

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 3 · 2020

Drive It Day 2020

An event like no other as you
share your stay at home photos



Plus

Archives

The 5 P's of Archiving revealed

National Historic Vehicle Survey

Calling all members to take part

The Father of The Automobile

The story of Dr John Wesley Carhart

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Editorial

Wayne Scott Communications Director

You won't need me to remind you that we are currently navigating our way through unsettling and unprecedented times. The freedoms on all our movements have been curtailed and it may seem at times like life might never be the same again. I feel the same as many historic vehicle owners I'm sure, in missing my usual 'fix' of events, motorsport and social gatherings. In fact, I now realise just how disorientated I feel in the year now that the usual 'milestones' have temporarily gone! Many of those events have had to be abandoned for this year, but I know amongst our member clubs that many are already frantically trying to put plans in place for a return to major events next year and for smaller scale social gatherings to return just as soon as we are able. At present, it is unclear exactly what guidelines we are going to have to adhere to, but rest assured we are watching advice and will share it with our member clubs as soon as we can via the news pages of the FBHVC website.

At the current time, the FBHVC still strongly advise all member clubs to continue to cancel social events and refrain from road runs, convoys or any other meet ups in groups until the end of July at the earliest provisional date. We are recommending against driving in large convoys or groups, regardless of whether we are able to do so within the social distancing guidelines. In particular, at the moment, it is important that large groups of historic vehicle owners

do not gather in parks, or places of natural beauty.

Furthermore, at this moment in time, the FBHVC feels that it strikes very much the wrong tone with the public to parade historic vehicles through the streets and country lanes in groups when many people are still in self-isolation within their homes or experiencing financial hardship or the loss of loved ones. The time will come, soon we hope, but it is not yet.

So, by all means, use your historic vehicle individually, to drive to the shops, work or go out for exercise, but only individually. Also, be sure your intended usage is covered correctly by your insurance.

The effects of the pandemic on the historic vehicle community will no doubt reveal themselves fully over the next 1-2 years. Certainly, nobody has all the answers and staring too deep into the crystal ball to try and make predictions is a futile exercise. But, we should all take comfort in the fact that, whatever the coming months and years may bring, we have an extremely supportive, resilient and resourceful global community within historic vehicles. We may have to approach things differently from now on. Some changes may be for the better, others not so. But one thing that is sure, is that we will support each other, communicate, work together and continue to defend and enjoy a healthy and forward-looking historic vehicle movement. Stay safe.

President: **Lord Steel of Aikwood**

Chairman: **David Whale**

Secretary: **Emma Balaam**

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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

As you are probably aware I have in the short term taken on the role of Legislation Manager in addition to my DVLA liaison duties.

There may be one or two readers with very long memories who will recall that I was the original chairman of what was then the Fuels and Legislation subcommittee. So for me this is in a way full circle although much has changed over the years, both within the Federation and in the wider world. I have no doubt that the task is more difficult now than it was then, however I hope I can keep things ticking over until a Legislation Director is appointed.

In the press release announcing this change David Whale referred to my current project, the largely cosmetic restoration of an original 4-speed Honda CB450. I suspect it might now be more accurate to refer to it as my mothballed project!

I do of course take over at what is a strange time for all of us, and sadly a very stressful time for some. It seems likely that by the time you are reading this a start at least will have been made on a return to normality. That said, normality may never be quite the same again!

Turning to business, the lockdown precautions have meant that very little has happened. Or, more accurately, very little appears to have happened. I feel very strongly that we should not be lulled into a false sense of security. The issues we faced at the beginning of the year have not gone away – they've just gone quiet! Indeed it may be that following some weeks of legislators working quietly at home without the interruptions of a busy office some proposals have been enhanced. Thus we remain as vigilant as ever and will respond appropriately as soon as there is anything to respond to!

Fuel

Earlier in the year the Federation responded to a consultation on the introduction of E10 petrol. This was in fact the second consultation on E10, the first, in 2018, was about what the Government should do to meet its obligation to introduce E10. The more recent one about how it should do it. The Federation responded in detail to the first consultation. After very careful consideration and a survey of our members our main request was for a 97 RON E5 protection grade fuel. We also made some suggestions regarding labelling and warnings. It was very apparent from the second consultation that all our points had been noted and acted upon so that was duly acknowledged in our further response.

Since then Sir Greg Knight MP, chairman of the All-Party Parliamentary Historic Vehicles Group, has asked a written Parliamentary question regarding the protection grade and was assured by a DfT Minister that the government recognised that historic vehicles needed such a fuel. A few days later our President, Lord Steel, asked a similar Written Parliamentary Question. In that case the DfT reply went further and stated that the Government intended to make the continued availability of the protection grade fuel a legal requirement for five years, which is the longest period permitted before a review.

We have also learned from petroleum industry sources that the industry is very happy to supply this grade and that whilst the requirement will be for 97 RON minimum it is in practice more likely to be 99.

Clean Air Zones & Low Emission Zones

In addition, responses have been submitted to consultations on clean air or low emission zones in Bradford, Glasgow and in Scotland more generally. We have also replied to a Treasury Request for Evidence for the future assessment of VED. This primarily concerns new vehicles from some date in the future but the opportunity was taken to make the case for no changes affecting historic vehicles or others built before 2000.

London HGV Safety Permits

Currently we are studying the London HGV Safety Permits. These refer to enhanced requirements for trucks to enable them to enter London. The position regarding exemptions for historic vehicles is unfortunately far from clear and we are seeking clarification from TfL.

LEZs & the London ULEZ

A response has also been submitted to a somewhat esoteric consultation concerning CPC (Certificate of Professional Competence) and self-employed bus drivers.

In closing there is a question raised in the last issue of FBHVC News, Issue 2 of 2020, which I think we need to readdress.

"A Legal Conundrum" sets out the legal anomalies affecting both the existing Greater London LEZ and the London ULEZ, and the pending LEZs in Leeds and Birmingham.

As to the London ULEZ, it says that Bob Owen did not receive a satisfactory explanation. We should clarify that, though the explanation offered by TfL may indeed not have been legally satisfactory, it was entirely unambiguous. It stated, in part, that any vehicle registered with DVLA and taxed in the 'historic vehicle' tax class will be exempt. This was set out prominently in the Legislation Section of FBHVC News, Issue 4 of 2018.

The article in Issue 2 might have created renewed concern for members who wish to use their historic vehicle in any of these Zones.

In fact, all of the Zones referred to utilise software, of a common source, which is responsible, without human intervention, for reading number plates, identifying any vehicle which is both non-compliant and not exempt and issuing a Penalty Charge Notice (PCN) to the Keeper of that vehicle. Registration is not a requirement for the system. The published advice to the public makes this clear. So, members do not require to, nor should they attempt to, register.

No-one will get a PCN by reason of not registering.

Low Emission Zone Update

James Fairchild, Legislation Committee

As stated in recent newsletters, the Federation responds to the consultation for each proposal for a low emission zone or clean air zone that we become aware of.

Of the schemes that are sufficiently advanced so as to have a formal document, we have created a page on our website at www.fbhvc.co.uk/emissions for the benefit of the owners of historic vehicles and their drivers. There are a few points we would make:

- The schemes in London, Birmingham and Leeds are all charging zones rather than banning zones.
- Cars and tricycles are included in some schemes – if your car journey will take you to London or Birmingham, please do have a read. Up until fairly recently, these schemes were only the concern of those with historic buses or trucks – no longer.
- All three English schemes thus far finalised are affording an exemption to vehicles in the historic VED class – so with the recent ‘moving forward’ of the qualifying date that occurred, this covers most vehicles constructed in the 1970s or earlier (or to be precise, constructed prior to 1 January 1980 or first registered prior to 8 January 1980). Both buses and trucks used exclusively for private purposes are eligible for this taxation class, however if there is an element of hire and reward use (or for trucks that are used laden) this may not be the case, and you are urged to take your own advice.
- Vehicles on Q plates are eligible for historic VED 40 years after the Q plate was first issued. Owners are referred to earlier newsletter articles around Q plates where proof of age subsequently comes to light.
- London has suspended road user charging for the coronavirus pandemic – once the ‘lockdown’ restrictions are eased, we must assume that these charges will be reinstated immediately.
- The introductions of zones in Leeds and Birmingham are delayed until early 2021, as are the London changes that were planned for October this year, both as a consequence of the pandemic.
- The Birmingham zone (applicable to cars too) includes the Queensway Tunnels on the A38M. This zone applies

24 hours a day and there are no further exemptions for vehicles other than the general historic VED.

- Leeds City Council are allowing buses aged 20 to 40 years, used for preservation purposes only, to access the zone ten days per year, and furthermore are allowing buses over 40 years old which need to be taxed in the ‘bus’ taxation class to access the zone also. Buses in these two categories need to register in advance.
- As previously outlined in these pages, Transport Scotland is in the process of introducing zones which will be banning zones rather than charging zones. We have made various representations, including sending representatives to meetings in both Glasgow and Aberdeen, and await the next communication from Transport Scotland and the individual cities themselves. We understand that Edinburgh is to introduce a zone later in 2020 which will initially be applicable to service buses only – our webpage gives brief details of this form of zone.
- Each zone will operate on a stand alone basis, i.e. the relevant charge will need to be paid to each authority if more than one is passed through. In addition to Leeds, neighbouring Bradford is also proposing a scheme (both for buses and trucks only) and there will be a gap of only 1.5 miles between the two zones along the A647 and some vehicles will need to make a payment to both authorities for only short journeys.
- In addition to vehicles themselves, a number of enthusiasts and businesses serving our movement will employ modern trucks to transport vehicles and parts. Such trucks are of course in scope for these zones. If you live in or near one of the areas concerned, there may be funding that can be accessed to retrofit your vehicle with Euro VI emissions kit, or put towards a newer, compliant vehicle. In certain areas, this includes vans also (whether just used for private purposes or for business).
- Foreign historic vehicles are eligible for similar exemptions, but again need to register in advance. Visits of foreign historic commercials to this

country seem rare, but it is good to know they are catered for should a visit occur. Visits by foreign registered cars to London or Birmingham will be rather more common, of course.

- For foreign visitors to some of the major indoor car shows, it is worth pointing out that the Birmingham NEC is outside the Birmingham zone by several miles, whereas both Excel London and Olympia are outside the London ULEZ as it stands at present, but will both be inside the enlarged ULEZ zone when it changes in October 2021.

Anyone considering taking a vehicle abroad may wish to visit www.urbanaccessregulations.eu to view information. We understand that Dublin is considering the introduction of a zone, and for those visiting mainland Europe both Paris and Lille appear to be the first schemes one might encounter after using Le Shuttle or the Dover to Calais ferry. Do refer to the websites of cities/regions you are considering visiting for charges and possible exemption detail, and recall that in many European countries, an ‘on the spot’ fine means exactly that.

Media outlets are predicting that travel will not return to February 2020 conditions once the pandemic is over, with various business leaders praising the advantages of modern videoconferencing and other ‘working from home’ tools. Should this prove true, it could have an influence around the ‘baseline’ data for schemes that are at the earlier stages. On the other hand, it may be that the experts who are working on these schemes will have used the current ‘working from home’ period to further refine their assumptions and business cases.

During 2019, both Southampton and Cardiff abandoned plans to charge vehicles to enter the city, although both cities are working on non-charging solutions. We are also aware that Belfast has been considering a zone, although an expected consultation last year has not, as far as we are aware, ever been issued.

We finally ask that if readers see a newspaper article about a possible zone in your town, that you contact us by email (secretary@fbhvc.co.uk) or social media. We would rather hear of something three times than not at all.

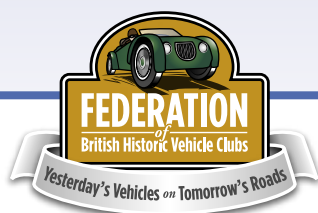
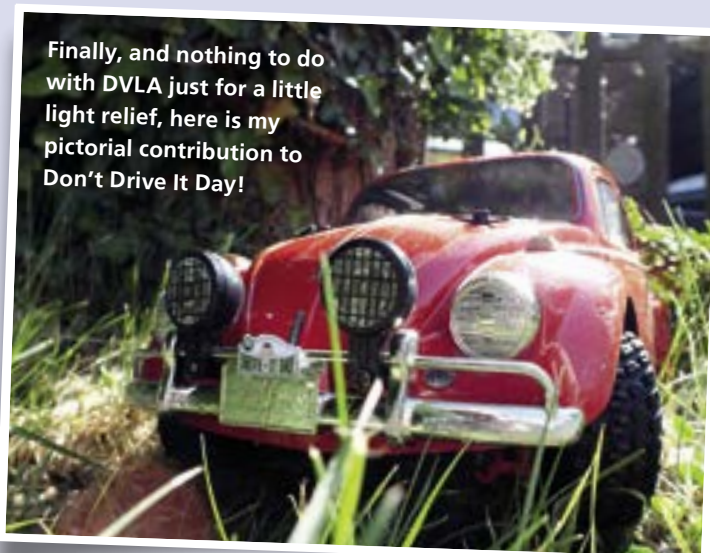
I want to start these notes by emphasising that changes affecting the Federation Legislation Committee as a whole, and my role within it, have not altered the DVLA liaison function. I remain as DVLA Liaison Manager reporting directly to our Chairman David Whale.

At the time of writing DVLA, in common with everyone else, are suffering from the Covid-19 precautions with the majority of staff working from home and in consequence their capacity is significantly reduced. Quite properly their efforts are being focussed on 'front line' vehicles and we would ask members to be patient in their dealings with the Agency at what is a difficult time for all of us. Further details of the current situation at DVLA are available at – <https://www.gov.uk/guidance/dvla-coronavirus-covid-19-update> and the Federation circulated this information to clubs in mid-April.

Whilst in general things are as one would expect very quiet I can report some good news. Readers may remember that I have been complaining about the lack of any acknowledgement or reply to letters sent to DVLA earlier in the year. Around the middle of April I received an email from a gentleman previously unknown to me at DVLA. The writer introduced himself explaining that my previous main point of contact and two of his colleagues had left DVLA. He went on to acknowledge the outstanding correspondence and to apologise for the lack of response. Finally he has promised responses as soon as some form of working normality returns.

I am optimistic that dialogue has been re-established and followed up on the email by sending DVLA a brief position paper setting out the current concerns that FBHVC has with DVLA operations on behalf of its 250,000 members.

This development has been shared with Sir Greg Knight and the APPHVG who have agreed to defer any action until we have heard further from our new contact at DVLA. Nevertheless they are still very keen to help us if it should prove necessary.



Legislation Director

The Federation, founded in 1988, invites approaches from historic vehicle enthusiasts who may be interested in our vacancy for a **Legislation Director**.

Legislation has always been a cornerstone of our activities. We currently represent over 540 clubs, museums, independent and trade supporters. A collective membership of over 250,000 enthusiasts. As the umbrella organisation for the historic vehicle movement in the UK and representative of the Fédération Internationale des Véhicules Anciens (FIVA) for our geographical territory it is essential we demonstrate the highest standards in our interactions with government, their agencies and non-governmental organisations.

The Legislation Director is accountable, with the support of our secretary and the legislation committee for monitoring all UK legislation, rules and procedures which are pertinent to historic vehicles. He or she manages and controls responses to government departments in Westminster, Edinburgh and Cardiff and to local authorities. The committee members are generally long serving and individually contribute their specialist knowledge.

There is also a DVLA Liaison Manager, Ian Edmunds, who, in addition to his existing duties, has volunteered to serve as acting chairman of the legislation committee for a period of up to twelve months.

This exciting opportunity would suit a legal professional who has the capacity to lead this aspect of the Federation's work as we seek to embrace the global environmental challenges in coming decades. As a board member there will be a full opportunity to contribute to the wider work of the Federation particularly in terms of developing historic vehicles as a material part of our national heritage. Additionally, our established portfolio of research and skills development, retaining our highly successful Heritage Engineering Apprenticeship, will be particularly relevant as we consider the impact of COVID-19 on society.

This is a voluntary role but all out of pocket expenses will be reimbursed.

If this role may be of interest, the chairman, David Whale, would be pleased to have a confidential conversation with any interested party. In the first instance please contact David directly at chairman@fbhvc.co.uk.

Sadly, as was predicted, COVID-19 has had a dramatic effect on our hobby and devastating impact on our events. As I write this we are still in lockdown and can only use our vehicles for essential journeys.

Despite these restrictions it was very gratifying to see the response we had to our non-driving 'Drive it Day Memories' photo competition. If you took part then thank you for your support and everyone is welcome to see the photos and captions uploaded by our members by using this link. <https://www.driveitday.co.uk/>

Let's hope the current restrictions are relaxed later this year and we can actually drive our vehicles and take part in whatever events are still on offer. I organise a number of Touring Car Assemblies each year and I know how stressful it is when you have everything done and dusted; Accommodation booked, Routes finalised, MSUK Permit approved, a full entry, Roadbooks and Rally Plates printed and all the other 'stuff' that makes your event an 'experience' and encourages members to come back next year – only to have everything 'paused' due to circumstances beyond your control – albeit for extremely important reasons during the COVID-19 pandemic. So far I have had to cancel two events but am hopeful that the September and October events will go ahead.

Motorsport UK Update

Continuity Funding Package

Is your club a registered member of the MSUK? If so have you taken advantage of their £1m Club Continuity Funding Package?

This is a significant initiative to help its 720 member clubs address the financial consequences of COVID-19 by making grants and loans available to its clubs. It requires each club to apply for a loan or grant and full details and the application form are available from their website at <https://www.motorsportuk.org/clubcontinuityfunds/>

A MSUK panel will review all applications and can award grants up to £10k and loans up to £25k

Sport Development Consultation

In addition MSUK are running various surveys to help determine future direction for itself and its members to create a sustainable future for the sport.

<https://www.motorsportuk.org/motorsport-uk-is-listening-sport-development-consultation/>

Consultation surveys have been launched for Clubs, Competitors, Entrants and Volunteers as well as a specific survey for clubs to see how they are responding to the COVID-19.

CMSUK COVID-19 Q&A

<https://www.motorsportuk.org/covid-19-qa-updated-25-03-20/>

I hope to produce an analysis of the results for my next report.

In the meantime, take care, stay safe and catch up on the 'tinkering' all our Historic Vehicles demand.

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Youth & Culture

While ago, the FIVA Culture Commission was re-titled the Culture & Youth Commission with the aim of also introducing the younger generation to the joys of Historic Vehicle ownership. Since then the activities have expanded and worldwide youth group members now include young enthusiasts from Canada, Morocco, Turkey, India, China & across Europe. A video was produced relating to a Mini, which can be seen here <https://tinyurl.com/lychvqx37>

The latest action, led by our female Turkish member Yeliz Belibey, is to produce a cartoon of the Charter of Turin. Though aimed at school children, I suspect it might be amusing and have a wider use!

Within the UK, I have been working with Classic Bike magazine's technical editor, Rick Parkinson on getting younger folk involved with historic motorcycles. He is always involved with multiple projects, including one of his favourites, the Tait Martinsyde, a marque built in Woking, near Brooklands. See <https://tinyurl.com/lyb66duff>

Inevitably this combined with print deadlines, leads to a degree of chaos, a situation not unknown to our own Wayne Scott!

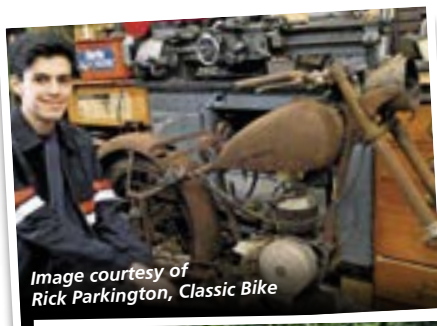


Image courtesy of Rick Parkinson, Classic Bike



Rick is strongly committed to involving young riders, to the extent that the March Classic Bike edition was almost exclusively devoted to "Old Bikes Young Faces". One of the articles was based on an invitation from Cokethorpe School, who are involved with rebuilding a BSA Bantam as part of a life-skills programme. The trigger for the invite was a series of CB articles, starting in August 2019, on rebuilding an Excelsior by a 16-year old Lewis Perry.

Lewis was a neighbour of Rick's and a volunteer at the local steam railway. Lewis parents asked Rick if he could help find a motorcycle project for him. A little later, by chance, another of Rick's contacts was wanting to shift a 'ditch fresh' 1952 125cc Excelsior Universal, which was extremely corroded but complete and had the benefit of a relatively simple Villiers two stroke engine. The Perry family were shown bike and Lewis was able to see beneath the corrosion, possibly as Rick said because of his steam engine experience and enthusiastically agreed to take it on, with Rick as mentor.

The series of articles, led to me raising Lewis's work with the British Two Stroke Club committee, who were very supportive and offered free membership and a donation towards the cost of restoration. Progress has been made alongside schooling, exams up to and including A levels, and of course not helped by the current lockdown. I am told that the petrol tank has been re-united with the bike and Lewis has ridden it around the garden!

The restoration will be the subject of a longer article, written by Lewis, for The Independent, the BTSC magazine, a copy of which Lewis is holding in the picture. I am hoping to involve Lewis with the FIVA youth activities in the future.

Mature Members

While we quite rightly spend time thinking how to involve young folk in our movement, surely, we should not forget our older members, who might have mobility problems which limit or preclude riding/driving. They have a lifetime experience and post lockdown, anything we can do to keep them involved can be beneficial. For example, we had a gentleman in the local section of the Morgan Sports Car Club, who was brought by a fellow member to the meetings. He had a great fund of stories and was always excellent at talking to new members as part of breaking the ice.

Museums

Lockdown will have a serious effect on even the largest of our museums. All have fixed costs which are difficult to cover with no visitor income. Most have been using social media to keep interest alive and hopefully will be able to survive.

Heritage & the Covid-19 Crisis

The Heritage Alliance have been very active in attempting to support their members and have published guidance on managing during the COVID-19 crisis, including funding. See <https://www.theheritagealliance.org.uk>

Well Being

Well prior to the current lockdown, the government via DCMS had been looking at quality of life and understanding how culture and heritage impacted on wellbeing.

As much as one can forecast the future currently, I was interested to read an article in The Lancet, which suggested that wellbeing has a higher value than gross domestic product and that a "renewed and expanded social contract...could well be one legacy of COVID-19". See <https://tinyurl.com/lybj8zumk>

I would see this being important to us as we recover from the current situation, alongside our heritage strategy.

At a practical level, I have a request from The Heritage Alliance for a case studies relating to Heritage, Health and Wellbeing. Up to 300 words with 2 or 3 high resolution pictures. If anyone has something 'heritage vehicle related' that fits please contact the Secretary for more detail on the request.

Federation of Historic Vehicle of India (FHVI) & FIVA Webinar

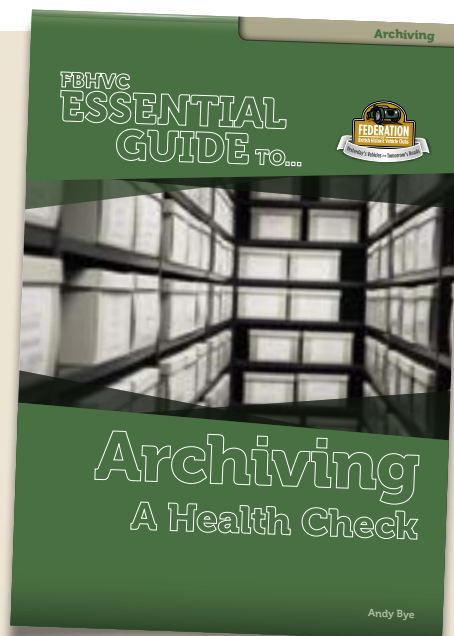
Having started with FIVA. I will close with mention of the recent webinar on the Historic Vehicle Movement in India & around the world hosted by Dr Ravi Prakesh, involving a number of the General Committee members, including our own Malcolm Grubb

and Past-President Patrick Rollet. It is not short but is an interesting discussion which gives a different perspective of a shared passion. See <https://tinyurl.com/ly9h38xrw>

In issue 2 of the FBHVC News we outlined the reasons for our greater focus on club archives and our intention to guide clubs into safeguarding the archive records they hold for generations to come and that has been my most recent focus.

As promised the Essential Guide to Archiving covering a club health check/audit has been created and is currently being printed ready for launch which we anticipate will be at the Practical Classics Classic Car & Restoration Show and this document is really the start point for most clubs.

The guide covers the 5 P's of Archiving and will stimulate the archiving question within a club committee and highlight the areas to be considered.



Vehicle Club Archive



Potential

The actions that need to be taken to future proof the Archive and develop it for generations to come



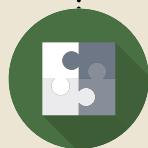
Process

The process employed in cataloguing, recording & safeguarding the Archive



Possessions

The Clubs Archive material & records



Place

The home for the Clubs Archive possessions



People

Club Committee, Archivists, Model Specialists

Clearly since 'lockdown' I have had more time to respond to the many club enquiries I have received and it is great to see so many clubs getting ahead of the game and already thinking about the subject with some having already identified improvements to what they currently do.

Sadly, I have been unable to visit those clubs who have asked me to go and look at their current Archive operations and offer advice but at least I have some journeys to look forward to after we can all travel again.

That said, for those of you who hold club archives at home this current time at home would be the ideal opportunity to sort out what material you have and to file it into a relevant order, in decent storage boxes and if time permits to make a brief list of exactly what you have. This will be the perfect first step towards cataloguing and will really assist any club committee discussions.

I have also spent some time on Zoom conference calls with the National Archives getting a better understanding of how our clubs could possibly record what historic material they hold on their national database. It is early days, but I think there could well be the opportunity for clubs to record those really key documents they hold, and which could be of national interest. We will keep you posted on developments and we will most likely do a pilot exercise with a small number of clubs to see how easy it really is and the benefits to us all.

Over the coming months we will be working on producing further detailed guides on the various facets of archiving and these best practice guides will help you implement the changes you identify during the self-audit.

FRASER NASH PPE DELIVERY

Frazer Nash Car Club member Jo Barnett has been industriously producing visors in her DT department, with over 2000 produced so far.

FBHVC IT Director Tim Jarrett's fiancée Jonna is a nurse. They have collectively been co-ordinating deliveries to local hospitals / wards who have been short on PPE equipment.

Combined with the visors, scrub caps and scrub bags from the local sewing club they have been delivering them in their Frazer Nash.

So what could be more suitable than deliveries of PPE via TT Rep!

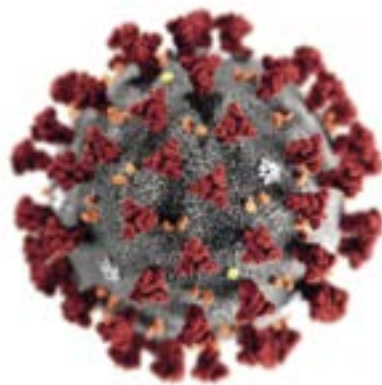
Tim reserves comment on what it's like driving the Nash with no other traffic on a sunny evening. But, it is an essential trip when the "modern car is out of action with a flat battery due to lack of use"...

Tim adds, "Frazer Nash Logistics is now open for business!"

What a wonderful way to help those in need and our communities.



Covid-19 Club Survey



- Has your Club suffered from the Covid-19 virus?
- A frustrated membership?
- Pressure on Club finances?
- Increased use of social media?

These are all symptoms of the effect Covid-19 is having on some historic vehicle clubs.

The Federation recently sent a link to the FBHVC Covid-19 Club Survey to your Club's nominated contact. The Federation relies upon the results of its surveys to gather facts to enable it to represent the views of members to Government and legislators. However, in the case of Covid-19 the Federation is also seeking information on actions taken by Clubs in order that best practice and imaginative ideas can be spread to other Clubs. The majority

of member Clubs have modest numbers of individual members and therefore solutions to problems that might seem trivial to larger Clubs are potential mountains to those with a much smaller membership. By sharing problems and solutions to problems, the Federation will try to help member Clubs in these difficult times.

Help us help all our members. Share your experiences and share your ideas to help all members of the historic vehicle community.

National Historic Vehicle Survey 2021 UPDATE

Do you remember what £5.5 billion represented in 2016?

Do you remember how many historic vehicles were registered on the DVLA database in 2019?

Do you recall that 21 million people see historic vehicles as an important part of Britain's heritage?



It was announced at Club Expo in January that the Federation would be undertaking its major quinquennial National Historic Vehicle Survey later this year. That was in the heady days when the principle restriction on the use of our vehicles was the price of fuel! What a difference a few months makes! We have therefore decided to bring forward the enthusiast survey so that the answers can be based on our activity in 2019.

At the time of writing there is no certainty over when we might be able to enjoy the unrestricted use of our historic vehicles again. However, we live in what was an unimaginable world. Indications are that restrictions on the number of vehicles on the roads have reduced pollution and the Transport Secretary, Grant Shapps, has committed to improving walking and cycling infrastructure. There are concerns about travel on public transport and we must expect more people to want to travel in their own cars. This in turn may speed the introduction of electric vehicles, to provide transport but limit the emissions that might otherwise be caused by liquid fuel vehicles. Could this mean a wholesale move to electric vehicles years ahead of the Government's published plan of 2035?

Help make sure the Federation is able to prove to Government the importance of the historic vehicle movement.

PLEASE ENCOURAGE YOUR MEMBERS TO TAKE PART IN THE SURVEY.

The survey can be accessed directly from the FBHVC website. Go to www.fbhvc.co.uk and follow the link. We recognise that many clubs are able to communicate with their members through social media these days and therefore communication with members is very quick. However, we will be arranging to leave the survey open for two months to ensure that members who rely on newsletters and bulletins can still be contacted.

In the past we have made a paper copy of the survey available for those of your Club members who do not have access to a suitable computer. A copy of the survey can be downloaded from the FBHVC website, but we would ask Clubs in the first instance to assist by inputting the survey answers for their members wherever possible. We do not have the resources at the Federation to input large numbers of surveys.

The results of the FBHVC survey forms a key part of the information needed to represent the views of enthusiasts to Government and legislators. It is important therefore for us to obtain a wide ranging sample from enthusiasts for all types of historic vehicle. Please encourage your members to take part.

Covid-19 and the Apprenticeship Scheme



In March the Government lockdown and the closure of schools and colleges resulted in the suspension of the Heritage Skills Academy apprentice courses at Bicester Heritage with all apprentices returning to their employers to find out what was going to happen next.

With nearly 70 apprentices now undertaking the Heritage Engineering Apprenticeship course at Bicester this was a devastating blow at a time when the course was ready to expand significantly.

Information from the Department of Education about how to continue apprenticeships during the lockdown was poor but HSA stepped up to the challenge by starting online tutorials within days of the lockdown. They have taken the risk that the Government will continue to fund apprenticeships going forward even though this is still unclear. They have not furloughed their staff so that they can continue the online courses to keep the training going.

The vast majority of the apprentice employers agreed that they could go ahead with the online training and were supportive of the HSA initiative.

The workshop facilities at Bicester Heritage have been closed and will not reopen until it is safe to do so, therefore the online courses will certainly be a different way of working and learning for a while yet.

The online training has gone extremely well with both apprentices and employers pleased that it is well structured and relevant, helping them to make progress in their training.

We were all concerned at the start of the lock down that apprentices would lose their jobs and any plans for future apprentices would be quickly shelved. HSA have contacted employers on a regular basis and to date only two apprentices have been made redundant with the others furloughed or continuing to work.



Of real encouragement now is the response HSA are having to the question of future apprentices. Even with the lockdown continuing, over 50% of the employers have indicated they want to take on more apprentices, and particularly those who want their apprentices to be taught Coachbuilding, which was going to be a new course before Covid 19 arrived.

Plans are being put in place at Bicester to restart the workshop training (if at all possible and in line with Government guidance). This will be a challenge, but the use of temporary buildings to give more room is being considered to ensure social distancing rules can always be applied.

All this came at a time when the expectation was that apprentice numbers would reach 100 by the end of this year and the present facilities at Bicester Heritage would be at full capacity. Discussions were already at a late stage to take a new building at Bicester Heritage to accommodate the larger numbers, but this has been put on hold for the time being.

This would have been a very significant step in the expansion of Heritage Engineering Apprenticeships and some weeks ago we all thought that plan would be on hold for a long time, but the response from apprentices and employers has made us much more optimistic and I hope I am able to share better news soon.

CLASSIC CAR INSURANCE

PBIS specialises in classic car insurance, as well as insurance for other collectable classic vehicles. As a company built on passion, we strive to deliver exemplary levels of service and customer satisfaction.

We have been arranging insurance for your classics for over 30 years, so we know what is important to you.

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THE SILVERSTONE EXPERIENCE

On the 6th March 2020 HRH The Duke of Sussex and Lewis Hamilton officially opened the new Silverstone Experience museum. The opening concluded seven years of hard work converting a WW2 RAF Hangar into the state of the art facility that now exists.

Aided by a £9.1 million National Lottery grant the Experience hopes to kindle young people into engineering careers. Many Formula One cars are included in the displays.

A hands on Tech Lab created great interest from a party of schoolchildren who were present at the opening.

www.silverstone-experience.co.uk/discover/



The Duke, accompanied by six times F1 World Champion, Lewis Hamilton, examining a classic racing car.

Lakeland Motor Museum - Recent Addition



A recent addition to Lakeland Motor Museum is a 1963 Humber Hawk Estate Series III. It has only covered 45,000 miles from new. The Humber lived a life towing caravans and making deliveries for its owners' hardware business. It was stored in a heated and sealed garage in North Yorkshire and wrapped in blankets which have ensured it remained in excellent condition.

Jim Clark Museum

Opened in July 2019 following a £1.6million partnership project – the museum welcomed 13,000 visitors in its first six months as well as securing its first award, notably from the Royal Automobile Club Historic Awards.



The new museum has now been awarded the prestigious 5-Star Museum grading – the first museum in the Scottish Borders to receive this accolade and one of only nine 5-Star visitor attractions in the region.

For the start of the season, the museum is hosting a new exhibition, Clark on Canvas. This evocative exhibition of artworks depicts 1960s motor racing, when Jim Clark was the dominant driver. The artwork has been loaned to the museum by the Guild of Motoring Artists, an international group dedicated to automotive art. Visitors will be able to purchase paintings from the exhibition, which runs to 30 November 2020. Live Borders Charity operates the museum.

www.jcmm.org.uk

An excited 7 year old Lewis Muckett, from East Lothian, in one of Jim Clark's Lotus racing cars at the museum. ©Phil Wilkinson ►



Museum Closures

In the current Coronavirus situation a number of museums have advised that they are closing until such times as it is appropriate to re-open. If you are considering a museum visit it is worth a phone call to establish whether the museum will be open.

Museum details, phone/email, are contained in the Museums section of <http://www.britishmotormuseums.com/>

Reliant Motor Club - Virtual Rally

Traditionally the Easter Bank Holiday weekend is one filled with motoring events although sadly, due to the Coronavirus Covid-19 lockdown, they were all cancelled.

I (Elvis Payne) am the Chairman and the Historian for the Reliant Motor Club and with all the usual motoring events cancelled, our Treasurer, Mark Cropper, came up with the idea of a virtual Reliant rally to celebrate the 85th Anniversary of Reliant. The virtual rally had all the events usually found at a car rally although people entered them by posting photos of their Reliants instead of the real thing. It was open to all so you did not need to be a member to participate.

Using Social Media, the gates to the virtual rally field in Tamworth (Birthplace of the Reliant) opened at 10am on Bank Holiday Monday and (unofficially) it was opened by the club's Honorary Member, HRH The Princess Royal. We started several events, Car of the Day, Restoration of the Day, Photo of the Day, Furthest Travelled, Celebs

& Royals along with a main area where people checked in, said hello and parked their car(s) by adding a photo of them. We even had a virtual snack van on site to keep everyone fed.

The event was a huge hit and within a few hours, well over 500 people had checked into the rally with Reliant owners from all around the world including California, Switzerland, Sweden, Germany, Belgium and Holland. For our 'Furthest Travelled' event people had to show their route from their home to Tamworth with the winner travelling 5,338 miles from California... in a Reliant Regal.

To make the rally even more interesting I contacted the Mayor of Tamworth (Richard Kingstone) and he also sent us a message welcoming everyone, albeit virtually, to Tamworth which was really well received and surprised a few people, so much so we had to point out that it really was a message from the Mayor of Tamworth. In addition, our Club President, former

Reliant Director Barrie Wills was also there along with several other former Reliant employees. For those needing information, our website at www.reliant.website covered that containing over 730 historical documents for that members can peruse.

The virtual rally was such a huge success, especially for those overseas who cannot usually get to a rally in the UK, that many people who attended are now asking for another virtual Reliant rally in Tamworth. During the event people were even Googling Tamworth to see what restaurants or bars they would go to. So, whilst the tumbleweed blew through the empty streets of locked down Tamworth, online Tamworth was absolutely buzzing.

For other motoring clubs that have been hit by the lock down, I would really recommend an online virtual rally for getting everyone together and even to boost club membership. We will certainly be holding more virtual rallies in the future.



Thank you very much to the Reliant Motor Club for sharing their great initiative to give their many members (and non-members) a boost in these current circumstances. Maybe other clubs may wish to try something similar?

CLASSIC CAR LOAN PROJECT

by Bob Wilkinson

Ford Anglia Meets Heritage Skills Academy

A 1956 Ford Anglia was one of the 10 Classic Car Loan Project (CCLP) cars in the hands of a young driver for a year long driving experience. Harrison Smith, a 20 year old apprentice at the Heritage Skills Academy (HSA), was the lucky recipient of the car... handed to him at the Practical Classics Classic Car & Restoration Show at the NEC in March last year.

Harrison (Harry) used the car on various outings and shows to promote the CCLP in encouraging the next generation into the classic car scene.

During the loan period a few minor handling issues emerged requiring new suspension bushes. Car owner Norman Wedley continues the story.

"I was pleased to offer my 1956 Ford Anglia to the Classic Car Loan Project. When my mechanic friend had looked after the Ford, he was much more pro-active in trying to keep the car up to scratch. Unfortunately, his skills died with him several years ago. I have begun to realise that my local garage did not have the full range of experience in maintaining a 64-year old car, and recent maintenance has tended to be just changing plugs, points and oil, and carrying out a sympathetic MOT.

Therefore, when Harry felt that several suspension rubber bush parts needed replacing, I was more than happy to have an enthusiastic skilled young apprentice get involved especially since he was being trained at the Bicester Heritage Skills Academy, and they had promised full backing for the driver and the CCLP.

Accordingly, I supplied the necessary parts and recently visited the Heritage Skills Academy to see how the work was progressing.

The Heritage site itself is amazing and I was treated to a tour of the site. Racing Classic Bentleys tend to stand out in the mind; a workshop restoring upholstery on an Aston Martin DB5; another building radiators for the racing Bentleys; a small one-man business repairing magnetos; a massive storage hangar for storing many cars in dry unchanging temperatures, and the list goes on.

Meanwhile, the Heritage Skills Academy has a band of young people learning how to bring old cars back to life. These trainee mechanics/restorers are going to be the future life blood of our classics, keeping them on the road for years to come."

Harry also serviced the Anglia before returning the car to Norman ready for the next phase of the CCLP when the car will be going to another young driver.



One of the most expensive items needed to drive a classic car is the insurance and because Harry is an apprentice at HSA, Peter James Insurance and the FBHVC teamed up to pay his insurance for the year and make sure Harry had a worry free year.

FBHVC Skills Director, Karl Carter commented...

"Insurance for younger people to drive classic cars is expensive and we did not want Harry to miss out on being able to drive a classic car at the same time he was doing his apprenticeship at Bicester. By being able to use the skills he has learnt at HSA he has ensured the Anglia will be in good condition for the next young driver."

The CCLP is currently on hold due to the Coronavirus outbreak. Project Manager Bob Wilkinson said.

"The Anglia along with 20 other cars in this 2020 phase is sitting idle waiting for better times. The young drivers experiences will feature on my website at www.classiccarloanproject.co.uk once we are in action again."

These trainee mechanics/restorers are going to be the future life blood of our classics, keeping them on the road for years to come.

Anglo-American Oil Company

Lockdown. A wake up to a new vacuum.

We have been faced with fierce competition, change in laws, the bank crises in 2008, high oil prices and environmental issues but never have we been faced with what happened on the 24 March, the day after Boris Johnson's lockdown speech. We realised that the seriousness of the PM's speech on the eve of 23 March would affect our company for a very long time as car racing would be stopped for a long time and as racing is a big part of our company we had to furlough 11 staff immediately. Although 80% of the furloughed staff's salary was guaranteed by the government it was very tough to tell those who had to go home and stay put.

As predicted, racing fuel sales just stopped due to it being banned and had it not been for our other markets we would have been in severe difficulties. We also represent a Swedish company that makes super clean fuel for chainsaws, hedge trimmers and lawnmowers that we sell in 5 litre cans through over 500 garden centres in the UK. This product has been growing in popularity due to its low emission, when combusted, and its storage stability (over five years) and we were on target for a 30% yearly growth. Although the garden machinery shops are classed as hardware shops and could stay open, many of their staff felt afraid so only 50% of them remained open but at least we are selling. We are also ticking along with the Driven oils for classic cars and the Sunoco Optima which is the ethanol free storage fuel that is getting more and more popular.

Being severely affected, and for sure we are not as severely affected as the leisure industry, hotels, pubs and restaurants, you start to think about your business model and how to secure your business from future disasters. We have some other product groups in the pipeline which we were going to launch this spring that have been put on hold. Extreme situations such as the Covid-19 just shows that nothing is secure and that you must be adaptable and diverse.

We are now looking forward to the easing of the lockdown and lives getting back to normality. We do not expect business to come back immediately so are preparing for a long recovery time. Our thoughts go to those that have been affected directly and indirectly due to the coronavirus. We keep our fingers crossed that a vaccine will soon be available and that we all can get back to some form of normality when the time is right.

Ethanol-free



Sunoco Optima

Sunoco Optima is an ethanol-free 98 octane, high quality fuel for classic cars, motorcycles and boats. It is extremely clean burning with a distillation curve similar to pump fuel prior to 1970.

Recent UK tests done by Manchester University showed fewer vapour lock issues than with modern fuels.

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Well, Drive it Day 2020 was like no other. Who could have expected an event with no driving to mark the anniversary of the 1000 Mile Trial. Originally organised by the Automobile Club of Great Britain & Ireland, it commenced on 23 April 1900 from Grosvenor Place, London and went through Bristol, Birmingham, Derby, Manchester, Kendal, Carlisle, Edinburgh, Newcastle, York, Leeds, Sheffield, Lincoln, Nottingham, Leicester, Northampton and back to London. 83 entries were booked to start the Trial of which 65 actually started. By Edinburgh 51 were still running, and a total of 35 vehicles made it back to London.

Following many Press Releases and announcements we hope the vast majority of you managed to participate in some form of Drive it Day by sharing images and memories out and about in your historic vehicles during a previous year's Drive it Day. Many used the hashtag **#DriveitDayMemories** and others uploaded their images to the drive it day website <https://www.driveitday.co.uk/>

Please take a moment to visit the website and take a look, there are some very impressive additions indeed. You will also see some featured here.

One member of the Cornwall Austin Seven Club, Malcolm Wright drove 100 miles on his very own driving circuit located on his property in his 1933 Austin Seven AH Tourer in aid of the Plymouth Hospitals Charity Coronavirus Fund. This entailed 320 laps, mostly on a gravel drive and only in 1st or 2nd gear.

Malcolm states "Living on a farm allows me to drive my 1933 Austin 7 for 100 miles without going anywhere near a public road. The downside is that the track is mainly uneven gravel and only 550 yards long. This means 320 laps in only 1st or 2nd gear at an average speed of about 15 mph!"

So far Mr Wright has raised £600 via his just giving page. ➤➤➤

Drive

Dave Wilkins. The 1100 Club has run a Drive it Day Spring Show event every year for the last ten years - this picture is from our 2016 event, when the show was held at the Rural Life Centre in Tilford, Surrey.



Mike Biddulph, TR Register Red Rose Group. On and then on the return route we all stopped for...



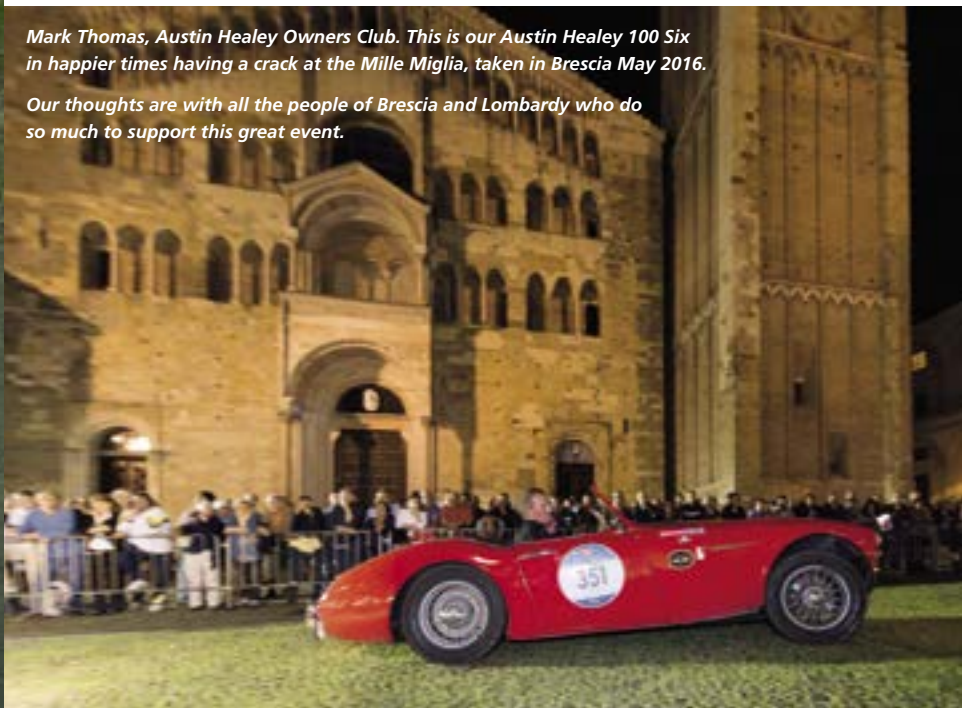
Terry Cleife says: This shot of my 1916 La France was taken near my home in Hoe Gate by Matt Howell in 2014, when every day was Drive It Day



Dave Embling, Roman Roadsters. 1951 Ford V8 Pilot, local car show, photo taken by myself, at a yearly meet.

Mark Thomas, Austin Healey Owners Club. This is our Austin Healey 100 Six in happier times having a crack at the Mille Miglia, taken in Brescia May 2016.

Our thoughts are with all the people of Brescia and Lombardy who do so much to support this great event.



It Day

26 April 2020



On a Drive it Day run to the British iron works Shropshire, for an evening meal at one of our local pubs.



Gerard van der Veen. Touring country lanes in the Scottish Borders with my Fordson '48, Biod '77.



by Harman, the Imp Club. Taken on the day of the 2020 Stay Home Rally (April 26) the picture shows his 1974 Imp Super parked outside his home and adjacent to a sign showing the support of those in his road for the NHS.



Stephen King, Rolls Royce Enthusiasts Club. Our 1947 Silver Wraith Freestone & Webb shown here on a tour of Berkeley Castle Gloucestershire.

Patrick Rollet, Lagonda Club. A big hello from France to British enthusiasts, wishing great success to this unusual and hopefully unique virtual Drive it Day. Tomorrow will be another (great) day!



Derek Hurford, TR Register. Drive it Day 2020, making the most of the garden.



Suzanne Gibbs MG Car Club. In Sept 19 the MG Y Register arranged a trip to the Isle of Man. This is a photo I took of our MG YA, driven by my husband Gary, on the TT Course. Happy memories!



Jerry Hutton, Maserati Club. In 2019 I organised the Club's Spring Weekend in the Nene Valley, the event finished with a tour from Oundle to Stamford via Rutland water on Drive it Day. Forty Maseratis of all ages participated. This year we were due to be in the Brecon Beacons for this weekend, hopefully next year... (Photo by Graham Wood)



Tim Wilson, Allard Owners Club. Not on Drive it Day, but close-ish: the Beamish Reliability Run in 2018 (where we failed to finish!). The Allard Special can experience overheating.



Alastair Ward, MG Car Club. Not a memory but how I celebrated 'Drive It Day' this year by getting my MGB out on the drive, with my picnic table and chair on the lawn, lunch with a glass of wine. There are worse ways to spend a Sunday in Swansea!



Nick Devonport, National Autocycle and Cyclemotor Club. My 1958 Bond Minicar MKE was getting ready for a trip out a couple of years ago when my friend turned up in his Willys Jeep.



Ralph Wilson, Wirral Classic Car Club. The WCCC normally hold a social run and Treasure Hunt on Drive it Day, I took my car for fuel at a garage just down the road then parked on my drive with a Tiger in my tank.

Alan Mobbs, Jaguar Drivers' Club and Jaguar Enthusiasts' Club. Whilst not on an actual Drive it Day, this photo is of my 1959 Jaguar Mark Nine parked alongside Brooklands' Concorde where I had been part of the Jaguar Enthusiast's Club, Surrey Region's display on 16th June 2013.



David Watson, EACC. We should have had a club run up the Norfolk Coast to Happisburgh returning for a pub lunch at Hickling Broad. As it was I just fired some bikes up in the garden and waved to other club members on our Facebook group.

Derek Cook, Sunbeam Talbot Alpine Register. A small group of Sunbeam Talbots joined in with a run to Holkham Hall in 2017 organised by the North Norfolk Classic Vehicle Club. The picture shows a 1954 Sunbeam Alpine Special arriving at Holkham on what was a very cold morning.



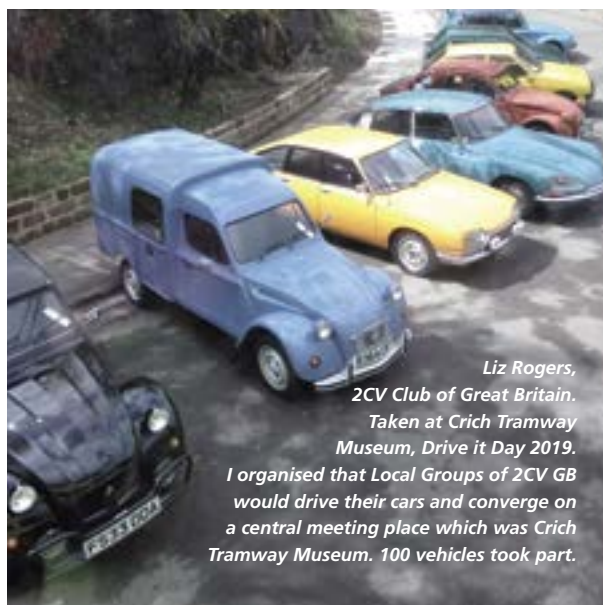
Emma Balaam, FBHVC. My Mk1 Mexico waiting to be let free!



Bob Owen, Yeovil Car Club. My 1956 Sunbeam Mk III Sports Saloon sits on the drive in Chetnole, Dorset, this morning.



Lindsay Kyle, Octagon Club. This is my 1952 MG TD which was taken during Drive it Day 2019 at The Forth Bridge.



Liz Rogers, 2CV Club of Great Britain. Taken at Crich Tramway Museum, Drive it Day 2019. I organised that Local Groups of 2CV GB would drive their cars and converge on a central meeting place which was Crich Tramway Museum. 100 vehicles took part.



Ben Stephens, Pre 1940 Triumph Motor Club. Even this year we had our own drive it day car show! First show I could also have a bottle of wine as well.



Geoff Mansfield, MG Car Club. Today is the seventh anniversary of my youngest son's wedding, the day he managed to fold his 6' 6" frame into my diminutive MG M type Sportsman's Coupe and still leave room for his new wife!



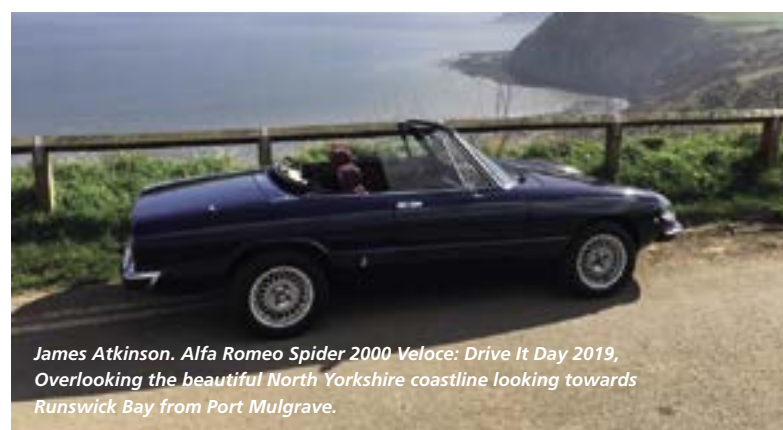
Robert Wall, Wolseley Register. I am in the process of selling my 1500 but have a 4/44 and 6/90 as support.



Jane Miller, Cavalier and Chevette Club. Here's a happy picture taken in 2018, with my car and Beeston Castle in Cheshire as a backdrop.



Tony Penman, Ayrshire Classics Car Club. All dressed up and no place to go (except up and down the driveway!)



James Atkinson. Alfa Romeo Spider 2000 Veloce: Drive It Day 2019, Overlooking the beautiful North Yorkshire coastline looking towards Runswick Bay from Port Mulgrave.



Gary Milton, Aston Martin Owners Club. This is our 1968 DB6 Aston Martin aka The Vicar outside an old country manor near Dorking.



Tony Gunton, IOAC. KAS the 1951 Watling-Greenwood Special, Jupiter waits forlornly on the drive eager for "Drive it Day" 2020. It was not to be!



David Garn, Singer Motor Club. A pair of rare 1936 Singer Bantam de-luxe cars being made ready for 2020 before the virus struck. Picture taken in Woking, Surrey by owner David Garn.



Janet Cane, Norfolk & Norwich Rover Owners Club. Taken at the finish of the Club Drive it Day run in 2017 at East Anglian Transport Museum, Carlton Colville, Suffolk.



Mike Bradly, Russell Stag Club, XK Club, AMOC. Picture taken at home during lockdown.

Virtual Drive It Day Success Despite Lock Down

The Wigton Motor Club, instead of gathering at Dalemain as usual, organised a virtual Drive It Day online using the club's Face Book page where over 120 members posted photos of their cars.

A spokesperson for the Club said, "While we won't drive our cars until the lock down is finished, we can still cherish them and there are plenty of members using the extra time to restore or rebuild their classic or competition cars".



The Father of the Automobile?

Roy Dowding, EAPC Chairman & FBHVC Heritage Team member From East Anglian Practical Classics



Earlier this year, the East Anglian Practical Classics (EAPC) committee could not have conceived just how much the world would be affected by the Covid-19 virus. At that stage, we were busy compiling our diary, incorporating the veritable 'flood' of details of upcoming events being received for 2020.

The reality has been a devastating toll on humanity, with just about every aspect of life placed on 'hold', the closure of most shops, many businesses and all public meeting venues, and the inevitable cancellation or postponement of virtually all events until an as yet undetermined time later in the year.

It was therefore both a surprise and a delight to be advised of one to be held at some time in the summer of 2021! To help celebrate the 150th Anniversary of the Woodbridge Methodist Church in Suffolk, EAPC has been requested to provide a small display of cars, ideally from circa 1971. It seems the Steward of the church has been prompted by the coincidental fact that a steam-driven cart dating from the very year Woodbridge Church opened in 1871, had been made by an American Methodist Minister named Carhart. I had never heard of him, or his cart, which was named 'The Spark', but was sufficiently intrigued to investigate further. As always, the more I delved, the more I discovered and the story that emerged proved totally engrossing.

Dr John Wesley Carhart was born in 1834 in Coeymans, just south of Albany in New York State. From an early age he possessed an inventive nature, having made a miniature working steam yacht which he sailed on the nearby Hudson River. He joined the Methodist Church at age 13 and in 1861 received a Doctorate of Divinity, subsequently becoming the Minister at Richmondville, New York.

He married in 1857, and in due course had eight children. This must have imposed quite a struggle financially, so he took up writing – poems, religious song lyrics, biographies and historical works. Having commenced the study of medicine in 1880, he produced many respected medical papers and articles, while in later life he would pen several fictional novels.

His interest in engineering was not forgotten, though, having perfected an oscillating valve for steam engines in 1865 and patented a needle protector for sewing machines in 1869, though it appears he never had the business acumen to profit very much from his inventions.

Moving to Racine, Wisconsin, in 1871, he was appointed Pastor of The First Methodist Episcopal Church. While convalescing from an illness that year, he began sketching the basics of a steam-powered buggy. His brother, H S Carhart, Professor of Physics at the University of Michigan, was staying with him at the time, and produced a set of working drawings. On seeing the plans, George W Slausen, a wealthy lumber merchant from Racine, agreed to provide the funds to build the vehicle.

While the principal construction was by Carhart in his own workshop, many parts were made for him by a local firm, the J. I. Case Threshing Machine Company, who would later become internationally famous for their Case tractors. Founded in 1842, they expanded into the manufacture of self-propelled vehicles in 1878 with a steam traction engine, followed in 1912 by internal combustion-engined tractors. The company also made automobiles from 1911 to 1927, producing some 27,000 in total. Today, resulting from a 1999 merger with New Holland, Case is a division of FIAT.

Carhart entrusted the manufacture of the cart's steam boiler to the Button Fire Engine Works at Waterford, New York, who were renowned makers of steam-powered fire-fighting appliances. Following the retirement of Lysander Button in 1882, his company joined LaFrance and others to form the American LaFrance Co., which continued making fire trucks and pumpers until its closure in 2014.

Carhart had clearly chosen his suppliers well. The steam cart was completed in 1873, powered by a two cylinder engine which gave it a steady speed of 5 mph and it performed faultlessly, if somewhat noisily. It is recorded that it 'terrified the townspeople of Racine, causing them to run in all directions'. As a result, it was eventually officially banned from the streets. He was persuaded to disassemble the cart, but the components were preserved. They survived until 1941, when they were utilised as scrap for the US war effort,

but they thus outlasted Carhart, who had died in 1914.

His steam cart had run so successfully that it attracted the attention of the Wisconsin Secretary of State, Peter Doyle, who championed the idea. In 1875, a challenge was issued, with a prize of \$10,000, for the first person to 'invent and produce a machine propelled by steam or other agent which shall be a cheap and practical substitute for the horse'. It stipulated that the machine must maintain 5 mph, be able to go backwards as well as forwards, and to 'turn out of the way of other road users'.

On 16th July, 1878, two contenders lined up at Green Bay, Wisconsin, for the 200 mile race to Madison at the other end of the state. One broke down, leaving just an entry by Alexander Gallagher from Oshkosh. While considerably larger than Dr Carhart's vehicle – it weighed 4.5 tons - the basic concept bore distinct similarities to his design. But, requiring to be refuelled and replenished with water every 10 miles or so, the device had to haul a motley collection of trailers on its run. Even so, it covered the distance in 33 hours – an average speed of 6 mph.

Wisconsin fast became a major nucleus for evolving technology and, with the advent of gasoline-powered engines, Thomas L. Jeffery built a car plant at nearby Kenosha. By 1902 he was producing 1,500 Ramblers a year. In 1916, he sold the business to Charles W. Nash, one of the original founders of GM, who expanded the plant into the biggest automaker outside Detroit. By the time the company closed down in 1969, Nash Rambler had produced more than 4.2 million cars.

Meanwhile, Racine saw several automobile manufacturers start up – Case, of course, Pierce-Racine, Mitchell, Lewis and for a very brief while Ajax and Lafayette, the latter two being unsuccessful offshoots of Nash Rambler.



Image courtesy of the Free Library of Philadelphia, Philadelphia, PA, USA.

But what of Carhart? In 1903, the magazine 'Horseless Age' named him 'The Father of the Automobile', an accolade repeated in 1908 when Carhart attended the International Automobile Exposition in Paris as a guest of the French government. On this occasion, not only was he addressed as the 'Father of Automobiles', but he was also presented with a certificate of honour and a cash award for inventing the steam car.

On the day after his death, the Chicago newspaper 'The Day Book' ran an obituary, stating: Dr Carhart, known as 'Father of the Automobile, having invented [the] first machine of that kind, died at San Antonio, Tex.' Years later, Carhart's steam cart was recognised by the American Manufacturers' Association as a forerunner of the automobile. And the Wisconsin Chapter of the Society of Automotive Historians show an outline of his cart on their logo.

In terms of 'self-propelled vehicles', there had been many precursors. As far back as 1672, the mathematician and astronomer Father Ferdinand Verbiest built a steam-powered toy trolley, which was admittedly incapable of moving anything other than

itself. Unlike the cumbersome three-wheeled machine made by Nicolas-Joseph Cugnot in 1771, that could carry 4 people and pull a cannon. The early 1800s saw a spate of large steam-powered passenger conveyances in the UK, built by Richard Trevithick, Walter Hancock and Sir Goldsworthy Gurney, which were defeated mostly by the poor roads and punitive tolls making their operation uneconomic.

One dictionary definition of automobile is: 'A light passenger vehicle, usually four-wheeled, propelled by an engine or motor that is part of it, and meant for travelling on streets or roads'. Clearly, that rules out most of Carhart's predecessors, but there were a couple of possible contenders for the title of 'the maker of the forerunner of the automobile'.

In 1863-64, in Boston, Massachusetts, Sylvester Howard Roper is known to have built a working steam carriage, though he is mostly acknowledged as the builder of the first motorcycle in 1869, and was inducted into the Motorcycle Hall of Fame in 2002. He was killed in 1896, riding one of his own motorbikes, a steam-powered Pope Columbia.

Henry Seth Taylor constructed a steam-

powered buggy in Stanstead, Quebec, in 1867. On one of its runs, it crashed into a creek. Recovered and dumped in a barn, it was rescued and fully restored in the 1950s. It now resides in the Canada Science and Technology Museum in Ottawa.

In both instances, these vehicles had centrally-pivoted beam front axles, reducing stability and drastically limiting their manoeuvrability, whereas Carhart's had an early form of Ackerman steering.

Was Carhart ever made aware of these? Back then, communications were poor even across North America, let alone with Europe or the rest of the world, which would have inhibited the spread of information about developments of this nature. But in one of many letters written before his death in 1914, Carhart said: *"Other heavier machines had been tried, but mine was the first light self-propelled road vehicle in the USA."*

Given the close resemblance of his cart to the general size, mechanical layout and capability of the earliest internal combustion-engined vehicles of a dozen or so years later, perhaps it is justified for Dr Carhart to be called **'Father of the Automobile'**.



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New policy sees classics drivers reap financial rewards of careful approach



Insurance Partner
of the FBHVC

Peter James Insurance has always worked to make life easier for classics owners but now the market-leading, specialist insurer is making life cheaper for them too, thanks to its recently unveiled **Classics + Multi Vehicle** policy.

Garry Carlin, personal lines manager and product development lead at the FBHVC's insurance partner explains more.

'It is no secret that underwriters have long delighted in the lower loss ratios in the classics market where older, more careful and considerate drivers drive less miles in cherished vehicles.

'That's why classics policies are generally already so much cheaper than everyday motor insurance premiums as underwriters pass these financial benefits back down the line to the end customer.

'Then underwriters realised that classics drivers also exhibited lower loss ratios in their everyday car driving too, so the benefits of being a safer classics driver began to be applied to their modern cars too.

'Today most classics insurers offer straightforward multi-vehicle policies where modern vehicles can be added to the same driver's classics policies.

'We felt, however, that this didn't go far enough for our customers and so took the chance to ask those at the very heart of the classics movement - the clubs - at the 2018 Classic Motor Show. It was this feedback that gave us the green light for the development of **Classics + Multi Vehicle**.'

Believed to be the only policy of its kind in the classics market, **Classic + Multi Vehicle** even allows customers to add modern commercial vehicles into the policy to dramatically reduce total insurance premiums and reap the rewards of convenience.

'In a nutshell, our **Classics + Multi Vehicle** sees your love of classics unlock more competitive rates on all the vehicles you drive, work vans included.

'And we mention vans specifically because our clubs feedback conformed that a high proportion of the classic customer base are proprietors of their own (often motor-related) businesses and therefore van drivers.

'Initial take up has been as strong as expected and its gratifying to see such a direct benefit of strong club relationships as well as know we're making classics owners' lives that little bit easier.'

Classic+ Multi-Vehicle

The new 'Classic+ Multi-Vehicle' product covers a wider range of vehicle types and offers even better rates:

- Customers insuring one classic car (or bike) can add any other vehicle, including extra classic cars and classic bikes PLUS modern cars, modern bikes, modern commercial vehicles, kit cars and more
- They can even add their partner's everyday cars and bikes too
- Named drivers and breakdown cover can be added, by vehicle, to ensure policies are tailored to suit
- All this with one set of documents, one renewal date, no upper value limit and great rates for all vehicle
- Minimum premium rates will apply.

NEW | **Classic+**
MULTI-VEHICLE

Business almost as usual

A Covid 19 update from Peter James Insurance.

Although the pandemic prevails, we would like to reassure you we are still available to answer your calls and service your policies for you.



NEW BUSINESS

You will still be able to buy a new policy with us.
Please call us on **0121 506 6000**.

RENEWALS

Existing customers can call us on **0121 506 6040**
or why not try our quick and efficient **ONLINE RENEWALS?**
See your renewal communications for further details.

The Cambridge-Oxford Owners Club Beat Coronavirus With Stay At Home Rally

COOC 40 C

By John Lakey

The Cambridge-Oxford Owners Club (COOC) started their 40th Anniversary year events and celebrations, COOC 40, with a virtual rally, an event everyone could take part in even if they were in 'lockdown'.

The vibrant and busy 'Farina Forum' invited members, wherever they are and whatever condition their car is in, to print out a rally plaque from a jpg file and post a picture of it on their car in a thread on the forum. Members then voted for their favourite car/image. Organiser, COOC Social Media Secretary Eddie Foster said, "The aim of the Virtual Rally is to unite all members over one weekend as they take pictures of their cars in whatever location or state of repair. It's the one rally where there are no barriers to entry - other than a camera and internet connection! We pioneered

this idea 3 years ago and its really become a fixture of the COOC calendar. Members enjoy participating and swap stories and tips through the forum all day just as if they were at an event. With the current uncertainty over whether events will take place over the next few months, and our own COOC 40 event having had to be cancelled because of the virus, it has acquired an extra importance and we certainly intend to do other forum based events to keep member's interest and enthusiasm going throughout 2020 even if they can't leave their house, or more likely, garage..."

Hundreds of pictures were uploaded to the Farina Forum and members voted for their favourites by clicking the LIKE button beneath each picture. Voting continued for one week after the rally to give everyone a chance to browse the pictures.



FAVOURITE FARINA - Winner
John Dickson with his Austin Cambridge A55 MkII.



Portrait of organiser
Eddie Foster...



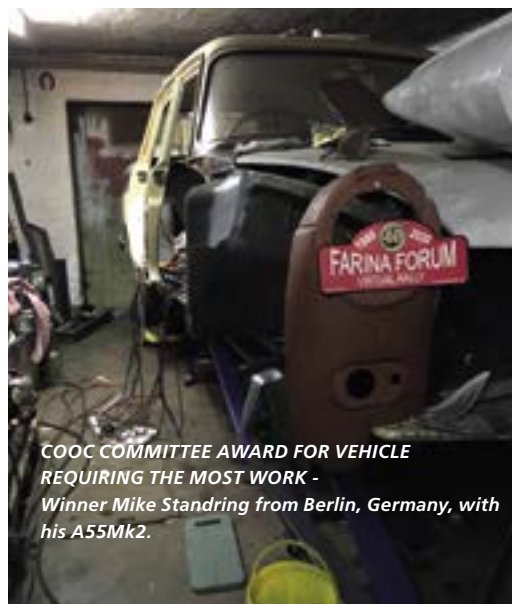
...and his Morris Oxford rally entry.



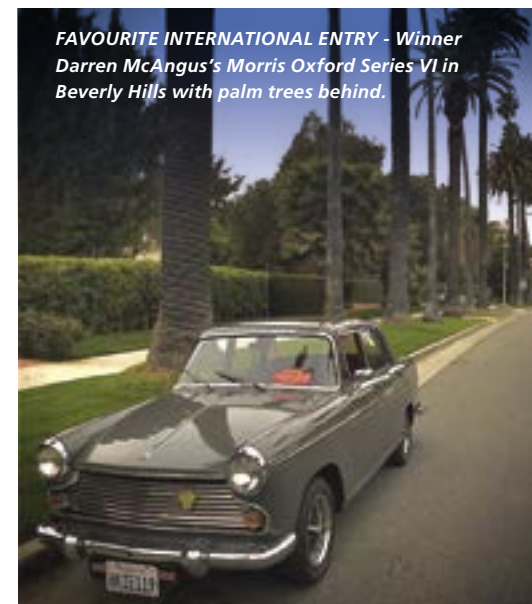
FAVOURITE PRE-FARINA - Winner
Colin Gibbs and his Sunor with Concorde in the background.



Rare Austin Westminster A105 Vanden Plas
owned by Angela James.



**COOC COMMITTEE AWARD FOR VEHICLE
REQUIRING THE MOST WORK -**
Winner Mike Standing from Berlin, Germany, with
his A55Mk2.



FAVOURITE INTERNATIONAL ENTRY - Winner
Darren McAngus's Morris Oxford Series VI in
Beverly Hills with palm trees behind.

Renewal of Membership

To all our Clubs, Museums and Individual Supporters you should have all by now received either an electronic or postal (if we do not have an email address) renewal form to complete for the subscription period 1 June 2020 to 31 May 2021. Attached was

a letter from our Chairman, David Whale. For those who have not seen a copy, please take a moment to familiarise yourselves with what the Federation has achieved and continues to work towards below.



Dear Member,

We find ourselves in challenging times and of course we currently have no idea of what normality will look like when it arrives. The Federation has over 250,000 historic vehicle enthusiasts and therefore by the law of averages some of your members will have made the ultimate sacrifice to COVID-19 and to those in those circumstances we extend our sincere sympathy.

It is the time of year when membership renewal of the Federation is due very soon. As you are aware costs continue to increase for all of us and we were going to ask for a modest increase in subscription but the board of directors made the decision a few weeks ago that we would rescind that decision and maintain the same fees as for last year. As with any lobbying organisation, membership numbers matter; several years ago I was hosting the then Secretary of State for Transport, Stephen Hammond MP; I had met Stephen before but as we sat down he said: please remind me how many historic vehicle enthusiasts you represent? I answered over 250,000 and he said 'I remember now, a very large number'. Therefore, at a time when clubs will be reviewing their own costs particularly in a year when levels of club activity are likely to be minimal, I appeal to you to maintain your membership of the Federation. After COVID-19 there is likely to be a massive amount of activity by HM Government implementing new legislation and actions to recover many of the costs of fighting the virus. We need to ensure historic vehicles are not adversely impacted by these actions which are likely to pass through parliament quickly.

Whilst writing I would also like to remind you of the matters on which we are currently representing our members:

- Department for Transport E10 Fuel Consultation
- Department for Transport Certificate of Professional Competence periodic training for lorry, bus and coach drivers
- Department for Transport Tyre Consultation for certain classes of vehicles
- Low and Ultra Low emission zones in Greater London
- Clean Air Zones in numerous regional locations such as Birmingham, Leeds and Oxford each with differing legislative conditions
- Driver & Vehicle Licensing Agency - various long-term issues relating to Vehicle Policy. We have just been advised that several team members have left the Agency, a new team is now in place and we are very proactive developing new relationships
- Department for Education funding for apprenticeship training programmes
- 2021 will mark the launch of our next 5-year research programme, preparation work is already in progress. This work will be more fundamental to the historic vehicle movement than any previous report and we need to ensure that is reflected with a comprehensive report.
- Work with The Heritage Alliance and National Trust to ensure historic vehicles are well recognised as part of our national heritage which will support our negotiations with government and their agencies.

Additionally:

- As event reports are minimal within your own newsletters/magazines we will do everything possible to provide high quality, detailed copy through Federation News that can be used within your own publications.
- The COVID-19 advice on our website is regularly updated and available at:
<https://www.fbhvc.co.uk/news/article/coronavirus>

I do hope we can count on your continued support.

Yours sincerely

David Whale, Chairman

Welcome

A warm welcome is offered to our newest Club Members - **Cinque Ports Classic Motor Cycle Club, Lincolnshire Automobile Club** and **Northern Bygone's Society**. We also welcome our newest Trade Supporters **Classic Trade** and **Cherished Vehicle Insurance** and our various 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.

Articles

Thank you to those members and supporters who have sent in items of copy for Federation News, please keep them coming. If you have not seen yours appear, it may have got lost in transit. If this is the case, please let me know.

My email address is

secretary@fbhvc.co.uk

Alternatively you can send them via post to

**FBHVC,
PO Box 295,
Upminster,
Essex, RM14 9DG.**

The FBHVC would love to hear from you.

New Addition to Historic Friendly MoT Stations

Dear Mrs Secretary,

For approximately the past twenty-one years, I have been using Wood's Commercial Services in Aylesham (near Canterbury) - to maintain various privately-owned and preserved buses (all Class V tested).

Since the decision by VOSA about 6-7 years ago to close 90%-95% of their test stations, Wood's have also been tasked with the Class V testing too.

They are a very friendly and, down-to-earth team, who tell you like it really is. No Jackanory stories here; just the plain honest truth.

If one of the car MoT testers doesn't know the answer to something - then they have plenty of senior experience to draw upon from the commercial workshop guys and, Class V testers. They ask questions - before ever resorting to a Test Failure sheet of paper. They are all proactive and have a 'can-do' approach to obstacles; which says a lot about why I have continued to use their services.

Attached are some photos of the buses that I have (and still do x 273 AUF) - take for MoT there - although whilst I know that this is voluntary - I prefer an MoT Pass - piece of paper to an engineer's report.

I should add, none of my buses has been ever used for hire & reward (Class VI test and O licencing apply). This is our hobby, we are strictly 100% NON-hire & reward.

Attending local vintage omnibus running days and rallies at our personal cost - is our hobby.

We have been members of Dover Transport Museum for the past 22 years. I was the museum's treasurer from November 2015 until 1st June 2020.

On Sunday 26 April this year, we were going to support the museum's 'National Drive It Day' - pop-in (free admission for driver + 1 passenger) - for all vehicles in tax class: Historical Vehicle. Unfortunately, due to the Coronavirus and subsequent lockdown, this event has now been cancelled and the museum is closed until further notice.

<https://www.dovertransportmuseum.org.uk/>

Kindest Regards,

P. Drake



Pandemic & Low Emission Zones

To: 'Emma Balaam' <secretary@fbhvc.co.uk>

Subject: Pandemic & Low Emission Zones

From: A Fawkes

Dear Secretary,

Every one of us is now adapting to life under the pandemic. We all hope that we will soon be adapting to life after the pandemic.

Nearly all office-based staff are currently working from home. This has been made possible by the increasing availability, effectiveness and flexibility of home working and networking solutions, as evidenced by the recent popularity of the Zoom software.

I'm aware of a number of senior figures in major organisations who are now thinking that perhaps home working is the future modus operandi and the key to unlocking savings in office costs. A friend recently told me that if all of his staff continued to work from home, it would save his financial services business around £400k per annum in property rental alone.

If a large number of employers take the same view, the world of mass commuting to work in large cities may become a distant memory. Such a change would also have a dramatically positive effect on the emissions in cities and other conurbation as the number of commuters reduced.

Perhaps as a result, Low Emission Zones and other proposed traffic reduction measures may become unnecessary!

Best wishes,

A. Fawkes (Director) - Petrolheads Welcome

Thank you to Mr Fawkes for his email. Interesting thoughts indeed. It will be very interesting to see what the knock on effects will be.

Frank Pennet - RIP

D. Rayner - President - Leeds and District Traction Engine Club

I received a message this morning that one of the earliest steam road preservationists in the West Riding died yesterday. Frank Pennett was just two months short of his 90th birthday and had led a good and fulfilling life in steam.

In his much younger days, in 1958, he bought a Burrell single crank traction engine from Ball's at Forton near Blackpool - No 3218 of 1910 - keeping it first at Ben Rhydding near Ilkley and then on Cutler Heights Lane off Wakefield Road in Bradford. I had the opportunity of seeing it there when I first became interested in road steam engines in the early 1960s.

Frank rallied his engine at the early Harewood House events and, working as he did for the brewers, Bass Charrington, he was instrumental in their purchase and eventual restoration of Sentinel Standard waggon No 1488 of 1917; it's very recognisable blue livery being one of Frank's designs.

The Burrell was sold to East Yorkshire in the early 1980s and Frank eventually retired to a village not far from York.

Apparently, Frank had been taken ill just a couple of weeks ago.



Thankfully, I suppose, it was not anything to do with the current pandemic. With this situation that is upon us now, there will just be a private funeral and in any case, that was Frank's wish.

Above is a photo of his Burrell traction engine not long after he purchased it in 1958. This was taken at Ben Rhydding, near Ilkley, in Yorkshire's West Riding, as it was then!

The FBHVC send condolences to Frank's family and friends and appreciate his enthusiasm in being a steam road preservationist.

The World's Fastest Jensen

**PROJECT
DELAYED**



It is with huge regret that we have to announce that we are postponing our trip to Bonneville until next year (2021).

This was not a decision taken lightly as not only were the Jensen team going but also a number of other motorcycle teams were planning on sharing the shipping.

We had a virtual meeting and the decision was unanimous that the risks involved in going this year are simply too huge.

It was interesting to hear from Bruce, one of our American colleagues, that the various states are individually controlling their quarantines. As such it is possible that

we could ship the vehicles into one state but not be allowed to ship them through another.

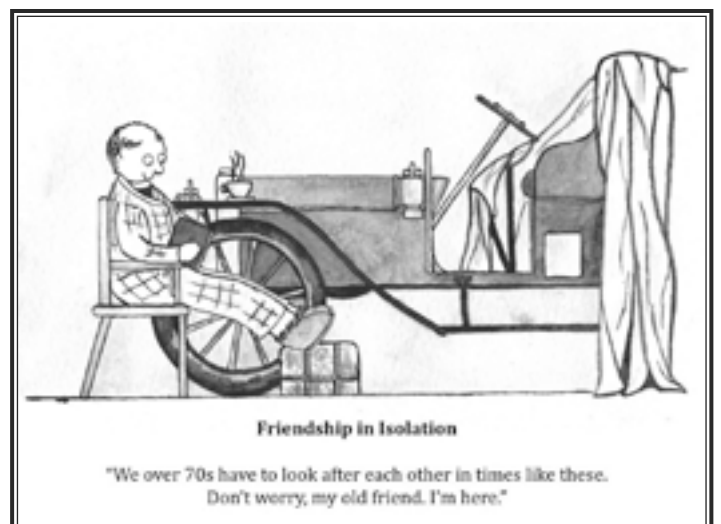
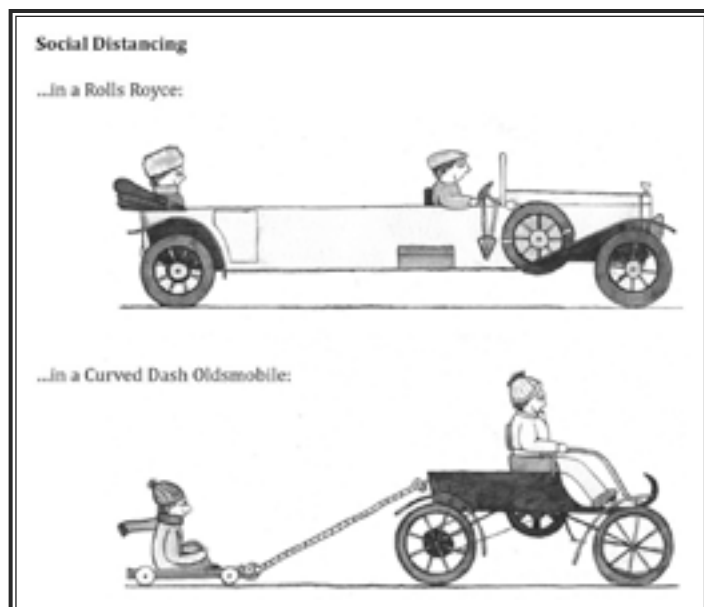
A lot of the people concerned have already booked flights and accommodation and we are all hoping that these will be deferred until next year. Obviously this is out of our hands so we will wait to hear from the other organisations involved.

Now that the decision has been made everyone concerned can make their own plans. None of the teams or team members have dropped out and we intend to carry on full steam ahead with our new race date of August 2021.

The development of the car will continue and the extra time now available to us will allow us to explore areas where we can perhaps look at going faster.

As we're sure you can imagine we are all dreadfully disappointed with this situation, but we will continue and we will be racing next year.

Racing is not about how fast you get from the start line to the chequered flag. It's about the amazing people you meet, the fantastic places you go and the wonderful things you learn on the way.



These two illustrations are reproduced with the kind permission of The Veteran Car Club of Great Britain and the creators.

We are living in interesting times.

Pronouncements made by Government in the last few weeks will have a dramatic effect on all our activities for the foreseeable future. There will be no 'club nights' social evenings and/or talks, autojumbles, auctions (unless conducted online). Shows will be cancelled and all runs (competitive or social) will be postponed or cancelled. This will have profound and long-term influence on the viability and resilience of member clubs and will constitute a serious challenge to magazine editors and their production teams to source replacement copy which will be attractive enough and relevant enough to retain membership through these challenging times. Only time will tell.

The **Rover P4 Drivers Guild** magazine has a detailed description of an effective procedure to employ for leather care for the upholstery of their cars.

Yet another book on the Schlump collection is given a favourable review in the **Transport Trust** Digest.

The cover of the **Pre-1940 Triumph Motor Club** magazine is graced with an atmospheric photograph of a car in the misty surroundings of a Connecticut wood in 'the fall'.

The **Morris Marina Owners' Club** is planning its BL/BMC Day and autojumble for 1st and 2nd August – viruses permitting. Their magazine also gives us a brief history of the Hyundai company and the BMC connection.

The magazine of the **Bury Retro Car Club** gives us a brief but informative history of the Tucker 48 – an American dream car of the post-WW2 era. The few that survive now command very high prices.

The newsletter of the **Leeds & District Traction Engine Club** features a rather odd-looking road roller which sits in the grounds of a large ruined mansion in Bulgaria. Does anyone have any further information?

Once again, virus permitting, the **Sunbeam Talbot Alpine Register** National Rally will be held in Crieff over the weekend 10 to 13 July.

The newsletter of the **Greeves Riders Association** gives us the history of the first scramblers (the 20SA) produced in 1954 and the rapid development into the 20S with its trademark cast aluminium frame.

The **Morgan Three Wheeler Club** bulletin has an article on the remarkable 'Pobjoy' Morgan and a brief history of the genesis of the design.



The magazine of the **Pre 1940 Morris Register** has a detailed and well-illustrated article written in 1940 on the manufacture of Dunlop tyres.

Congratulations to the **MG Car Club** on being awarded the 'best themed stand' at the NEC Show.

Always subject to cancellation, the **Riley RM Club** National Rally for 2020 will be in Market Rasen, Lincolnshire over the weekend 7 to 9 August all being well. The magazine also has an interesting article on making (and fitting) a reproduction wood finish surround for the rear window from fibreglass.

The **Transport Trust** Digest always gives you a good read. The Winter 2019 edition reports on the 'Red Wheel' awards, the Pallot Steam Museum in Jersey and the restoration of Dover Harbour Station.

There is a brief but informative biography of Bentley Cars to commemorate the marques' centenary in the magazine of the **Devon Vintage Car Club**.

The magazine of the **Southern Daimler and Lanchester Club** recounts the background to the Italia 2000 Coupe. A hand-crafted fixed head built by Alfredo Vignale in Turin on a TR3 chassis only 329 of these attractive cars were built in 1959 – 1962, and I would imagine that any survivors would command a significant price (?).

The **Classic & Historic Motor Club** tells us that Harrods still use electric delivery vans of which 61 were built 'in house' in the 1940s. Now, Nissan E-NV200 electrics are used.

There is brief history of the Fiat 600 in the **NECPWA North of England Classic & Pre-War Automobiles** News. It seems that some 5 million were built up to and including 1965. Survival rates in the UK are low with 78 still taxed in 2017 with a further 44 on SORN. There is also a photograph of

a quite extraordinary scrap yard at Blaydon Burn taken in the 1960s. When was it all cleared away?

The **Swansea Historic Vehicle Register** tells us that a 2005 Ford GT proved so strong that not only was roof crush test a failure but the testing machine broke!

The cover photograph on the February issue of 'Buzzing' – the journal of the **National Autocycle & Cyclemotor Club** brings back memories... a Raleigh RM2 moped when brand new. The magazine also publishes the NACC policy on UK electric bicycles.

There is a useful article on installing LED indicators and brake lights on a 'Bullnose' Morris in the **Bullnose Morris Club** magazine. There is more on this subject in the **Morris Marina Owners' Club** with reference to warning lights and indicators and to cap it all, the **Mercedes Benz Club** 'Gazette' delves deeply into the murky waters of LED illumination, pointing out that progress has overtaken legislation in that the ECE regulation 37 and its 200-plus pages written in 1986 is now more or less irrelevant because of advantages in LED technology.



There is a brief but informative history of the Ford 'Transit' in the **East Yorkshire Thoroughbred Car Club** magazine. There is also a useful list of all the changes that will affect you when driving mainland Europe in 2020 and beyond.

The early years of the VOC Spares Company are related in an illustrated article in the **Vincent HRD Owners' Club** Journal.

There is an interesting reprint of a 1936 article 'The mechanics of a motor car' in the **Riley Register** Bulletin and a useful article on the advantages of ownership of a small lathe with suggestions on possible models to look for.

An observation in the magazine of the **Southend & District Classic Car Club** 'How is it that there is enough tarmac to make speed humps but not enough to fill potholes?' The magazine also has a brief biography of the controversial aviatrix Amy

Johnson who lost her life in the Thames Estuary in 1941 delivering an aircraft from Scotland to Kidlington.

The **MG Octagon Car Club** bulletin informs us that the Manchester XPAG Tests have now been published as a book which will be available shortly.

There is a photograph of a rarity in **NECPWA (North of England Classic & Pre-War Automobiles)** News. A handsome Riley 2443cc Drophead Coupe. It seems that 500 of these were built between 1949 and 1950 and that more than 400 were exported. How many survive?



The magazine of the **Pre 50 American Auto Club** has an account of an expedition along 'Route 66', which is made rather hit-and-miss as souvenir hunters have pinched many of the route markers.

More electronics! **The Series 2 Club** magazine offers a solution to the lack of an intermediate wiper speed function.

The March edition of the **DAF Owners Club** magazine has lots of useful information. Firstly, it is now officially the Netherlands – no longer 'Holland'. Secondly, there is an article on the UK's live trial of hydrogen in a modern gas network in Keele, Staffordshire. And thirdly, Simon Hope – one of the founders of the auction house H & H has sold his collection of 'matchbox' models and realised some £300,000.

The magazine from **Club Triumph** has reproduced the 1963 Autocar review of the first (1,600 cc) Triumph 'Vitesse' - which makes interesting reading.

The **Bury Retro Car Club** News gives us a brief but succinct biography of Sir Henry (Tim) Birkin – one of the 'Bentley Boys' of the 1920s.

Two brief histories are outlined in the **Swansea Historic Vehicle Register** magazine; the origins of 'The Vermin Club' (does it survive?) and the Wolseley company.

Words of wisdom in 'Rumcar News' from the **Archive of Microcars**. 'God gave us

toes as a device for finding furniture in the dark'. Never heard of the 'Crosley'? A minicar designed and built by the American Powel Crosley Jr in 1939. Some 2,500 or so were built – do any survive anywhere?

The **GCCG (Gay Classic Car Group)** magazine has a report on 'The Italian Job 2019' a bi-annual event which commemorates the film of that name for which you need an appropriate 'Mini' and a week of your time. This would appear to be one of those events where our continental friends really excel themselves in their organising panache.

More thoughts on appropriate oils for old engines in the bulletin of the **Morgan Three Wheeler Club** extolling the virtues of 'Castrol R' going back to the days when 50 hp Gnome 'Omega' rotaries had castor oil hosed into the crankcases whence it was centrifuged all over the seven cylinders, valve gear and the pilot.

A useful list of internet sites for Austin Seven Owners is printed in the Magazine of the **Austin Seven Owners Club (London)**.

The Journal of the **Ford Cortina MkII Owners Club** reminds us of the all-white Cortinas loaned to England's World Cup Squad. Six of the original thirty are believed to have survived. Have you got one of them?

The **Armstrong Siddeley Owners' Club** magazine has details of a circuit board 'kit' that enables you to repair the electric mirror clock in your car (no doubt it is applicable to other marques as well).



A mini with a bit of history is on the market. The **H & H Classic Vehicle Club** magazine informs that Christine Keeler's Mini has surfaced and is for sale. Don't all rush at once as the asking price is £24,950.

The cover photograph of 'Kabinews' - the magazine of the **Messerschmitt Owners' Club** - tells us of the current display in the V & A entitled 'Cars: Accelerating the Modern World' which includes a 1959 K200.

The magazine of the **British Two Stroke Club** discusses tyre sealants – often a source of savage amusement when they fail to fulfil the claims made for them. Nowadays they are increasingly popular as spare wheels disappear from new cars to be replaced with a feeble foot pump and a canister of 'sealant'.

The black art of changing a screen rubber is revealed in the magazine of the **6/80 & MO Oxford & Cowley Club**. There is a lot more to it than meets the eye.

The convoluted and rather sad story of the Enfield 8000 'Thunderbolt' is related in the **Classic & Historic Motor Club** magazine.

There is a brief biography of James Summer, founder of Leyland Motors, in the magazine of the **Southern Daimler and Lanchester Club**.

A striking photograph of Peter Brock's 1934 Morris Minor on the high road above the river Lune en route to Kendal graces the cover of the **Pre 1940 Morris Register** magazine.

A little story from the **Reliant Kitten Register** 'Mewsletter'.

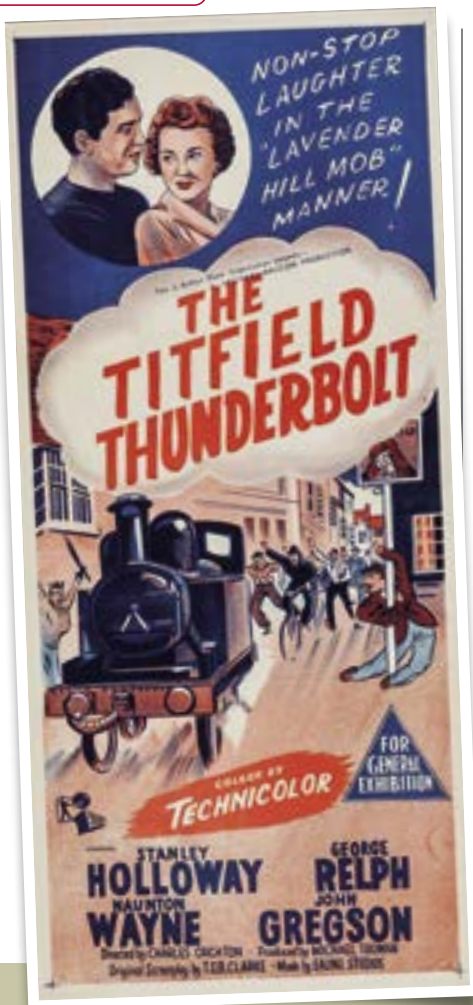
A young man named Donald bought a horse from a farmer for \$250. The farmer agreed to deliver the horse the next day. The next day, the farmer drove up to Donald's house and said, "Sorry son, but I have some bad news, the horse died." Donald replied, "Well, just give me my money back." The farmer said "Can't do that. I went and spent it already." Donald said, "OK then, just bring me the dead horse." The farmer asked "What ya gonna do with him?" Donald said, "I'm going to raffle him off." The farmer said, "You can't raffle off a dead horse." Donald said, "Sure I can. Watch me. I just won't tell anybody he's dead."

A month later, the farmer met up with Donald and asked, "What happened with the dead horse?" Donald said, "I raffled him off. I sold 500 tickets at five dollars apiece and made a profit of \$2495." The farmer said, "Didn't anyone complain?" Donald said "Just the guy who won. So I gave him his five dollars back". Donald has now moved into the White House.

The **Manchester Historic Vehicle Club** magazine reveals some of the history of why different countries drive on different sides of the road. The theories are many and varied!

How the years have changed! As detailed in the **Austin Counties Car Club**, 70 years ago in 1950 Austin





» & BMC were the world's biggest exporters, over 100,000 cars. They also had Britain and Europe's biggest vehicle range offering over 50 models.

Historic Commercial Vehicle Society News recounts the history of the 'Ealing Comedy', 'The Titfield Thunderbolt' and gives us an insight into how and where it was made.

Yet more reminiscences. There is an account of life at BSA in the 1950s in the **BSA Owners' Club** magazine. It is good to collect these stories whilst the former employees are still with us.

There is a brief but informative feature on the Weber Carburettor as fitted to the 3000 in the magazine of the **Austin Healey Club**.

There is an appraisal of the new 'Plus Four' which was to be launched at the Geneva Show in March in the magazine of the **Morgan Sports Car Club**.

An interesting fact in **The Motor Cycling Club** weekly news: Honor Blackman who recently passed away aged 94 was a despatch rider during WW2.

The **289 Register** News provides a wonderfully informative article on the 'History and Development of the AC Ace'. Did you know AC is one of the oldest independent car makers in the country? Their origin began in 1904 with the formation of Autocar and Accessories Ltd by John Weller and his brother. They started with the manufacture of small commercial delivery vehicles with three wheels and tiller steering.

Sadly, the **Mopar Muscle Association's** magazine 'Connected' will cease due to various issues. One being the lack of content to make the magazine 'interesting and diverse' according to the Chairman.

"People tend to favour an 'instant hit' of pictures and commentary online these days, and importantly in 'real time' as opposed to waiting for a quality magazine that has become a regular 'review' publication."

They will endeavour to make their next, and last issue a stand-out magazine with lots of nostalgia items and memorabilia from days gone past.

ANNIVERSARIES AND CELEBRATIONS



The Sunbeam Talbot Darracq Register

which is 70 years old in 2020 is celebrating this Anniversary and the Centenary of the formation of the Sunbeam Talbot Darracq group in conjunction with its National Rally which will be based at Beaulieu on 22nd and 23rd June. (please ensure this event is still on prior to travel). It is hoped the Sunbeam 350hp record breaker will be persuaded out. The Sunbeam Talbot Darracq group was formed when the Sunbeam Motor Car Co. Ltd. of Wolverhampton on August 5, 1920, merged on a 50/50 basis with A. Darracq & Co. (1905) Ltd. who on October 11, 1919, had taken over the business of Clement-Talbot Ltd., following Lord

Shrewsbury's decision to retire from motor manufacturing. Louis Coatalen was chief engineer for the new group.

Congratulations to the **Fairthorpe Sports Car Club** on its 60th Anniversary. They list some notable events that occurred in 1960 such as Conscripted ended (National Service).

The **Sunbeam Talbot Darracq Register** is celebrating its 70th Anniversary. There is a favourable review of Oliver Heal's biography of Louis Coatalen.

At this moment in time, the 45th Anniversary Meeting of the **Gold Star Owners Club** is still planned for 28 August to 4 September in St. John's in the Isle of Man.

2020 sees the Diamond Jubilee of the **Model T Ford Register**. There is also an account of the establishment and subsequent decline of Henry Ford's brave attempt to cultivate rubber in South America (Fordlandia).

The **Knighton Historic Vehicle Club** has just produced its 100th newsletter. Congratulations!

Congratulations to Tim Holt on being awarded Honorary Membership of the **National Traction Engine Trust** in gratitude for all his service and support over 50 plus years.

2020 is the Diamond Jubilee of the **Pre 1940 Morris Register** and Jubilee Rally Plaques are now available.

2020 is the Golden Jubilee of the **Riley RM Club**. Congratulations!

The **Imp Club** is 40 years old this year and the Club Librarian has been looking back at the early years which makes interesting reading.

I don't suppose that there will be a feature in 'Club News' without an anniversary to celebrate, but there will not be many celebrating 90 years along with the **MG Car Club**.

ADRIANFLUX

With the UK in coronavirus lockdown many people are asking what help their insurance provider can provide in these trying times.

Is Adrian Flux still open for business?

We are still available to take your calls and respond to emails. Our opening hours remain the same and you can still use the website to request policy changes and access policy information.

Can I still change my motor insurance policy?

Yes, we are still here to help with your queries or you can use **MyAdrianFlux** to access and change your policy.

I have been advised to self isolate. Can I pause my motor insurance?

It is a legal requirement to have valid car insurance unless your car is registered as off the road. Therefore we aren't able to "pause" your policy; it must be active or cancelled.

Cars can be damaged by accident or fire and they can be targeted by thieves even when unused and parked on private property so you may find it cost-effective to convert to laid-up insurance cover.

If you take laid-up cover while you fine tune your historic vehicle for the show and event season it will remain protected but the policies are cheaper because there is no third party risk.

You may already have a discounted limited mileage insurance policy, but laid-up cover is even cheaper.

Doctors have advised me to self isolate. Am I still covered to drive?

You will still be covered to drive but we advise against driving during the lockdown unless absolutely essential, especially if you are showing symptoms which could impair your ability.

If you have concerns about your motor insurance, contact the dedicated car club phone line, **0800 916 1288**, or visit the website to see more coronavirus FAQs.

Insurance tailored around you and your classic car

At Adrian Flux we have over 40 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 916 1288** compared to online.



Ask our experienced staff about:

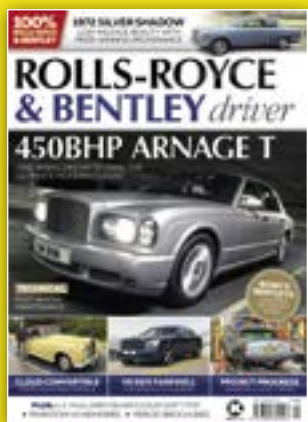
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