

# Stourbridge Pre War Car Club

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## January 2023



## Committee

President	Mac Grimmett	01384 279497
Chairman	Kevin Birch	07968980830
Vice Chairman	John Lees Snr	01746716126
Treasurer	Alan Bateman	01384370492
Secretary	Chris Wooldridge	07846284143
Librarian / Historian	Rod Jones	0138479899
Membership Secretary	Geoff Salminen	01214272189
Newsletter Editor	Steve Butler	01746712104 07976519824
Face Book Manager	Liz Biggs	
Website Editor	Chris Read	01562 882232
Diary Secretary	Iris Gillett	01215592374

**All Contributions for the Newsletter please send to: -**

***newsletter.spwcc@gmail.com***

***steve@butler.direct***

***Steve Butler***

***Church Meadow Barn, Stanton Long,***

***Much Wenlock,***

***TF13 6LQ***

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## S.P.W.C.C. Newsletter January 2023 Contents.

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### 1 / Introduction

Welcome to the NEW YEAR Edition of your Newsletter.

## Cover Page Picture **JANUARY. / JANUS.**

**Named for the Roman god Janus, protector of gates and doorways.**

Janus is depicted with two faces, one looking into the past, the other into the future.

Looking into the past, we got through to 2023 still alive, although barely, with 6 episodes behind us.

Looking to the future, it's time to review where we go from here. The Newsletter gets almost no feedback from members, assuming it gets read.

I will be reviewing its future with the Club's committee soon. It is likely to take another format. This is something that will happen preferably with your input. It is after all a **member's** newsletter.

### **What should the Newsletter try to achieve.?**

So your job is to provide the committee and me with some idea of what you want to see and read. If it can be accommodated, I will try to include it.

As I said last year, my speciality is the car aftermarket, specifically motor body, but I am always willing to research other avenues.



## Never a Cross Word

Dave Finch is still holding a beer for the first correct or nearly correct answer to his selflessly designed crossword published in the November issue.

The Answer / Solution will be in the February Edition.

Yours Steve

## 2/ Meeting Minutes

### Minutes of Business Meeting held on

1. **Apologies:** -. Dave Spruce. Ian Hankinson. Mike Dancer. Steve Lowe. Dick & Buffy Slater
2. **Agreed Minutes** -Prop -Pete Fox. Seconded Mac Grimmet
3. **Matters Arising.** None
4. **Chairman's Report:** - The Chairman wished all present a Happy New Year. The Christmas party was a success with the magician and quizz. 42+ turned up and the chairman apologised for the lack of food as we had catered for 25! We had good attendance at the Down (59) for the new years day run. Thanks to John for organising. Geoff Salminen was in Practical classics, all be it as a small figure on the back of the stand. Appeals for members to stand as committee members, especially for chairman as Kev is standing down. Nominations to the Chair or Sec please. It was suggested we could do more with Con Club, Joint efforts to promote both clubs
5. **Vice Chair's Report.** - New year days run booked for next year. Thanks to Kevin for all his work over the last years
6. **Secretary's Report.** - Nothing to Report
7. **Treasurer's Report:** - We have paid out for the Christmas party. The club insurance has been paid (£277.42). We will pay a subsidy for the skittles night. Thanks to John Anderson for signing off the accounts. Thanks to Dave Finch for raffle ticket sales. or
8. **Newsletter.** [newsletter.spwcc@gmail.com](mailto:newsletter.spwcc@gmail.com). Steve the news letter editor is not well. He will do another couple but we will probably be looking for an editor.
9. **Facebook.** [www.facebook.com/stourbridgeprewarcarclub](http://www.facebook.com/stourbridgeprewarcarclub). 274 followers (8 new). 69% men, 31% women. More followers are older. We need a Way to attract younger followers. We can prioritise our site at a cost of £5 per day. Could be worth it for 7/14 days. Thanks to Liz.
10. **Webmaster.** - Photos of the Down or on the club page. Newsletter archiving is ongoing.
11. **Events.** Skittles evening, £7 inc meal, 4th Feb. Drive it day 23rd April. (Mark offered to do route). Trimpley 6th August (21st Anniversary), Arley 28th August..
12. **Membership.** - One new Member. Jeremy Cooper
13. **Historian/Librarian.** Coolant and fuel hoses, Race Parts, Wallingford. Sports and Vintage, Prees, Shropshire, MG parts, Hartford Shocks
14. **Any Other Business.** Constitution to be reviewed every 5 yrs. AGM needs a 2/3rds majority of members present to pass any proposal. Any proposed changes need 28 days notice. Proposed changes are on website March
15. **Mid-Month Lunch.** No details at present but we do not usually have a lunch run in January
16. **Raffle.** - Won by Howard / Marks Raffle raised £330.00 for Prostate Cancer.

Meeting close 9.37 p.m.

**Ed Note:-** Thanks to Chris for chronicling the meeting.

### Repeat News-Flash

Former member Mike Palfreyman has compiled a list of some of the remnants of his sixty plus years of old car motoring. Most are used items, but some are N.O.S. All items are working u.o.s. Please note: For many items 50% of funds generated will be going to an MS charity. **Full 10 pg list sent by [newsletter.spwcc@gmail.com](mailto:newsletter.spwcc@gmail.com)**

Contact Mike direct via [miketpalfreyman@hotmail.com](mailto:miketpalfreyman@hotmail.com) or 01691 839440.

**Treasurers Report Jan 2023**

Paid out for the Christmas party in December, and for the Club insurance this month (January).

The Club accounts are currently being inspected by John Anderson.

**Expenses :-**

Party Buffet £200

Party entertainer £200

Party quiz prizes £34.25

2023 Club insurance £278.42

**Income :-**

£20 for skittles night.

**Accounts :-**

Savings :- £3010.84

Current account :- £837.72

Cash in hand :- £22.25

December raffle raised £28.20

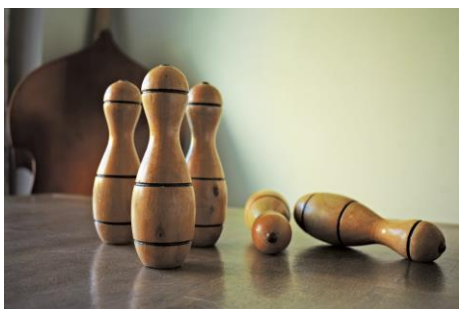
### 3/ News & Events

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#### The Down Inn New Year's Day



60 or so folks turned up for Lunch. Arthur Wood captured the moments by providing us with a few candid snaps. Too many to print off here. The full range of photos has been circulated through the On Line Newsletter.



Skittles Evening is the 4th of Feb. Enjoy.

## Big Events 1 of 2 24 - 26 March NEC Birmingham



Book Tickets Newsletter Stand Holder Info E-Zone Login Get in Touch



BOOK TICKETS

VISITING

SHOW HIGHLIGHTS

EXHIBITOR DIRECTORY

EXHIBITING



### SPRING'S BEST CLASSIC CAR SHOW

24 - 26 March 2023 | NEC, Birmingham

BOOK TICKETS

STAND ENQUIRY



## Big Events 2 of 2 15 July 2023 British Ironworks Oswestry



Event on - 15 Jul, 23

### Vintage & Classic Transport Festival

Here at the Ironworks, we are hosting our 6<sup>th</sup> Transport Festival – our first since 2019!

Submit your entries and join us for what is going to be one of the biggest events in the area!

We want steam engines to motorbikes to replica cars from famous films, as long as it's vintage and/or classic, we want to see it!

There will be live music, a fabulous cavalcade, judges, awards galore & amazing food

This is going to be an incredible event and we invite you now to register your vehicles below.

All exhibitors are provided with an exhibitor's pack consisting of:

- VIP Vehicle Pass
- Free entry tickets for the driver, co-pilot/ immediate family
  - Complimentary exhibitor gift
  - Drivers' refreshment vouchers
  - Automatic cavalcade entry
- Complimentary professional photo shoot

Automatic free entry into all competitions on the day

- Best overall vehicle (Trophy)
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## 4/ Technical & Trivia

### Cars, Logos, Nicknames & Beer. What links them together?

#### What's in a name? This month it is M G.

William Morris could be considered one of the founding fathers of the British motor industry. Beginning his career in Oxford in the 1890's as a cycle mechanic, he later branched out into the new motor trade and by 1910 had established himself as the proprietor of the Morris Garages, Oxford's leading car dealer. He was to fulfil his ambition of becoming a motor manufacturer 3 years later, when the first Morris car went into production at Cowley, Oxford.

With Morris's time and energy being devoted to car manufacture, Morris Garages was entrusted to a general manager responsible for car hire, repairs and maintenance. These garages had been set up around the country centred on Oxford/Abingdon. In 1922, Cecil Kimber was appointed to this post. Kimber was a car enthusiast who had already worked for several companies in the motor industry. He was particularly keen on sports cars and had considerable design flair, producing eye catching body styles.

Working for Morris Garages, Kimber was the instigator of having special modifications made to the production vehicles to suit the individual client's requirements. Among the 'minor changes' Kimber made to the earliest cars were new 'rakash' bodies, suspension mods, and engine tweaks giving the cars more performance but particularly, more eye appeal. To start with, these changes were minor in detail and the work was carried out in the dealership workshops. As many more customers came to ask for these various changes and additions to their vehicles, it soon became necessary to find different premises so that this work could be carried out separately, away from the regular repair and service facilities. It was Kimber's idea to begin to produce a line of special bodied cars on the Morris chassis. As he said later, he saw a niche for a car that was 10 per cent better than the standard product but would sell at a fifty per cent higher price.



Determined to emphasize that his cars were more than just revamped Morris, Kimber showered these M.G.'s with Octagon motifs; oval instruments gave way to Octagonal ones. The design-savvy Kimber recognized its rightness straight off.

#### Who Designed the M.G. Octagon Logo?

Over the years many people have claimed to have had a hand in the design of the M.G. octagon insignia, from Kimber, who created the M.G. marque, to such people as the Daily Express cartoonist, Berry Appleby, Gordon Cosby of The Autocar magazine, plus the chief engineer H.N. Charles at the M.G. Car Company from its earliest days. When it comes to the designer of the famous M.G. octagon badge, the credit may go to Ted Lee, M.G.'s cost accountant. Ted started work in 1922 at Morris Garages when Cecil Kimber was the general manager. Lee first showed the octagon to Kimber. He liked it and showed it to William Morris and Lee remembers Morris calling it *"The best thing that has come into the company."* It was used for the first time in the "The Morris Observer" as an advertisement in the March 1924 edition and two months later the Octagon appeared in another ad for the "MG Super Sports Morris". It was from then on, that MG began to be associated with the "Morris Garages", a situation that was officially established in 1929.

The magic of the octagon was born, which began to spread over generations of true motoring enthusiasts associating itself with the brand's successes.

It was thought that the Octagon symbolized the enthusiastic loyalty customers had to their chosen marque. This magic began to weave its spell on generations of true motoring enthusiasts. In addition, motor sports activities rapidly elevated the fame and prestige of the M.G. marque. The famous enamelled Octagon M.G. badge was embraced by the international public when M.G. won its first international motor race in Argentina in the heady days of the 1920's. The winning car was a 14/40 four-seater, which averaged 62 mph in the hands of Alberto Sanchez Cires. The attractive octagonal badge quickly became a true mark of distinction and the company was not slow to appreciate that customers enjoyed showing off the M.G. presence. Thus followed the tradition of using the octagonal badge or simply the octagonal shape, for any number of ingenious applications around the vehicle. Bystanders, passengers and mechanics were never left in any doubt as to the origins of these charismatic cars.

Octagons were cast into the aluminium toe-board and the accelerator, M.G. hubcaps replaced the standard Morris ones and even the toolbox carried the M.G. symbol. Enthusiasts entered into the spirit of the idea and still write things like "Octagonally yours" to sign off letters. The M.G. octagon is one of the world's most popular sports car marques, associated with a history of countless track winners, record breakers and classic road cars.

By the time MG was part of BMC, its use was limited to more conventional appearances on the grille, hubcaps, steering wheel hub, radio blanking plate and boot lid. Whether its appearance was often or few, MG's octagon badge came to represent "sports car" to the collective consciousness like Mercedes-Benz's three-pointed star means "luxury car."

### **Abingdon a New Home**

Before finally acquiring the plant at Abingdon in late 1929, the M.G. Motor Co., as it now became known, had acquired four or five different locations throughout the Oxford area and each time being forced to move due to the lack of space. Due to all this constant expansion and moving, no complete records were maintained and those that were, stood a good chance of being mislaid in one of the moves. Thus it is understandable that one gets so many misleading and conflicting stories about the early days of the M.G. Car Company.

### **50 Years on,**

MG celebrated this milestone by asking the Morland Brewery to devise a Special Celebration Ale.

Brewing has been carried out commercially in Abingdon for centuries. A farmer, John Morland, set up a brewery in Oxfordshire, brewing fine ale and porter for pubs in and around London. In the 1860s, Morland's acquired local competitors Abbey Brewery and Eagle Brewery and moved its operation to Westgate Street in Abingdon. Reflecting its growth, Morland's changed its name to United Breweries in 1885. A new brewhouse was built in Ock Street in 1912, so named as it ran by the side of the River Ock and renowned for dozens of pubs on a single street.

### **The Hen's 50-year Heritage**

Over the following couple of decades the Breweries enjoyed substantial success, reverting to the Morland name in 1944. In 1979 the MG Car Company celebrated the 50th Anniversary of its move from Edmund Road, Cowley, Oxford to Abingdon asking Morland & Co. to brew a special commemorative beer for the occasion, for which they would suggest the name. The name chosen was 'Old Speckled Hen', which took its name not from a bird, but a paint-spattered MG Featherlight Saloon. Back in the day, this was the MG works runabout, fondly referred to as the **"Owld Speckl'd Un"** due to its mottled appearance after several years parked by the paint shop.





Kimber stayed with the company until 1941, when he fell out with Morris over procuring wartime work and was summarily dismissed. Kimber was tragically killed in the February 1945 in a railway accident.

### Cars, Logos, Nicknames & Beer.

#### Postscript.

M.G. ceased production at its factory in Abingdon  
24th October 1980.



#### Editor's association with Abingdon.

By early 1982, I was appointed Automotive Refinish Coatings Training Manager at a location sited near or on top of the now closed MG factory grounds. Some MG buildings still existed as industrial units, but many new units were built on recovered and new land.

My employer was Glasurit Beck (wholly owned subsidiary of B.A.S.F. Colour & Coatings Division). It had opened a 40,000 sq. ft distribution centre to include administration, low level production of some products and a technical & training centre. Many of the staff were ex MG employees inc' paint line technicians.

*By strange co-incidence, my future Pa in Law, before I knew him, had established a Bass Charrington distribution centre on the same estate, actually an adjacent building, (now Greene King).*

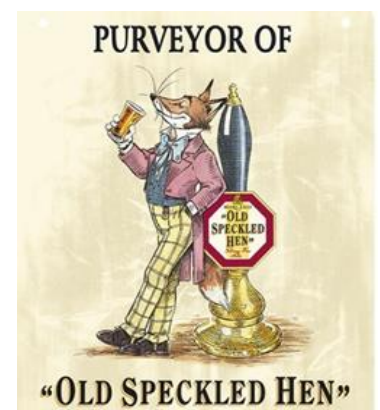
The strong association with MG in Abingdon was clearly evident at that time, even though the factory was now defunct. A typically modern Morland Pub near my house and the Thames was named the "Magic Midget" after the record breaker used in the late 1930's on a German autobahn to establish land speed records. 'Midget' was used to designate models from the first one, the M type in 1929 through J, P, T etc. to the 'modern' Midget (1960s, and 70s).

The Glasurit Beck organisation, including me, was relocated to Uxbridge by 1987 as part of an acquisition of the French Company Valentine, then at a later date to Didcot just down the road from Abingdon.

From then to this day, I feel the need to tell bar staff everywhere I go, the reason for the Octagon on the Old Speckled Hand Pumps. Most have never heard of MG!

Steve

Kindly "Fact Checked" by John Bates. Thankyou John for the additional Facts.



## 5/ Guest Speaker / Speaker's Corner

### Bob Wilkinson. Classic Car Loan Project.

**Classic Car Loan Project – Encouraging the Next Generation.** Despite some of the sceptics 6 years ago, the Classic Car Loan Project (CCLP) has been running successfully giving younger enthusiasts an opportunity to have a classic car on loan for a whole year with support. Everyone in the classic car world puts encouraging the next generation very high on their list of aims. It certainly was the case when I started the CCLP and even more necessary today 6 years on.

Now is the time for clubs (one make or regional / local ) to take on the task, each managing 1 or two cars, using the CCLP as a blue print.

**There are over 20 cars out with younger drivers in the current phase.** The cars have ranged in age from 1929 Ford Model A Phaeton, Austin 7's, thirties Morgans and Singer Le Mans, through the 'fifties and 'sixties with Alvis, Triumphs, Morris Minor, Vauxhall , Wolseley and have 'eighties MG Maestro. Peugeot 205, and 1990's Rover 214 and a Ford Sierra as modern classics. What a wonderful range with more in the pipeline! (See list on website).

The cars have been generously offered by private owners and by clubs purchasing cars specifically to offer into the project. Owners and clubs have given individual support to the drivers throughout the loan period.

**Sponsors:** From the outset Peter James Insurance has not only provided a dedicated insurance scheme, but has sponsored each driver with a discount voucher. FBHVC has supported young drivers from the Heritage Skills Academy, Motul have supplied oils, and Longstone Tyres have been on hand to ensure cars were well shod. The British Motor Museum has provided facilities for meeting and use of their excellent driving area on "hand over" days.

All the young drivers sign an Agreement with each owner on use and care during the loan period, and keep in regular touch through the year. A dedicated What's App group keeps the group in regular contact and from this Club magazines and websites have had their stories and experiences. Facebook and Instagram usage has dragged me into a new century!

**Has anything gone wrong with the cars?** Of course, but nothing serious. On one hand over day, the Morris Minor refused to leave the BMM driving area until an AA man replaced a clutch release arm, George soon learned that the Victor radiator leaked ....Sarah's Ford Model A lost sparks on a hot day and needed a new coil ....but all were covered by breakdown anyway so no emergency. One or two drivers have been more adventurous (with owner consent) in such work as cylinder head gasket replacement ....all part of the old car scene. As a consequence, some have become more confident in taking on basic maintenance of their "modern".

**Has the project been successful?** No doubt! In terms of the challenge met by young drivers.....in terms of smiles per mile .... Attending events and importantly all indicate that the experience has made them better drivers. The pleasure felt by owners in creating these opportunities is tangible. And the real test ?.... Of the 70+ drivers involved 15 have so far become classic owners as a direct result of taking part. I have no idea how many more families and friends have we reached through the project, .hundreds probably.

**Success** has come from reducing risk at every stage. Car preparation, young driver selection, "handing over" information and driving practice, insurance and agreement, individual support, feedback - all these aspects have been carefully managed to ensure success for all involved.

**Have we enjoyed it?** A resounding **YES!** The young drivers have taken on the challenge with great responsibility; owners and clubs have shared this excitement and been justified in joining the project. Cars have attended shows, done local runs and even gone on club tours to France. After over 60 years of classic ownership, I have been greatly heartened to create the opportunity for all concerned and by the great support from all involved.

**What Next?** My aim is to get clubs involved in running their own “in house” schemes using all CCLP experience and documentation as a blue print. In addition, I will be prepared to arrange ongoing meetings with clubs to enable them to get started down this important path.

**There are thousands of budding enthusiasts out there. Let's get started! You can help!**

**More information and contact to Bob Wilkinson via below or through the SPWCC Newsletter**

<http://classiccarloanproject.co.uk>

<https://www.instagram.com/classiccarloanproject/?hl=en>

[www.facebook.com/classiccarloanproject](http://www.facebook.com/classiccarloanproject)

### **A few examples of the scheme in progress**



Many thanks to Bob for his enthusiasm and hard work in generating a great scheme which may just help cement the future of our passion for a future generation. Editor

## 6/ FBHVC and inter Club Connections

Belated Christmas Newsletter From:-

**David Whale. Chairman, FBHVC.**

To all in the historic vehicle community, we wish you a very Merry Christmas and thank you for your ongoing support for our mission to keep yesterday's vehicles on tomorrow's roads.



There are even more of you supporting us this year, with well with over 500 subscriber organisations and many individual and trade supporters joining us over the past year.

We have achieved much and seen the historic vehicle market weather the current economic crisis pretty surprisingly well so far. However, there are signs that events in particular are feeling the pressure and clubs are needing to try ever more innovative approaches to recruit and retain membership subscriptions.

A continuing success story has been the return of Drive it Day in support of Childline®. Last year we smashed the total of the previous year, with a total of £47,000 raised through the sales of our rally plates.

When an organisation raises more than £30,000 (the cost of operating Childline for a 24-hour period), the NSPCC award the title 'One Unforgettable Day' in recognition of children who make that first call on that day to Childline to ask for help. So, let's push for doing two unforgettable days in 2023!

Over a million miles of historic vehicle usage has now been off-set by our partnership with Tree-V which continues to grow in both an arboreal and popularity sense! Whilst we all realise that our vehicles have already paid their dues regarding their manufacturing output and that our usage is so minimal that we contribute immeasurably small levels of CO2 to the environment, we must be seen to be doing what we can. It is also a very useful way of engaging positively in conversation with the public and an even better opportunity to demonstrate and educate them on our minuscule impact to carbon emissions.

On a legislation front, the politics of the nation have mainly meant that Government's eyes were elsewhere. The expansion of the ULEZ zones in London continued, but with exemptions for historic vehicles. DVLA are continuing to rebuild their operation in the wake of the pandemic and we have been working through several issues with them in recent months regarding the registration and classifications for certain historic vehicles.

However, news of the plans for travel lockdowns in the new 15-minute city of Oxford and ever more draconian laws being mooted by the EU for our European colleagues, reminds us to remain ultra-vigilant and not to be complacent about the victories already won.

Your support throughout the year and the hard work of our team of volunteers means that we are able to do just that, so a huge thank you for all that goes in to making our work as the Federation possible. That thanks extends to our commercial partners as well, who have been incredible in their unwavering support throughout the past 12-months. Club Expo sponsored by Peter James Insurance in association with the British Motor Museum will take place on Saturday 21 January. We have a stunning programme lined up for you, so we hope you can join us for a day of useful content and support for historic vehicle clubs.

Please enjoy the festive break and we hope to welcome you to Club Expo in just a few weeks.

**NB Editor hopes to report the Club Expo conference proceedings in in February Newsletter.**

## 7/ Newsletter Contributions

### Another dose of Simon's Snippets. **Skills, Recruitment & Training**

#### **Collector Car Industry Issued with Warning.** Source: Express and Star newspaper, May 21<sup>st</sup> 2022.

The classic and collector car industry, which is worth £18.3bn and employs 113,000, needs to attract and entice a new demographic. This is needed to secure its prosperous future or risk decline. The Indicator Report has been compiled by Dudley-based classic and collector car insurance specialists Footman James.

The report found that there is work to be done. Studies within the report high-light that younger audiences show an interest in buying classic cars, with nearly half (49%) of Generation Z-aged respondents under 25 years old – those who will pass their test this decade, or have done recently – would consider owning a classic vehicle in future.

For millennials (those aged between 26 and 41), that slips to 35%, but if businesses offered shared ownership to millennials, 51% of this age group said that they would consider joint ownership, thus showcasing an area for improvements and growth.

Footman James urges community and club managers to look further than traditional classic car fans and open clubs to more people to attract new audiences and breed new classic car fans and owners.

#### **A plea to Gen Z**

Source: Classic Car Buyer. 16<sup>th</sup> February 2022. Issue 624

The future of our industry is at risk and according to the Historic and Classic Vehicles Alliance (**HCVA**) needs safeguarding. They are offering free membership to anyone under the age of 21 to welcome the next generation into old-car ownership. They are also promoting apprenticeships and training schemes in an effort to protect the future of the industry. **Generation Z** are those born from the late 1990's to the early 2010's. Garry Wilson, CEO of the

HCVA, said "There is a need to involve these young people in classic and vintage vehicle movement. This is a generation of socially and environmentally aware young people and introducing them not only to vehicle ownership but into the industry as a whole can only be a good thing". The **HCVA** started in May 2021 to represent the classic car industry and to campaign for it. There is a growing list of trade members who represent all aspects of Classic vehicles from insurance and restoration to dealers and specialists. It exists to provide a strong voice for everyone with an interest in protecting the future of classic and historic vehicles. The next generation needs to be encouraged and under 21's are already showing an interest in either owning or following a career in the industry. During the first nine months of its existence, the HCVA has attracted major support from trade members enabling lobbying to take place on behalf of individuals with registration and import issues as well as promoting the sustainability of classic vehicle ownership. For more visit [hcva.co.uk](http://hcva.co.uk).

#### **The race to find new experts**

Source: Classic Car Weekly. 16<sup>th</sup> March 2022. Issue 1633. By David

Simister . [fbhvc.co.uk](http://fbhvc.co.uk)

Research carried out by the Federation of British Historic Vehicle Clubs (**FBHVC**) surveying 200 Classic vehicle businesses, has discovered alarming shortfalls. A quarter of the firms are struggling to recruit new staff and a third of the

same companies are expecting turnover to shrink. This is despite the overall growth in the Classic Car market and the money being spent on them.

The number of historic vehicle owners in the UK is currently 682,967 which is up from 493,000 five years ago. Only 29% of businesses expect to grow over the next five years compared to 54% some five years ago. Despite the overall growth in the Classic Car business the money being spent on vehicles is reducing. There are fewer older customers and more younger customers but with smaller budgets and so less cash to spend.

The future of the industry looks good with the growth in ownership numbers, but it means that skills and knowledge will need to be safeguarded to service this future demand. The skills gap is getting larger. It's harder to find people with the right skills and qualifications to replace those who are retiring or leaving the profession. Setting up a carburettor or using a timing gun are yesterday's skills which will still be needed tomorrow in our field.

The shortage of new talent threatens turnover with the result that restorations and repairs will become pricier. Specialist companies are battling with surging costs as well as the shortage of specialists brought on by Brexit and the pandemic. An **FBHVC** spokesman said, "It's clearly not plain sailing and the ability of many firms to look beyond the current pandemic will be a major challenge"

Many thanks to our very own, **Simon Biggs** for trawling through so much information to bring to our attention. **ED**

**ENDS**

### **Editor's Final Ramblings, Let's end on a Silly Note**

**HAPPY FACE**



**SMILY FACE**



**OH DEAR!**



**ED.**