrosion.

- Contains detergents which **preserve** engine condition by reducing formation of gums and lacquers.

Use now to **protect** your engine over the winter.

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Lord Rootes is quoted as having said that no other man-made device since the shields and lances of ancient knights fulfils a man's ego like an automobile.

There is an interesting mini-biography of Brian Stonebridge in the newsletter of the **Greeves Riders Association**.

The **Armstrong Siddeley Owners' Club** magazine tells us that more than 300 Lancaster Bombers built by Armstrong Whitworth were fitted with Bristol engines due to a shortage of Merlins which were being given preference for use in fighter aircraft.

The story behind the 'VNH' V-twin Ariel has begun in the magazine of the **Ariel Owners Motor Cycle Club**.

There is an interesting and informative article on barrels and pistons in the magazine of the **Gold Star Owners Club**.

The **Bean Car Club** magazine front cover photograph shows an extraordinary calorimeter gracing the radiator of a Bean at the Bredgar Rally.

There is an account of the re-enactment of Burke and Wills' expedition across Australia in 1860 in the magazine of **Club Peugeot UK** – incidentally, this is the 200th edition of their excellent publication.

There is a brief but fascinating biography of George Daniels, a watchmaker extraordinary in the newsletter of the **Colchester Vintage Motor Club**, the most recent of his masterpieces to be sold at auction achieved £3,500,000.



There is a photo-reportage on the 'World Meeting' of 2CV's held in Croatia earlier this year in the magazine of the **Micro Maniacs Club**. It is estimated that 3,500 vehicles were present. If you missed it, the next one is in 2021.

There is an informative biography of the Hotchkiss marque in the **East Anglian Practical Classics** newsletter.

The reopening of the Jack French Austin Seven garage is recounted in the newsletter of the **Bristol Austin Seven Club**.

For those of you who are interested in that sort of thing the magazine of the **Cambridge & District Classic Car Club** informs us that there is a collection of 90 plus pedal cars in Milton Keynes Museum.

The magazine of the **Model T Ford Register** reminds us to check out driving licences upon their renewal when we reach 70. Unless you apply for a category C1E or you have category BE you are now restricted to a total towing weight of 750 kg (1650 lbs). The 'Diamond Jubilee Tour' will take place from 6 to 10 September 2020.

We are informed that the **International Mini Moke Meeting** will take place in the Alsace Region of France on 7 & 9 August 2020.



The magazine of the **Archive of Microcars** reports on the opening of the archive facility. There is still work to be done but it is the intention for it to be completed by November of this year. Fingers crossed!

The Journal of the **Fire Service Preservation Group** is concerned about the supply of Cross-ply 700/ 20 tyres. It is looking for a commitment to purchase an order to confirm a minimum of 100 tyres. Remember that's only 16 – 25 vehicles!

May 18 to 23 will see the Polish Rally of the **Vincent HRD Owners' Club** in Gdansk.

Not to be outdone, the **Panther Owners Club** are planning a ten day tour of East Germany from 11 to 20 June 2020.

The **Talbot Owners Club** magazine gives details of 'Rallye International du Pays de Fougères', The Le Mans Classic 2020 and the Dordogne Tour and the TOC Continental Tour Recreation

The Journal of the **Austin Healey Club** has a brief but important article on nuts and bolts – reminding us of the false economy of reusing fasteners when installing new parts that may have cost hundreds of pounds. By a remarkable coincidence, the **Land Rover Series One Club** magazine has a useful article on the self-same topic.

The magazine of the **Velocette Owners Club** continues its series of article on magnetos. The latest instalment looks at the armature.

There is an intriguing reprint of a 1971 article on the 'fuel cell' and its potential as a power source in the magazine of the **DAF Owners Club**.

The magazine of the **Gay Classic Car Club Group (GCGG)** has an interesting article on automobile aerodynamics.

NECPWA (North of England Classic & Pre-War Automobiles) News takes a nostalgic look at scrapyards of yesteryear and mourns their disappearance.

A couple of safety tips in the **Historic Caravan Club** Newsletter. Firstly, always carry a suitable fire extinguisher in your caravan and place a (full) fire bucket at your draw-bar. Even if you do not need it, someone else near to you just might! Secondly, consider fitting false number plates to your 'van when it is displayed at rallies. If the true number plates are on display, it will indicate that you are 'away from home' and that your house may be empty! This could lead to burglary...

As usual, a striking cover photograph on the cover of the **Traction Owners Club** magazine and inside a photo reportage of the impressive line-up of cars at the Centenary Celebrations at Coombe Abbey.

There is an in-depth assessment of the XK150S in the **Jaguar Enthusiasts Club** magazine.

The story of gearboxes continues in the **Austin A30/A35 Owners Club** magazine with a couple of well-illustrated articles.

Horsham Historics Preservation Society Newsletter has a brief but informative article on the history of 'Meccano'. The system still uses 5/32nd whitworth thread for the nuts and bolts which means that components made 100 years ago are still interchangeable with current products.



Do you remember the auction of the collection of fossilised Broughs that made up 'The Bodmin Hoard' of 2017? The newsletter of the **Colchester Vintage Motor Club** reports that not only has the restoration of the Austin Seven engined twin-rear-wheel machine been completed by the current owner but that it was on display at the recent Brough Rally.

The replacement of a leaking petrol tank in an Austin A40 with an MG 'Midget' tank is described in detail in the magazine of the **A40 Farina Club**.

The **Sunbeam Talbot Darracq Register** newsletter gives details of the '1000 HP FUND' which aims to restore Sir Henry Seagrave's twin-engined World Record holder of 1927. The car is currently in the care of the National Motor Museum at Beaulieu.

The quarterly magazine of the **Ford Classic and Capri Owners Club** lists an impressive catalogue of parts and panels that are available through the club.

A few reminiscences here! A photo reportage (in full colour) of the 1982 London-to-Brighton Run in Historic Commercial News from the **Historic Commercial Vehicle Society**. The 2019 cart marking ceremony also featured as a photo reportage.

The **Reliant Kitten Register** 'Mewsletter' describes the conversion of a Kitten to disc brakes.

There is a description of a member's experiences in the 2019 Mille Miglia in the magazine of the **AC Owners Club** which should be helpful to anyone contemplating the event.

The Journal of the **National Traction Engine Trust** gives us a comprehensive description of the 'Winterisation' of a steamer. There's more to it than simply adding antifreeze...

The excellent magazine of the **Velocette Owners Club** continues the series of articles on magneto maintenance – a matter of increasing importance as all the old craftsmen are disappearing. And just as a change, there is an informative article on rubber and of course, rubber tyres.

The **Riley Register** Bulletin gives us all the informative you will need on files, their design and applications.

The **South Hants Vehicle Preservation Society** gives us the correct (?) definitions of average speeds in events:- To Bimble: a maximum of 39 mph To Trundle: a maximum of 35 mph To Pootle: a maximum of 20 mph and l'Escargot: an uphill crawl.

The Citroenian Magazine from the **Citroën Car Club** gives us a definition of a pre-war French car body shell. It will exhibit bullet holes...

It's all happening in The **Morgan Sports Car Club** in June 2020. The annual dinner will be held on 6 June at the Walton Hall Hotel and the British Motor Museum at nearby Gaydon followed by the '6th All-Morgan Day' at Blenheim Palace on 7 June.

An analysis in the **Jupiter Owners Auto**

Club magazine of such information that is available suggests that the survival rate of Jowett 'Jupiters' amounts to 54% of production with about 38% in running order out of the 900 built by the company.



The oldest world champion dropped in on the **Panther Owners Club** rally at Letchlade. 94 year-old Stan Dibben - passenger to Eric Oliver in 1953 who won the Sidecar World Championship.

Part one of an account of the Liege-Brescia- Liege can be found in the **TR Register** magazine.

The journal of the **Vincent HRD Owners' Club** reminds us about the Polish Rally on May 18 to 23 and suggests that you might wish to combine it with the Dutch Rally on May 25 to 29?

The **Vauxhall VX4/90 Drivers Club** magazine reports on the VBOA International Rally in Ireland which included a visit to the Foynes Flying Boat Museum on the River Shannon.

The magazine of the **Midget & Sprite Club** offers some ideas for upgrading to 'modern' indicator and hazard warning lights.

We are reminded that the BMC 'Farina' production started with the Wolseley 15/60 in 1959.

Something to occupy those dark, winter evenings. The magazine of the **Rover P5 Club** has an in-depth article on molesting your Jaeger speedometer.

There is an account of the Pre-war Triumph Sports Coupes in the **Pre-1940 Triumph Motor Club** magazine.

The Journal of the **National Autocycle & Cyclemotor Club** has a brief but informative history of the Lamborghini company.

Do you remember us mentioning Beatrice Shillings' G15 Ginetta? Well, it would seem to have survived and is being revived. There is an account of progress in the **Ginetta Owners Club** magazine.

There is a very comprehensive coverage of the extraordinary vehicles on display at R o C in the **Pre 50 American Auto Club** which is almost equalled by 2019 Hot Rod Supernationals held at Old Warden and which is reported on in the October issue of 'Street Gasser' courtesy of the National Street Rod Association.

The front and rear covers of the **Alvis Register** Bulletin are given over to a representation of the itinerary for the centennial Alvis Relay.

The journal of the **Wolseley Register** gives us a photo reportage on the removal of the engine from a six-ninety. Not an operation for the faint hearted...

A members' impressions of a Tesla model 3 are written up in the **H & H Classic Vehicle Club** magazine and make interesting reading.

The impressive collection of fire appliances held in the storage facility in Perth, Western Australia is described in the Journal of the **Fire Service Preservation Group**.

Part 3 of the article on the XPAG tests being serialised in the **MG Octagon Car Club** Magazine deals with variability and ignition timing and includes discussion on vacuum advance among other topics.

Some unusual 'bodges' that have been discovered during renovation work are described in the **Vintage Japanese Motorcycle Club** magazine:- a gasket made from an admiralty chart, a frame top tube had been cut away to facilitate removal of the cylinder head, and then welded back into position, a piece of a feeler gauge trapped between a bearing cap and the connecting rod and an inner tube that was far too long and had been folded over on itself in order to stuff in into the tyre, this necessitated a very big lump of lead being attached to a spoke in the front wheel to balance it...

The **Austin Ten Drivers Club** have launched a new website. Please feel free to take a look www.austintendriversclub.com



»»» The **Mini Moke Club** also present their new website www.mokeclub.org. They also had a fantastic display at the Goodwood Revival.

The cover of the newsletter of the **Vauxhall Victor Owners Club** depicts a splendid 20-60 'Hurlingham' resplendent in blue and ivory.

The **Wolseley Owners Club** have moved into the 21st Century (their words) and their editions of 'Wiseley' is now available online. Members can download the online version to keep for future reference as well as being able to print individual pages.

The **Gilbern Owners Club** have announced their definitive book depicting the history of Gilbern Cars.

Wigton Motor Club have an interesting

fact in their start line magazine. Almost 2.5 million cars could be displaying inaccurate mileage because of clocking!

More interesting facts from the **Surrey Vintage Vehicle Society** magazine. The Tesla 3 has become the third bestselling car in the UK according to SMMT figures.

Colne Valley Classic & Vintage Club visited the Haynes Motor Museum which comes highly recommended if you want to see over 400 classics on display.

The **British Salmon Owners' Club** have announced their 2020 weekend in the Welsh Border town of Oswestry in May.

The **GCCG (Gay Classic Car Group)** have announced their annual tour date around the Rhine Valley in Germany from 29 May to 1 June 2020.

418 people from 13 different countries blocked the M96 at the Fire Service College, Moreton in Marsh as part of the 56th BSA Owners' Club International Rally between the 10 and 17 August. The **BSA Owners' Club** would like to thank the Fire Service College for their help and assistance during the rally week. Next year the 57th BSA Owners' Club rally is to be held 30 km south of Prague in the Czech Republic.



ANNIVERSARIES AND CELEBRATIONS



It's a bit late, but nevertheless Congratulations to **Sir Stirling Moss** on his **90th birthday**.

The **Hillman Owners' Club** give us fair warning that they will be celebrating their 40th Anniversary next year.

The **Morgan Three Wheeler Club** plans to celebrate its 75th Anniversary next year. Their bulletin also tells us that the Motor Cycling Club is introducing an 'all tarmac' Class R into their three classic trials.

The **Sunbeam Lotus Owners Club** is celebrating its 40th Anniversary, Congratulations! An unusual supplement to the latest magazine is a beautifully presented booklet commemorating the life of Julia ('Luvvie') who succumbed to bone cancer – aged 57.

The **H & H Classic Vehicle Club** magazine reminds us that July 2019 was the 30th Anniversary of the launch of the Mazda MX5.

The **Triumph Roadster Club** is already planning its diamond jubilee celebrations for 2020 but the date is not yet decided upon.

The **Riley RM Club** magazine reports on a highly successful 50th Anniversary Rally.

The **Triumph Razoredge Owners' Club** magazine informs us that Draper tools are celebrating their Centenary this year.

Congratulations to the **Cavalier and Chevette Club** on their 25th Anniversary!

The **Morgan Three Wheeler Club** is working on their 75th Anniversary celebrations which will be in 2020 – watch this space!

Meanwhile, the **Yeovil Car Club** have just celebrated their 70th Anniversary with a party and knees-up and so have the Citroen Car Club who are planned an extra special display at the NEC show to finish off a year of celebration.

Congratulations to the **Steam Apprentice Club** from the National Traction Engine Trust on their award presented at the NEC Show in March. 'An outstanding Club initiative to encourage the next generation' was the citation.

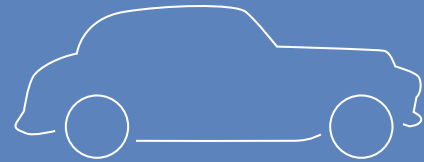
The **Ford RS Owners Club** magazine reminds us that their 40th Anniversary will be celebrated at Donington Park Race Circuit on 30 August 2020.

The centenary of the Alvis will be celebrated with a tour of New Zealand and a celebration at Blenheim from 2 to 5 April 2020. Modern technology in action is described in the **Alvis Owners' Club** bulletin with the production an improved door lock repair using CAD software and technology.

2019 saw the 60th Anniversary of **Club Triumph Eastern**. To mark the occasion members enjoyed a run in their classic cars to a mid-Essex county house hotel where they enjoyed an Afternoon Tea. Long serving Members reminisced about those members that couldn't be with them and viewed photographs from days gone by.



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