

HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 2 · June 2024

The Classic Car & Restoration Show March 2024



Plus

In Brief... Jaguar

Grace, space and pace

Drive It Day 2024

Contributions from our Clubs and Members

Runways to Racetracks

Exploring the link between post war airfields and motorsport circuits



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In this issue...

3 Editorial

Welcome to 'Historic'

5 The Lawyer

Classic car ownership tax issues

6 Legislation

Including the Federation response to 'Martyn's Law', car cruising, and EVs & automation

8 Fuels

Petrol seasonal changeover

8 DVLA

Small steps in the right direction

10 Archives & Museums

Austin and Morris offices exhibited at the British Motor Museum, plus Motor City - Rover's 140-year link with Coventry

11 Skills

Heritage Skills Academy
Apprentice of the Year

11 FIVA

Identity cards price rise

12 Parts & Services

A Case Study of Austin Ten Drivers
Club Spares

14 Runways to Racetracks

Part one, exploring the link between post war airfields and motorsport

16 In Brief... Jaguar

The latest in Brian Page's series

18 The Classic Car & Restoration Show 2024

Report from this year's event

21 The FBHVC Forest Is Here!

Tree-V's latest initiative on the Isle of Arran

22 Drive It Day 2024

Contributions from Clubs and Members

28 Insuring Your Club?

Make sure you understand the risks

30 Secretarial News

The Federation continues to welcome new members

31 Book Review

On My Knees

32 Club Chatter

The latest information from our member clubs

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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

Andrew is a member of the Classic & Historic Club of Somerset and a contributor to AstonOwners.com. 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!



Mel Holley - Secretary

With a lifelong passion for all forms of transport, photography and books, Mel spent his early career in electricity distribution, before moving to publishing. He has an eclectic collection of cheap quirky cars from eastern Europe and the Midlands.



Chris Cartmell - Project Co-ordinator

Chris lives in Northants with his wife, Jane. Originally trained as an Agricultural Engineer, he spent almost 40 years with Mercedes-Benz UK in After Sales and as Warranty Technical Manager. Since retiring in 2011, Chris has focussed his passion for his two Rover cars and as Director of the Rover Sports Register Club. He has been a local councillor for over three decades, three times the Town Mayor and organises its popular classic car show.

HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

From the Editor

The volume of topics and activities that spring to life in spring means that it's difficult to write an introductory editorial without missing something out that deserves a mention. But here goes...

Firstly, thank you to the surprisingly many people who took the trouble to write in to compliment this magazine's new(ish) title. Change quite often generates mixed feelings, but my self-bracing was, it seems on this occasion, unnecessary.

In this second edition of *Historic*, we look back on two major events in the FBHVC calendar (the Classic Car & Restoration Show and Drive It Day) with plenty of pictorial support for each. Again, I'm grateful for material submitted to me. However, my filtering of Drive It Day contributions was made a little easier by seeking out images of vehicles displaying an official Drive It Day rally plate. That said, I'm conscious that charity funds are collected by clubs for this and other events throughout the year. My own local event, run by the Classic & Historic Club of Somerset, is an example. The NSPCC's Childline service was promoted by a bucket passed around members whose cars didn't display a rally plate and the cash was donated shortly afterwards. More importantly perhaps, the public saw (and from where I was looking, enjoyed) the sights and sounds of the HV movement in action. After all, Drive It Day is about driving, or riding for Ride It Day.

As usual, we're also covering a fair selection of 'non-mobile' HV topics, including our regular directors' updates. We've also got some good news about our carbon balancing work with Tree-V (page 21) and our support for young apprentices (page 11).

On page 14 is the first part of Runways to Racetracks, a series of articles which will explore the role played by car clubs, including some Federation members, in the repurposing of military airfields as circuits in the aftermath of WW2. If you have any insights or images that might shed more light on this fascinating aspect of motoring history, the author would love to hear from you (please contact me and I'll put you in touch).

The magazine ends, as it usually does, with Michael E. Ware's summary of interesting snippets from around the world of HV publications. However, this time he suggested that one story, originally published in *Magneto*, should be recreated in full (see page 5).

We continue to follow the progress of the World's Fastest Jensen as it continues its preparation for breaking records. The team's efforts last year resulted in an award: the Nolan White

award for the fastest top speed in a car at Bonneville throughout the year. They were both surprised and delighted by this morale booster for their 2024 efforts.

Almost 15 years ago I bought a tatty old motorcycle, a Honda CB400/4. The model isn't particularly rare as they were immensely popular in the mid-late seventies and sold in their thousands. I'd always liked them back in the day but never owned one, although a few of my friends did. Filling that ownership experience gap then morphed into embarking upon a full restoration. It was, for me, a long-term process that introduced me to many specialists in sheds hidden not far from my home. That whole process and the eventual joy of firing it up afterwards (with fingers crossed that I hadn't messed it up) will, I'm sure, be a very familiar story to many of you. Apparently, this popular little motorcycle is 50 years old this year and there will be a celebration event at David Silver Spares in Suffolk in September. If I went along, it would be a major homecoming for most of the bits and pieces I had to replace during my restoration work!



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

Federation of British Historic Vehicle Clubs Ltd
PO Box 1563,
Peterborough, PE1 9AU
Email: secretary@fbhvc.co.uk
Phone: **01708 223111**

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

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Whether selling, importing or gifting, the classic car ownership proposition can be fraught with tax issues



The tax regime in relation to classics is relatively well judged. Adam Smith would have approved.

From *Magneto* issue 20
Magneto is a high-quality quarterly print magazine, with accompanying website and email newsletter. Please visit www.magnetomagazine.com

“To subject every private family to the odious visits and examinations of the tax gatherers... would be altogether inconsistent with liberty.” So said founder of modern economics Adam Smith. While Smith – whose tercentenary we celebrated in 2023 – wouldn’t have had the concept of motorised travel within his contemplation, today’s classic car enthusiasts should have a grasp of the basic tax issues that will be relevant to the ownership proposition.

In recent years the acquisition of collector cars has become increasingly popular, either for use or as ‘art investment’. The UK Hagerty Price Guide follows movement in this market with its gold index, recording 30 defined examples of the great marques. This index rose by 18.7 percent in the year to December 2022, while the S&P 500 index fell by 16.3 percent in the same period.

Most will know that the principle reason for this popularity is the fact that the sale of a classic doesn’t incur a charge to capital gains tax. HMRC treats *“mechanically propelled road vehicles, constructed or adapted for the carriage of passengers, except for a vehicle of a type not commonly used as a private vehicle and unsuitable to be so used”* as non-chargeable assets. HMRC takes the view that motor vehicles have a predicted life of less than 50 years and are therefore treated as wasting assets.

As with all general principles, there are exceptions. Race and single-seat sports cars attract gains tax on sale. The seller is duty bound to report the sale, and any profit, to HMRC. There is also a trap, lying in wait, for the enthusiast who wishes to sample as many classics as

possible. One or two transactions a year might constitute a hobby; any substantial increase in numbers might draw attention and will risk the individual being classified as a trader, thereby losing the gains exemption and being taxed as a business.

Might the gains exemption be under threat? In the US, there is generally gains tax applicable at the rate of 28 percent. My instinct is that while classic owners might hold strikingly trenchant party-led views among themselves, when it comes to our hobby, conservatism is to the fore including those in government, parliament and the civil service.

The temptation of securing a rust-free classic from abroad might prove beyond control, in which case current knowledge of import duty and VAT is required. The rule is that import duty is charged at five-ten percent, while VAT is 20 percent. Reduced rates of nil for import duty and five percent for VAT are available for classics that are 30-plus years old and deemed to be of historic interest.

This relief is also available for cars that are less than 30 years old, where that car is viewed as being extremely rare, is a limited edition, is or has been owned by a famous personality, has been used in a film or an historic event, or has been successful at a prestigious or international event. These are required to be original, with no substantial modifications, although repairs and restoration are permitted. There is also a VAT-relief scheme on temporary imports for repair and restoration work.

Finally, estate-duty or inheritance-tax mitigation ought to bear close scrutiny.

A timely gift of a major asset, such as a collector car, could result in that asset being excluded from the total of the deceased’s estate. This relief is derived from the ‘seven-year rule’, where a potentially exempt transfer can be gifted tax free, if the donor lives for seven years following the gift. A key part of the rule is known as ‘taper’ relief. If a donor dies within three years there is no tax relief, but thereafter taper relief from 32 percent in the fourth year, reducing proportionally to nil tax after the seventh year.

Best practice in securing this relief might be to enter into a formal deed of gift, thereby setting in stone both date and terms. HMRC would not accept the recounting of a conversation along the lines of: *“Dad promised to leave me the Bugatti.”* Furthermore, the donor should ensure that necessary changes to the V5C registration document are effected as at date of gift. A fresh insurance policy should be taken out, showing the donee as the insured party. Of course, dad will be expected to exercise the Bugatti on rare occasions.

Of necessity this column is but an overview of these topics – tax is a complex subject. Your solicitor should be consulted early days; errors or failures in process are inevitably expensive. In overview, in the UK at least, the tax regime in relation to classic cars is relatively benign and well judged. Adam Smith would have approved.

Clive is a solicitor and consultant with London law firm Healys LLP. Contact clive.robertson@healys.com.

Introduction

With decent weather, at least in the southern parts of the UK, there was every encouragement to blow the cobwebs off one's HV and head out on Drive It Day 2024. A visit to a well-known furniture retailer in the Riley was the height of our excitement but we saw quite a few other HVs on the roads around Abingdon. The mandatory cartoon (right) in aid of the NSPCC for this occasion pays homage to our chairman's delightful EV Zagato which featured at last year's Classic Motor Show. It proves that EVs are by no means a modern phenomenon but earn a place in the ranks of HVs alongside more exotic machines.

A good few topics are covered in this edition, some of which were discussed in detail at the Legislation Committee meetings that have taken place since the last edition of *Historic*. So, although still in draft, I describe our response to the Government's latest consultation on Martyn's Law (the Terrorism (Protection of Premises) Bill); the successful outcome of an approach we made to a council on behalf of a club whose meets had been banned; and the encouraging response we received from another council in relation to their Car Cruising proposals. Although not the subject of any action on our part, I discuss the issues in relation to a recent online petition asking for reduced Vehicle Tax for cars aged between 20 and 40 years to which the government have provided a response. I remind you that, although not marked immediate on our in-tray, we continue to monitor ULEZ and CAZ developments and make progress in the EV and Automated Vehicles areas.

Finally, although it seems a while ago now, I enjoyed assisting in manning the FBHVC Village at the Practical Classics Classic Car and Restoration Show and meeting some of the club and individual members. I was impressed at how optimistic but realistic most were about the future. I was grateful for the acknowledgement conveyed about the work of the Federation and some asked what more they as clubs could do to assist. Hopefully, some questions were answered satisfactorily and, if not, you received a coherent explanation of why not!



"It's a Zagato, Jim - but not as we know it!"

Martyn's Law

As I described in a previous edition of the magazine, this legislation was inspired by the family of one of the victims (Martyn Hett) of the appalling terrorist incident at the Manchester Arena in 2017. The subsequent inquiry found failings by the event organisers and others relating to prevention of a terrorist act and measures to mitigate the effects of such an act when it occurred.

The legislation proposes the appointment of a Regulator to oversee actions by owners and operators of event premises to ensure better preparedness for, and protection from, terrorist attacks. New statutory enforceable duties on the operators will be put into law, the extent of those duties depending on the capacity of the venue. The legislation proposes two tiers, 100 to 800 capacity being Tier 1, and 800 and above being Tier 2. Clearly, the duties on the operators of larger venues would be more onerous but the Home Affairs Select Committee which scrutinised the first draft of the Bill was concerned about the potentially adverse effect on smaller venues which has led to revised clauses and proposals and a fresh consultation in February. <https://bit.ly/3UD6MOM> These changes were to address the Select Committee's concerns (which we shared) that the cost and burden of fulfilling the new statutory duties might jeopardise the viability of some Tier 1

venues such as village halls, the very type which clubs use for their smaller events or AGMs. The government's contention is that their revised proposals which remove the requirement to complete a specified form or ensure that people working at the premises are given any specific training, will mitigate the concerns of the Select Committee. Confining the duties to the procedures to be followed by people working at the premises in the event of an attack occurring or being suspected as about to occur, is contended to be not too onerous. Whilst we made it clear we understood the rationale for the legislation, in our response we advocated further consideration of the necessity for and proportionality of the new regulatory provisions for small venues. In addition, through a very helpful intervention by one of our member clubs, we advanced some questions on how the different level of legal duties and responsibilities would work where, as not infrequently happens, a club has hired a Tier 2 larger venue (racecourse, school or college grounds or promenade) for an event for numbers of people far less than the stated capacity. Will the required duties be mitigated or modified, or will they still need to be fulfilled with the greater costs being absorbed in the increased hire rate? We will see where this one goes but the Federation has obvious concerns about increased cost burdens for clubs in these straitened times.

Car Cruising

As reported in the 1st edition of *Historic*, we made submissions to South Gloucestershire Council on the subject of 'Car Cruising'. As a recap, where localities are plagued with annoying and occasionally dangerous behaviour perpetrated by what is often termed 'boy racer' drivers on the public highway or in car parks, councils are 'driven' to seek powers to ban them. In the case of South Gloucestershire, a Public Safety Protection Order (PSPO) is being pursued to discourage, inter alia, "driving at excessive speed in car parks, racing other vehicles (including motor bikes and quad bikes), performing stunts (i.e. doughnuts) shouting or swearing at or otherwise intimidating other people."

So that legitimate HV activities did not risk becoming confused with such bad behaviour, we requested in our response to their consultation that:

- a. The order is amended to contain a provision for specific dispensations from Prohibited Activities for specific events to take place on land to which the draft order applies and
- b. The council provide a clear and unambiguous assurance that guidance will be provided to those monitoring or enforcing the Order on the primary purpose of the injunction and that common sense should be applied to lawful gatherings of historic vehicles enthusiasts.

As I relayed in my last column, we received a swift and positive response from the council on our submission. We were also invited to provide some wording that might assist in the fulfilment of para a above. In responding, we also indicated that we were encouraged by the wording of the FAQs which had been produced by the council. Based on the very positive and cooperative approach taken by this council and taking into account a fair amount of experience of similar orders in force elsewhere, we have confidence that a sensible approach will be taken by the authorities toward HVs travelling together to an event.

Chichester East Beach

And in the vein of positive and encouraging council responses, I can relate the engagement we have had with Chichester District Council. Readers may have seen in March the news item on the Federation webpage about our approach to the council which had banned car meets organised by Manhood Classic Car Club (Manhood being a peninsula in Sussex). As we stressed to the council and the club, we were not and cannot act as legal representatives for any individual or organisation. However, where we believe the freedoms or interests of our members and the HV movement more generally are under threat, we have a remit (or locus standi as we lawyers say for a fee!) to intervene, whether merely through a request for clarification or the submission of arguments.

Our inquiries of the council elicited courteous and constructive responses. We had indicated to them that we sympathised

with the challenges councils faced in relation to their facilities such as car parks. Such venues were frequently abused (albeit there was no suggestion of this in the case of the club) and because they were exposed to increased risks of litigation arising out of incidents which might occur at unregulated gatherings, we understood that the use of their car parks needed to be put on a formal basis. At any event the divisional manager of Legal and Democratic Services has undertaken to ensure that at the meeting to discuss the relevant policy, "Councillors are aware of [our] thoughtful and helpful letter". He has also kindly promised to update us on the situation following that policy debate. However, he is confident that what we requested in terms of a policy being put in place to allow events to take place in council car parks, will be agreed. The only downside will be an almost certain charging regime which is understandable for the reasons I gave above.

Alio die, aliam petitionem

Another day another petition, as my favourite Latin authors might have said! We are regularly asked to support lobbying of the government to extend the zero rate of Vehicle Excise Duty to vehicles (principally cars) younger than the current 40 years. The most recent approach related to a petition requesting the government "*Reduce Vehicle Tax for cars aged between 20 and 40 years old*".

We are alive to the international classification of HVs as those 30 years old and over, and as our website reflects, we do aspire to persuade government to meet that goal. However, timing is everything, as are coherent and substantive arguments. We adjudge that the timing is not right and that the reasons being advanced are not strong enough to make success likely. An extension to only 30 years will result in a

vast increase in the number of zero rated cars, let alone extending by a further 10 years. Unarguably such vehicles are much more useable on modern roads than those aged 40+, and although claims are made by many owners that they do a low mileage, in the light of the London ULEZ experience, the authorities may be sceptical of that assertion. HV status brings privileges which are justified by mainly leisure use and low mileage. However, these mileages are not officially monitored and there is a risk that they might be as a condition if any extension was contemplated. As I have previously noted, some European countries already impose conditions on the use of HVs in return for permission to operate. Hence, we are not currently in a position to lend unlimited support to an extension.

EVs and automation

As you will appreciate, the Federation takes no political stance on EVs and as can be gleaned from our chairman's collection of eclectic 'compact' EVs, they are very much part of the HV community. Our only interest is how the increase in their numbers and promotion by government might affect our freedom to operate, whether by reduction in availability of fuel or loss of technical expertise or spares through any deliberate or accidental legislative provision. So, the current meltdown in EVs sales experienced across Europe is only significant to us in terms of whether government targets on delivering Net Zero will be altered and pressure on the

phasing out of ICE vehicles eased. The same is true of our attitude to automation where, aside from some successful bus trials, there is a growing recognition of the considerable challenges of using self driving/driverless/automated vehicles on anything but segregated roads. The legislative principles and provisions are being developed but the technical challenges remain.

I mention these topics to let new readers, who may not have seen my previous articles on this, know that we are very much alive to the issues. They are not going away and will become increasingly significant to our activities. Our task is to find suitable accommodation so that we can continue to enjoy our freedoms.

Petrol seasonal changeover

It is that time of year again when petrol volatility is changing, moving from winter through spring to summer quality. The European petrol standard EN228 allows national standardisation bodies to select appropriate volatility and distillation characteristics to suit their local climate conditions.

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

Spring	Sales of petrol between 16 April & 30 May	45-100 kPa, VLI Limit
Summer	Sales of petrol between 1 June & 31 August	45-70 kPa
Autumn	Sales of petrol between 1 September & 15 October	45-100 kPa, VLI Limit
Winter	Sales of petrol between 15 October & 15 April	70-100 kPa

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

From the 16 April each year a Vapour Lock Index (VLI) specification is applied as the move from winter to summer volatility is carried out by the fuel suppliers. VLI = 10 x Vapour pressure + 7 x E70. The E70 is the percentage of fuel distilled at 70°C. During this time, high winter volatility petrol is still in the distribution system and the introduction of the VLI specification endeavours to limit vapour locking problems in carburettor equipped vehicles by adjusting the vapour pressure and distillation characteristics of the petrol.

Vehicle operability problems usually occur during the spring and autumn periods on warm days where high volatility fuel is still in the market as the VLI requirement does not

protect against vapour lock in more severe vehicle fuel systems. With many historic vehicles fuelling with Super 97 Octane E5 fuel, known as the protection-grade, it is important to purchase the fuel from a high turnover service station to ensure the lowest volatility is available at the pump to help minimise vapour locking issues.

Super 97 Octane E5 Protection Grade

With the introduction of the 95 Octane E10 grade of petrol, a Super 97 Octane E5 protection grade was introduced for older vehicles that were not compatible with higher levels of ethanol. The Government is required to review this requirement after 5 years to ensure these petrol grades remain appropriate to the needs of the market. The Government review is due in 2026 and the FBHVC will work with the fuels industry to lobby Government during 2025 to ensure that the Super 97 Octane E5 Protection Grade remains available



going forward for as long as it is required.

Many modern high-performance vehicles with knock sensors can take advantage of the Super 97 Octane E5 protection Grade for better performance and economy. Esso, Shell, Tesco and Texaco provide higher 99 Octane options of the E5 protection grade which work very well in modern, Classic and Historic vehicles with higher octane requirements. In general, these Super grades contain a higher level of detergent that helps keep carburettors and fuel injectors clean and working correctly. It is important that sales of the Super 97 E5 protection grade are maintained to ensure the ongoing commercial viability of the grade.

Finally, don't forget to check your Classic or Historic vehicle's fuel system carefully after its winter lay-up, to ensure there are no perished fuel hoses or fuel leaks. Fuel systems can dry out over the winter if the vehicle is not used, and the fuel hoses can shrink and crack.

I should start this column with an apology to anyone who has contacted me, either directly or indirectly since around the beginning of March. Due to eye surgery, reading, either on paper or computer monitor, has been very difficult and I have unavoidably accrued a backlog of unanswered correspondence. With the ophthalmic procedures now complete I can start to catch up and I hope by the time you are reading this turnaround times will be back to the target of a week or so.

Despite recent assurances given by DVLA to the classic press there is still no sign of their promised policy review, and the much-vaunted Historic Vehicle User Group (HVUG) appears to be moribund. However, there are a few individual items of DVLA news to report for this issue of Historic.

One of the many unannounced retrograde

steps taken by DVLA over the last few years was to stop accepting dating statements from still extant manufacturers on the pretext that they carried 'digital' signatures rather than 'wet' signatures. This has been one of the Federation's ten key issues in recent discussions with DfT and with DVLA. Although there has been no formal dissemination of this information, we learn from the Head of Policy at DVLA that they have now reverted to their previous position of accepting such documents provided they are supported by a covering letter from the appropriate club. Whilst this will not affect many of our members it is nevertheless a small step in the right direction and we can only hope it signals a return to a more pragmatic and constructive approach from DVLA.

An announcement made by DVLA during March attracted the attention of the specialist press and generated a certain amount of

excitement in some quarters. This move by DVLA applies specifically to one model of car and whilst it is undoubtedly good news for the relatively small cohort who own or restore these valuable cars the very limited relevance causes the Federation considerable concern.

To explain, as many will know the front of an E-type Jaguar is made up of three tubular steel components bolted to the front of the body tub. This assembly carries the front suspension, steering and engine together with a fourth tubular member which provides the hinge mounting for the very substantial bonnet. Additionally for Series 1 and 2 cars the front frame carries the chassis number stamping. These parts, particularly the rectangular front frame, often called the picture frame, which fits across the front of the side members, are prone to both damage and corrosion. In a majority of cases a thorough and conscientious restoration of an E-type would



require the replacement of these parts.

During the last five years or so as part of an ever-stricter interpretation of their policy and in a move away from accepting like-for-like repairs DVLA decreed that the replacement of any part of this front frame assembly constituted a chassis modification which in turn removed the car's historic status and required it to be issued with a Q registration. To permit the issue of a Q registration an Individual Vehicle Approval is required.

The announcement from DVLA in March stated that after consideration they no longer considered this front frame assembly to be a chassis component and thus its replacement did not constitute a chassis modification.

Whilst any recognition from DVLA of the real-world practicalities of vehicle restoration is obviously very welcome, some might say overdue, the Federation is extremely concerned at the apparently discriminatory nature of such a limited decision. Despite prolonged and determined lobbying over a period of years regarding the very serious threat posed to the whole historic vehicle

community by the ever-stricter interpretations of policy being applied by DVLA, the Agency has chosen to address just one aspect of one part of the problem which only affects a small group of valuable cars.

This point has been made in writing to DVLA and with the assistance of Sir Greg Knight MP also at Westminster.

Sir Greg has also informed us that the report from the Cabinet Office review of DVLA is at the time of writing considered to be imminent. We have separately been assured that although, as one might expect, historic vehicles are not the main thrust of the report, our concerns are covered. We await publication with interest and will of course report asap.

On another subject, a few months ago I drew attention to a small but significant change in the latest edition of the V765/3 guidance notes for those clubs processing V765 applications from their members. This change was that the statement that the club 'should' inspect the vehicle in question had been replaced by the club 'must' inspect the vehicle. We have subsequently been

asked what is meant by 'inspection'. To the Federation this seems very clear – it means a physical inspection where the inspector is in the same location as the vehicle and is able to touch it if necessary.

For applications for age-related registrations, rather than the V765 re-issue of original registrations, DVLA will accept a decision based on photographs although this must be made clear in the report. Drawing on experience of many years, FBHVC would always strongly recommend that all vehicles (V765 and age-related) are physically inspected. It is permitted to delegate the inspection to an 'appropriately knowledgeable person'.

Although it is now rather stale news I can end on a positive note. In December last year DVLA and Post Office Ltd signed an extension to their contract. This contract extension is a one-year rolling contract for up to three years, so the DVLA services will continue to be available at Post Offices until at least April 2027. More than six million people use the Post Office network for accessing DVLA services each year.

Events & Technical

Malcolm Grubb

Events

Despite increasing costs, meaning that disposable income is being squeezed, it would appear that the impact on our historic vehicle community event plans is minimal so far. I am hearing that some clubs are reporting fewer entries than in past years, but still have enough to make their event(s) viable.

The FBHVC Events Calendar is testament to the very active club scene, so please have a look at it regularly in case there is an event in your area you can support.

Some high-profile events I have been involved in recently include Drive It Day, London to Melbourne, and London to Lisbon.

Drive It Day has been extremely well supported. This year, I took part in a Drive It Day Tour in the South Downs area. Our club event had 30 cars and at least 3 other HV car clubs and 2 motorcycle clubs had Drive/Ride It Day tours in the same area and our routes coincided at times. Everyone was considerate to the locals and other road users, so the general public were able to see, hear, and enjoy yesterday's vehicles on today's (and tomorrow's) roads.

London to Melbourne is a recreation of a journey undertaken in 1927 by an Australian (Francis Birtles) who drove his Bean car from London, all the way across Europe and Asia, then by ferry to Darwin and finally arrived at Melbourne. It was an epic adventure, but he made it. This year, a 100 year old Bean replica has been shipped from Australia to the UK and started its journey to Melbourne from Brooklands on 18th April. As I write, this car has already crossed 11 countries and has made it safely to Istanbul and will now begin the Asia leg of the journey. I wish Lang and Bev Kidby the very best as they approach the most challenging part of their itinerary.



London to Lisbon Regularity event also began from Brooklands, on April 25th, and has an international entry list, which is good news and indicates that the post-Brexit EU border crossing issues are no longer a barrier for our overseas enthusiasts.

My personal events calendar for 2024 is already very full, with a mixture of car and motorcycle events in the UK, EU and South America. I hope your 2024 event plans are well advanced and that you and your vehicles have a great summer season.

FBHVC Events Calendar

The events calendar is looking very healthy with events listed all the way to 2025. There is plenty of room for more though, so please make use of this free 'publicity' by adding yours.

Useful links:

FBHVC events calendar <https://www.fbhvc.co.uk/events>

FBHVC List your event <https://www.fbhvc.co.uk/list-your-club-event>

FIVA events calendar <https://fiva.org/en/fiva-events>

Bean to Australia <https://next-horizon.org>

Drive and ride safely and have fun.

In recent weeks I have had two interesting visits.

First to the British Motor Museum for the unveiling of a brand-new display. It is almost three years since the office of Herbert Austin, where he worked from 1905 until his death in 1941, was painstakingly packaged up from inside the Longbridge plant and moved to the museum to preserve it. The museum has now relocated their existing exhibit of William Morris's office so that the offices of Herbert Austin & William Morris are now side by side.

These two exhibits use clever hologram technology to tell the story of these great men who were extremely influential characters in Britain's motor industry. It offers an unrivalled opportunity for visitors to connect with the stories of Austin and Morris and to understand the impact that they had, and continue to have, on the motor industry in Britain.

This project was finally completed due to the significant support of The Patrick Foundation which funded the reconstruction of the offices. The display was officially opened by Julian and Laura Pritchard of the Patrick Foundation. Julian told me: *"The trustees of the Patrick Foundation are delighted to have been able to support this fantastic project within the Museum and I hope the offices provide an informative and popular display for the many thousands of visitors to the British Motor Museum"*.

My second visit was to join The Joint Rover Clubs and MotoFest Coventry team, to celebrate the Rover marque's 140-year association with the City of Coventry, "Motor City". The event was centred around the original site of the company's Meteor Works No.2 in Bull Yard in the city centre which will soon be undergoing major redevelopment. The building, which was the original Rover showroom in Warwick Row, is currently a thriving arts space and its owner opened the building so we could explore what is believed to have been the first purpose-built car showroom in the UK where purchasers could admire cars, order, and then collect them. Walking around the now slightly tatty building, you can still see the parquet flooring which was in the second-floor showroom which was accessed by an electric vehicle lift. VIP visitors included King George V who, in 1915, bravely rode the lift up to inspect both the cars and munitions displayed on the second floor.

The Joint Rover Clubs and MotoFest Coventry put on an excellent display of cars around the city, but it is still a great shame that such history is being redeveloped and future generations will never experience it.



The new old offices side by side (credit Andy Bye)



Julian and Laura Pritchard open the new display (credit Andy Bye)



Austin's office preserved (credit Andy Bye)



Rovers on parade (credit Joy Richings)



1907 Rover 20hp Tourer (credit Joy Richings)



1935 Rover 10 P1 Rosa (credit Joy Richings)

Heritage Skills Academy Apprentice of the Year

Each year, the Morris Minor Owners Club present The Jack Daniel Trophy and a cheque for £250 to the Apprentice of the Year who is attending the Heritage Engineering Apprenticeship at the Heritage Skills Academy. The winning apprentice is chosen by the staff of the Academy, and it is therefore a very special prize as the winner is chosen from nearly 200 apprentices.

This year, the winner is Owen Jones, who works for the Redline Sportscar Company in Wiltshire. Redline specialises in Marcos, TVR, Lotus and other fibreglass sports cars.

Owen chose an apprenticeship rather than university as he felt university courses are too heavily focused on theoretical engineering and he wanted the opportunity to learn hands-on skills and real-life experience. He started his mechanical heritage engineering apprenticeship at the Heritage Skills Academy facility at Bicester Heritage in 2021.

Owen has a 1998 Lotus Elise with 217,000 miles on the clock. He has completed a suspension overhaul, including dealing with the common chassis corrosion. As he has a brother working at Lotus Cars, he consulted with Lotus engineers and designed his own repair panels using CAD, and had the parts CNC machined to his design and specification. The parts are now on the car using the latest epoxy adhesive and he is monitoring them before being able to offer them to other Elise owners.

Owen has one of the most interesting and professional personal profiles that we have seen and is a worthy winner of the 2024 award.



The presentation ceremony attracted an enthusiastic audience



Owen receives the trophy and cheque from MMOC chairman, Ray Newall and Branch Liaison Officer, Susan Akrill

FIVA Identity Cards Price Rise

The cost of processing the application and the issuing of FIVA identity cards is to rise from 1st July 2024.

The Federation of British Historic Vehicle Clubs (FBHVC) acts as the UK administrative agent for the issue of FIVA Identity Cards. These cards provide a simple guide to a vehicle's history, authenticity and specification and are required for events run under FIVA rules.

The cards provide evidence of provenance and therefore add value to a vehicle as well as making it eligible for several exclusive events around the globe.

The increased costs will not only cover the rise in administration costs incurred by the FBHVC in issuing the cards but will also serve as a much-needed donation towards the ever-increasingly complex work that the Federation undertakes in lobbying authorities to ensure our freedom to enjoy yesterday's vehicles on tomorrow's roads.

- With effect from 1 July 2024, the cost of a standard FIVA Card is £260.00 and a priority application is £310.00, both prices include VAT and shipping of the completed card by tracked, courier service to a UK address. International Postage will be charged extra. This represents an increase of £100 over the previous cost.
- Owners who are members of affiliated FBHVC member organisations benefit from £30.00 discount.

FIVA requires all vehicles to be physically examined before issuing a new card. The cost of these examinations is variable and is subject to agreement between the FIVA examiner and owner.



These costs will be invoiced by the examiner and payments will still be made directly to the examiner.

If a FIVA Card has been lost, duplicates of cards issued within the past ten years are available at 50% of the current cost of a new card. (Please note the original date of issue will remain and you will not receive a new window sticker.)

The Federation can only issue cards for vehicles that are registered in the UK. Cards are valid for ten years but are non-transferable so expire on a change of ownership if that is earlier.

You can find out more and apply online at: <https://www.fbhvc.co.uk/fiva>



Case Study – Austin Ten Drivers Club Spares

Our 'Essential Guide to Parts & Services', launched at Club Expo in January, is the latest in our 'Essential Guide' series of information booklets.

An interesting discussion with Frank Allen, chairman of the Austin Ten Drivers Club (ATDC) at the Classic Car & Restoration Show in March, resulted in us visiting their Spares Open Day at their premises in Buckinghamshire. We were met by Frank and most of his committee team who were assisting members in identifying some of the more obscure parts that had recently been donated.

The parts operation has been based in the same location now for over 10 years. The building benefited from an extension during the Covid lockdown to create a much-needed meeting room and a place to store archives.

The Club has a substantial stock of new and used parts that are available to order and are shipped all over the world. Parts are available to all, but club members enjoy a 20% discount on list prices.

The parts department is managed by Spares Secretary, Les Hemmings, assisted by two part-time paid staff which allows the stores to be manned on Monday to Friday mornings.

Les's role, with the committee's support, is the of ordering new stock, the manufacture of parts that are no longer available, and the listing of any newly obtained used parts donated by members.

Subject to inspection, the club is happy to accept donations (and in some cases

will purchase) unwanted or used parts. They also have the skills of the club's technical expert available to assist with difficult questions and the provision of fact sheets covering virtually all aspects of maintaining historic Austin vehicles.

The Club Shop is also run from the same location, supplying badges, branded apparel, etc. both direct and at events, such as the NEC and other classic car shows.

The club's monthly magazine also promotes businesses that specialise in both the repair and supply of specialist parts for the various models of early Austins.

At the club's recent AGM, the subject of the spares operation was discussed. Important decisions needed to be made regarding the future for supplying old and new parts direct to members. Although the spares operation runs at a net loss, it is regarded as an asset that's too important to discontinue.



A lovely day for showing off some of the parts (credit Chris Cartmell)





A literal example of the 'parts bin' (credit Chris Cartmell)

Exploring how other clubs operate their spares operations, to determine best practice and to consider sharing resources, is one initiative coming from the meeting.

Other ideas include sharing stores space and staff; jointly remanufacturing parts/tooling; joint development of efficient ordering/stock systems,

and distribution processing.

If any clubs reading this are interested in exploring these ideas, please contact Frank Allen by email - chairman@austintendriversclub.com.

Many thanks to Frank and the ATDC team for their welcome and for sharing their ideas with us.

Download the Essential Guide series from the members area of the FBHVC website. If you have not created an account, it's quick and free to do so: www.fbhvc.co.uk/register

Version 2 Underway

Version 2 of the 'Essential Guide to Parts & Services' is in preparation. We have received several recommendations/proposals for more companies to add to the A-Z directory list, together with some more names we have identified.

The list covers all vehicle types. It's not solely cars and, as we build the listing for the next print run of this guide, we ask those clubs that have not responded to send in their favoured suppliers to add to the list. Please send your recommendations to the FBHVC secretary, Mel Holley, using secretary@fbhvc.co.uk.

We will soon be sending out a short questionnaire to clubs to gather more important information on this subject and will share it in later editions of *Historic*.

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

RUNWAYS *to* RACETRACKS *Part One*

By Michael Jones

Following the cessation of hostilities on 8th May 1945, many hoped for an early resumption of motor sport after the privations of war. It was soon clear, however, that the pre-war circuits would not stage race meetings for some time, if at all. The track at Brooklands had been built on and both Donington and Crystal Palace were occupied by the military.

The racing fraternity expected the RAC, as the sport's governing body, to lobby the 'powers that be' to restore circuit racing as soon as possible. However, with the economy in ruins and a strict petrol rationing regime in place, there were concerns that politicians might not be entirely supportive.

On August 22nd, Francis Richard Henry Penn Curzon was elected as Chairman of the RAC Competition Committee. As a former Bentley Boy, President of the British Racing Drivers Club and member of the House of Lords, the 5th Earl Howe had all the right connections. His first action was to invite motoring clubs from across the UK to a meeting on September 28th, to discuss what needed to be done.

Forty-five clubs accepted the invitation, including several current Federation member organisations.

Participants were clearly frustrated at the situation. Fred Craner of the Derby & District Motor Club accused the military of "organised idleness" in its refusal to vacate Donington. The 750 Motor Club's representative proposed that "racing should be developed as a public spectacle" and called for a co-ordinated approach to make this happen, which was well received.

There was considerable enthusiasm for the possibility that now-derelict aerodromes might be adapted for racing, but the chairman was concerned that runways and perimeter tracks would be too rough for high-speed racing. He also cautioned that the re-introduction of racing before the abolition of petrol rationing may well meet with opposition.

On June 15th 1946, the Cambridge University Automobile Club put down a marker by staging the first post-war circuit race, at Gransden Lodge airfield. The event was a huge success and, crucially, proved

that Earl Howe's concerns about the suitability of runways and perimeter tracks for racing were unfounded. However, the exercise provided important lessons for the future as many drivers struggled to pick out the corners in the absence of hedges or trees bordering the course.

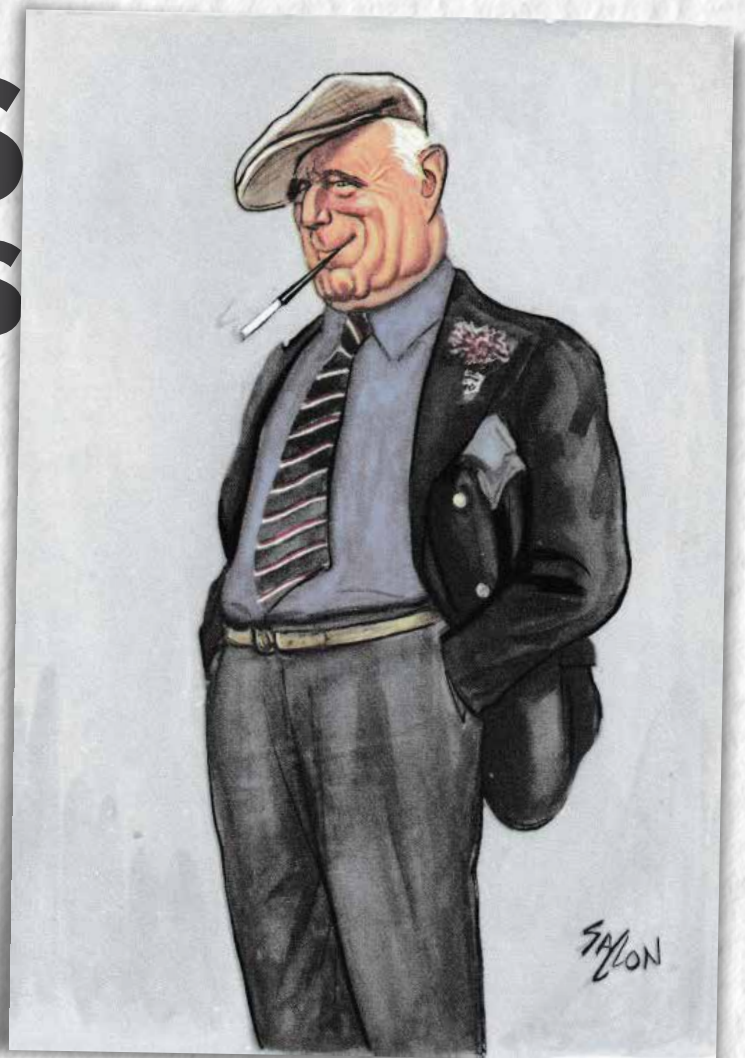
At a follow-up meeting with the clubs later that year, Howe announced that he was actively inspecting aerodromes with a view to their suitability for racing, but that the process was proving painfully slow. Eight separate Government Departments needed to be consulted to secure permission to race!

In July 1947, Cambridge University AC teamed up with the Vintage Sports Car Club to hold a second meeting at Gransden Lodge. An estimated 15,000 spectators endured rudimentary facilities to enjoy a varied programme of ten races.

In a glowing five-page report on the event, *Motor Sport* concluded it was "the sort of racing this country should have regularly, not merely once a year".

At the (now annual) meeting with the clubs in December of that year, Earl Howe reported that several airfields had been assessed but none had been found suitable. He also advised that the Air Ministry had promised to release a new list of possible sites and asked the RAC to act as a single point of liaison.

Six months later, on 30th June 1948, the RAC triumphantly announced that it had taken a 12-month lease on the former airfield at Silverstone and "if the circuit proves



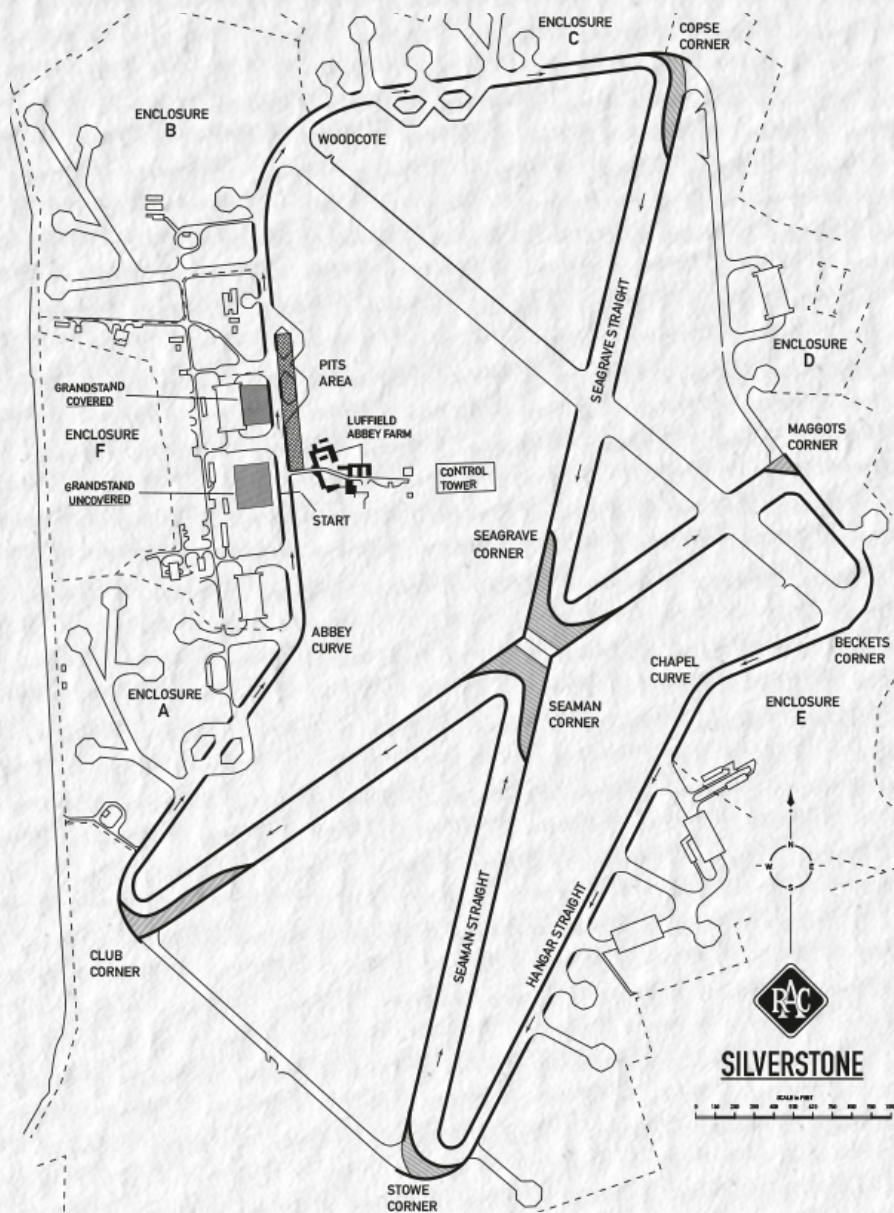
The 5th Earl Howe...a man with all the right connections
Credit: Drawn by SALLON of the Daily Mirror and published by SHELL-MEX and B.P. LTD.

suitable for car racing and testing, thereafter hope to secure it as a permanent track and develop it accordingly".

An editorial in August's *Motor Sport* lauded this achievement and noted, with some satisfaction, that it had even been reported by the BBC. More good news was to follow... shortly afterwards the RAC revealed that a Grand Prix International Car Race would be held on Oct 2nd, only two months away! The headline event would be a 65 lap (250 miles) race for Formula One cars, with £500 going to the winning entrant.

Determined that the new circuit should replicate a road course, the Competitions Committee decided there must be left as well as right-hand bends, of varying severity. The 3.67-mile course followed Silverstone's perimeter track before diverting onto the runways, with sharp left-hand bends marked at the intersection.

Canvas screens were erected to spare drivers the alarming prospect of being confronted with cars approaching them head-on and, taking note of drivers' experience at Gransden Lodge, 250 oil drums and 170 tons of straw bales delineated the track.



The course followed Silverstone's perimeter track before diverting onto the runways
Credit: Silverstone Museum

Ten miles of cabling were installed, and 620 marshals recruited from affiliated clubs. Sixty police officers, equipped with walkie talkies, were on-site to ensure public order and manage the flow of spectator traffic. Keen to maximise publicity the committee arranged for the BBC to conduct a live radio broadcast.

Befitting the meeting's Grand Prix status an invitation was extended to Italy's Scuderia Ambrosiana, which was duly accepted. The RAC organised insurance for the team's transporter and even co-opted a breakdown patrol to escort their honoured guests from the docks to the circuit!

An estimated 100,000 spectators enjoyed autumnal sunshine as they witnessed an emphatic 1-2 victory for the visiting team.

Unfortunately, though, there were significant issues for the organisers to reflect upon.

The crowd invaded the track while the race was still in progress, a situation *Motor Sport* regretted as "unparalleled in the history of British motor racing". Embarrassingly, the BBC's man appeared to know little

about racing, sending the magazine apoplectic... "how any commentator could see a Ferrari in the lead when none of these cars has yet been landed on British soil is a state of mind beyond our comprehension".

Despite these difficulties, the consensus was that the meeting had been a huge success. The gate was three times bigger than would have been considered a 'big day' at Brooklands and there was wide-spread enthusiasm for a follow-up event. *Motor Sport* was cautiously optimistic: "We look forward to another British Grand Prix in 1949, and perhaps the TT as well – politicians permitting."

Was the 750 Motor Club's idea that motor racing should be developed as a 'public spectacle' about to come true? Unfortunately, December's meeting with the clubs would reveal that some difficult challenges were about to surface in Earl Howe's in-tray...

These will be explored in Part Two.



Red cars on the cover of the event programme emphasised the 'International' status of the meeting



Villoresi's victory was front-page news!
Credit: Motor Sport



Mke Jones

Mike Jones is a keen student of automotive history and a past editor of AM Quarterly magazine. Author of numerous articles on Aston Martin, from the 1920's to the modern era, he is the proud owner of a DB7 GT.

IN BRIEF... JAGUAR

Words and images by Brian Page

Having roots in the late 1920s and being a manufacturer of sidecars for motorcycles, the Swallow Coachbuilding Company, based in Blackpool, was the brainchild of William (later Sir William) Lyons. Soon the company progressed into making specialised bodies on Austin Sevens and evolved into 'SS Cars', manufacturing their first factory built SS1 in 1931. The vehicle was sporty in appearance and was well built with good, reliable mechanics, based on the Standard Sixteen side-valve 6-cylinder engine of the time. The Standard Motor Company supplied Lyons with the engines and also provided some of the engineering on the vehicles' frames. In the first year of production, over 500 examples were produced. That was no mean feat for the time by this relatively unknown company.

In 1933, the model was improved and, along with the Coupé, a Tourer was added. Priced at around £300, the vehicle was excellent value for money, especially as it was capable of over 70mph and had a plush interior.

SS Cars continued to produce good quality, sporting models throughout the 1930s and in 1936 produced an 'all-time great', the SS 100, in both 2½ and 3½ litre forms. Later that year a saloon range of cars first appeared badged as 'Jaguars', with the basic design continuing after the hostilities of WW2 and re-appearing in late 1946 with 1½, 2½, and 3½ litre engine capacities. By now, SS Cars had changed its name to the politically more acceptable 'Jaguar Cars Ltd.' In 1948, the Mark V saloon and drophead coupé were launched,

but they generally looked like a modified pre-war model. The real news was the modern looking, all new XK120 of late 1948.

The XK120 was a view of things to come. This was in many respects 'the future of sports cars' that was first viewed by the public at the 1948 London Motor Show. It was sleek and graceful. The first 100 or so cars were manufactured in aluminium which was a revelation in post-war austerity Britain. As the name suggested, the car was capable of 120mph, which was particularly fast for a road going production model and was light years ahead of almost all other vehicle manufacturers of the day. The car had the newly designed in-house XK 6-cylinder



An early XK120 with an aluminium body



A lovely example of an XK140 OTS



An early E-Type Series 1 OTS



Series 1½ Fixed Head Coupé



Jaguar Mark 2 Saloon in 3.8 litre form



Jaguar XJ-S Coupé

DOHC unit of 3.4 litres and between 1948 and 1954 over 7,600 examples of the type were made, although bodied in steel when production started in earnest in late 1949. The car was superseded in 1954 by the improved XK140.

Alongside its sports cars, Jaguar produced some truly great saloons in the 1950s and 60s. A separate chassis was built for the Mark VII to Mark IX range of cars and later the Mark 1 and Mark 2 sporting saloons. These were developed into the S-Type and 420 models. The XK sports car range was modernised in 1957 with the smart looking XK150 now benefiting from wind-up windows, improved brakes and steering, and more power.

In the 1950s, Jaguar enjoyed great success on the racetrack, especially at Le Mans, winning with their C-Type and D-Type competition cars, and in saloon and sports car racing with various models.

In 1961, the beautiful E-Type was launched to a very impressed public and motoring press. It was in many respects a road going development of the racing D-Type. Once again, Jaguar was years ahead of the competition, especially in the E-Type's relative value for money. It shared the XK

engine unit with other Jaguars, at first in 3.8 litre form. There were initially two models, a lovely, sexy fixed-head coupé and an open 2-seater or 'roadster' in U.S. terminology. A slightly more practical 2+2 coupé would follow in 1966. The Series 2 arrived in 1968, utilising the now 2-years old 4.2 litre engine. The main visible differences were the loss of enclosed headlamps, remodelled bumpers and changes to the rear lamps. The Series 3 was introduced in 1971 which was a much more radical amendment of the design that featured the V12 engine fitted into the car's now ageing body.

In late 1959, Jaguar had taken over Daimler (or at least the British Daimler company) and had slowly transferred Daimler into a 'badge engineered' and upmarket version of various Jaguars. In 1966, Jaguar amalgamated with BMC (Austin-Morris, etc.), and became part of British Motor Holdings Ltd. This was before the economic downturn and the whole concern being bought out by Leyland, the commercial vehicle manufacturer. By the late 60s, the company had been nationalised and became British Leyland. The only good thing at the time for Jaguar was the all new XJ6 range of cars, including the 12-cylinder version, the XJ12,

and the later produced XJ-S range. By the early 1980s, the Leyland Group had been downsized and eventually Jaguar was sold off in 1984, later to be purchased by Ford.

Since forming Classic Assessments in 1993, I have been lucky enough to view and drive many Jaguars and have inspected and assessed over 1,100 pre-1990 versions. That includes over 500 E-Types, 220 XK120/140/150 models, 200 Mk2s and nearly 80 XJ-S models.

Today, Jaguar continues to manufacture some great and upmarket vehicles under its Indian-owned current parent company. In my view, Jaguar's sales slogan of the 50s "Grace, Space and Pace" is still a fitting 'strapline' for today. I'm sure Sir William would be pleased about that!



Brian Page

Brian is a historic vehicle enthusiast and professional assessor who, for the past 30 years, has run Classic Assessments, the independent vehicle inspection and assessment specialists that works with numerous car clubs. He lives in rural Norfolk and owns a 1937 Wolseley.

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THIS YEAR

Car & ion Show March 2024

by Andrew Fawkes

As I wandered around Hall 5 at the National Exhibition Centre in Birmingham, I was struck by how calm and collected it all was. A few people here and there chatting and the smell of freshly installed carpet and display units yet to be swamped by the aroma of the catering concessions. Yes, it was early in the morning and my shiny new FBHVC name badge was yet to adorn my 'working clothes'.



It didn't last long. As the clock struck 10, yet another massively popular event in the historic vehicle calendar got properly underway. Almost 27,000 eager showgoers shuffled past or, better still, hung around at the many stands, stalls, displays and live theatre shows over the event's three days. Some vehicles that started out as wrecks on Friday morning, were repaired and fettled to roadworthy condition by Sunday evening. It's very much a practically themed show with many points of interest for experts and non-experts alike right across the age spectrum.

Business was steady for our stand that, as usual, displayed some historic exotica: one of only 9 remaining right hand drive Morgan +4+ models from 1964 (in 'smoke grey'... apparently lots of people were asking about its colour); a 1946 Swallow Gadabout, Britain's first scooter (well ahead of the Italian popularisation of this mode of transport); Myrtle, the now famous 1968 Morris Minor and a Jaguar XK140 that proudly demonstrated its recent restoration history.

Of course, as we all know, whilst 'the car's always the star' - ('car' in this context includes all forms of historic vehicle!) - it's the people and their stories with their vehicles that make the historic vehicle scene such a friendly and fascinating one.

Visitors to our stand included members, prospective members, those buying Drive It Day and Ride It Day rally plates and those finding out more about our partnership with Tree-V. We were also delighted to welcome Derek Mathewson, who many will know from the popular TV series, 'Bangers and Cash' that features Mathewsons Auctions. It was also great to be supported, once again, by MPs Sir Greg Knight and Mark Tami (see right!).

In the words of Clarion Events, Show Director Lee Masters: *"Seeing the clubs work together to share their knowledge and skills was really heart-warming. We had all ages working on cars which gives you real hope for our community as we embrace our heritage as well as nurturing future generations".*

Maybe see you there next year?...

MP's Show Support for Federation



David Whale hosts Sir Greg Knight (left) and Mark Tami (right)

The Federation of British Historic Vehicle Clubs and Clarion Events Limited were delighted to welcome the Rt Hon Sir Greg Knight MP and the Rt Hon Mark Tami MP to the Practical Classics Classic Car & Restoration Show at the National Exhibition Centre on Friday, 22nd March and they were hosted by David Whale, chairman of the Federation.

Both Sir Greg and Mark are well-established historic vehicle enthusiasts with interests in large capacity touring cars such as Jensen and Allard and British sports cars such as Triumph TR and Austin Healey respectively.

The All-Party Parliamentary Historic Vehicles group was founded by Sir Greg and provides a most effective conduit between the Federation, our 500+ member clubs, 49 museum members, trade and individual supporters and parliamentarians.

Sir Greg first became an MP in 1983 and has represented the East Yorkshire seat since 2001. Mark was elected Member of Parliament for Alyn and Deeside in 2001. Sir Greg, his wife Lady Janet and Mark used the Federation stand as their base for exploring the show.



David and Sir Greg are joined by Lady Janet Knight, Derek Mathewson (left) and the FBHVC's former Research Director, Paul Chasney

The FBHVC Forest is HERE!

By Tom Worthington

Hi everyone, we hope you're all enjoying a fun and busy show season. It's been a busy start to the year for the FBHVC and Tree-V carbon capture scheme – I'm very proud to say that we've now carbon balanced 5.5 million historic miles! A huge thank you to everyone involved. It's a number that makes a real statement about our community's environmental credentials and leads to a VERY EXCITING announcement....

The FBHVC on the Isle of Arran

All those miles, and the 5,000+ trees we've planted to do the carbon capturing, means we have reached an important milestone – the FBHVC has been able to secure its own forest. When we started the scheme, our goal was to prove there was an appetite within the FBHVC family to deliver the trees and carbon balancing each year to justify our own dedicated project and we've done that in abundance.

Therefore, there is now a project on the Isle of Arran, as part of the Arran Forestry Woodland Strategy, where every tree planted is thanks to FBHVC members, clubs and traders. The project will contribute to the following woodland expansion priorities:

- 1) native woodland expansion to contribute to habitat networks along river valleys and around the coastline;
- 2) native and mixed woodland expansion in the valleys, dales and coastal fringe and;
- 3) farm and croft woodlands for landscape and habitat connectivity.

All of these are key goals in a carbon capturing project. It's not just about getting trees in the ground but also the wider environmental impact they have and ensuring they are part of a cohesive wider habitat plan.

It's also going to be a really important tool when lobbying on behalf of the historic community and, for those clubs involved in the scheme, a great thing to highlight to 'naysayers' objecting to your event.

Check out www.trees.fbhvc.co.uk to see drone footage of our trees on the beautiful Isle of Arran coast!

Club Certificates!

Thank you to all the clubs that got involved in 2023. Hopefully, you should have all received your certification marking your contribution and the totals achieved by the scheme. If you haven't then please let me know.

Helping clubs and traders to shout about their green contributions is one of the key aims of this scheme, so if you're a club organiser and don't want to be left out, then drop me an email (tom@tree-v.com) to see how to get your club involved or enquire on www.trees.fbhvc.co.uk.

Great to see you!

It was great to see so many familiar faces at the Practical Classics Classic Car and Restoration show. Many thanks to David and the FBHVC team for inviting Tree-V co-founder, Myrtle the Morris Minor, along for the weekend. It was great to hear everyone's Minor stories and eat our body weight in biscuits!

Myrtle is our cover image.



Club certificates: have you got yours?





DRIVE IT DAY 2024

By Andrew Fawkes

Along with the clocks changing, Easter and trees blossoming, Drive It Day is now one of the many things that warms the heart as 'the season' gets underway. This year was no exception as the sun shone (for most of the country), banishing thoughts of the miserable, wet few weeks before.

The author welcomes some interested passers-by to try out the Aston



Nice to be sheltering from the sun rather than the rain before the C&H Club run got underway



Almost warm enough for drop tops!

I joined my local club's event: a breakfast meeting followed by a 30 miles drive to lunch. How civilised. The Classic & Historic Club of Somerset, like many others, always ensure that there is an event on Drive It Day to encourage steeds out from their winter hibernation. About 30 cars dating from 1930s to 1990s trundled, roared or phut-phutted around the country lanes to

provide both a rolling display and a static one at each end. It was lovely to see other classics waving in the opposite direction and to chat with interested members of the public at each location. Organiser and club magazine editor, Julian Barber, ensured that everyone who had forgotten to buy their Drive It Day rally plate had an opportunity to make amends with a suitably

branded collection bucket at lunchtime.

During the day, the FBHVC's social media was busy with posts, re-posts and 'likes', resulting in a small avalanche of stories and photographs landing on my desk in the following days. A few are included here (with apologies to all those we were unable to squeeze in this time).

Drive It Day – Contributions from Clubs and Members



Bodle Street Green saw over 350 vehicles of all types (including 72 tractors!) come to the little village in East Sussex for their annual Drive It Day celebration. Photos Peter Love





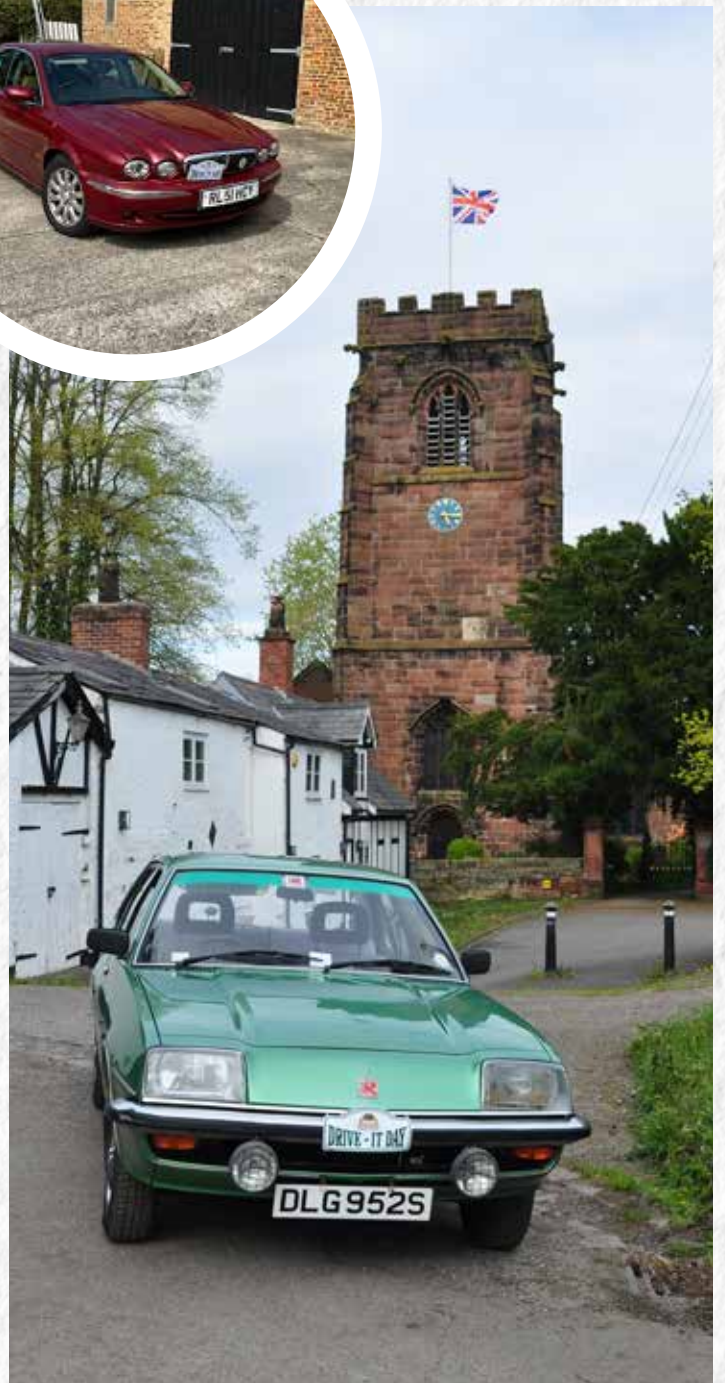
Clockwise from top left:
From Ross & Diane Ord driving their Jaguar XK8 in the Spanish Costa Blanca.

Steve Johnson of the **E-Type Club** joined the 'MAC Classic' for Drive It Day: 100 mile route through Gloucestershire and Worcestershire to historic hill climb venue, Shelsley Walsh.

Jaguar Enthusiasts Club member Alan Jose's Jaguar X-Type 2.5 SE about to set off for a Drive It Day tour of the Kent countryside.

Representing the **Cavalier and Chevette Club**, Jane Miller's Vauxhall Chevette strikes a suitably British pose during her Drive It Day run around Cheshire and Staffordshire.

The Cheshire area of our newest club members, the **Jaguar Drivers Club**, met in Wilmslow followed by a 36 miles drive to Holmfirth.





Cumbria's award winning **Wigton Motor Club** welcomed some 250 cars on their Drive It Day event, including one driving up from Lincolnshire!



Two contingents of the **East Anglian Practical Classics** started with breakfast stops in west and east Suffolk, then drove to meet up at the Grange Mechanical Music Museum near Diss in Norfolk. There they enjoyed a virtuoso demonstration of the mighty Wurlizer that once graced Slough Cinema. (photos: Roy Dowding)



Cavalier and Chevette Club gathering at the Market Harborough Classic event. (photo: Jane Miller)



A few more shots from the start of the **JDC's** Cheshire Area drive. (photos Steve Bennett)



Finally, it's worth remembering what Drive It Day and Ride It Day are all about.

Yesterday's Vehicles Supporting Today's Children - National Drive It Day was created by the Federation of British Historic Vehicle Clubs in 2005. It is the occasion when historic vehicle enthusiasts and the public at large have the opportunity to celebrate the One Thousand Mile Trial organised in 1900 to prove the viability of the new invention, the motor vehicle. It's also a chance to raise awareness and support amongst the public for the historic vehicle movement and keeping transport heritage on UK roads.

Our support for the NSPCC's Childline in recent years has provided many £000s to ensure that vulnerable children in the UK continue to have a voice, access to safe advice and a source of protection.

Next year, Drive It Day will be on **Sunday 27 April** (later than might be expected so that it avoids the Easter weekend) ... make a diary note now and don't forget to buy your 2025 rally plate!



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Insuring your club?

Make sure you understand the risks!

By Mark Bowers

Obtaining the right insurance for your club can be complicated, with a danger that you pay for cover you don't need (over-insurance) or miss out on cover that you do (underinsurance). This boils down to understanding your needs, and tailoring insurance to fit them. A good insurance broker – such as the approved broker of the FBHVC, Peter James Insurance – will build on the types of cover everyone needs and provide bespoke options, with the aim of ensuring you aren't left vulnerable in the event of a claim. Here, we discuss the different liability insurances you may require and why you should consider them.

For many years, we have sought to educate clubs on liability covers – from public liability and employers' liability through to professional indemnity, directors' and officers' insurance, products liability and, more recently, cyber liabilities.

Whatever you do, there are risks involved, and insurance is there for your protection should the worst happen. It's only when you come to call upon it that you realise its full value. While clubs will rightly focus on the cost, there is no point paying less for a policy that won't cover you when a claim arises.

So, what do you need to consider?

Public liability and employers' liability

Starting with the basic requirements, public liability insurance is a must, required by event organisers when clubs attend shows and events. When inviting members of the public to interact with you, you don't want to be held liable should they allege personal injury or damage to their property because of your club's activities. This can mean anything from a display stand falling on a vehicle and damaging it to a marquee being blown over and causing personal injury – incidents we have dealt with in years gone by.

Cover of up to £5 million is typically available, to pay for legal expenses and compensation claims. Public liability insurance is strongly recommended; imagine not having the cover in place and the potential costs involved should something happen. For this reason, we won't quote for your insurance without including it.

Clubs also need to be aware that under a standard public liability policy, individual club members are not considered as third parties. This is why member cover may be included as an extension of the public liability cover. Without it, any bodily injury or property damage caused to a member by a fellow member is not covered. Speak to us if this is something you require.

Packaged alongside public liability cover, employers' liability insurance is a legal requirement. While clubs often don't employ people on a paid basis, this cover also applies to volunteers. Should volunteers be personally injured or their property damaged while engaging in club activities, this insurance will respond in much the same way as public liability insurance, covering your legal costs and compensation claims. Cover can be arranged for up to £10 million.

Most people will be aware of these cover types and why they are needed (although we hope the above makes this clear). What about some of the optional covers, though?



Professional Indemnity Insurance

Professional indemnity insurance covers you if you provide incorrect information or advice which may lead to financial loss or reputational damage to the recipient. Where vehicles of historic interest are concerned, this may include vehicle valuations, DVLA V765 scheme activities, advice around proof of the historic origin of vehicles, and MOT exemptions, to name a few. This is why we recommend this cover. If club members receive advice that proves to be incorrect, professional indemnity insurance responds to cover claims. Despite everyone's best intentions, it's easy to make a mistake, so this cover is certainly worth considering.

Directors' and Officers' (D&O) Insurance

This is another valuable cover you should consider. While third parties, employees or volunteers may make claims against your club, they could also sue you personally for your decisions or actions taken in relation to club matters. This is not always something those involved with running clubs are aware of, and if you don't have this cover in place, there can be devastating consequences, depending on the type and size of claim that you face. Having D&O cover in place will cover the costs associated with the defence of a wrongful act, such as a breach of duty, a breach of trust, negligence, or errors made by those involved in running the club.

Defective Workmanship Cover

Defective workmanship cover should be considered if your club undertakes any demonstration, repair or restoration workshops, whereby work is carried out on members' vehicles. For example, if a sump plug is incorrectly fitted after carrying out an oil change, which goes unnoticed and results in the engine seizing, the defective workmanship extension would cover the cost of repairing the seized engine.

Products Liability is related to this, but separate. If your club sells new or remanufactured parts, don't assume that your insurance cover includes safety critical parts – many clubs may unwittingly fall into this trap, believing they are covered, but many policies exclude these.

For example, if your club sells a set of brake callipers that are discovered to be faulty following an accident, which causes damage to property (or worse, death or injury), then your club could be held liable.

Brake callipers and many other vehicle parts are deemed safety critical by insurers, so you must ensure that your products liability insurance extends to include this cover.

Equally, if your club exports parts to the USA and Canada, then checking your policy's small print is critical. Most insurers will exclude cover for products supplied to USA and Canada so you may find that you are supplying parts in the absence of any cover. Those insurers that will provide cover for parts supplied to USA and Canada generally exclude any claims which are brought about outside of a UK court. Therefore, if your club is supplying any parts to USA or Canada, it is vitally important to ensure that your insurer provides 'Worldwide Court Jurisdiction'. We can help with this, too.

Cyber Liability Insurance

You might ask why you need cyber liability insurance, but there are numerous concerns that could haunt you and are making this product increasingly popular, regardless of the size of your club. If you store members' information electronically, it needs to be protected; imagine a hack of your systems where member data is held to ransom, for example. Would you know what to do next? Not only would there be financial damage if you choose to pay for the release of the data, but there would be reputational damage in having to contact members and advise that a breach of security has resulted in a loss of their personal data.

This is just one example of where cyber liability insurance may be required, as it can cover the costs of investigating cybercrime, restoring hacked systems, and even extortion payments demanded by hackers. That's why you may find this cover invaluable.

Annual Policy, or one-off?

Not many clubs will take the risk of one-off cover for single events these days, opting for annual cover instead. There's a reason for this; if a solicitor's letter should land on your doorstep relating to an incident which has occurred during a monthly club meeting, for example, the club or an individual member may stand to lose a great deal of money when employing their own solicitor to defend themselves. Even if the club or individual are not found to be at fault, they may be faced with a substantial legal expenses bill. Having an annual policy in place for your club ensures that the claim will be dealt with by the insurers, which will include the associated legal costs.

If you would like details on Peter James Insurance's Clubs Liability Scheme, with discounts for FBHVC member clubs, call 0121 506 6045.

Mark Bowers is Marketing Manager of Kingfisher Insurance

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Welcome

We are delighted to report that the Federation continues to welcome new members and supporters, including some who joined in person at the Classic Car & Restoration Show at the NEC in March.

This issue we offer a very warm welcome to our newest

Club Members:

Cotswold Classic Car Club - www.cotswoldclassiccarclub.com

- A local enthusiast group, that aims to encourage the ownership and use of classic cars of all makes. The majority of its members own classic cars dating from 1900 to the early 1990s

Ferryside Classic Club Glan y Fferi -

www.facebook.com/groups/391507644545312 -

Classic cars, tractors and engines are enjoyed and cherished within the group of enthusiasts that was created in 2014, after its founders took part in the FBHVC's 'Drive It Day'.

Jaguar Drivers' Club - www.jaguardriver.co.uk -

With owners of the earliest SS cars right up to the latest SUVs amongst its membership, whatever your taste in Jaguars, the club is here to help and support.

The Bug Club - www.bondbugs.co.uk - The club

for "the best 3x3 by far" offers many advantages for members including being able to learn more about a Bug than the internet can throw at you.

Watford & District Classic Vehicle Club -

www.watfordclassics.co.uk - Formed in 1994 by two local enthusiasts, the club brings together anyone who owns or has an interest in veteran, vintage, classic or any other vehicles of special interest. And, its members are far and wide, not just in Hertfordshire.

Welsh National Tractor Road Run -

www.facebook.com/p/WNTRR-100064456279422 -

The WNTRR encompasses various tractor runs as fundraisers for charities and other good causes by tractor drivers at numerous venues around Wales and the Marches.

We also welcome our newest **trade supporters:**

Crossmember - <https://crossmember.co.uk> -

For all your club membership requirements, Crossmember is built by and for people in membership organisations. It can manage vehicle registers as well as members, and works with all types of membership, such as fixed-year, rolling-year, multi-year and even monthly, along with family memberships.

ROWE - <https://mcoil.co.uk> -

synonymous with innovative, high-quality lubricants since 1995, ROWE offers a comprehensive range of products with rigorous quality control from its purpose-built sustainable blending facility in Germany.

Vintage Chrome Company -

www.facebook.com/CumbriaMetalFinishingLtd - Based in Carlisle, Cumbria, the chrome plating company has more than 20 years' experience and a large repeat customer base.

Also receiving a very warm welcome are our new **individual supporters:**

Claudio Ascione, Warren Badger, Lane Blanchard, Patrick Boland, Philip Castle, David Clarke, Mark Clayton, Stuart Conway, Simon Crockford, Robert Drewry, Russ Ewing, Paul Gittings, Paul Green, Nick Jones, David Patch, Les Payne, Ian Robinson, Richard Spalding, Robert Stewart, Ashwinkumar Sumaria, Peter Timms, Robert Towell and Martin Wickham.



Meeting at the NEC

It's always a delight to meet a remarkably varied group of enthusiasts at the NEC shows, from member clubs and supporters to those who want to know more about the work of the FBHVC.

So, when Brian Humphreys (pictured above, left) and Michael Allen (right) pitched up, the conversation flowed easily. Their firm, Wire Wheels Webbers, provides the Crossmember product which in their words is an "intelligent, automated, easy membership management system for clubs of all sizes."

While at the stand, they immediately signed up to become Enhanced Trade Supporters and had this celebratory picture taken.

They have a background in IT and also classic cars and clubs, which inspired them to create the system, being well-placed to understand the challenges that clubs face. It's a really clever but easy to use system, they tell us, and with a simple pricing model that's transparent and without any unexpected surprises.

They already count a growing number of FBHVC members as Crossmember users (testimonials are on their website) and we're delighted to welcome them on board.

Of course, we'll be doing it all again on 8-10 November at the Classic Motor Show. Our stand is planned to be in Hall 5, near the entrance, and everyone is most welcome to pop along and say 'hello' to the Federation team.

More details are at www.necclassicmotorshow.com

Wealth of information

The most frequent question received by the Secretary is about the so-called '40 year rule' covering road tax (Vehicle Excise Duty) and MoT exemptions.

As the summer approaches, we also see an increase in enquiries from people wanting to take their classics abroad, either driving them or moving them on a trailer.

To answer these and many other questions, there is a comprehensive array of answers on our website under the '40-year rule, Fuel, LEZ and FAQ' tab.

Please do have a look – the answers to your questions may well be there...

Annual renewals due

Our new membership year for clubs, individual and trade supporters starts on 1 June and by the time you receive this magazine, you should have had your renewal invitation.

Recognising the increases in costs and continued pressure on available spending, the Federation's board has decided to hold the rates for the 2024/25 year.

This is the fifth consecutive year that rates have been held, thanks to the FBHVC's rigorous cost control.

Also, to make it easier to renew, we can now handle the renewal process online as well as by email and post.

We still accept cheques, as well as card payments, but bank transfers are preferred as we are not charged for accepting these (unlike cheques and cards).

Full details are in the renewal invitation, along with more details about the Federation in a letter from Chairman, David Whale.

We look forward to hearing from you and once again thank you for your support. And, to those who have already renewed, thank you!

AGM minutes online

Just a reminder that the minutes of our 2023 AGM, and presentations made at Club Expo in January, are available online in the 'members area'.

To access this, you will need to register (if you haven't already done so) at www.fbhvc.co.uk/register. This is a very simple process and is a separate database, for which you create your own password.



Books > Ian Kerr

Hanks - On My Knees

If you have even the remotest interest in sidecar racing, and especially the Isle of Man TT, you will know the Hanks family name and their distinctive orange and black helmets. If you live close to Erdington in the West Midlands, you may also have visited Fred Hanks Motorcycles. If you have had some involvement in the ACU, where Roy Hanks, the author of this latest book from Wideline, is one of the Directors, the name will ring a bell. In fact, Roy and his family have been an integral part of British motorsport for well over 60 years.

An oft used phrase these days is that 'a person has done it all', but in 276 pages you find that Roy Hanks really has. He has been an active racer, a motorcycle dealer, sports administrator, publisher and grandee of one of British motorsport's greatest racing dynasties over four generations which continues to this day with his granddaughter Jamie!

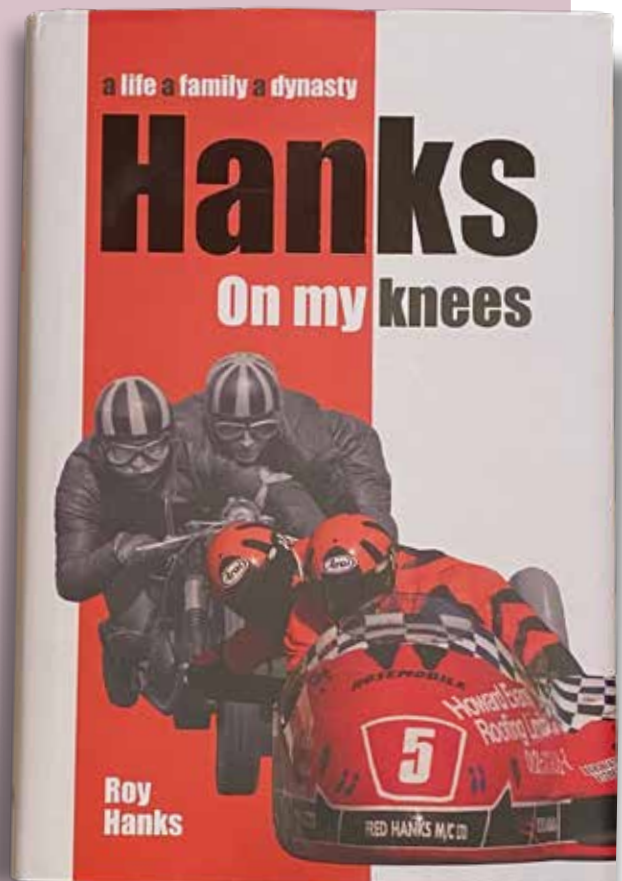
Roy Hanks has been at the heart of sidecar racing. Not many people can say they have raced everything from the 'big-wheelers' of the 1950s through to the sidecar outfits of the present day, or for that matter, winning a sidecar TT at his 59th attempt in 1997!

Known for his trademark humour, he has applied this to his action-packed story of a life with motorcycles in every aspect, including the tragedy of losing his passenger in a crash due to a machine fault. Divided into 17 chapters with various sub-headings, it is easy to dip in and out of, helped by a writing style that makes it sound like he is speaking directly to you down at the pub and describing his amazing life in a very factual, non-boastful manner!

Although there are several colour plates backing up black and white images, the publishers have resisted the temptation to produce a glossy soft-back book, instead producing a hardback the size of most autobiographies found in most bookshops. As a result, it stands out of the shelf from most large motorcycle books and, for my mind, is better for it, as it focusses more on the amazing story.

In the current climate, autobiographies appear when a person has very little to say or has achieved very little, but this book is about not only a man to whom you can quite rightly attach the word legend, but also the Hanks family and their influence and contribution to British motorcycling over numerous decades.

Once again, the publishers, Wideline, have come up trumps with one of the best books of the year that's worthy of sitting on anybody's bookshelf for a modest £25.00 (or £20.00 plus p&p if bought directly from them) - www.wideline.co.uk



Let us start with the bad news. Harold Bell, Chairman of the **Steam Car Club of Great Britain** starts his January page as follows: *"The committee have been very busy trying to sort out the finances of the club which in turn determine its future. The working balance sheet shows that the club's income does not cover the ever-increasing costs incurred to maintain the club in its present format... the club's reserves are insufficient to enable the club to continue past the end of March 2024."* Later he says: *"Unfortunately it's a sign of the modern digital era where communication and information are much easier and vastly cheaper than a quarterly magazine that costs £4,000 a year for 127 members"*.

An event which takes in practically all the Federation's vehicle interests is the Great Dorset Steam Fair (GDSF). This event was postponed in 2023 because of the aftermath of Covid. Now comes the sad news that it will not be run in 2024 and possibly never again. The Cultivator, the magazine of the **Vintage Horticultural and Garden Machinery Club**, carries a long piece about the costings of the event. It goes on to quote from GDSF Managing Director, Martin Oliver: *"The GDSF is a world-renowned event and is enormously popular, but sadly the harsh reality is there is little we can do financially to make running the 2024 event financially viable. Post Pandemic, operating costs increased disproportionately (when compared with income) and would again increase in 2024. The country is still gripped in the cost-of-living crisis, and we do not believe that we can risk imposing a significant increase in ticket and camping prices without drastically reducing attendance to the event. So, a perfect storm situation exists. As an organisation we have looked at every option possible financially to find a way forward, this has also included putting the event up for sale over the past few months (through a specialist broker)"*.

Morris Monthly, the magazine of the **Morris Register**, always carries two pages of period photographs of great quality, usually from Motorsport Images. One such was a view of Solihull High Street featuring an autocycle from Raynal Manufacturing Company of Handsworth. The Raynal-auto was launched in 1937 at the Earls Court Show. This one, however, had been fitted with a very neat sidecar thought to be by Watsonian. With a 98cc Villiers engine, a loaded sidecar must have been quite an effort for the autocycle, which had of course pedal assistance as well. Whilst writing on sidecars, the Veteran Car Club Gazette carried a most unusual photo of an early F type Fordson tractor to which had been fitted quite a substantial

side car with lady passenger. Sadly, there was no explanation. I don't think I have ever seen this before. Tractor and combine possibly, but tractor and combination...



John O'Groats to Lands' End (or vice versa) is a popular long-distance drive, often taken by people raising money for charity or breaking records. Writing in Miscellany, the magazine of the **Morgan Sports Car Club**, Chris Ellis wondered about different extremities going from East to West. On visiting Lowestoft, he discovered that Lowestoft Ness is the most easterly. There was a plaque there saying that it was 451 miles to the most westerly road point on the British mainland at Ardnamurchan Lighthouse. This became a challenge. He says: *"...by choosing roads which I felt would be more enjoyable to drive in a [2021] Morgan, in practice this was 600 miles. Rather than make it a feat of endurance, I adopted a more leisured pace which allowed for breaks and opportunities to explore points of interest en route. So, I split the journey by staying overnight in York and Crianlarich"*. He ends his article: *"The route from the flat landscape of East Anglia to the rugged mountainous terrain of Scotland's Western Highlands embraces the diversity of Britain's geography, history and engineering. It makes a fascinating journey and proves that there are great roads for enjoyable Morgan driving across the breadth of the country"*.

Action is the magazine of the **AC Owners Club** which recently published extracts of an article by the Honourable Victor Bruce entitled 'I'll never forget the day... I climbed Snowdon in a car'. This ascent took place on the 29th September 1923 and claimed to be the first climb of the mountain by a car and officially recorded by the RAC. The car was a six-cylinder AC and at first, they had hoped to tackle the climb by using the footpath that runs up the mountain. That was too narrow in places, so they decided to drive up the railway line. This is a rack railway with a raised clogged third rail down the middle. To clear this the springs on the car were raised by four inches. The support vehicle was a train following the car a few hundred yards behind! It was a very bumpy ride as the car was running over sleepers.

He had various problems, such as boiling and punctures "...but I carried on with it all the same". The last part of the climb was 1/4 of a mile at 1 in 5 1/2; this brought him to the Summit station. He writes: *"... I could see that the ground rose for another 100 yards or so to the summit itself. It seemed a pity to have come all that way and not reach the very top ...a rough track which rose at a gradient of 1 in 3 and in places 1 in 2. The car took it without much trouble but in places bystanders ran behind and placed chockstones behind the rear wheels in case the brakes failed ...finally the front wheels rode over the highest stone. I had reached the top of Snowdon – in one hour, thirteen minutes running time. My next job was even more tricky – to back the car down the narrow track to the station platform"*.

Penny Barnett, a member of the **South Hants Vehicle Preservation Society** writes in their magazine about Lambretta motor scooters equipped with a sidecar, mounted on which was an advertising barrel for Watneys Red Barrel beer. She illustrates one of these which were for the use by the department servicing the equipment in the pubs. The red barrel has a hinged lid and carried spare parts and other vital servicing equipment. Construction and painting of the barrel was carried out in the bodybuilding department and paint shop at Mortlake brewery.



She also illustrates a three wheeled vehicle (one wheel at the front) which too had a red barrel on the back. This photo was not captioned, but I believe these three wheelers were also by Lambretta based on their delivery trucks and probably fitted out at the Mortlake Brewery.

I was reminded by an article in **The Hare and Hounds Classic Vehicle Club** magazine (Stockport) that Reliant produced a three wheeled commercial vehicle (not to be confused with the well-known van). Steve Dival wrote about the TW9 truck designed in 1967 by Tom Karen of Ogle Design. Later it was generally known as the Ant. He writes: *"It was popular with and used by many councils for collecting rubbish and the like. A snow plough version was also made"*.

but how that coped with snow and ice is a mystery. The TW9/Ant was also made, under licence, and in left hand drive form under the name of Mebea. Production of this Reliant variant ran from 1967 to 1987 and when Reliant died so did the Ant”.

Still on the subject of three wheelers, the magazine of the **Swansea Historic Vehicle Register** carries an interesting article (unattributed) on the Scammel Scarab, known previously as the Mechanical Horse, which went into production in 1934. The Scarab began in 1948 and became very popular with the railways, although there were many other users, the manoeuvrability proving popular for companies operating in city environs also the ease of coupling and uncoupling trailers. The Scarab was superseded in 1967 by the Scammell Townsman now with a completely different shaped cab made of fibreglass. This did not last long and was replaced by the Scarab Four which was based on a Standard Atlas van chassis (Leyland 20). This was not a success and only a handful were sold in Britain; sixty did go to South Africa and Macau. We are told there are no known surviving examples of the Scarab Four in the UK.

Surprising what you find in unexpected places. Classix, the magazine of the **Classic and Historic Motor Club** (centred around the Somerset area), produced the following from Vice Chairman, John Alcock: “A collaboration between Bentley and Ducati to produce a high-end motorcycle to be called the Diavel. A limited run of 500 are to be produced for Bentley with a further 50 for Bentley Mulliner clients... The engine is described as a Gran Turismo, V4 90 degrees, 4 valves per cylinder, counter-rotating crankshaft, twin Pulse firing order, liquid cooled affair displacing 1,158cc producing some 168hp. The cost is £70,000 to £75,000 depending on specification.”

Bulletin is the magazine of the **Bristol Owners Club**. In a recent issue, Chris Ellard reports on the extraordinary career of the racing driver Jack Fairman. Some will be surprised to know that he is remembered by a smart white art deco building that looks a little out of place situated by a busy crossroads in the suburban Surrey town of Horley. This building was the home of the Fairman’s family garage business. Later it was bought by Kwik-Fit before passing to the Weatherspoon pub chain. In 2007 they named their pub and restaurant the ‘Jack Fairman’. The author writes: “John Eric George ‘Jack’ Fairman was, in the parlance of the day, a gentleman racing motorist. A renowned development driver, he drove for practically every post-war British marque

from A to Z. The sort of chap who, if you cut him, he would bleed British Racing Green”. This is a most interesting article on a driver many of us may have forgotten but he was about for a long time; he did not retire until he was over 50 and he died in 2002. “The [Bristol] Bulletin readers will, of course, be only too familiar with Fairman’s principal role in the Bristol Aeroplane Company’s class-winning assault on Le Mans in 1954 (and again in 1955), as well as their successes in the Rheims 12-hour race a year earlier. His skills as a test driver, allied to his immense strength and stamina, made him ideal for endurance racing and although not always the quickest he could usually be relied upon to bring the car home”.



The February issue of IMPressions the magazine of the **Imp Club**, devoted practically all its pages to an obituary of the Club’s Honorary President, Rosemary Smith. Editor, Grahame Parsons, had put together many personal memories but had gone out of his way to find reports of events and functions in which she had participated from many different magazines and newspapers as well as photographs. Rosemary not only drove for Rootes, she also went on to drive for many of the leading motor manufacturers of the time including Ford, British Leyland, Porsche, Opel, Lancia and Chrysler Talbot. Besides rallying all over Europe she also took part in the 1968 London to Sydney event and the 1971 London to Mexico World Cup Rally. A surprise item was that: “... at the age of 79 she was invited by Renault Sport to test drive their F1 car at the Paul Ricard circuit. On March 10th 2017 she became the oldest person ever to drive an 800 horsepower F1 car.”



Looking through the sales and wanted advertisements in club magazines throws up some interesting items. How about “Four leaded light (Sunray) windows”. It turns out these were saved from a 1930s caravan which was broken up in the 1960s. The ad was in Wanderer, the magazine of the **Historic Caravan Club**.

I missed seeing an advertisement in the **Dellow Register** magazine Gazette for a Dingo (car not a dog). It’s a make of which I had never heard. In the next issue, Richard Andrews added a comment: “I am told that there were six made by Charles Morris Lashford of Autocraft of Stourport-on-Severn in around 1974 using 1500cc GT Ford engines.” From the illustration accompanying the piece the car looks like a Cannon or similar trials car.

Also, in the Dellow Register Gazette, Rupert Lloyd Thomas delves into the early days of autocross, often described as motor racing on grass. He quotes from Autosport of 27th November 1953 where Wilson McComb tries out the new sport. He writes: “...that some divergence of opinion exists as to the type of course which should be used. Some believe that the circuit should have a grass surface, be fairly smooth and suitable for almost any type of car. Others swear by a mud-and-bumps circuit, frankly ruinous for a production car but capable of giving great joy to owners of trials specials.” He goes on to describe a meeting at each type of circuit, Dunstable Gliding Club’s smooth grass course and then Earls Colne’s mud and bumps course. By the time I was competing in the sport in the mid-1960s in a Morgan and an autocross special, the courses were usually smooth grass, often on a variety of kidney shaped circuits. I remember it as being great fun and not very damaging.

The magazine of **Club Triumph** is entitled Club Torque. One of their contributors is a member called Rusty Nuts. His latest article is a fascinating insight into the Triumph Italia 2000. He starts with: “The Triumph Italia 2000 Coupe is quite possibly the most desirable car ever to wear the Triumph badge. It could easily be mistaken for expensive Italian exotica... The Italia predates the TR4, was built over a TR3 chassis and mechanicals and



styled by Giovanni Michelotti... it was hand built by artisans at Carrozzeria Vignale between 1959 and 1962 with 330 examples being despatched to lucky owners".

I expect readers are familiar with the Yesterday TV Channel programmes about Mathewsons classic car dealers and now auctioneers from Thornton-Le-Dale in Yorkshire: 'Bangers and Cash' has become very popular viewing. In The Globe, the magazine of the **Triumph Razoredge Owners Club**, John Bath writes a long article about Mathewsons coming down to Surrey to collect three Triumphs and the extended filming which took place. It is interesting to see an insight into the making of a TV series which, I for one, have frequently watched.

Mark Yeomans, writes in County Council, the magazine of the **Austin Counties Car Club**. This Club also caters for the Austin Atlantic. Mark had his attention drawn to a Facebook advert for various Counties Austins and associated parts. He realised these were cars and parts that were owned by an enthusiast who had died in May 2022. He said: "They were being advertised by his granddaughter who was helping her mother clear the late owner's farm". Mark had known the family for some years and along with Alastair offered to inspect the cars and give advice. He went on to say: "The granddaughter had received nearly 300 enquiries from her internet advert, this was mainly from people who saw the opportunity to undertake a 'clearance' and profit accordingly from their efforts." This would have seriously undervalued the cars and parts. To cut a long story short, Alastair and Mark spent hours sorting out the collection and finding the right spares to go with the right cars. In the end all the cars and parts found a home with various enthusiasts and the family were extremely glad of the help they received and of course the money. Mark concludes with very important advice: "This is a lesson to all of us who have built up collections of Austins [or any other cars] in various states of preservation. Unless we make arrangements, the cars run the risk of being scrapped after we have moved on to another place."

Historic Commercial News, the magazine of the Historic Commercial Vehicle Society, carries an unusual piece about Woolworths Mobile shop. It mentions: "In 1957 retailers were faced with the prospect of thousands of potential customers living in brand 'new towns' which were growing rapidly." It goes on to say: "Woolworths bought an AEC Reliance MU3RV chassis and had a coach built self-service shop, bodied by Eustace and Partners. Registered 126 SMD, this was intended to be the first of a fleet doing

weekly calls on the new housing estates of Canvey Island and Basildon New Town, also some trial visits took place elsewhere". The article finished with: "But even with the novelty factor and special offers, shoppers soon deserted the mobile shop for the newly created bricks and mortar stores that were being opened. The idea was dropped after a couple of years". If you find this subject on Google, their piece goes on to say: "Whilst it was warmly received by some shoppers, local traders hated it. Particularly in established towns that did not have a Woolworths store. They lobbied the councillors to ban the mobile shop, pointing out that it did not pay rent and rates or employ local people. They said that the lower running costs gave the chain an unfair advantage".



The Driving Member, the magazine of the **Daimler and Lanchester Owners Club**, often has a vary varied selection of articles. Editor, Kevin Bennett, reminds us that this year is the one hundred and twenty fifth anniversary of the first British fatal motor accident. It happened on 25th February 1899 on Grove Hill, Harrow. A new Daimler Waggonette was being demonstrated by Edwin Sewell, a Daimler test driver. One of the wooden spokes on a back wheel collapsed and the six occupants were thrown into the road. Edwin Sewell and one passenger died. In the same issue was an interesting insight into car mascots. Alan David writes: "Daimler's fluted radiator had various toppings. None were officially recognised or adopted as a trademark. However, influential customers wanted to join the elite band of motorists leading the way in the thirties with a Daimler mascot on top of the radiator. Daimler commissioned Gordon Crosby to design a radiator mascot for Daimler to represent a company image of 'Englishness, perfection and beauty'. He developed a mascot of a rose which Daimler adopted". Two were cast but, after deliberation in the late 1930s, the project was abandoned and never revived after the war. One of the prototypes survives in a private collection.

In SAHB Times, the magazine of the **Society of Automotive Historians in Britain**, there is an article by Ian Cooling about the history of the Jaguar mascot which Gordon Crosby designed. The leaping Jaguar was announced in The Autocar as: "being available through SS Cars agents at a price of two guineas". The original of this mascot is also in a private collection.

Tony Goodson has written an article for both the **Singer Motor Club** and the **Singer Owners Club** magazines. In 2017 he purchased a 1963 Singer Gazelle which he ran for a couple of years before it needed some remedial work. He was recommended to use Jack (not his real name) who was described as being "slow and methodical". A few months later, Jack moved premises and later Tony heard that: "...the Gazelle was a shell covered in a blue tarpaulin and planks in a muddy isolation on an industrial wasteland". Jack had disappeared. Enter John who had a trailer and moved the Gazelle to his workshop. John is described as "the quiet type". Tony goes on to say: "A few weeks down the line and another call told me that John had fallen out with the owner of his premises and had left the workshop. Calls and messages were unanswered." Recently I have heard two other similar stories. Might I suggest you always get a recommendation from a club member when using an unknown repairer, and be suspicious the moment the monthly bills stop coming in.

A short piece in Rolling, the magazine of the **Road Roller Association** caught my eye as I love so called 'barn finds'. The vehicle was an ex-Devon County Council 1901 Aveling and Porter Road roller called 'The Masterpiece'. It was not in the barn but outside with vegetation around it and looking very sad. Purchaser Charlie Swaffield wrote: "We took the low-loader with a New Holland tractor down to Clayhidon to tow or push the roller up Devon's narrowest lanes, two miles back to the low loader; happily, this was uneventful. We pushed it on to the trailer and hitched up back to Crewkerne for restoration. That story to follow..." A series of photographs show that two miles journey, the Devonshire lanes really were very narrow. Not sure what would have happened if they met anything on the way.

There was a short piece in Sloper, the magazine of the **Panther Owners Club**. Doug Stockley posted a picture of two Phelon and Rayner motorcycles out on trial from their factory at Cleckheaton in 1902 or 1903. The photograph was taken on Bailey Hall Bank in Halifax, a steep cobbled road which must have been quite a test for the riders. He also shows a picture taken recently of Bailey Hall

Bank which even today is steep, cobbled and between high walls. The surface of cobbles is liberally coated with grass or moss. None too easy today I suspect, particularly if it was wet. Doug is suggesting that the Panther Owners Club ought to try and arrange a hill climb there. I doubt if Calderdale Council would allow that, but a re-enactment perhaps.

The **Austin Ten Drivers Club** magazine carried a two-page article entitled 'What does the Committee do?' Its opening paragraph reads: "With the hope of encouraging more people to have a go and get involved, this piece aims to answer that question in not too many words. Covering what its function is, the roles of those in it, and how it works". The piece was an excellent description of what running a club involves. At the end it says: "Any member who is interested in seeing how the committee works, perhaps before deciding whether to join the committee, are invited to attend a meeting to observe how the Club is managed, you would be most welcome". I liked the summing up; "A committee is like a dog team, working together it speeds along, but fighting and pulling different directions will crash the sled. Care to join the ride?"



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.

HISTORIC

If you are considering providing material for future editions of **Historic**, please note the copy deadlines for the remainder of this year are:

Issue 3 – 30 July

Issue 4 – 5 November

Feel free to contact the editor before submitting your article – editor@fbhvc.co.uk

As we closed for press, David Whale, our chairman, attended the memorial service for Sir Stirling Moss. Westminster Abbey was totally full and a report of contributions by Sir Jackie Stewart, Simon Taylor and others will appear in Issue 3.



The 1955 Mille Miglia winning Mercedes-Benz competition number 722 bids farewell to Sir Stirling outside Westminster Abbey

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