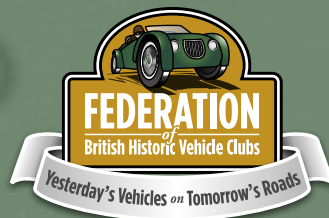


FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 1 • 2020

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TR Register Celebrates 50 years

*Celebrating in style
back where it all began!*

Plus

STEAM Fortnight

British Motor Museum announces education initiative

Cars: Accelerating The Modern World

Review of the V&A Museum exhibition

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Editorial

Wayne Scott Communications Director

A new decade of historic vehicles has dawned so, welcome along! As we embark upon the first year of the new decade, it is useful to reflect on the past ten years, which have seen the historic vehicle industry grow and develop into a major player in the UK economy. Our own survey tells us that the movement as a whole contributes £6 billion to the gross product of the country. But, whilst the movement has matured, become more professional, reached new and larger audiences and employed thousands there are significant challenges afoot.

The difficulties around enthusing younger people about transport heritage will continue and I expect, will get more difficult as the younger generations are constantly bombarded with messages about climate change and negative connotations around fossil fuels. We would be wise, I feel, not to underestimate the challenges around educating and engaging with new, younger audiences in an era where it seems perfectly acceptable for young children to shun education and skip school in order to go on protests – as long as it is about the climate – and extremist activists are applauded for sabotaging vehicles at the Brussels Motor Show which ironically, is one of the best platforms we have for sharing, developing and showcasing ideas for cleaner and more sustainable modes of personal transport for the future.

I feel as a community, we must be up front and centre in the climate change conversation and not seen as denying that there is a problem or resisting change for the sake of it, but rather sharing our experience and knowledge to assist in understanding the history of transport in

order to learn lessons for the future. The fact remains that if every historic vehicle was removed from the road, there would be no difference to the urgency of the emergency that faces the planet, nor would any country's emissions level be profoundly affected.

Despite the ever-increasing narrative around these issues in the mainstream media, I'm personally optimistic about our future, mainly because one of the most welcoming, open and friendly movements in the world must surely be the historic vehicle scene. Whether it is giving children rides on traction engines, teaching them how to ride a motorcycle or letting a young person sit in your prized classic car – the very best way of ensuring we have a future for our transport heritage is to ensure that young people feel included and that a historic vehicle, and the skills required to preserve it, are attainable for all. Most importantly we must inspire and encourage – that way, the future is more likely to be safe.

The FBHVC, with your support, will continue to fight for the freedoms of historic vehicles, support our members and clubs and continue to drive the promotion and protection of transport heritage along with our partners into this forthcoming decade.

By the time you read this, we will have enjoyed meeting up at the second of the FBHVC Club Expo's held at British Motor Museum, Gaydon. This event is a great opportunity to share ideas and support one another and if you attended, I sincerely hope you found it a fruitful, informative and motivational day.

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

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

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General

Here we are in a new decade, with a new government and finally we are leaving the EU, although on what terms our ongoing relationship is based remains to be negotiated.

You might think that this changes everything and that some form of clarity might emerge, but this is not the case. Not only do we have little clarity on what laws, if any, are going to change and how, we also face a very turbulent environmental lobby where long-term strategies remain open to change.

For the average motorist however, little will change. We may well have Clean Air Zones [CAZ] and (Ultra) Low Emission Zones [LEZ/ULEZ] being proposed and planned in many major cities but actually creating and implementing these zones remains a promised target for mid-2020 at the earliest.

All of these zones depend on systems developed centrally even though it is hard to find any two zones which operate on the same criteria. Government projects are generally plagued with slippage, delay and spiralling costs. It would be hard to imagine that this project with all its diversity follows a different path.

Clean Air Zones & Low Emission Zones

We continue to see initiatives to propose charging or banning zones in city centres. Birmingham have recently announced that even though they have yet to establish their city centre CAZ, they intend to introduce a total ban on cars within the city centre at some stage. It may be this represents the start of a further round of restrictions.

In Scotland, where there is a proposal to establish several bans, including one covering the whole of Edinburgh and its suburbs, efforts have been aimed at getting a general exemption for Historic Vehicles so that it applies regardless in any zone established.

Scotland has recently proposed National Regulations which will frame the scope of any Low Emission Zones within Scotland. The proposal currently proposes a blanket exemption for all vehicles over 30 years old, in line with the international FIVA definition of "historic vehicle". I will be drafting a response shortly which supports this threshold and must congratulate all those who worked to achieve this, as well as those who clearly listened.

Subject to this being introduced, this means that for Scottish cities, all vehicles within our remit will be exempted and we should be able to be confident that Scottish LEZ's will not affect our members, at least when driving their historic vehicles.

In England, the various zones remain stalled. The two most advanced – Birmingham and Leeds – have both been deferred over software development and changes in the proposed funding of the charging system. I understand that Birmingham are still working on the basis that their system will be operational by July 2020 although from my earlier comments you will appreciate, I remain to be convinced. Other councils have made proposals but these will also have the shared software development issues and have not progressed further.

York is one of the latest and intends to

ban all vehicles from within the old City walls. Given that much of the area inside the walls is pedestrianised and such streets as remain open to vehicles are narrow and congested, this seems unlikely to have any major impact.

London plans to expand its existing ULEZ beyond the central "congestion zone" area to the North and South Circular routes, and whereas Central London has a relatively small resident population, this outer area encompasses some 3 million residents. This is planned for October 2021.

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

I have received queries from several members in respect of 'near-classic' vehicles and vehicles caught in the 30-40 years old gap (English CAZ/LEZ zones are based on historic vehicle tax exemption at 40 years, rather than the Scottish proposed 30 year threshold) Enquirers have asked if it is possible to 'retro-fit' a car to improve its emissions and thereby escape charges or bans. For some motorcycles it is possible to do this as emission tests on motorcycles were introduced differently.

The simple answer is that there are provisions for 'retro-fitting' to be recognised, although the process to do it is complex and untested, and any conversion along with emission testing seems likely to exceed the value of most vehicles considered. Technically, I have spoken to one owner who claims it is theoretically achievable on his car, but only by upgrading the engine to an available later compliant specification. There certainly isn't a simple 'bolt on' kit!

This is an area for others to explore. Our remit in representing Historic Vehicles and their owners means we have focused on pressing for full exemptions, and vehicle emission compliance is a highly technical field we are not resourced to advise on.

Tyres

You will no doubt be well aware of the proposed '10 year tyre ban' for commercial vehicle tyres. Since we responded to the proposal in 2019, voicing our concerns and opposition, we have heard not more. There is clearly a government decision to be made by Grant Schapps as to whether to continue to produce detailed Regulations, to wait and see if the non-regulatory improvements introduced by the DVSA are effective, or not to take the proposal any further. The briefest perusal of the press will reveal that Mr Schapps has rather a large and unenviable number of somewhat more weighty transport decisions to make and it seems likely that tyres regulations are some way down the list. We will be attempting to find out when any decision is made and will if necessary be ready to respond to any further proposals.

Roadworthiness

There have been no changes in Roadworthiness testing arrangements, nor any apparent issues arising.

Fuel

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

I am sure will emerge again as a potential issue for historic vehicle owners so we will keep this under review.

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The 2020 Historic Rally Car Register Open Day

Just how do you explain to a newcomer the range of sporting disciplines on offer via the HRCR? What is the difference between an historic stage rally car, and an historic road rally car? These were some of the questions we wanted to answer for visitors to the 2020 HRCR Open Day.

A quick look at the history books showed that the 1960 RAC rally was a major turning point in our sport. The first to incorporate a forest 'special stage' at Monument Hill in Scotland, it set a new direction for British rallying. On top of that it was coming up to a big anniversary. So the theme was agreed. Time for the HRCR network to go into action.

Before long, offers of display cars came in. The British Motor Museum itself would lend us the Morley's works Healey that came 3rd overall. Then we had John Sprinzel's Sprite that came 2nd. Jack Sear's Jaguar and Don Grimshaw's TR3 followed. Next we heard a superb replica of the Siegle-Morris Mini 850 would also attend, all the way from Scotland. Clive was even offered the winning Saab of Erik Carlsson, but there was the little matter of shipping it from America to consider.

With three Forums planned, one for Road Rallying and Tours, one for the Speed Championship, and a longer 'opener' that compared that 1960 event with historic stage rallying today, it felt like we had it covered. Who would have thought that from that first idea we'd bring together such a major celebration?



On the Open Day itself, our first forum certainly delivered. Ably hosted by Ken Davies, we heard captivating stories of rallying as it was from those who were actually there. And to make a clear connection with Historic Rallying today, Paddy Hopkirk then unveiled Clive King's current HRCR MiniSport Championship winning car, fresh from a full rebuild and sporting a new livery.

Using his own car as a backdrop, Clive went on to explain to a packed audience

what historic stage rallying involves today. Paul Loveridge then took the fore to demystify the key car preparation areas to consider for success. Following Paul, we



were lucky enough to have Craig Parry of On the Pace Note explain what's involved in using route notes effectively, and how to get started. As a past co-driver for both Elfyn Evans and Gus Greensmith, there can be few better qualified.



The display was shaping up nicely, but we needed to bring that 1960 RAC rally alive. The HRCR network went to work again, and before long we knew we'd have the chance to hear from two star codrivers of the event, Stuart Turner (who won outright with Erik Carlsson), and Willy Cave. Supporting them would be BMC's then new recruit Bill Price, and HRCR President Paddy Hopkirk.



At 1pm, the Speed Hall was host to a further forum where Ian Hunt gave a fantastic insight into competing in the HRCR Speed Series. Using his professionally prepared Mini for illustration, he covered everything that a new competitor might want or need to know. Ken Davies then took the opportunity to ask Ian's daughter, Vicky, what it was like as a younger competitor, before Championship Co-ordinator Chris Phillips took us through how to register and what events are on offer.



Lastly, 2pm saw our third forum in the Road Rally and Tours Hall. Competitor and championship publicist Ken Binstead covered what's needed to compete in the HRCR Clubmans Historic Road

Text and images courtesy of the Historic Rally Car Register January Newsletter.

Rallying Championship. With an engaging presentation, backed up on eligibility aspects by Paul Loveridge, Ken explained not only what's needed in car and personal preparation, but what the events themselves are like.

As every year, the real heart of the Open Day is the multitude of event organisers and equipment suppliers that make the day what it is. Offering advice and help to both the novice and experienced alike, they really show the strength of historic rallying today.



But the biggest thanks has to go to all those HRCR members who help. From Sue, translating the exhibition plans into reality and managing the visitor display car park, to the membership team, the championship co-ordinators and everyone who brought a car to display, it's a real team effort.



So, was it a success? At times the halls were more packed than ever before, the gathering of 1960 RAC rally cars and personnel more impressive than could have been hoped for, and the three forums engaging and well attended. It certainly felt like it...!



New Year New Events



I hope you have all had a chance to use and enjoy your classic vehicle(s) in 2020 already. My year started at the Brooklands Gathering on January 1st where my MG Midget was one of over 1,250 vehicles and almost 7,000 visitors attending on the day. It was a great example of just how diverse and well supported the UK Historic Vehicle movement is as we start the new decade.

I also attended the HRCR open day at the British Motor Museum in Gaydon and this was the best attended one since it began. I am hoping to have an FBHVC stand at this show in 2021 as this free to enter event attracts organisers, entrants, clubs and suppliers. It proved to be a great networking opportunity and I met so many friends, by chance, whilst I was there. It's always nice to visit the British Motor Museum as well. The following day I took part in the first Touring car Assembly of 2020 run by an FBHVC member club in the Thames Valley area, a full entry (with reserves) is another good indication of the health of our hobby. The classic cars generated a lot of public interest as we enjoyed the scenery. Sadly, we did not enjoy the potholes, which seem to be everywhere now.

A number of you have contacted me about your concerns and confusion regarding the latest regulation and licence changes introduced by MSUK.

It's fair to say that the introduction of the RS Clubman licence for drivers and passengers has been extremely poorly managed. I applied for one as soon as they were first announced and am still waiting for it to arrive some two months later. As I needed one for events in January, I was emailed a temporary self-print document so that I could sign on to events where it is now required. It expires at the end of January so hopefully the 'real one' will have arrived in time for February. Some of the unintended consequences of this new UK licence requirement are already evident and as a result the rules have been further amended so that 'non British Citizens' competing in the UK can now be issued with a Historic Regularity Competitors Permit, which is only valid for the event in question. This rule change applies exclusively to Clubmans Historic Road Rallies only as I write this. For more information please see the MSUK website <https://www.motorsportuk.org/get-started/2020-rs-clubman-licence/>

On behalf of the more adventurous Historic Rally competitors amongst our members I have met with all of the organisers listed below. Their collective offerings are truly amazing and I urge you to have a fresh look at their websites and start planning your trips and adventures for the next few years. There are so many to choose from, in so many places and each has its own unique character.

Bespoke Rallies <http://www.bespokerallies.com/all-rallies/>

Classic Rally Press <http://www.classicrallypress.co.uk/home.html>

ERA <https://www.endurorally.com/coming-events/>

HERO <https://heroevents.eu/events-schedule/>

HRCR <https://www.hrcr.co.uk/events/>

Rally the Globe <https://rallytheglobe.com/rallies-main/>

Rally Round <https://www.rallyround.co.uk/save-the-date/>

And finally, all competitive events need Marshals and without them we have no event. So I am keen to support Organisers and clubs that provide Marshal training to beginners and experts alike. The Tour of Cheshire is providing a Marshals Social and Training evening in advance of the Tour of Cheshire on March 7th. For more details please contact marshals@tourofcheshire.co.uk.

CARS: ACCELERATING THE MODERN WORLD

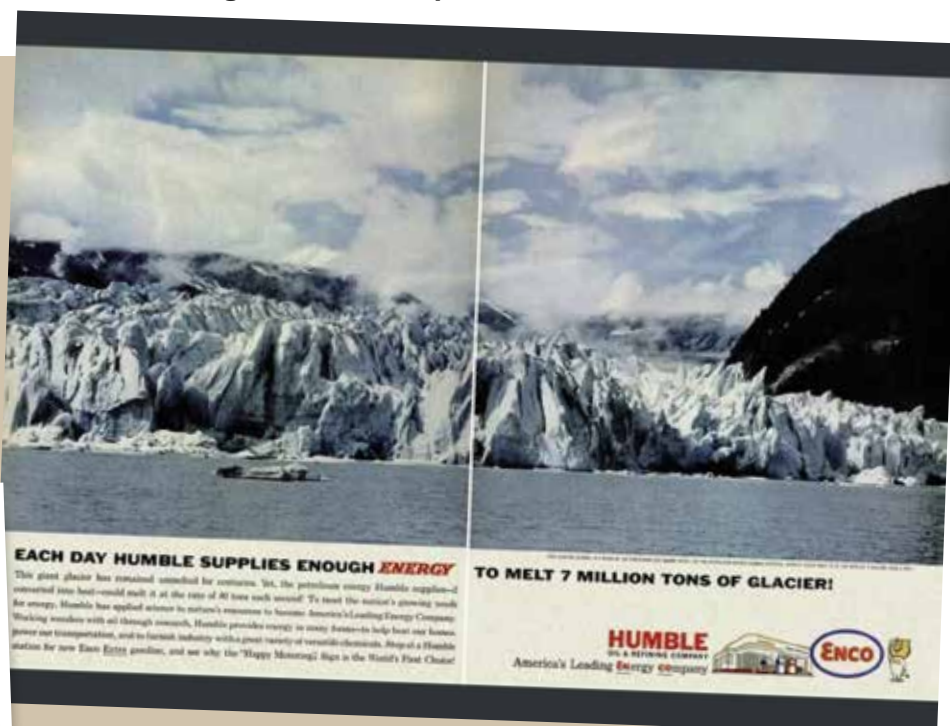
Back in July last year the Federation were approached by the Victoria & Albert Museum regarding sourcing a Paykan for a special exhibition that was being planned. The Paykan (Persian: پیکان meaning Arrow) was the Hillman Hunter assembled under licence. Subsequently, after some negotiation, the one that was on display in Coventry Transport Museum was borrowed.

The exhibition opened in November and I visited, in the middle of January. It has been described as “treading a path between Jeremy Clarkson and Greta Thunberg, a broad-enough terrain but a fraught one (which aims) to show both the original promises of the motor car and its unintended consequences.”¹ It continues until 19 April.

I won't go through it in full detail, it has had strong press coverage, often in the design or culture sections and Google will easily provide a list of reviews. I will give a link to one, which is a Sunday Times interview with senior design curator, Brendan Cormier, see <https://www.driving.co.uk/news/interview/cars-accelerating-modern-world-qa-curator-new-va-exhibition/>

Here are a few personal highlights

I had not picked up before that Henry Ford's production line process may have been part inspired by an assembly line process used in Mid-West pig slaughterhouses. It may be co-incidental that he was born in the Chinese year of the pig!



An indicator of how times have changed was an advertisement, from the 1960s, by Humble self-titled as America's leading energy company that 'Each day Humble supplies enough energy to melt 7 million tons of glacier!'³

That the brilliantly streamlined Tatra T77 could have inspired Ferdinand Porsche when he was designing the VW Beetle. As an aside, putting a 3 litre V-8 in the back, combined with swing axle rear suspension was not a combination to inspire stable handling. Indeed, it has been suggested that the car was a 'Czech secret weapon'² as it has been credited with killing more high-ranking Nazi officers than active combat! They loved the appearance and the speed but the handling, or lack of it, led to frequent crashes, often fatal to the driver.

Two display counters were also thought provoking, one increasing showed the number of cars being built, the other, counting down, the number of oil barrels left in the world.

It was disappointing that very little was about the British car industry. I think they missed a trick by not showing a Mini, both car and skirt!

And the Paykan? It was used to describe how the Shah wanted a national car industry that would inspire national pride and identity.

A lot of videos were running from Blade Runner exerts to a silent one of 1904 Gordon Bennett Cup.



¹ https://www.theguardian.com/artanddesign/2019/nov/23/cars-accelerating-the-modern-world-review-v-and-a-victoria-albert-museum?CMP=Share_iOSApp_Other

² <https://jalopnik.com/the-tatra-77a-was-a-czech-secret-weapon-because-it-was-1826228447>

³ <https://thinkprogress.org/50-years-ago-big-oil-bragged-about-being-able-to-melt-glaciers-while-they-knew-about-climate-change-728efe887daa/>

The Gordon Bennett Cup

UNESCO Intangible Cultural Heritage

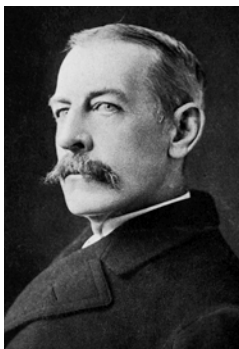
As attendees at our AGM may remember, I spoke of the importance of associating historic vehicles with heritage organisations to enable our survival in the 21st Century. This strategy was also supported by FIVA at the General Assembly. One such organisation is UNESCO.

UNESCO is large, loosely organised and not without controversy. Various countries may or may not have signed-up for specific programmes, depending on circumstances but working with them should be beneficial with our preservation activities.

To that end I was recently involved with my FIVA Culture Commission colleague, Peadar Ward on a submission for the Gordon Bennett rally to be recognised as intangible cultural heritage.⁴

Last year I had had the privilege of navigating Peadar on the rally but I was not familiar with the background and origins. I found the story was really interesting.

James Gordon Bennett Jr. was born in 1841 of an Irish mother and a Scottish father. His father owned the New York Herald Tribune newspaper which he successfully developed with innovations such as Presidential interviews and cash-in-advance advertising and became very rich.



Thus, he was able to indulge his boy with for example at the age of 16, giving him a 70-foot yacht. At the age of 25 he won the first transatlantic yacht race. He had many eccentricities, including driving four-in-hand carriages without any clothes on! He crashed once with his friend Leonard Jerome and Jerome's youngest daughter, Jennie on board. Fortunately, she survived and when she grew up gave birth to Winston Churchill.

Gordon Bennett, moved to Paris, after another of his many flamboyant 'incidents' saw him 'ejected' from New York society. Continuing to promote the Tribune, he sponsored a range of sporting events and exhibitions. In 1900 he sponsored one such, an international

motoring competition for 'The Gordon Bennett Cup'. It was intended to be competition between national automobile clubs, or nations, and not individuals. It was conceived as the equivalent of the yachting America's Cup, which by pitting nations against each other in competition would stimulate and test new automobile technology.

In 1903 the Gordon Bennett Cup was moved to Ireland, as a mark of respect to Australian racing driver, Selwyn Francis Edge, who had won the 1902 Cup. It was the first international motor race to be held in Ireland.

Legislation was required as racing on public roads was illegal. Support for the change came from those who were keen on stimulating the British Automobile Industry and more importantly on both sides of the Irish political divide, who saw the event as bringing them together. The publication the Northern Whig said "we see it as a wonderful blending of the Orange and the Green." In a great spirit of unity and The Light Locomotives (Ireland) act received Royal Assent on 27th March 1903.

At the same time the Automobile Club, later the Royal Automobile Club, embarked on a direct mail campaign to both maximise interest in the event and show how it would benefit the Irish economy. This was

successful and by early June motor racing fever had gripped the whole population of Ireland. One enthusiast described it as 'a rare unity of Saxon energy and Celtic ardour', as English and Irish officials inspected the proposed course.

Support was also sought from three hundred newspapers, thirty county councils, four hundred and fifty hotels, thirteen Parish priests and one Bishop!

Safety was also highlighted, as some previous continental races had seen a number of spectator deaths. So, more than 2,300 police and soldiers were deployed on the day of the race to ensure that the public would not stray on to the course, which comprised temporarily closed public roads.



Tented villages were established round the course for the benefit of spectators. Hotels were full and some 700 people spent the night before the race in tents at a 'canvas village' in Ardcsull. Enterprising locals erected viewing stands at suitable locations around the course. A number of the viewing stands took the shape of bridges across the road with seated accommodation, including a special viewing box for the Lord Lieutenant and his party.

The race was won by a Mercedes driven by the Belgian, Camille Jenatzy.

The Irish Times reported "the event was unique so far as this country is concerned and engendered the amount of public excitement which it would be impossible to portray".

As a compliment to Ireland, the British team chose to race in Shamrock green, which was subsequently referred to as British Racing Green. Seemingly this was inspired by Count Eliot Zborowski, father of Louis, of 'Chitty Chitty Bang Bang' fame.

This became the national racing colour for the UK until the late 1960s when advertising became king.

We wish Peadar the best of luck with his UNESCO application and will report back on progress.

The FIVA UNESCO web page is here <https://fiva.org/en/unesco-and-fiva/> and I will be writing more on the UK UNESCO opportunities later in the year.

⁴ <https://ich.unesco.org/en/what-is-intangible-heritage-00003>

Having been appointed to look after Archives in December of last year this is my first opportunity to write a report for the magazine.

In fact, there have not been many working days since I started yet the e-mail system has already been working hard with enquires for information and guidance from a wide range of sources.

The key point I have identified is that every club seems to approach the subject of Archives in many different ways and the approach is not directly linked to the size or wealth of the club.

The good news is that everyone I have spoken to realises the importance of what they have even if they may not always know exactly what they have in detail.

I have in the last few days been occupied starting to write my presentation for Club Expo where I will start to introduce

the subject of Archives to a wider audience and where hopefully, I can share some thoughts on how to start looking after club archives which club committees can then go away and debate.

As the subject of Archives is very broad I will, over the coming months, be creating some Archive fact sheets which look into the various facets of how to create, document and preserve an Archive. These will be written in an easy to read format with the intention of trying to stimulate a new conversation in every club about their Archives.

I have also already had a very encouraging meeting with The National Archive who are very supportive of our initiative and really want to support the Transport sector in preserving its history and I will keep you updated on these discussions.

I look forward to working with many of you on our joint mission to preserve our motoring heritage for generations to come.

We apologise for the Book Review as featured in Issue 6, 2019. For what ever reason the last two paragraphs were missed, therefore we re-run the article in full.

The MGC GTS Lightweights: Abingdon's Last Racers

David Morys

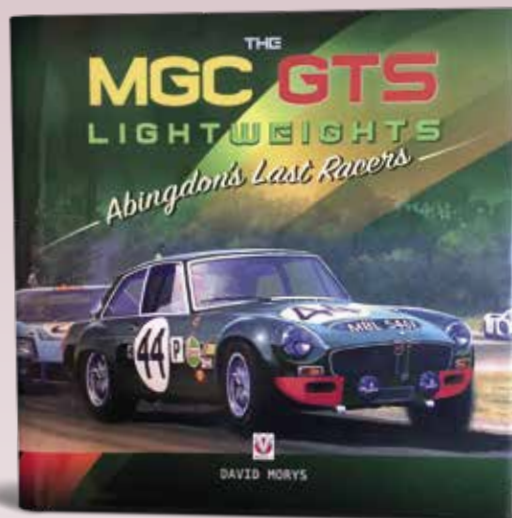
ISBN: 978-1-787114-45-6.

Veloce Publishing, Dorchester, England, 2019.

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

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

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



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

The story of the MGC's competition history is, not surprisingly, the focus of Morys's writing, which is rounded off with the stories of the Chatham cars and replicas of the racing cars. Appendices comprising the build sheet for MBL 546E, the ex-Targa and Sebring lightweight, and significant race results completes the story.

This kind of book, with narrow subject matter and demanding the inclusion of a high degree of technical detail, is not easy to write in a way that retains an easy readability. David Morys achieves this with consummate ease – this book is as close to a compulsive page-turner as any motoring book I have read. My advice is simple – if you love sixties sportscars, motorsport and the tale of the underdog - buy it, you won't regret it.

In the **WEST END** at a Loose End?

Paul Chasney

A visit to the V&A and their special exhibition, Cars: Accelerating the Modern World, might fill the time.

If you have not heard about this exhibition at the Victoria and Albert museum in London you could be excused for thinking the author has identified the wrong venue and should be writing about the Science Museum on the opposite side of Exhibition Road in SW7. But that is not the case. Cars: Accelerating the Modern World is one of the V&A's special exhibitions which started in November 2019 and runs until 19 April 2020. The basic entrance fee is £18 with a myriad of offers and savings but no reduction for 'seniors'!

This exhibition is said to be the first time that the V&A have focused on the wider design implications of the car. The exhibition is specifically about the car but could equally well be applied to all other types of vehicle. Starting with early dreams of the future in car design, flying cars and roads without traffic congestion (!), the exhibition moves on to how the car has shaped the world we now inhabit and touches on much of the heritage we now take for granted.

Please do not expect to see a wide range of design ideas and 'firsts' in motoring development. This exhibition seeks to place the car in its position as shaping world heritage. The essence of the exhibition is important for us all to grasp. The car has shaped world heritage and we, as enthusiasts seeking to preserve vehicles of all types, need regularly to remind everyone how important this heritage is. The themes are wide ranging and cover not only the development of progressively faster cars but also the development of manufacturing techniques and how these have changed social structures. They also examine the implications of the extraction and production of oil products and go on to consider the future of personal transport.

If you are in London with half a day to spare the exhibition is an interesting diversion but if like the author you have at least a passing interest in heritage relating to motor vehicles at large, you will come away wondering why, in an exhibition

developed by the V&A, there is next to no mention of the UK's rich motoring heritage. Indeed, save for a few references to the ubiquitous VW Beetle, you could be forgiven for concluding that the whole motoring industry was developed and run by Ford and Chrysler. Sadly, the one exhibit that does stand out is the Jaguar E Type that has been converted to run on electricity, a project the JLR have now abandoned!

What we really need is the European version of this exhibition to help us demonstrate to the public at large and our detractors in particular, that motor vehicles really are part of the world's heritage and need to be preserved and not recycled in the plastic bin of 'green enthusiasm'.



BURSARIES FOR HERITAGE ENGINEERING APPRENTICES SUPPORTING BOTH STUDENTS & SPECIALIST BUSINESSES ALIKE



Cambridge & Counties Bank, who pledged to support students on the Heritage Engineering Apprenticeship Scheme by providing a £10,000 bursary, have awarded financial support to their first student. The contributions have enabled that student to progress their studies by gaining an apprenticeship work placement. The bursaries have not only benefitted the apprentice by removing cost barriers to continuing their studies but have also enabled their placement business to provide the resources required for effective training.

The Heritage Engineering Apprenticeship Scheme teaches young people the specialist skills required to build, restore and maintain historic vehicles from its base at the Heritage Skills Academy at Bicester Heritage, Oxfordshire. The course is the only one of its kind accredited by the Office of Qualifications and Examinations (OFQUAL) and students completing the apprenticeship leave equipped with an Advanced Diploma in Heritage Engineering with an option to specialise for a further year. The course covers a range of sectors, including classic motor vehicles, aviation, marine & steam and is supported by the Government Trailblazer scheme.

Alan Jeffery aged 17 from Market Rasen in Lincolnshire is the first student to benefit. The teenager has been offered a Heritage Engineering Technician Apprenticeship thanks to the support of the bursary, specialising in Classic Vehicle Restoration and Maintenance.

Alan Jeffery had approached Louth based specialist, Thompson & Smith Ltd who had been interested in taking on an apprentice and using Heritage Skills Academy

(HSA) to train them. However, up until this point, the cost of the residential and travel element of the HSA programme had proved too difficult for the company to sustain. Rather than risk losing a keen young applicant, Thompson & Smith Limited turned to the Cambridge & Counties Bank bursary scheme in order to provide financial support to cover travel and accommodation costs incurred by Alan when attending the residential off-the-job training at Bicester.

Alan shares where his passion for classic vehicles originates from,



My grandad used to own a classic car restoration company and I wanted to take it over ever since I can remember.



"My grandad used to own a classic car restoration company and I wanted to take it over ever since I can remember. I have also been visiting car shows all my life in the hope that one day, I can start my own garage in classic car restoration. I love the sense of accomplishment you get after rebuilding an engine and seeing it working."

Alan goes on to explain how the bursary has allowed him to focus on his studies;

"The bursary has made it much easier for me to come down on my block weeks and it has made it a lot less stressful for me and my family, meaning I don't have to worry too much about where I am staying and I can focus on my lesson and what I am doing."





The Heritage Skills Academy has a policy which strongly encourages a minimum starting salary of £10,400 per annum (based on £5.00 per hour –40 hours per week). This is above the government's published minimum hourly rate of £3.70 per hour, which Heritage Skills Academy feel is too low to attract the right calibre of applicants. The bursary provided by Cambridge & Counties Bank has been able to make up some of the shortfall in earnings by offering a vital contribution towards wages to assist with living costs for the students whilst studying.

Tom Senior, Director for Classic Car Finance at Cambridge & Counties Bank said,

"Whilst the Bank's primary role is to provide funding for classic, vintage and sports cars, we are proud to be part of a community that has been built up supporting this sector. It is really rewarding for us to see these students benefitting from our bursary scheme, which is ensuring that costs of living and travel are not barriers for these enthusiastic students to gain the skills they need for a career in heritage engineering. The scheme will ensure that the industry has the people with the most passion and skills for maintaining historic vehicles in the future, regardless of their socio-economic background. Furthermore, it is just as satisfying to know that small businesses, that often struggle to recruit new talent are also benefitting from being able to pass on their knowledge to future proof their businesses."

The support however is not just monetary, Cambridge & Counties Bank will also be sharing financial training with all students at the Heritage Skills Academy for running small businesses within the curriculum. Managers and key subject experts from within the bank pass on their training to ensure the apprentices are fully equipped with the skills and knowledge they need to run a business and manage finances after they qualify.

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The TR Register Celebrates

The TR Register car club celebrated the 50th Anniversary of its inaugural meeting on 12 January 2020 on the same weekend and at the same venue as their very first gathering at Hopcrofts Holt Hotel in Oxfordshire.

The TR Register, now the largest Triumph club in the world, marked the occasion with gala dinner on the Saturday night at the famous hotel for the founding members and long-standing volunteers. Also present, were representatives from the community of parts specialists that grew out of the club's quest to preserve the Triumph TR sportscar marque through securing reliable parts supplies.

The evening was hosted by the club's magazine editor, Wayne Scott who took attendees on a journey through the different eras of the club's development from the first meeting, to the foundation of parts specialist Cox and Buckles and other household names in the specialist Triumph parts industry. The panels of interviewees also recounted stories of the formation of local regions and of course the huge contribution to Triumphs in motorsport that the club continues to make. >>>



50 years

by Wayne Scott



The TR Register Celebrates 50 years

»»» The venue also displayed magazine covers from every year of the five decades of TR Action, the club's magazine. After a black-tie dinner held for founder members, long standing volunteers and the trade on Saturday evening, Sunday continued with a more in-depth programme. This was a day of stage interviews plus a photo gallery, where attendees brought along photographs, memorabilia and videos to share amongst those present.

Some 93 TRs attended including the club's very own "TS2" which was the first right hand drive TR to be built and the Simo Lampinen Works TR8 of Steve Rockingham.

The story of how the club was founded, starts in 1969, when side screen TRs (i.e. Triumph TR2-3As) are really cheap and could be picked up for around £125. Cheap indeed for a car capable of over 100 miles per hour!

The Standard Triumph factory, that had originally launched TRs to such success over 15 years earlier, had long since withdrawn support for the TR2-3A models and had itself been swallowed up into the BL conglomerate. The factory's marketing led loyalty club, the Triumph Sports Owners Association, had dwindled in the UK and now TR owners were struggling to source parts. There was no classic car scene to speak of either, certainly not in the form that we enjoy today.

Furthermore, there were not the racks full of motoring magazines that we enjoy today, rather a handful of main titles existed and only one covering all aspects of motoring as a hobby and a passion – Motor Sport Magazine.

The Editor of Motor Sport Magazine in 1969 was Bill Boddy MBE, who was an active motoring writer right up until his death in 2011 at the age of 98 and is considered by many as the longest serving motoring journalist in history, so far.

In November 1969, he published a letter from a Mr Douglas Thompson from Edinburgh entitled "A Triumph TR Enthusiast". In the letter Mr Thompson told the story of his past year of TR3A ownership. During that time, he covered 12,000 miles, took part in motorsport most weekends, from rallies to sprints and tests and had been required to undertake very little maintenance on the car.

However, he went on to say, *"The trouble is that I seem to be the only person who has any faith in the car. Whenever I enter the car for an event, without fail at least one uncomplimentary remark will be passed, usually of the form 'That's a real handful you've got there' or 'You're a brave man entering that thing!' Why is this then?"*

He went on to ask, *"I feel it has been a reasonably cheap way of getting to 100 mph performance and a great deal of fun. So, I admit to being rather mystified as to the reason why the TR is so unloved among spectators and fellow competitors alike. Perhaps someone can provide an explanation."*

Well, the letter certainly started something and soon, replies were flooding in to Motor Sport Magazine. Three letters followed in the December issue, one from David Adams who claimed the side-screen TRs were the last of the true sports cars because, according to him, only those skilled at driving could keep them from crashing.





He said, "Compare with, say, the MG-B, which is the most forgiving car I have ever driven, the TR is lethal in the wrong hands." A dubious accolade, but also one that included the claim that his TR3A blew off E Types at will and was "the best mechanical sporting machine ever!"

Fate was perhaps sealed with the letter from Darryl Uprichard of Sunbury of Thames, (much later of Racetorations and to serve as President of the TR Register) who wrote in to congratulate the publication on covering the story and to extoll the virtues of the model ending with, "Personally I find the TR an exciting car with much character. A 'TR' Register perhaps?"

But it was the letter from a Terrence J Simpson that really got the ball rolling. His letter began, "Like Mr D Thompson, I too am at a loss to see why there is not a more enthusiastic following for the Triumph TR. My interest in these cars started in 1964 when I purchased a 1955 TR2 for £210." Terrence went on to explain how exciting the car was to drive and how easy it had been to maintain before ending with, "If there are any other TR enthusiasts around, I would be only too pleased to hear from them. Regrettably, it seems that Mr Thompson is the only other TR owner who shares my enthusiasm." He was about to be proved wrong in that assumption!

The correspondences continued, with the March '70 issue carrying a double page spread of letters headed "TR Enthusiasm" such was the outpouring of support for the model. The subject was to dominate the magazine's correspondence pages right through until April of 1970, whereupon editor Bill Boddy MBE cried "enough" and called things to a conclusion.

Meanwhile, Terry Simpson had taken his invitation to the next level and had, with his own money, placed adverts in Motor Sport Magazine and Exchange and Mart to invite replies from those who would like to form a much-needed club.

On the 19 December 1969, he wrote a letter out to all those who had contacted him in reply, (all 54 of them) inviting them to an inaugural meeting.

Terry figured that somewhere in Oxfordshire would be most central for most respondents so, he and wife Valerie chose a pub with a large car park on the cross roads of the main road between Oxford and Banbury, a place called Hopcrofts Holt.

Wives and friends were welcome and, as Terry himself was at the time working on essential repairs to his TR, attendees were not required to attend in a TR. There were no sat-navs in those days, so to help, Terry included in his letter, the AA members handbook grid reference 18SP42. The agenda to form the club was simple;



1 a) To name the club b) Aims c) Rules (i) Officers (ii) Subscriptions (iii) Meetings (iv) Funds. Item 2 detailed correspondences from Standard Triumph and a letter from Sportsweek with 3) being any other business.

Terry and Valerie were assured, from their many phone calls and letters, that around twenty people would guarantee their attendance. In the end, over 50 attended. Attendance was mostly in side screen TRs but also included a number of TR4s and 4As. So, that Sunday 11 January 1970, at noon, the TR Register, began.

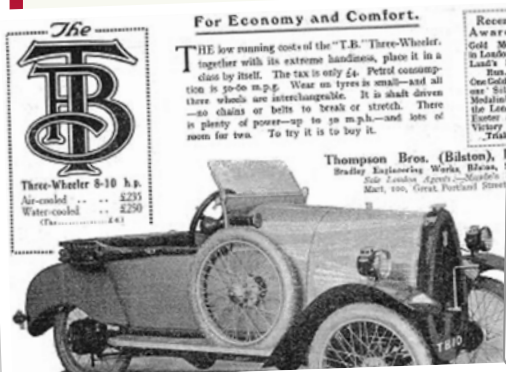
50 years later the club has gone from strength to strength and now caters for over 6,000 owners of Triumph TR sportscars across the world. The club has over 53 local groups across the UK and regional chapters in just about every country in the world. As a result of the TR Register's hard work over the past 50 years to "preserve the marque" the TR models of sportscar have one of the best parts supplies and backup of any classic car. Furthermore, through its team of 10 model registrars, the club offers unparalleled knowledge of Triumph TRs as well as an exhaustive set of records and archives on each of the factory-built models and derivatives alike.

Why not join them at one of the many celebratory events across the UK this year –next up will be the 50 Anniversary show day at the British Motor Museum, Gaydon on 12 July 2020 followed by the Triumph Weekend at Stratford upon Avon during the weekend of 14 to 16 August 2020.

Office Enquiries

The office receives a vast array of contact and queries from various people, whether they be members, supporters or the general public. One example, which I thought I would share (with the enquirers authorisation) is as here:

Our very own Heritage Director Keith Gibbins sprang into action with the assistance of Dave Daniel, Legislation Manager. From the image he deduced it was the TB Three-Wheeler!



Helvetica 12 B I U

To: secretary@fbhvc.co.uk

Subject: Enquiry

From: David Freund

Dear FBHVC,

I wonder if you could help me? I have a picture taken in the interwar years, not sure when, of my grandfather sitting in his three wheeler motor car in Streatham, South London.

I've gone through a long illustrated list of three wheel cars but can't seem to place the car. It might possibly be an Omega or a Thomson Bros model?

My mother of 106 years has just completed her Memoirs and has included the photo in her book in which she has one or two early motoring stories including the motorcycle and sidecar of her father.

I should be most appreciative if you could possibly direct me to someone who has archive knowledge and could help me to identify the make or model of the car?

Thanking you in anticipation.

Yours sincerely,

David Freund.

The enquirer was delighted with the information and in his response wrote the following:

Helvetica 12 B I U

To: secretary@fbhvc.co.uk

Subject: RE: Enquiry

From: David Freund

Please pass on my thanks to Dave Daniels and Keith for their endeavours.

Brilliant result! Made my day!

I've also seen the app publicity of the TB three wheeler you sent.

At the time it was obviously a state of the art machine. This reflects my grandfather's love of technology. When I met him on a visit from S Africa, I seem to remember the family having a black Humber and a grey Rover.

I met Myer Kaye (Mr Freund's grandfather) when he was 84 and I was 6 years we played football in Kensington Gardens. He had played football for Liverpool when it was an amateur side. My admiration for him is even greater now, as he achieved so much in a few areas. As Principal of Norwood Orphanage for 30 years, he helped a few thousand orphans to learn a trade which gave them a good start in life. He believed in a progressive educational approach.

Have been passing on the news to my mother who is delighted.

In a further email conversation Mr Freund commented:

She said on the weekend that Myer was very proud of his car. Up until then he had a motorcycle and sidecar. Her aunt would be in the sidecar and Kitty would be strapped in the pillion. Brighton was a popular destination.

It is great to have assisted someone in such a way. Let us hope these Memoirs will be passed down the family line for future generations to see.



It is a shame articles have slowed somewhat for inclusion in Federation News. I can only assume this was due to the festive season and more will follow this year. The Federation would love to include interesting stories to share with the historic vehicle community. Please forward any interesting information to us using email address **secretary@fbhvc.co.uk**

Alternatively via post to
FBHVC, PO Box 295, Upminster, Essex, RM14 9DG.
 We would love to hear from you.

A Warm Welcome goes to

Classics Welcome and **Body & Soul Autoworks Ltd** our two newest Trade Supporters. Also welcome to our new Individual Supporters. We hope you all enjoy your subscription to the Federation over the coming year.

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

Website News Page

Some of you may have noticed we update the Website News Page regularly. All interesting information can be accessed quickly and easily. Hopefully this will become your go-to page over a coffee! Don't forget to keep sending us your press releases to secretary@fbhvc.co.uk.

Drive it Day

Is the date for Drive it Day in your diary? If not, I hope it is now! After the success of 2019, 2020 promises to be even bigger! We have started to compile a list of events on our website. Please take a look: <https://fbhvc.co.uk/events>

Have you arranged or started to arrange your Drive it Day event? If so, please don't forget to share the details with us. We plan to publish a Drive it Day Events feature next time and I am sure you'd love for your event details to be included. Don't forget to send the details to Drive it Day Co-Ordinator Ken Coad via coadspeed@btinternet.com. Please copy me in too (secretary@fbhvc.co.uk) to guarantee your event listing.

The Official Supplier of Drive-It Day Rally Plates for the Federation of British Historic Vehicle Clubs is Dragonfly. They can send out one-off plates direct to any Classic vehicle owner who wishes to participate in this nationwide FBHVC organised event. Clubs can also order in larger quantities so that their members can take advantage of better unit prices. The easiest way is to pre-order via the Dragonfly webstore: <https://shop.dragonflyrally.co.uk> or call **0800 7838634**.



Classic Car Apprentices Recognised Through Prestigious Awards at the NEC

On Saturday 9 November 2019, the Rolls-Royce Enthusiasts' Club Great Western Section was proud to recognise two apprentices for their contribution to the classic car industry. The award ceremony took place at the NEC Classic Motor Show on the RREC stand.

The RREC Great Western Section devised a program to support and encourage young apprentice engineers working in the field of restoration and maintenance of vintage and classic cars.

The purpose of the scheme is two fold:-

- 1 To encourage companies in the classic vehicle industry to train apprentices to acquire craft skills. The skills we recognise relate to the renovation & the manufacture of replacement parts for vintage and classic vehicles.**
- 2 To reward and recognise the achievement and progress of apprentices with relevant useful prizes.**

The program was lead by Russ Herbert and supported by Keith Taylor and John Ball who formed the interview panel.

The apprentices chose their own prizes, a selection of tools and instruments, that were sponsored by the club and their employer.

First to be recognised with an award was **Zach White**.

He has been with AJ Glew for over 2 years and was formerly with an armoured division in the British Army. He demonstrated tool making skills and constantly researches the vehicles he is working on as they are usually of historical importance. He is attending the Heritage Skills Academy at Bicester. This was the first of 2 awards that Zack would receive at the show.

Susan Glew accepted the award on behalf of Zack's employer. This

was the second time that the Great Western Section had made the award to A J Glew, the first time being in 2017. Their commitment to preserving and developing the necessary skills to keep historic vehicles on the road is to be applauded.

Our second apprentice to be recognised was **Simon Pickering**.

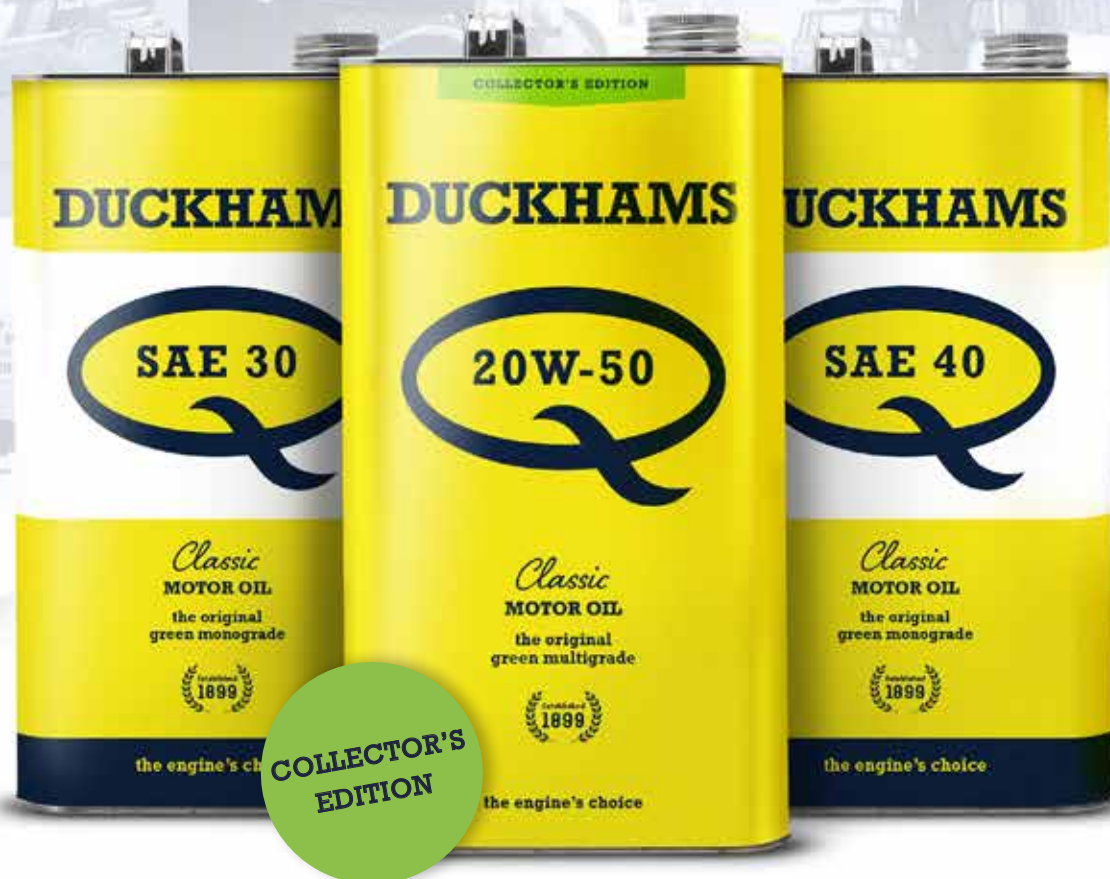
He has been working for Formhalls for less than a year. He demonstrated his passion for working in the industry by knocking on the doors of business owners. Charles & Evie Tanner took Simon under their wing and he has demonstrated both the skills and aptitude to be worthy of recognition in a very short period of time.

Simon is also studying at the Heritage Skills Academy, Bicester. Simon could also be found at the Practical Classics Magazine stand demonstrating the work he had carried out in the renovation of a Riley 2.5 litre engine.

Charles Tanner accepted the award on behalf of Simon's employer Formhalls Vintage and Racing run by Charles and Evie Tanner. They have restored, repaired and re-manufactured bearings and engine blocks for some of the world's greatest cars.



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THE ENGINE'S CHOICE



Dewsbury Bus Museum

Dewsbury Bus Museum have a new phone number: **01924 265528**
Website www.dewsburybusmuseum.org

Left to right XUA 73X 1982 Leyland National2, LHL 164F 1967 Leyland Panther and E50 TYG 1988 Leyland Tiger Doyen.

New "Sands of Speed" Museum

The beach where Sir Malcolm Campbell broke the land speed record in the legendary Blue Bird is to be the site of a new £7 million visitor attraction.

County Councillors approved the project which is backed by EU and Welsh Government funds. A "Sands of Speed" museum and a 420-bed hostel will cater for fans visiting Pendine in Carmarthenshire

There were five land speed record bids at Pendine between 1924 and 1927. Sir Malcolm made three record attempts in total - the quickest in Blue Bird in February 1927 where he reached 174.22mph (280.38 kmph).

Welshman JG Parry-Thomas made two record attempts in his car Babs - but became the first driver to be killed in a world land speed record attempt driving at 170mph in March 1927.



Silverstone Experience

Originally planned to open 9th July this year, completion difficulties delayed the opening until October. Now open, here you can get in touch online, by email or phone

Web: <https://silverstone-experience.co.uk/>

Email: enquiries@silverstone-experience.co.uk

Phone: **03339 999886**



Dorset's new WW2 Museum

Castletown D-Day Centre is an authentic recreation of the busy wartime dockyard on the Isle of Portland, from which in 1944, thousands of American troops of the 5th US Corps and the US 1st infantry, embarked, bound for the heavily defended beaches of Nazi occupied France.

Victoria & Albert Museum

Cars: Accelerating the Modern World.

On now until Sunday, 19 April 2020. Admission is free

As we approach another major turning point in automotive design, this exhibition looks at the role of the car in shaping the world we live in today.

Over its short 130-year history, the car has become one of the most loved, contested and influential innovations in the world. It has revolutionised manufacturing, transformed how we move, forever changing our cities, environment and economies.

Victoria and Albert Museum,
Cromwell Road,
London, SW7 2RL

Phone: **0207 942 2000**

New Motor Museum - Derbyshire

Described as a Trip down Memory Lane the Museum plans to open in the Peak District in Spring 2020.

Web: www.greatbritishcarjourney.com

Great British Car Journey,
Derwent Works,
Ambergate,
Derbyshire DE56 2HE

Phone: **07932 584088**

Email: info@greatbritishcarjourney.com



British Motor Show to return in 2020

Takes place at Farnborough International from 20 to 23 August 2020.

Show will deliver 40,000m² of indoor space, 2km test drive track and 4 acres of outdoor space.

BRITISH MOTOR MUSEUM ANNOUNCES STEAM FORTNIGHT FOR SCHOOLS IN MARCH 2020

The British Motor Museum is pleased to announce a fortnight of STEAM based educational activities (Science, Technology, Engineering, Art & Maths) for Key Stages 2 & 3 from March 2 – 13 2020. Designed to coincide with National Science Week, the Museum will be offering a new range of interactive activities to enhance students' learning and tackle some of the transport issues facing future generations.

The STEAM fortnight is an addition to the Museum's normal schools programme and offers students an immersive and active learning experience, surrounded by the world's largest collection of historic British cars. During the day of their visit each group will rotate between four or five different activities each lasting around 20 minutes, keeping enthusiasm and engagement levels high.

The students will meet the Museum's resident mad scientists, Professor Pickle and Dr Pumpkin, and help them solve the problem of how to be green and power the cars of the future – delivered in a high octane interactive science show. Students can also become car designers for a day expressing their creative sides as they design a Land Rover cut-out car for the 21st century.

Collaborating as 'engineering' teams students will road test remote controlled Jaguar D-Types around a special racetrack. Whilst the maths & technology elements of STEAM will involve getting hands-on in a LEGO® workshop investigating the effects of gears and ratios.



Emma Rawlinson, Life Long Learning Officer at the British Motor Museum said *"Our STEAM fortnight is designed to be fun and engaging, giving pupils the chance to learn outside the classroom and explore the five core elements of STEAM in more depth. We are also delighted to be partnering with the STEM ambassadors from MoD Kineton who will be joining us on certain dates to give pupils the opportunity to collaborate and put their RVR Robots through their paces"*.

Schools can also benefit from the Museums Travel Support Fund (made possible by support from Arts Council England). This fund will cover the full cost of coach travel for schools booking a place during the STEAM fortnight and offers up to £300 towards travel costs at other times.

The STEAM programme cost is £12.50 per pupil for a full day at the Museum (10am – 2pm). Maximum number of pupils per day is 150 (5 groups of 30).

For more information about the Schools Programme or to request a brochure please visit www.britishmotormuseum.co.uk/schools or email education@britishmotormuseum.co.uk or call 01926 649649

Club News

Christmas Cracker Run 2019

by Graeme Foster, Wigton Motor Club

MG Cumbria ran the 22nd version of the Christmas Cracker Run on 1 December 2019 and once again attracted entries from a wide area. The event was open to classic and interesting cars of any age and the oldest car was the 1926 Bentley of Graham Miller of Thursby and the newest the Morgan Plus 6 of Gordon Southward.



The event started at the Rheged Discovery Centre and headed north via Newbiggin, Lamonby and Skelton and through the Calebrack Ford to Hesket Newmarket and Caldbeck where there was the first check point with quizzes about past and current racing drivers.

The route then headed north towards Westward and then west to Uldale, Overwater and Castle Inn and to the second check point near the sailing club where classic car photos had to be identified.

The meat of the driving route then took the crews via Wythop Mill and Lorton over the Whinlatter Pass to Braithwaite and onto the Newlands Pass. From Buttermere the tulip route cards took the crews over Honister Pass and down into the Borrowdale Valley and then via the westside of Derwentwater to Portinscale and the final check point at the Braithwaite Institute where an excellent two course meal was enjoyed prior to the presentation of the awards.

Well done to all who took part.

Derrick Graham Obituary

By Trojan Owners Club Chairman John Wilton

I very much regret to inform you that our President Derrick Graham died peacefully in his sleep on the 24.11.19.

Derrick had been in a Nursing Home for a relatively short period, however, life had become more difficult for him mainly because of a lack of eyesight.

The Trojan Owners Club is in the 64th year of its existence, and all this time Derrick has been at the helm ably leading the Club which he founded. There will be a full obituary in the next magazine. I would suggest that this continuity is an astonishing record.

Derrick will be greatly missed and not forgotten.

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- Auction Representation • Vehicle Event Management • Arena Commentary, Judging & Presentations, etc



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

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2019 saw the continuing development of the newsletters, bulletins, journals and magazines produced by you, our member clubs. Content and quality – and size – combine to provide members with a medium which serves to bring members together and to share information and knowledge. It is pleasing to see that many clubs give exposure to the activities of the Federation but is dispiriting to note that some of the larger clubs fail to make any mention of the FBHVC at all.

An interesting discovery revealed in 'The Singer Owner' (published by the **Singer Owners Club**). It seems that 'MRN' Key numbers only went up to 250. Wilmot & Breeden serial numbers only went up to 50 and so to achieve a higher number, they would put in a standard number of 260. Therefore, a key number 262 would equate to MRN 12.



The design features and the tuning of Dell'Orto Carburettors are the subject of a series of articles in **Benelli Motobi Club** magazine.

The concluding instalment of the well-illustrated article on the 'Trans-Siberia Challenge' to visit the 2019 Rugby World Club in an Austin '7' appeared in the **Bristol Austin Seven Club** newsletter.

There is a comprehensive photo reportage on the 2019 international rally of the **BSA Owners' Club** and a reminder that the 2020 'International' will be held in the Czech Republic in August.

NECPWA News has an interesting article on 'English Racing Automobiles' - ERA's. These single seater racing cars owed a lot to Riley technology and Raymond Mays and his team came up with a car which can still give a good account of itself today – some eighty years after its debut on the track. Unusually, there are eighteen survivors from the 17 that were built, and the explanation of this phenomenon is outlined in the article.

There is a spot of reminiscing in the Historic Commercial News as published by the **Historic Commercial Vehicle Society** in the form of a selection of photographs taken at the 1989 Tyne-Tees Run.

The rear cover of the **Fairford Classic Car Club** magazine is a reproduction of a Brown Brothers advert for toy pedal cars – I wonder if there are any survivors?

Impressive photography on the covers of the newsletter of the **Leeds & District Traction Engine Club** and a report on the 40th Anniversary of the unveiling of the commemorative plaque which recorded the site of the Steam Plough Works of John Fowler in Leeds.

The conclusions of the XPAG tests are written up in the bulletin of the **MG Octagon Car Club**.

There is another feature on Australian Fire Museums in the journal of the **Fire Service Preservation Group**. Sadly, rather topical in view of the catastrophic bush fires currently raging in Eastern Australia.

There are two interesting references to number plates in the magazine of the **South Hants Vehicle Preservation Society**. The first is a warning that 'personalised' registrations could be lost if you do not ensure that your paperwork is up-to-date. After 18 December 18 2019 the DLVA no longer renews out-of-date certificates which implies that they are no longer of any value. The second piece of information is that ANPR surveillance systems cannot be detected by many ANPR systems which is giving rise to vehicles being either denied access to car parks or refused exit.

There is a useful article in the magazine of the **Midget and Sprite Club** on installing daytime running lights on Midgets. There is also a thought-provoking letter on the advantages and the downsides of Facebook to the membership of a club.

Advance notice of the 40th Dutch Lustrum Tour which will take place from 29 May to 1 June in Braamt, is given in the **Fiat 500 Club** News.

There is a wonderfully atmospheric photograph of the 'Le Mans' start of the Settrington Cup Race for pedal cars at Goodwood Revival last year in the magazine for the **AC Owners Club**.

An impressive photograph of a line-up of seventeen Bedford OB's at the 45th South Cerney Rally in the **Bedford Enthusiasts Club** magazine.

There is an illustrated account of the transfer of 'Invicta' from the Canterbury Museum to Whitstable in the magazine of the **Southern Daimler and Lanchester Club**. Invicta, manufactured by Robert Stephenson in 1829 for the railway between Canterbury and Whitstable proved to be lacking in power and was soon pensioned off, but remarkably survived as a museum exhibit.

An epic restoration project of a 1961 FGK80 'Mobile Library' is recorded in the magazine of the **Morris Commercial Club**.

The participation of vintage cultivators in the 51st Great Dorset Steam Fair is given full coverage in the magazine of the **Vintage Horticultural and Garden Machinery Club**. I particularly like the photograph and description of the Bennington Worm Digger.

A series of dramatic photographs illustrate the report of the 2019 Rally of the **Series 2 Club** together with illustrated reports on many other activities in their magazine. There is also a reminder and booking details for the 2020 event to be held at Ripon from 29 July to 3 August. There is also an illustrated description on how to replace a defective flywheel bush.

There is a brief report on the opening of the Jim Clark Museum on 29 August 19 in the **MG Car Club** magazine.



The centenary of the Cummins company is reported on in **The Foden Society** News. Cummins have been in the UK since 1965 with their Darlington Plant in Yarm Road. There is also an account of a photographic safari to Rush Green Motors of Langley which must be the elephants' graveyard as far as Fodens are concerned.

Forthcoming events for 2020 are outlined in the **Lancia Motor Club** magazine: - The Great Northern Weekend 24-26 April. The Sliding Pillar Rally 21-25 May. A bit further afield we are informed of the Fobello 2021 Lambda Centenary Rally and the Flaminia Classics on 23-30 May and the Via Flaminia Classic from 6-13 June.

The magazine of the **Military Vehicle Trust** has a magnificent feature on the 75th D-Day Anniversary celebrations which includes a comprehensive photographic coverage of DUKWs in action and at rest.

There is a very helpful illustrated blow-by-blow description on the replacement of sills and floors on sidevalve Fords in the Journal of the **Ford Sidevalve Owners Club**.

The bulletin of the **Rover Sports Register** reminds us that advice and assistance for those who are keen to produce a book is readily available from the Michael Sedgwick Memorial Trust. There is also

an in-depth account of the gestation and birth of the R8 Rover.

The Triumph Roadster Review from the **Triumph Roadster Club** includes a useful illustrated article on the restoration of Girling PV6 dampers.

The Midland Region Rally of the **Morris Minor Owners Club** at Thoresby Park on 7 and 8 June will include concours judging – so get polishing! The club magazine also has a useful article on front wheel bearings.



'Cooper World' from the **Mini Cooper Register** has a photograph of the 'works tool roll' which was a feature of the works rally cars. A nice little project for you would be to replicate this for your own Cooper by ferreting around at autojumbles this summer.

'Club Torque' was established in 1954 as 'Club Triumph' by Standard-Triumph as the motor club for owners and enthusiasts who were interested in the running, restoration and preservation of Triumph cars. The **TR Register** was formed for the same objectives but for the TR series of cars – in case you are somewhat confused.

The journal of the **Austin Healey Club** reminds us of the correct way to wire up volt meters and ammeters. We are also reminded of the International Healey Weekend, which is planned for 10 to 12 July at Stanbrook Abbey.

The **Panther Owners Club** have already made plans for 2020 regardless of 'Brexit'. A ten-day tour of East Germany is planned for 11 to 20 June.

A splendid 2020 calendar which celebrates the 70th Anniversary of the **Sunbeam Talbot Darracq Register** has been gratefully received.

The **TR Register** has a feature on the fitting of an 'Emerald Electronic' control unit and fuel injection system to a TR6PI.

The magazine of the **Morris Register** tells us all that you need to know about condensers and their funny little ways. Coincidentally, there is more on condensers in the magazine of the Bullnose Morris Club.

Advertisements at the back of the magazine of the **Mini Moke Club** give a clear idea of the values now placed on these rather specialised vehicles.

Hooes Old Motor Club News tells you all about those cryptic numbers and symbols on your tyres and what it means for your vehicle.

The **Rapier Register** News informs us that a Transport Trust 'Red Plaque' has been affixed to the building which was the Abbott coachbuilders in Farnham (now a Co-op store).

There is an interesting comparison between an MG NB and a Hornet Special in the **Wolseley Hornet Special Club** magazine. There is also a feature on the 'Radrennbahn' a velodrome in Bielefeld with 49 degree banked curves.

The **Singer Motor Club** reminds us that their National Rally for 2000 will be in Kirkcudbright from 23 to 27 July. And the National Rally of the BSA Front Wheel Drive Club will be at the Rempstone Steam Fair at Wymeswold on 11 and 12 July. The club magazine also offers some advice on cooling fans.



The **AC Owners Club** magazine gives us a brief history of the 'Invacar' and the involvement of AC in its manufacture. When production ended in 1978 there were 21,500 on the roads but by 2003 that number had dwindled down to 1,500 – including a select few that had 650cc Steyr-Puch engines that gave them a top speed of 82 mph!

The **Scottish Vintage Bus Museum** informs us that the Fife Historic Vehicle Club 'Festival of Transport' will be held on 21 June and the Bus Museum Open Weekend will be 15 to 16 August.

The **Vauxhall Victor Owners Club** newsletter reminds us of the company's contribution to the War Effort which included 5 million sides for Jerricans (which implies 2 and a half million jerrycans), and three quarters of a million steel helmets.

The **Vincent HRD Owners' Club** Journal gives notice of the Polish Rally in Gdansk

on 18 to 23 May – followed by the Dutch Rally on 25 to 29 May and suggests that you might wish to combine the two?

The impressive newsletter of the **Crossley Register** gives us an insight into the mysteries of the Scintilla magneto together with a brief summary of the milestones in the company's history from 1867 to the cessation of car production in 1936.

A recommendation for the Eddington's blind and shutter brush for cleaning between the grill struts is mentioned in the magazine of the **Sunbeam Talbot Alpine Register**. The company that makes this is based in Hungerford.



There is a recommendation for 'Miroxol' metal polish in the magazine of the **BMW Historic Motor Club**.

It is quite remarkable the knowledge (?) you can acquire from club newsletters. The **Double L L Club** (Local Locomotion) tells us that 25,000 carrier pigeons were involved in World War Two.

An article in the **Allard Owners Club** newsletter gives you the information you need before embarking on competitive hill climbing.

The Horsham Historics newsletter, as published by the **Horsham Historics Preservation Society**, informs us that the REME Training School reserve collection has moved from Bordon and Arbofield to RAF Lyneham, near Swindon.


The newsletter of the **Greeves Riders Association** has an article on the de-rusting of petrol tanks using electrolysis.

The procedure for replacing a fuel filter on a 300 SL is described in the **Mercedes Benz Club** Gazette. I suspect that this is applicable to other models as well.

The **Bristol Owners Club** bulletin has a very favourable report on the 2019 FIVA World Rally which was based in Andorra.

The journal of the **Austin Healey Club** gives us a three-page photo reportage of the Kop Hill hill climb.

There is an account of a visit to the Chanteloup Hillclimb in the magazine of the **Wolseley Hornet Special Club**. Another example of the sort of events that our French friends excel in organising.

The **Jersey Old Motor Club** have published the Christmas 2019 'Gazette' – always a really good read. 

Something to occupy your time at this year's autojumbles. The Bulletin of the **Rolls-Royce Enthusiasts' Club** has an article on the adjustable spanners that were included in Rolls-Royce and Bentley tool kits.

There is another reminder of the appeal for contributions to the engine rebuild fund of the 1,000 hp Sunbeam currently in progress at the National Motor Museum, Beaulieu in the **Sunbeam Talbot Darracq Newsletter**.

The **Panther Owners Club** are preparing to register for VAT and are still working to resolve the finer details.

There is a detailed account of an expedition to Slovenia by FIVE Bond Minicars which celebrated the 1959 trip to what was then Yugoslavia as far as Lake Bled- some 5,217 miles in the magazine of the **British Two Stroke Club**.

The front cover of the **Routemaster** magazine is a really striking photograph of a 'Ghostbuster Tour' with RM 2526. There is also a feature on the Raffling of 32 Routemasters by Ensign bus in 2004, How many of these have survived?

The substitution of a Dynalite for the existing dynamo is discussed in the **Land Crab Owners' Club** magazine.



The **Imp Club** magazine informs us that the 'Imp20 National Weekend' will be at Anstey Park, Alton, Hampshire from 29th July to 3rd August and for those of you who are a bit more adventurous there is the 'Noord Brabant' rally at Woudenberg on 14th to 18th May.

Congratulations to the **Fairthorpe Sports Car Club** on their Diamond Jubilee this year !!

The newsletter of **East Anglian Practical Classics** reprints an advert for the 'Autosnap' a fully automatic cigarette dispenser/lighter which was advertised in the 1950's. Has anybody got one?

A nice little story in the Newsletter of the **Colchester Vintage Motor Club**. It would appear that in the early 1930's William Morris decided that it would be nice if he

and his wife were to become members of a certain local golf club. He went along and spoke to the secretary but received quite a frosty reception. He was informed that there was already a considerable waiting list for new membership and inferred that as Morris was not a professional person such as a doctor, solicitor or someone who worked for the university, all he could do was to put Morris' name on the waiting list. Morris took exception to the secretary's snooty attitude so he went away and bought the club. The Secretary and all his committee were all thrown out. It is said that after Morris took over the club the condition of the course and the facilities at the club were vastly improved...



According to the **Southern Daimler & Lanchester Club** newsletter the first traffic lights in the country were installed at the Park Row/ Bond Street junction in Leeds but there are several other claims from Piccadilly, London, Princes Square, Wolverhampton and the Brighton Road in Croydon – any more offers?

This year sees the Golden Jubilee of the **A30 –A35 owners' Club**. Congratulations!

There are some thoughts and observations on tyres and tyre life in the Magazine of the **Swansea Historic Vehicle Register** that are well worth a read.

The project to create a facimile of a Brooklands style Wolseley racer using nothing but genuine Wolseley components is described in great detail in the magazine of the **6/80 & MO Oxford & Cowley Club**. I'm sure it will get all the purists leaping up and down but it looks like a whole lot of fun!

The **Phoenix Clock Face Classic Vehicle Club** have recently changed their name to Phoenix Classic Vehicle Association. Contact details remain unchanged.

The **Triumph Razoredge Owners' Club** are looking for members to take pictures of their cars for their 2021 calendar.

The **Gilbern Owners Club** have announced the date for their 2020 National

Day to be held at the Head of Steam Rail Museum Darlington. Keep Sunday 5 July free!

Take a look at www.classicarloanproject.co.uk as detailed by **The Ford Y & C Model Register**. They have a great scheme to get young enthusiasts involved in classic car ownership.

Interesting fact in the **Green Lane Association** bulletin, proving that motoring does boost economy with the North Coast 500 road generating £22m towards the North Highlands economy last year.

Railton Owners' Club can now also be found on Facebook.

Announcement in the **Colne Valley Classic & Vintage Club** Newsletter that from January the CVCVC will have a new evening base at Halstead Football Club.

Jaguar Enthusiasts Club have details of the new F Type with 4 or 8 cylinder options, but alas it is no longer available as a V6.



The **Bedford Enthusiasts Club** remind us of the Golden Jubilee of the CF van and the trials and tribulations of the CF 'Electric'.

2019 saw the 50th Anniversary of the foundation of the **Riley RM Club** – Congratulations!

The September/October edition of the **Talbot Owners Club** magazine was the 100th issue. Congratulations to all concerned! Advance notice is given of the 26th Fougères Rally which will take place from 5 to 8 June.

Citroën made a magnificent gesture to commemorate the marque's centenary. 100 vehicles were lined up in a 400 metre display on the rue Linois in Paris in the 15th Arrondissement – the site of the Javel factory - now the Parc André Citroën on 14 to 16 June.

The **Rover P4 Drivers Guild** reminds us that 2019 was the 70th Anniversary of the P4.

Congratulations to the **Citroën Car Club** on winning the Classic & Sports Car award for the Club magazine of the year!

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