

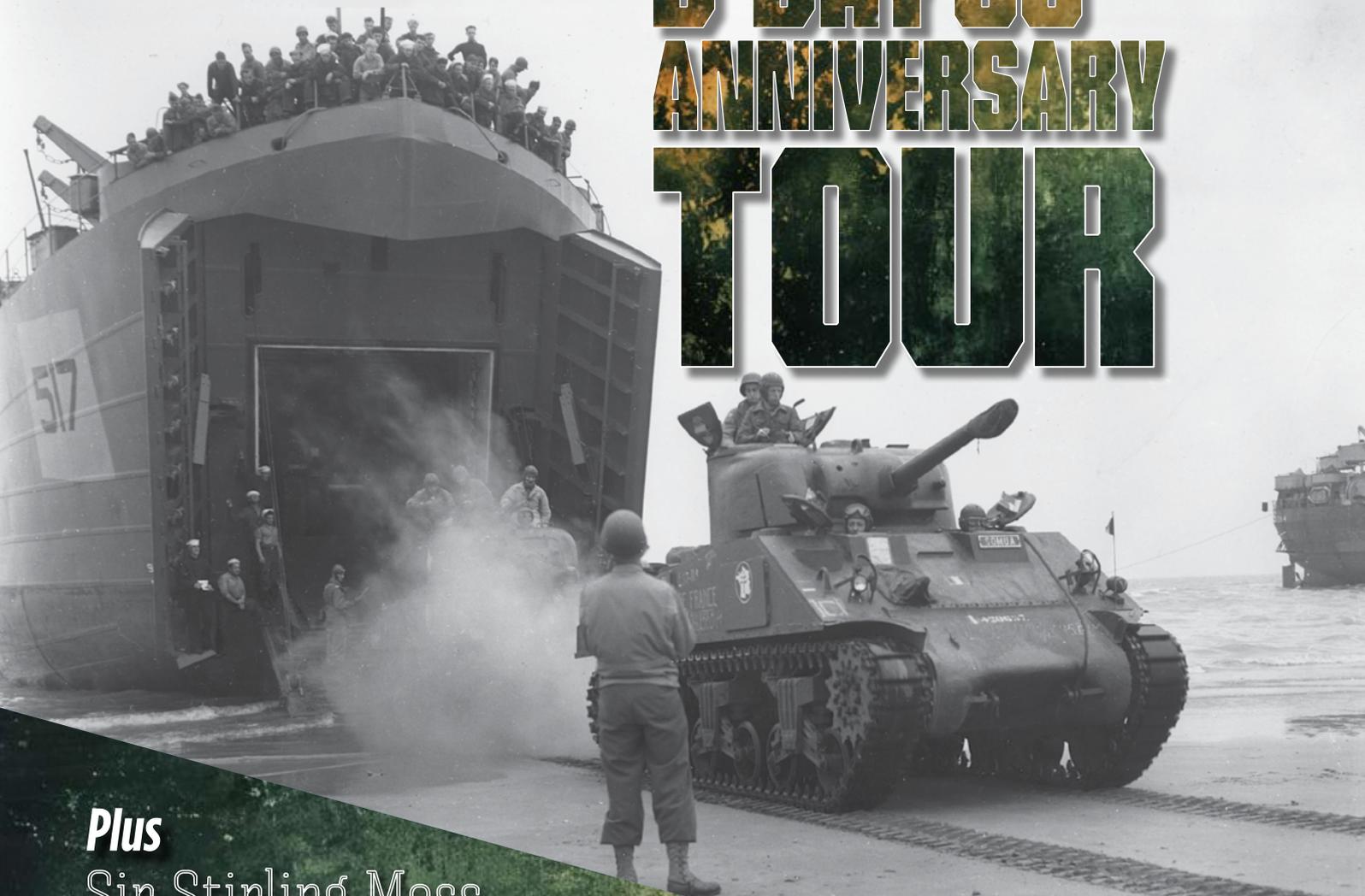
# HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 3 · September 2024

## D-DAY 80<sup>TH</sup> ANNIVERSARY TOUR



**Plus**

Sir Stirling Moss

Memorial service held at Westminster Abbey

Runways to Racetracks

The influence of Freddie March on post-war British motorsport

Inter-Club International Weekend

Proof that clubs are stronger together



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Creative and design by Fire Creative (07795 030885)

## Regular Contributors



### David Whale - Chairman

Chairman of the FBHVC since 2012, David has served on various historic vehicle international committees. His vehicle interests include a pre-production Morris Mini Moke, a 1938 Rosengart coupé, a 1904 Curved Dash Oldsmobile and a 1973 Range Rover.



### Andy Bye - Museums & Archive Director

Formerly Director of Quality & Customer Relations for PSA Peugeot Citroën. After retiring from his career in the Automotive Industry, Andy became a trustee of the Rootes Archive Centre Trust and helped save the Rootes engineering archive.



### Karl Carter - Deputy Chairman & Skills Director

Karl has led the development of the Heritage Engineering Apprenticeship Scheme and works closely with the Heritage Skills Academy. He is also a member of the Alvis Owner Club.



### Dr HC Davies - Research Director

Huw grew up with an Austin Seven before starting a career in automotive engineering. He now focusses on transport policy and practice, specifically in developing and setting the technical requirements for current and future vehicle technologies. His role in the Federation enables him to combine his profession with his hobby, that currently includes a 1932 MG Midget.



### Malcolm Grubb - Events & Technical Director

With 10 years as a government scientist before specialising in Business Systems and IT on a global basis, Malcolm now runs his own business systems consultancy. In parallel, he has been an active competitor, organiser and marshall, holding many committee and director roles within UK based motoring organisations and clubs.



### Lindsay Irvine - Legislation Director

A qualified barrister who spent over 30 years as a commissioned Legal Officer in the Royal Air Force, Lindsay continues to practice in a regulatory capacity. A car and aviation enthusiast from boyhood, owning a Riley RME for over 25 years. Counting coach driving amongst his qualifications, he is a member of several car and aircraft clubs and a Fellow of the Royal Aeronautical Society.



### Wayne Scott - Communications Director

Enjoying a lifetime around classic cars, Wayne learnt to drive in a Triumph GTR4 Dove and has owned a Grinnall bodied Triumph TR7V8 for many years, which can be seen at shows and competing in regularities, hill climbs and endurance rallies. He is the founder of Classic Heritage PR, specialising in the historic vehicle and motorsport industry, working for both car clubs and industry brands alike.



### Ian Edmunds - DVLA Manager

An engineer who has been involved with the Federation since its early days, notably as Chairman of the Legislation and Fuel Sub-Committee (as it then was). His career in the motor industry involved vehicle legislation and certification matters. Owner of several historic motorcycles and cars ranging from 1927 to 1981, Ian is a member of five Federation member clubs.



### Nigel Elliott - Automotive Fuels Specialist

A career in engine and vehicle testing, fuels product development and quality in the oil industry culminated in his current role as a consultant and industry advisor in the UK and Europe. He is an active member of the British Standards Institute's Liquid Fuels Committee. He supports and competes at Shelsley Walsh in a modified Triumph TR7 and has many other historic car and club interests.



### Andrew Fawkes - Editor

Andrew is a member of the Classic & Historic Club of Somerset and a contributor to AstonOwners.com. He qualified as an advanced motorcycle instructor in 1982. His role as editor enables him to combine his passions for classic cars, motorbikes and apostrophes!



### Mel Holley - Secretary

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



### Chris Cartmell - Project Co-ordinator

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

# HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

## From the Editor

**W**hy am I always surprised that there's so much going on at this time of year? The increasing popularity of historic vehicle related activities now means that every weekend and most evenings offer something to attend, and that doesn't include tours and holidays! This is great news for the enjoyment of our hobby and for the livelihoods of many people in related industries. We all hope that the positivity of what we do is clearly understood by the (now new) legislators. It remains to be seen how our recent submission to HM Government, following their call for evidence, develops into policy. Ian Edmunds expands on this topic on page 10. If you replied to our survey about this, thank you.

As I write, the Paris Olympic Games are in full swing, filling the news channels with mainly positive headlines, hopefully sans politics. It already seems a long time since we were celebrating and commemorating our brave forbears in France, as our cover photo and Simon Bromley's article on page 18 attests. My own trip to France was a few weeks before the 'D-Day 80' events in early June. One of the joys of the overnight ferry from Portsmouth to Caen/Quistreham is its early arrival that, in my case, provided the opportunity to look around the British Normandy Memorial at Ver-sur-Mer and the Standing with Giants installation, in the peace and quiet of a still summer morning. It provided a moment of reflection that our freedom to enjoy our hobby was gained by their sacrifice.

I had a brief conversation with one of the organisation's representatives who revealed plans to create a scheme to accredit venues (from villages to museums, etc.) that are historic vehicle friendly. They clearly understand the value of history in motion and accordingly make we 'Rosbifs' very welcome. Long may that continue! It will be good to see their initiative not only succeed but expand inside and beyond France.



*Thankfully not needed in Malvern for its original purpose!*

A few weeks later I, along with many others, took part in the inaugural Inter-Clubs International Weekend in Malvern. The location was ideal for attracting a wide range of vehicles, including a classic hearse that stood alone on a field as we arrived to set up. However, any hint of sombreness was soon banished as the fields filled with cherished vehicles and tents. The inspiration from last year's MG & Triumph Centenary event was validated hugely, as Wayne Scott (one of its main proponents) explains in his article on page 22.

Last month, whilst driving in Cornwall, I stopped to offer help to the rider of a smart looking 1960s scooter and sidecar outfit that displayed an international 'D' on its number plate. "Is it a Zundapp\*?", I enquired. "No, it is German" was the reply. Communications improved after that and compliments were exchanged. Such is the international appeal and bridge-building quality of our hobby. Yet another reminder of how far we've come since 1944.

\* Zundapp was a German motorcycle manufacturer from 1917 to 1982.

Cover: Sherman Tank of the Free French 2e Division Blindée (2nd Armoured Division) disembarking from Landing Ship Tank 517 on to Utah Beach, 2/8/44. Credit: U.S. National Archive 111-SC-199797



*Standing with Giants: they won our continued freedom*

My trip took in the 33rd Laon Historique, an event I attended once before about 15 years ago. The combination of driving French roads and the enthusiasm of the locals waving as we pass by, is intoxicating. The event is supported by the local tourism authority and the French equivalent of the FBHVC, the FFVE.



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

Federation of British Historic Vehicle Clubs Ltd  
PO Box 1563,  
Peterborough, PE1 9AU

Email: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)  
Phone: **01708 223111**

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

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](http://www.fbhvc.co.uk) or sent on application to the secretary.

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# The Memorial Service for Sir Stirling Moss OBE

By David Whale

**D**espite an ASLEF train drivers' strike, I was determined to attend the memorial service for Sir Stirling, so I drove to London and dutifully paid my ULEZ charges. How times have changed since Stirling ventured forth on his incredibly successful career.

The Federation had a long relationship with Sir Stirling and the opening day of the Classic Motor Show held at the NEC in November was always made the more satisfying when I interviewed Stirling on our stand for twenty minutes or so. He was a totally charming guest. I recall one year in particular when we invited the first intake of apprentices for our Historic Vehicle Restoration Course to join us for the day. Having explained our objectives for the course, Stirling chatted to the apprentices and made them each feel very special. He was particularly delighted when he found the first intake included two young ladies.

Arriving at Westminster Abbey about an hour before the service was due to start, I was confronted by a very long queue. Once inside the Abbey confines, waiting at the airport style scanning equipment, I was chatting to a police officer who said that in their briefing they had been told to expect 2,000 visitors but they had already surpassed that number! Such was Stirling's popularity that, on a day when travel was especially difficult, there was barely an empty seat in the Abbey.

We just managed to squeeze a photograph into Issue 2 of *Historic* as it went to press, and so, naturally, many publications have already reported the event in detail. My lasting impression was the diverse nature of guests who attended the service. The award for 'furthest distance travelled' must surely go the Oscar Fangio, son of Juan Manuel, who travelled from Argentina to represent his family.

The Order of Service listed Sir Jackie Stewart OBE representing Her Royal Highness The Princess Royal, His Royal Highness The Duke of Kent representing His Majesty The King and His Royal Highness Prince Michael of Kent who attended personally.

Memories of Sir Stirling Moss OBE are extensive. He was known almost universally as the greatest driver never to have won the Formula 1 World Championship, but he has also been cited as simply the greatest all round racing driver. His achievements embraced 212 professional victories from 529 starts across a wide variety of disciplines. Statistically he remains the most successful racing driver of all time.

It has been my honour and pleasure to know and work with him.



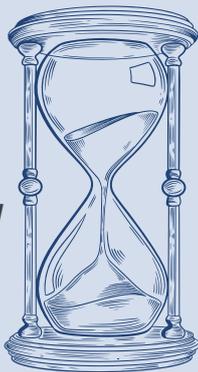
*Who do you think you are, Stirling Moss?*

## Introduction

### Tempus fugit

**No sooner did I write in the last edition that decent weather was arriving in the UK than the heavens opened heralding a fairly damp summer. And now, as I construct this note, the days are perceptively shorter and autumn will soon be with us. Time flies indeed. As you will read in detail in my esteemed colleague Ian's column, time indeed flashed by as, with your assistance, the Board and the Legislation Committee strained sinews in constructing a response to the Call for Evidence on the registration of "old" vehicles... only to be bounced with an early general election. The work is unlikely to be wasted as the Federation engages with the new administration.**

Aside from the DVLA, I have quite a few topics for your education, information and entertainment in this edition and not all have featured prominently before. If the tone on occasion seems slightly scolding, I apologise, but reminding fellow enthusiasts of their responsibilities under the law is important. So, on the topics of the Single Justice Procedure (SJP), seatbelt and mobile phone enforcement cameras and the ACPO Preserved Police Vehicles Protocol, I seek to be supportive as well as instructive! Whilst again not covering CAZ and LEZ in any depth, I will briefly mention the Oxford "filters" and provide an update on Martyn's Law, the details of which I described comprehensively in the last edition. Finally, though not of special significance to HVs, I will alight briefly on a change in Welsh Government policy on speed limits and conclude with a topic which I have covered extensively previously and is already raising its head in the first few weeks of the new government, Road Pricing.



## Single Justice Process

*Est quidem vera lex recta ratio naturae congruens, diffusa in omnes, constans, sempiterna, quae vocet ad officium iubendo, vetando a fraude deterreat;*

OK so not my usual source of Latin quotes, Horace, but this time Cicero, the Roman statesman and lawyer: He is saying "Law is spread throughout everyone, unchanging and eternal, which calls people to their duty by ordering and deterring them from fraud by its prohibitions."

Unfortunately, a few in our community have been caught out by the universal tentacles of the law including the SJP. What is it? The full facts sheet is here <https://bit.ly/3SNaYKv> but essentially, by an amendment to the Magistrate's Court Act 1980 in 2015, a new process was introduced whereby a single magistrate, supported by a legal adviser, could decide adult, summary-only, non-imprisonable and victimless offences. This is on condition that the defendant has pleaded guilty or has not responded to notification that they're being prosecuted.

Examples of cases covered by the SJP include TV offences, failing to show a valid train ticket while travelling on a train service, driving without car insurance and exceeding a speed limit.

However, the area where some members have fallen foul of the system is in relation to vehicle excise duty (VED) and "Being the registered keeper of an untaxed vehicle." Whether through a mistaken belief about the effect of a zero rate of VED or through illness, some owners

have taken their vehicle off the road, not retaxed (or perhaps even insured) their HV without notifying the DVLA through submission of a Statutory Off Road Notice (SORN). The DVLA have been using the SJP system since 2018 (as we have confirmed through an FOI request). For that offence the DVLA would normally issue a £180 Fixed Penalty (reduced to £40 if paid within 28 days). If that is ignored, the DVLA may then commence proceedings via the Single Justice Procedure, which can result in a significant fine, plus a claim for back-tax. There are other related and potentially more serious offences if the car is seen on the road.

As reported in the media, there have been some distressing cases where a very elderly or ill owner has ended up being criminalised as their next of kin have only discovered correspondence from the DVLA very late in the day and the single justice/magistrate has not been made aware of the situation due to the speed and relative inflexibility of this streamlined system.

Although, we will monitor and, if necessary, pressure the DVLA to take a compassionate approach to such an eventuality, once matters have passed a certain stage it is difficult for the prosecution to be stayed.

For those who are in the 'mistaken belief category', can I take the opportunity (in the least scolding way I can) to remind them that a registered vehicle, even up on jacks minding itself in the garage, must still be taxed or a SORN declared in respect of it.



Frankly, I thought the previous speed limit was a bit racy...

## Preserved Emergency Vehicles

Retired Police cars, motorbikes and fire engines are popular HVs and there are a number of clubs which cater for them. With the obvious possibility for misuse, either deliberate or accidental, particularly in relation to the more recently retired vehicles, in 2009 a Protocol was promulgated by the then Association of Chief Police Officers (ACPO now NPCC) to regularise the use of retired police vehicles on the road. In order to ensure that owners were not constantly pulled over for Road Vehicle Lighting Regulation infringements, the Protocol encouraged officers to take a “pragmatic” approach to enforcement provided that enthusiasts in turn were responsible in their use of the vehicles. Certain procedures were laid down in the Protocol in relation to covering up lights and logging journeys. With the change from ACPO to NPCC and the Protocol only applying to Police Vehicles, we were approached some while ago by a retired police officer with proposals for a comprehensive update including the application of a revised arrangement to all types of former emergency or ‘blue light’ vehicles. He had an understandable concern about examples of misuse including the high-profile example of a fire engine used by the protest group Extinction Rebellion. The Federation consulted with some of the specialist groups and made contact with the staff of the Chief Constable responsible for Roads Policing policy. Understandably, the Roads Policing Policy unit have many competing priorities,

and it was only recently that we received a response from a Chief Superintendent seconded to this policy unit. In announcing their intention to formally withdraw the obsolete Protocol, we were much encouraged by the positive and trusting attitude he took to the HV community and by his advocacy of a light touch approach. He has agreed that I should publicise their decision through this medium and it is best I quote him directly on the way forward.

*“We do agree that the ACPO guidance which dates back to 2010 is out of date and our intention is to officially withdraw that document.*

*There are a number of valid points made in the correspondence you submitted such as the example of the fire engine being used by XR but my view is that there is legislation in place already to deal with those who use a vehicle to impersonate emergency services which is fit for purpose. There are also a wide range of vehicles on the roads which have a genuine and legitimate use for a range of markings.*

*I am also firmly of the opinion that there is a significant difference between genuine enthusiasts who preserve vehicles and take them to shows or events and would sign up to an association and those who seek to use such vehicles for a criminal purpose and therefore by the very nature of their intent would not!*

*Those people who are genuinely preserving vehicles as enthusiasts will*

*be aware that when driving the vehicles on the public highway they should cover emergency equipment so the vehicle cannot be mistaken for a current vehicle. The vehicle if stopped will not be registered to a Police force and through effective investigation at the roadside officers will establish this is the case and unless there are other relevant factors would be unlikely in my view to take enforcement action.*

*Officers are regularly briefed on emerging trends and intelligence in relation to protest activity and criminal behaviour so they can carry out their relevant duties effectively including considering the use of emergency vehicles with criminal intent.*

*In conclusion I do not believe there is a need for a working group or a revised code of practice and I see no significant benefit to the creation of a register of historic vehicles. To ensure this is not just my view I have raised this within my National Heads of Roads Policing meeting and there was no indication this is a current issue and everybody was support of the above position.”*

In return for this thoughtful conclusion, it is important that his faith in genuine enthusiasts is maintained and that the concerns of the retired officer mentioned above are not reinforced. So, on behalf of the Federation please be responsible in the use of your blue light vehicles of any era and type and adhere to the principles of the defunct Protocol to avoid prosecution and damage to the reputation of the HV community.

## Oxford

In issue 1/2024 I predicted that as an increasing numbers of cars met emissions regulations or those which did not were “retired”, councils would gradually shift to the other tool in the Transport Act armoury, congestion charging or similar. The two varsity towns of Oxford and Cambridge have flirted with variations of this as reported extensively in the media. The significance for the HV movement is that the exemptions we have previously enjoyed in relation to emissions zones (because our vehicles cannot be modified to comply) are not similarly applicable to congestion zones (as is evidenced by the London Congestion Zone from which we are not exempt). Oxford was pursuing a camera enforced filter scheme from this autumn. <https://bit.ly/4corBTy> This covers a much larger area than the existing ZEZ. Appreciating that some HV owners like to take their vehicles to Oxford for some ‘Inspector Morse’ type photography, this scheme will further restrict such ambition, albeit it is virtually impossible to gain access to photogenic areas today. Oxfordshire residents will be able to apply for a limited number of passes.

However, the breaking news is that due to delays on replacing the railway bridge on one of Oxford’s main arteries, the scheme has been postponed with further updates awaited.

## Wales

I stress from the outset that, understandably, the Federation would not and did not have a view on the justification or otherwise for the widespread introduction of the 20mph limits across the country almost a year ago. Views across Federation members would have varied. However, by May this year, an online petition had gathered almost half a million signatures calling for the limits to be rescinded and the Welsh Government is in the process of reviewing them. As I will mention below in the context of road pricing, this demonstrates that petitions can be very powerful where they attract really significant public input.

## Big Brother is watching

After extensive trials, mobile camera units which can detect drivers not wearing a seatbelt or illegally using a mobile phone are with us. You won’t even be aware of the presence of such a unit. I have seen photographic evidence and even in the dead of night, the offending behaviour is clear to see.

The law on use of mobile phones when driving is clear and unambiguous and unquestionably justified as past horrific accidents have demonstrated. The Regulations were



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amended a couple of years ago to make unlawful virtually all interaction with the phone except hands-free. In relation to seatbelts, this is all very well where the overwhelming majority of vehicles on the road are fitted with seatbelts which must therefore be used. What about the HVs (such as my own 1954 car) which are not so equipped (nor are obliged to be equipped)? Given that seatbelt equipment is not on the list of vehicle details on the DVLA register, in the event of being photographed by such a mobile camera, at what stage will it be identified that the driver is not in fact committing a moving traffic offence?

I took advantage of the new line of communication with the Roads Policing unit to ask what the likely sequence of events would be. The view was that the age and lack of seatbelt requirement would not be picked up at force level. More probably a Notice of Intended Prosecution (NIP) would be sent to the registered keeper and then they would have to respond providing the relevant information of about the age and type of vehicle. He appreciated that this might cause worry for some drivers (who may never have had a speeding ticket or similar) but believed the numbers involved should be extremely low. He indicated that if numbers did escalate, they would consider if there is a better way. I hope I won't have to find out!

## Road pricing

For a full and, if I might say, fairly impressive exposition in this topic, can I refer you to Edition 3/2022. Amongst all the other priorities and pressures on the last government, this did not come close to rising to the surface. However, pressure groups such as the Green Alliance (who are likely to have even more influence with the current government) were already giving thought to the concept <https://bit.ly/3yzgoBP>. My forecast is that it will be brought forward in this parliament, but having suffered such a drubbing under the previous Labour Government in 2007 when 1.8 million responded in the negative in a petition, it will be trailed extensively first. As I described previously, it need not necessarily be a bad thing for the HV movement given the relatively low mileages HVs cover on average and there may be concessions we can procure in any event. As ever we will be alert to any policy proposals put forward.

## Vapour Locking

**Now we are well into the summer months it's worth reminding our members about vehicle fuel system vapour locking causing hot start and driveability problems in classic and historic vehicles.**

The boiling range of petrol has not changed much since the introduction of the first motor vehicles at the end of the 19th century, typically boiling between 30°C and 200°C. Whilst the boiling range has not changed a great deal over the years, the front end of the boiling range has seen an increase in lower-boiling components that increased the vapour pressure of the petrol and the likelihood of vapour bubbles forming in the fuel system causing vapour lock and driveability problems.

Since 1993 petrol volatility has been declining in an effort to reduce evaporative emissions from vehicles. Vapour pressure, a measure of volatility, is determined at 37.8°C (100°F) and is a good indicator of a fuel's propensity to cause vapour locking in older vehicle fuel systems.

Year	Summer Vapour Pressure (kPa)	Winter Vapour Pressure (kPa)
1985	93	107
1988	93	115
1993	80	100
2000	70	100

Fuel injected vehicles are usually less affected, as fuel system pressures are higher, typically at least 3 bar (43.5 psi) with good fuel recirculation to the cool fuel tank and this helps to stop fuel vapour forming in the fuel system. Some historic fuel injection systems such as Bosch K Jetronic have a fuel accumulator fitted that helps to maintain the fuel system pressure when the vehicle is shut down after a run. If you experience vapour locking with a fuel injected vehicle its worth checking the fuel accumulator, if fitted, is in good condition and making sure that the fuel injectors are not leaking when the engine is off, resulting in a loss of system pressure. Also, it should be noted that fuel pumps, for safety reasons, only run during engine cranking and will turn off unless oil pressure, and hence a running engine, is detected. Sometimes it may be necessary to crank the engine a number of times to get enough fuel pressure and flow to purge the vapour in the system.

Carburettored engines are usually the most sensitive to vapour lock with much lower fuel pressures of around 0.24 to 0.35 bar (3.5 to 5 psi).

Typical symptoms of vapour locking are:

- Stalls, hesitations, loss of power and in severe cases engine shutdown.

- Failure to start after driving some distance and stopping for a short time. Engine eventually restarts after cooling down for an hour or so.

Simple practical steps to help minimize vapour locking:

- Reduce the flow of (exhaust) heat to the liquid fuel supply to the engine
- Route fuel lines away from heat sources
- If possible, arrange for a smaller diameter return fuel pipe from the carburettor feed to the fuel tank. This will help to ensure cool fuel from the tank is always available at the carburettor. This is particularly important after the vehicle has stopped after a run, as heat soak from the engine will warm the stagnant fuel in the fuel lines. An electric fuel pump is helpful. Turning on the fuel pump will flush the

warm fuel and any vapour bubbles back to the tank prior to starting the engine.

- Locate the fuel pump (e.g. electric pump) away from heat sources and, if possible, below the fuel tank to ensure it runs with a positive head on the suction side to limit vapour build up and avoid cavitation.
- Use a thermal break plastic/SRBF spacer where possible for mechanical (engine-mounted) pumps
- Shield carburettor(s) from radiant exhaust heat (especially where inlet and exhaust are on the same side of the engine) and use a thermal break plastic/SRBF spacer where possible to help isolate the carburettor(s) from inlet manifold heat.
- Check radiators for condition and effective dissipation of engine heat. Many old radiators may have become furred-up or partially blocked, leading to significant reduction in their ability to keep the engine cool in traffic.
- Ensure adequate under bonnet ventilation.

Often, simple modifications such as these can be extremely effective in preventing the formation of unwanted vapour bubbles in the liquid fuel. Relatively minor changes need not alter the character of a historic vehicle, while thermal baffles and heat shields can be fitted sympathetically to provide minimal visual impact.

*In the June edition of Historic I reported that publication of the report from the Cabinet Office review of the DVLA was imminent. Since then, we have of course had a General Election and a change of Government. This in turn has obviously led to a different Secretary of State for Transport with the appointment of The Rt Hon Louise Haigh MP to the role. Incidentally, our Chairman wrote to Ms. Haigh immediately her appointment was announced, sending her a copy of the Federation manifesto (<https://bit.ly/3yph9NS>) and has received an acknowledgement from her office. However, we have to accept that historic vehicles will not be at the top of her agenda, for example HS2 has again been prominent in news reports in the last week of July!*



As reported as a News item on our website, in July the Federation received a message from the Department for Transport Review Team thanking it for its "engagement with Janette Beinart and the DVLA Review team which has informed the recommendations of the final report." and which went on to say "The Review has now concluded but as you will understand, the General Election has impacted the publication of the final report. The report is subject to approval by new Ministers and we will update you in due course." The Federation will, as always, pass on any information asap.

Also a casualty of the General Election, was a DVLA Historic Vehicle User Group meeting originally scheduled for 25th

June. This had to be cancelled due to the restrictions placed on the Civil Service during the preparations for an election. As I have been writing this, we have received notification of a fresh date of 17th September.

The major DVLA related event of the last few months (or maybe years!) was the issue of the **Call for Evidence (CfE)** relating to **Registering historic, classic, rebuilt vehicles and vehicles converted to electric.** This was announced by the then Secretary of State for Transport, Mark Harper MP, at Bicester Heritage on 9th May and circulated on the same day. I would like to take this opportunity to expand on how FBHVC handled this and in some cases to provide some additional background to the responses we made.

The Federation believes that this CfE is

a direct result of the intense lobbying it has done over the last few years in response to the ever-stricter interpretations of policy being applied by DVLA. As such it was a high priority to produce comprehensive feedback on behalf of the historic vehicle community.

My initial reaction when first reading the Call for Evidence document was that the questions were not constructed as well as they might have been and as such there was a risk of readers and would-be respondents not correctly understanding the implications, particularly if they did not deal with DVLA and historic vehicle registration matters on a regular basis. This view was endorsed by a number of Federation Directors and thus the following approach was quickly agreed and implemented:

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- Our Chairman, David Whale dedicated an entire Board meeting to this topic.
- We produced a first version of what I considered the FBHVC response should be to each question.
- Each point was discussed at length with the Board and a refined response agreed.
- I then produced a second version of our intended responses and passed it in stages to...
- ...Lindsay Irvine [Legislation Director] who concurrently produced the survey document which I trust you have all seen.
- At the same time as all this was happening, Tim Jarrett (IT Director) and his team designed and produced the survey form. This set out each of our intended responses with the option for the respondent to agree or disagree. If they chose Disagree, a free-text box appeared to enable them to expand on their views.
- This FBHVC survey was circulated very widely on 17th May.
- By the time the survey closed on 1st July...
  - we had received a total of 4,485 responses
  - of these, 81.2% expressed their agreement with our proposals.
- As the individual responses came in, I read all the comments and progressively produced a further version of the intended Federation response to DVLA to reflect those comments wherever possible.
- This consolidated version was reviewed by David and Lindsay on 24th June...
- ...then shared and discussed with the Federation Legislation Committee on 25th June to produce the final submission.
- This was passed to our Secretary, Mel, on 30th June and submitted by him in the DVLA format on 4th July.

This final response is available on the website at <https://bit.ly/4fxu29w>



Nearly four and a half thousand is an unusually high number of replies to receive from a survey of this nature, indeed many Government Consultations receive responses in mere hundreds. We were all surprised and very pleased by this enthusiastic reaction and support, so, on behalf of the Board and myself, I would like to express our thanks to all those who took the time to complete the survey and submit their views.

Reading through the views expressed it was very clear that a significant majority of them referred to just a small number of topics. I would like to take this opportunity to explain the thinking behind the Federation position and in some cases to share the



Ian Edmunds' 1964 Honda CB77

changes we made to the consolidated response to reflect the concerns that had been expressed.

The first point of contention was with the FIVA definition of 'historic vehicle' and in particular the words "... is not used as means of daily transport ...". Some considered this to be the result of bad drafting by FIVA, but I know that a multinational group took time and care to finalise that definition so that it is appropriate all around the world. The particular problem here being that in some less affluent areas vehicles that we might consider to be historic are not preserved as cherished heritage artifacts but rather used quite literally as cheap daily transport, e.g. Mercedes-Benz taxis having fulfilled their life in some western EU states being sold to former Eastern Bloc states. In the final response to DVLA we added an explanation of how the definition should apply in the UK, including the words: *"FBHVC considers that this should in no way preclude the periodic use of a historic vehicle for routine domestic travel as desired."*

Another topic to cause concern was kit cars, but I believe this concern arose largely from the unclear way in which the entire Call for Evidence was presented. From my regular involvement with DVLA and registration matters over the last 10 years I understand this set of questions to refer to the first registration of newly constructed kit cars, but to avoid any doubt the final submission was expanded to include this statement: *"Nevertheless for the avoidance of doubt it should be made clear that kit-built and kit converted vehicles constructed 30 or more years ago should be treated as any other historic vehicle as set out in the other parts of this response."* Many of us will recall the passion for home-built kit cars in, say, the 1960s.

A number of respondents suggested in comments to various of the questions that we should be more precise in the definitions

offered. After careful consideration and discussion, the approach adopted was based on an overall concept of recommending a single registration category for historic vehicles and the following was included in the introduction: *"Overall the FBHVC desire, and recommendation, is that one new category be created in which all historic vehicles and all levels of repair or restoration, including none, can be considered under one set of criteria."*

The opportunity was taken in all relevant places throughout the response to emphasise two major long-running concerns FBHVC has with the current application of DVLA policy. It is stressed that like-for-like repairs are not, and should not be considered to be, modifications. It is also reiterated that coachbuilt, i.e. wooden framed, bodies (including sidecars for motorcycles) are unlikely to survive for as long as the metal components of a vehicle and that the construction of suitable replacements should not jeopardise the historic status of the vehicle nor its registration.

As in all that the Federation does, our comments and suggestions were designed to encompass historic vehicles of all types. Whilst technical details will obviously differ between, say, motorcycles and lorries we feel that the underlying principles should be the same in all cases.

I can offer no explanation, but it is interesting to note that although cars represent 50.3% of the historic vehicles registered with DVLA they seem to produce at least 75% of the registration problems, or at least the ones I know about!

In closing and to remind us what this is all about, I can share a small piece of personal news. In the midst of the CfE activities described above, and before my vision was totally restored, I bought another historic motorcycle. All I need now is the time to explore and enjoy my purchase!

## FBHVC Events Calendar

*The FBHVC Events Calendar has over 35 events listed between now and the end of 2024, with a wide variety to choose from. Our club scene is now in full swing, and we can look forward to plenty of local 'village shows' plus international shows such as the Goodwood Revival*

OK, these are two extremes, but all have a loyal following and keep our vehicles in the public eye, in a positive way. Which brings me on to the recently published FIVA Sustainability Strategy.

## FIVA Sustainability Strategy

You can access and download the strategy using either of the following links:

<https://www.fbhvc.co.uk/fiva-sustainability-strategy>

<https://www.fiva.org/en/services/documents>

On behalf of FIVA Events Commission, I have been directly involved in the development of this strategy. Events, event organisers, owners and entrants are all affected by legislation (which differs markedly by country and region) and about which we need to engage and exert our influence - and so protect - our use of 'yesterday's vehicles on tomorrow's roads'.

As I'm sure you know, the FBHVC has a great track record of working with the UK Government and protecting our interests in the UK. We must never underestimate the sheer amount of work that goes on behind the scenes by this team to ensure our members' interests are looked after.

By using the FIVA link, you will also be using our brand new FIVA website, possibly for the first time. We 'soft launched' the website a few weeks ago and have had very good reviews and responses from our users. I would value any feedback you may have.

If you have any comments or questions on the FIVA document or website, please email me at [events@fbhvc.co.uk](mailto:events@fbhvc.co.uk).

## A personal observation

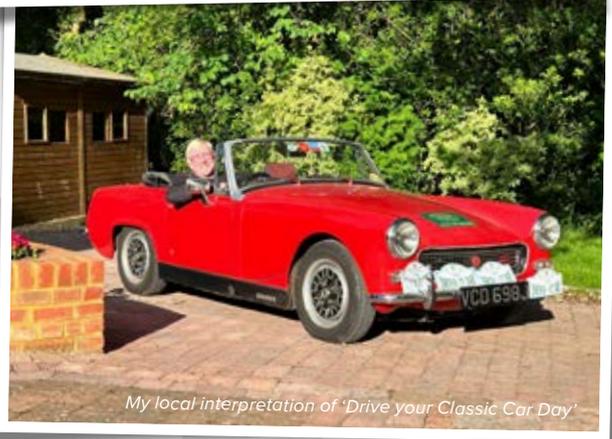
I helped organise and run a 2,000 miles motorcycle event in July from the UK to Austria and back. We rode across a total of 10 countries, avoiding motorways where possible, and thus passing through lots of towns and villages. There were so many speed limit changes (and cameras) within the villages, that we spent a worrying amount of time just watching our speedometers. Some speed limits were as low as 20km/h which on 4 wheels is not a problem, but on heavily laden bikes was more of a challenge. The other point was to make sure you have all the respective stickers clearly visible on the vehicle, e.g. CritAir, Vignettes etc., etc.

## England to Australia by a 100-years old Bean car

In my last report I mentioned that I officially started this London to Melbourne adventure at Brooklands. I can report that the car and crew have made it safely across Europe and Asia and the car has now arrived in Darwin for the final leg to Melbourne. By the time you read this it will have been completed and a new chapter added to the Bev and Lang Kidby book of adventures.



A rest from speedo watching



My local interpretation of 'Drive your Classic Car Day'

## Drive It Day (& Drive your Classic Day)

I am pleased to report that the FBHVC Drive It Day concept has reached South America. The ANF, the Uruguayan equivalent to the FBHVC in the UK, has organised and run a Drive your Classic Day in Uruguay, Argentina, Brazil and Chile. Over 300 vehicles took part, including me in my MG Midget here in the UK. Once again, it means driving our vehicles in front of the public and generating goodwill as a result. It also helps attract a younger audience too.

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

Useful links.

**FBHVC events calendar**

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

**FBHVC List your event**

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

**FIVA events calendar**

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

**Bean to Australia**

<https://next-horizon.org>

**FBHVC Events questions and feedback**

[events@fbhvc.co.uk](mailto:events@fbhvc.co.uk)

**FIVA Events questions and feedback**

[events@fiva.org](mailto:events@fiva.org)

Drive and ride safely and have fun.

**Despite the season being packed with activities, it's only a short report from me this time.**

The Transport Museum Wythall celebrated 85 years of the Bedford OB with an event attended by 7 of the surviving coaches. Six Duple 'Vista' bodies and one bus with Duple 'Hendonian' body attended the museum over the weekend of 18-19 May.

Introduced in 1939 and co-developed with Duple, only 73 OBs were produced before the onset of WWII but post-war went on to almost 13,000 built by 1950, becoming one of the most popular public service vehicles of its type.

Although this year's Gathering target was much more, it seems that vehicle age and condition plus wide geographical separation deterred some from attending this time.

Over the years, a number of OB coaches have also moved from private preservation to commercial coach and bus operators as the ideal vintage vehicles for weddings and special events. In many cases this precludes the rally world.

Fortunately, the Wythall Gathering did not disappoint with a warm sunny day and a good turnout from families and enthusiasts. On the Saturday, a road run to the British Motor Museum was enjoyed by both the owners and passing traffic.

Historic coaches certainly have the ability to involve more enthusiasts (and potential enthusiasts) per vehicle than most of the forms or transport our movement celebrates!

## Help fix OWL's wings

An appeal close to my heart is the campaign to fix the leather-covered wings on the 1899 Wolseley 3.5hp Voiturette, affectionately known as OWL due to its registration number, to allow it to participate at the London to Brighton Veteran Car Run in November. 'OWL', has participated in the famous run a staggering 38 times with the British Motor Industry Heritage Trust and as such is a regular entrant to the world's longest-running motoring event. OWL would be very much missed if it can't make this year's event.

Made in Birmingham, OWL was the first vehicle that Herbert Austin designed with four wheels. The same car was driven by Lord Austin himself in the Thousand Mile Trial of 1900 and won first prize in its class.

Following a visit by the Leather Conservation Centre, it's been confirmed that urgent work is needed on all four of OWL's wings to secure and stabilise the original 1899 leather as it is essential to preserve the original leather rather than replace it on a car of this provenance.

Sadly, leather restoration is very expensive and so the museum is asking for support, to help fund the £5,200 needed to complete the work this summer.

Catherine Stuart-Yapp at the British Motor Museum said, "This vehicle is a fantastic example of motoring history and, as a charity, we need to raise significant funds to look after the collections and we are asking for your support to restore OWL to its former glory and get it ready for the start line once again this year."

Its historical significance has long been recognised. OWL was exhibited in Britain's first ever motor museum back in 1912 and is now one of the oldest vehicles at the British Motor Museum.

If you'd like to donate (all sums, large or small are welcome) to help preserve this wonderful old vehicle, go to <https://www.britishmotormuseum.co.uk/support-us/owl>

Together we can get OWL flying again!



Images from the British Motor Museum

# Essential Guide to Parts & Services

Continuing our theme of “I wonder where I can find this part, or that kind of a service”, in this issue we are highlighting 3D printing and computer aided design (CAD) as a solution to obtaining much needed replacement parts.

Finding such replacement parts for vintage and classic vehicles is usually difficult, if sometimes nigh impossible, especially for exotic vehicles and rare models. Some of the parts that need replacing can be decades old and may have suffered significant wear. In the past all of this used to mean various expensive solutions. However, with the advent of 3D printing this is not necessarily the case, if you are able to use a suitable polymer to print the part you need.

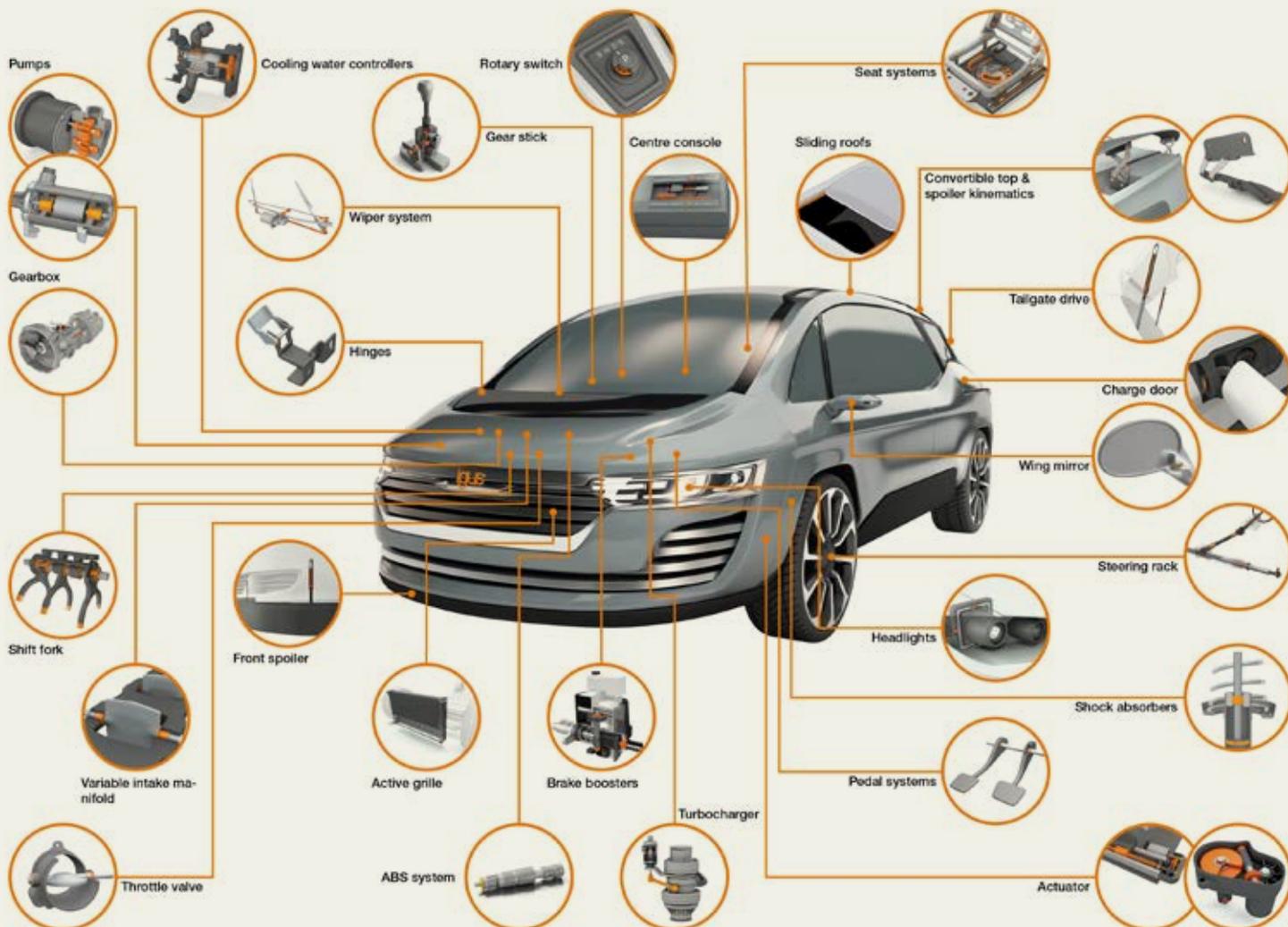
After searching the internet, we identified **igus**®, a company based in Northampton, who have already been involved in the supply of 3D printed parts for classic vehicles. They also produce low friction inter-leaf spring “tribo-tape”, which is both wear-resistant and lubrication-free. Their Product Manager, Alan Hicks, was very helpful in explaining the full range of products and services that they can offer to our members. Their website ([www.igus.co.uk](http://www.igus.co.uk)) is fully interactive in respect of 3D printing and 3D CAD downloading.

igus® has been developing and producing so-called motion plastics, innovative products made from lubrication-free plastics, since 1964. These include energy chains, cables, plain bearings, lead screw technology, robots and intelligent sensors that help their customers to improve their technology

and reduce costs. Most products are manufactured using the injection moulding process, from which the company derives its name: igus® = “Industriespritzguss” (industrial injection moulding). Below is an idea of the various parts they produce for modern day vehicles.

Alan commented: *“It was great to have Chris visit igus UK and see the wide range of products and services we can provide for the vintage and classic car market. We have engineers all over the UK that can assist with obsolete parts so if you ever have a part requirement, let us take a look and see how motion plastics can solve the problem quickly and seamlessly.”*

Many thanks to Alan and his colleagues for all their help and information/graphics for the following Case Study.





## Case Study 3D Printing & CAD files

The Stewart Warner speedometer of a Stanley 750B vintage car built in 1924, would no longer function as the mileage counter was defective. The cause of the defect was found to be the toothed gear that was located on the first intermediate shaft and meshed with the worm on the input shaft. Due to wear, the pinion was no longer engaging with the worm. Obviously after 100 years, replacement parts for this unit were no longer available. A replacement worm gear was needed to get the speedometer working again.

The igus® 3D printing service provides the solution, together with the help of FreeCAD software. The owner succeeded in creating a CAD file with a 3D model of the component that was needed to be made from iglidur® I6. Due to fast and cost-effective manufacture with the laser sintering method, it was straightforward for the vintage car owner to test the component in practice. Although the part was reproduced in spec, and the shaft ends fitted perfectly into the bearings, it turned out that the original pinion had become so worn that the estimated dimensions of the gear were too small. Only one parameter in the CAD model had to be changed, after which the second version was sent for printing. This version started to exhibit slight malfunctioning at low revs. However, a third version with an adopted toothed gear module and helix angle, turned out to engaged correctly and function perfectly.

The shaft was thoroughly tested, it was fitted back in the speedometer and was re-fitted into the vintage car again. After being in use for more than 2,000 miles, the printed worm gear continues to be in good shape without any obvious signs of wear. The slight traces of metal abrasion that can be seen in the picture come from the driving worm gear and were caused in the starting phase of the test, but they did not change noticeably during further use.

## The Club Scene

From the classic vehicle club scene, **AstonOwners.com** were giving short presentations on 3D printing at the Classic Restoration Show at the NEC earlier in the year. You can see the presentation on YouTube, it is entitled "3D Printing – The Spare Parts of the Future" (<https://astonowners.com/3D-Printed-parts>). The presentation is very interesting and thought provoking for any club interested in trying to do some 3D printing of parts for themselves.

Should any further Clubs have experiences of 3D printing or CAD file writing, please contact Mel Holley, FBHVC Secretary, so we can collate and share the benefit of your experiences.



# 25<sup>th</sup> Annual General Meeting

**Saturday, 19 October 2024**

The 25th Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on **Saturday 19 October 2024** at the **British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ** at **10.30** for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 14 October 2023 as made available to members in November 2023 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2024
3. Election of Directors [See note 2 below]
4. To receive the Reports of the Directors

### Notes:

1. The financial statements, directors' reports and the proxy form were distributed to club nominated contacts in late August.
2. Nominations for directors to fill the posts of Chairman & International Liaison, Director for Heritage, Director of Archiving, Director of IT, and Legislation Director are required by 13 September 2024.

Heritage is really important to the future agenda of the Federation and anyone who would like to know more about this role can talk with Chairman, David Whale, via the Secretary.

Written nominations from Member Clubs are required and must be sent to the secretary: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)

### CONFERENCE

Saturday, 19 October 2024, commencing at 2pm.

The Conference programme is currently under development.

### COST AND REFRESHMENTS

Attendance-only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters, but are £10 to others.

Tea and coffee will be offered prior to the AGM and at the conclusion of the Conference. Lunch and snacks will be available to purchase in the Junction 12 Café.

All non-member/supporter tickets should be ordered from the FBHVC secretary ([secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)) by no later than Friday 4 October.

Payment can be made via internet banking (Account Name: FBHVC Ltd, Sort Code: 30-65-85, Account Number: 47342260). Alternatively, send a cheque payable to FBHVC Ltd and post to: **FBHVC, PO Box 1563, Peterborough, PE1 9AU**, or by card by telephoning **01708 223111**.

4th-6th  
October 2024



FIVA European Conference for

# Automotive **HISTORY 2024**

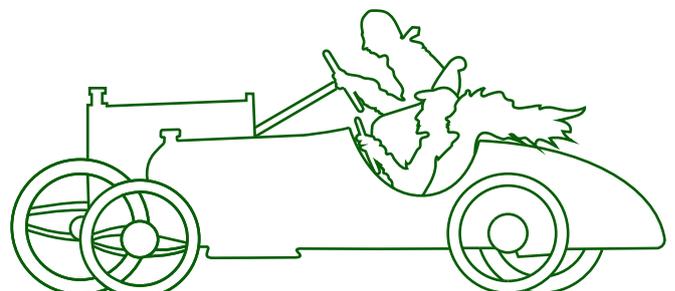
hosted by **Autostadt** in Wolfsburg

organised by

- **Thomas Ulrich of the Automobilhistorische Gesellschaft**, Germany;
- **Anders Ditlev Clausager, SAHB** (The Society of Automotive Historians in Britain)
- **FIVA Culture and Youth Commission**

More info and registration form available on

**[www.fiva.org](http://www.fiva.org)**





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# LANCIA THE MOVIE

The Federation joined with Motul to sponsor the UK premiere of the 90-minute documentary *'Vincenzo Lancia and the Birth of Modern Motoring'*.

The film's premiere took place on Saturday 20th July during the Lancia Motor Club's National Rally and AGM weekend and was held in the Royal Spa Centre, Leamington Spa. We were unable to give advance notice as the cinema was already booked to its 188-seat capacity.

The funding for the film was raised solely through Lancia clubs and Lancia individuals from 10 countries and four continents around the world: from Japan to Australia to America and Europe. The Italian premiere was held a few days earlier, sponsored by the representative of FIVA: L'Automotoclub Storico Italiano.

Motul was represented at the UK event by Buke Chandler and the Federation by David Whale and Ian Edmunds.

David's verdict: *"It's a great documentary and I am reliably informed by the president of ASI, it was well received in Italy."*

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# THE MILITARY VEHICLE TRUST D-DAY 80TH ANNIVERSARY



*MVT Chairman Tim Hawkes is seen here at the wheel of his beloved GMC 'Deuce and a Half' truck during the Bayeux Liberation Parade (Photo: Scott Smith)*

50 years ago, back in June 1974, the MVCG (which in 1987 became the Military Vehicle Trust charity) ran its first D-Day tour to mark the 30th anniversary of D-Day. Back then, we took just over 100 WW2 vehicles and 300 people, and apart from some local French support, we found we were the only people marking the date. No TV coverage, no royalty or heads of state, no official ceremonies and no one visiting the landing beaches. Basically just us. We had taken some veterans with us who were only in their 60s back then, including Piper Bill Millin and Major John Howard DSO.



*Military Vehicles of all shapes and sizes took to the beach at Arromanches for a special event held on the 7th June (Photo: Tim Sharpe)*

# VEHICLE TRUST ANNIVERSARY TOUR

By Simon Bromley

Since then, the MVT has organised a D-Day anniversary tour every fifth anniversary, and each time our tours have become larger, with more vehicles and more participants. Preparations for our June 2024 tour for the 80th anniversary started in August 2022. In the following 22 months, a small team of trust officers undertook all the necessary preparation work required for a successful tour.

This year, for the first time, we allowed members to arrange their own accommodation, as it seems quite a few are not as keen on camping as they were in past years! Since our last tour in 2019, Brexit

happened, which made things a little more difficult this time. Members were required to obtain carnets for many vehicles, and we knew for security reasons more areas would be out-of-bounds during the first days of June, requiring further passes to be obtained. But, as usual, we found the French welcome to be as warm as ever.

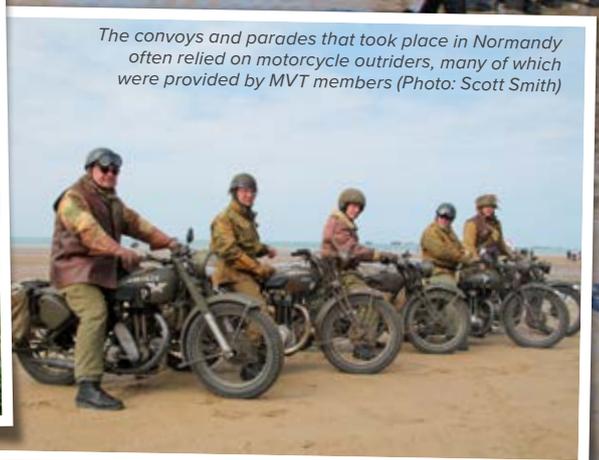
In more recent years, the commemorative events in France have grown exponentially and new memorials continue to be erected, perhaps the most notable being the British Normandy Memorial. New museums have opened with amazing displays, each telling its own piece of the largest seaborne invasion in history and

the beginning of the liberation of Europe.

This time, on our 2024 D-Day tour, the Military Vehicle Trust took some 350 vehicles and over 1,000 people, plus several of our Area groups ran their own mini-tours linking up. Unlike the earlier years, military vehicle owners from all over the world - from as far afield as the USA and Canada, Australia and New Zealand, South Africa, Scandinavia and Eastern Europe - now bring suitable vehicles to Normandy. It is even suggested that more restored WW2 Jeeps "landed" this year than in June 1944! But as the MVT is both the largest and oldest military vehicle club by some margin, event organisers in France tend to look to us to provide the required vehicles. >>>



Many members visit the various military cemeteries in Normandy to remember those who paid the ultimate price for our freedom (Photo: Tim Sharpe)



The convoys and parades that took place in Normandy often relied on motorcycle outriders, many of which were provided by MVT members (Photo: Scott Smith)

The wonders of a dedicated Facebook page kept everyone in touch and up-to-date, with any changes or new information being instantly circulated. Communication in a warzone was certainly more difficult 80 years ago!

Many of the historic vehicles from the UK drove the full distance to reach the ferry ports for France. Some, however, like tanks and heavy armour, had to be transported, as they were in the past. The MVT events in France varied from the very large and high profile Bayeux parade to small school visits and village receptions.

There were convoys out to many of the

original fortifications, usually including a wreath-laying ceremony, with the most memorable always being at Gold Beach at Arromanches at 7.30 in the morning to mark the British landings there. With the remains of the Mulberry harbour still very visible, it is a moving place and time to remember and give thanks to all those who took part in the liberation of Europe.

Besides the serious side of each tour, the trips to France are always a good opportunity for our members from all over the UK and farther afield to meet up, enjoy each other's company and see newly restored and rare vehicles.

It is also generally more enjoyable driving our trucks on the much quieter roads found in Normandy, especially if the weather is kind!

But one thing is certain; organising these memorial convoys reminds all the participants and a much larger audience of the very many people who began the liberation of France and Western Europe to bring an end to Nazi tyranny. The costs for many of those, and many French civilians, were the mental scars and physical injuries. Under British command alone, 22,442 servicemen and women paid the ultimate price in the battle for Normandy.

We will remember them.



The Military Vehicle Trust provided a convoy to Arromanches for Monty's Rolls-Royce staff car driven by TV personality Richard Hammond (Photo: Tim Sharpe)



Military vehicles of all shapes and sizes make their way along the beach towards Arromanches for a key event held on the 7th June (Photo: Tim Sharpe)



MVT Council of Members Boyan Holmes (in red), husband Jonathan Holmes and son Will Holmes take part in the Bayeux Liberation Parade (Photo: Scott Smith)



A fine selection of 1930s staff cars were amongst the many military vehicles displayed on Arromanches beach on 7th June (Photo: Tim Sharpe)



In a scene reminiscent of Gold Beach on D-Day 1944, Universal Carriers head across the beach at Arromanches 80 years later (Photo: Scott Smith)

# Loan Project Reaches 100 Drivers!



Owners Lynne and Greg Giberson flank delighted recipient, Nic Ross, with STAR chairman, Peter Holland (right)

**T**he Classic Car Loan Project (CCLP) which gives younger enthusiasts a classic car for a whole year, has just reached the 100 driver mark.

At a handover, held at the British Motor Museum, Nic Ross Hamilton, became the 100th recipient of a classic car when he received the keys for a 1955 Sunbeam Talbot saloon.

The British Motor Museum has been a sponsor from the outset, along with Peter James Insurance, so it was fitting that this event took place at Gaydon where it all started.

The Sunbeam Talbot was generously offered into the CCLP by owners Greg and Lynne Gibeson and supported by the Sunbeam Talbot and Alpine Register (STAR).

Making this a memorable event, the Sunbeam Talbot was lined up alongside loan car number one (a 1929 Ford Model A Phaeton) with driver number one Richard... with his family too. Owner, Peter Garrett, was there too to celebrate the occasion. Driver number 2 of the Ford, Sara-Jane, was at the show having driven there in her own Ford Model A Phaeton... one of the many success stories for the CCLP.

CCLP Manager, Bob Wilkinson, shared the story with the crowd watching the event. He said, "Encouraging the next generation of owners is vital for our survival as a classic car activity. This is a proud day for all the drivers, owners, clubs and sponsors. We aim to continue to encourage more to take part." More info and cars at [www.classiccarloanproject.co.uk](http://www.classiccarloanproject.co.uk)



Bob introduces car and driver number 1

# INTER-CLUB INTER PROVES CLUBS ARE S



More than 2,000 classics from a stunning selection of marques were brought together at the foot of the Malvern Hills as 40 Federation member clubs joined forces with the TR Register Car Club, MG Car Club, and Triumph Sports Six Club (TSSC) to share resources and overcome the financial and resource challenges facing club shows.

# INTERNATIONAL WEEKEND STRONGER TOGETHER

WORDS: WAYNE SCOTT  
IMAGES: GERARD HUGHES



Looking across the expansive but picturesque showground revealed that the supporting clubs represented everything from pre-war Austins, Riley, Alvis, and Standards to noughties TVRs, Morgans, Jaguars and even modern Porsches.

All agreed that this was a historic moment, making history by bringing car clubs together to not only share each other's passion for individual marques but also host an impressive festival for clubs for whom such an event would not be financially

viable if they were to do it alone. The classic car movement came together, supported each other, and celebrated as one — and the results were incredible.

The event was split into three areas: The Motorsport Zone; The Trade Zone and the Club Zone.

At the top of the showground, nearest to the hills, was grandstand seating that was packed with fans in The Motorsport Zone, sponsored by Motaclan, who were treated to a

production car AutoTest run by the TR Register on Saturday interspersed with two showings of a thrilling stunt show.

Alastair Moffatt from Stunt Drive UK brought his 'Italian Job' themed show featuring classic Minis for an event that offered fun and breathtaking precision in equal measure. Currently holding nine Guinness World Records for precision driving, and the reigning British Autotest Champion - Alastair really drew a crowd during the event.



Later on, the TR Register's Youth Group ran a fun CarKhana and Alastair Flack from Hamilton Classics helped raise money for the event's official charity by offering passenger rides in his formidable Triumph TR7V8 rally car.

The official charity, The Royal British Legion, was chosen as its classic car division was also exhibiting at the event. Furthermore, Saturday marked National Armed Forces Day. Visitors were encouraged to part with components they didn't need and sell them via the Bring and Buy Sale, which donated a small commission on each sale to the charity.

Sunday in The MotorSport Zone saw the MG Car Club running their much-loved and hotly contested AutoSolo. The entry list featured multiple classes to suit various MG models and a further class covering all BMC/BL cars.

As ever, the driving provided the assembled fans with displays of incredible skill and precision before the stunt show rounded proceedings off for what was a superb weekend of action.

Down in the Trade Zone, there was a huge variety of stalls, from specialist restorers, tool suppliers, and Autojumblers, to crafts, fashion, and clothing. Traders reported a successful weekend and were all in massive support of a multi-marque event that attracted a wider diversity of customers to sample their wares. For those with a more voracious appetite for retail therapy, a coach took those staying for the weekend to Worcester for the day.

Many understandably fancied exploring the Malvern Hills and surrounding countryside - the Three Counties Road Run facilitated this and was superbly organised and enjoyed by many, leaving the showground on Saturday morning for a scenic drive and lunch.

The Club Zone featured a massive array of superb car displays from the attending clubs, all surrounding the Moss Europe Live Arena, presented by commentator (and FBHVC Communications Director) Wayne Scott. Throughout the weekend, club member cars were made stars as their stories and vehicles created a narrative that charted the history of the motor car. The presentations were punctuated with featured marque displays from Morgan, Triumph, Jaguar and MG. There was also a very special showing of anniversaries both within the arena and within special displays, with the Cambridge and Oxford Owners Club celebrating 70 years of their models. Swallow Dorettis marked the same milestone with seven examples assembled, and there was also a significant showing of rubber bumper MGB V8s also celebrating their launch.





Saturday afternoon saw a world-first, we believe, with a wedding ceremony taking place in the Moss Live Arena. The happy couple, Tom and Katie Cox, tied the knot in fine style, with thousands of their fellow classic car fans all watching admiringly.

Entering through the doors of each agricultural building at the showground revealed all sorts of surprises and displays from the Triumph TR Register enjoying their Concours D'Elegance competition.

Aside from all the fantastic cars and arena action, there were attractions for all the family, with Sim Racing proving popular alongside some fierce motorsport competition – in miniature! The event had two local clubs, the Hereford Radio Controlled Car Club and the Worcestershire Oval Race Club, running their championships in Kildare Hall during the weekend.

For those who preferred four legs to four wheels, the Dog Show on Saturday was well supported by a variety of pampered pooches.

This was also the location for the event's many music artists to perform, with diverse acts ranging from a Rolling Stones tribute band called Let it Bleed, the Ram Raiders playing all sorts of rock hits, to the Swingettes, a harmony group singing hits from the forties and fifties and even the modern day with a vintage twist.

The Saturday evening headliner was an ABBA tribute band that looked and sounded the part and got revellers revved up for a night of partying into the late hours.

Prizes were awarded for Best Dressed festivalgoers, and it was impressive to see the efforts that some had put into looking the part. They were duly rewarded with Prosecco and rosettes.

The FBHVC was on hand throughout the weekend with a stand in the trade hall. For the Federation, it was a great opportunity to show our support for our member clubs and answer questions relating to the DVLA consultation that was still in process at the time.

The event was a huge success, and though there will be much to learn and improve on, as there always is with inaugural events, it represented a pivotal moment in the history of the classic vehicle movement. It proved that through collaboration and sharing of resources, it is possible to create a Summer Festival that celebrates our club community and shows a united front. There is strength in numbers, and we are always stronger together. Plans are afoot for the return of the Inter-Club International Weekend in August 2026 – watch this space for news!

# RUNWAYS to RACETRACKS Part Two

By Michael Jones

**While Earl Howe was finalising arrangements for Silverstone's inaugural International Trophy event in Autumn 1948, another well-connected aristocrat staged an airfield race meeting that would significantly influence the future of British motor racing.**

Freddie March, better known as the Duke of Richmond, owned the Goodwood estate which included the former RAF Westhampnett. As a wartime RAF officer, March was uniquely placed to overcome any objections from the Air Ministry about the use of an airfield on his own land. Equally important, as a former racing driver and President of the Junior Car Club (JCC), he knew exactly what was needed to secure a racing permit from the RAC.

Over 10,000 spectators paid five shillings (25p) to be present at Goodwood's first motor racing meeting, sponsored by The Daily Graphic, on 18th September. The former RAF Westhampnett had no concrete runways, so racing took place on the 2.4 mile perimeter track.

Spectator enclosures were situated behind chestnut fencing, ten yards back from the track. Viewing opportunities were less than ideal as, unsurprisingly, the site was almost completely level. On the plus side, there were a couple of beer tents! Aware that many were new to the sport, the JCC were careful to manage expectations in the event programme: *'We cannot on this occasion offer you a seat in a grandstand – or even a seat at all... we think you'll see some quite good racing, and share our surprise if the programme keeps up to time. But if all the refinements of a fully-fledged sporting arena are missing, take our word for it, they will appear eventually – particularly if we have any success with the show today.'*

Neither the JCC, nor its illustrious President needed to worry, however.

Ingenuous spectators improvised their own stands from oil cans, tins, stoves and an assortment of bricks and planks that had been left by the military. In a comprehensive two-page report, Motor Sport declared *'the advent of Goodwood opens up a new era in British motor racing, and next year many happy meetings should be possible at this very pleasant place.'*

Despite this welcome news, the RAC's December 1948 meeting with the clubs was a turbulent affair.

Representatives criticised a recently-issued circular announcing that, as part of the agreement with the Air Ministry regarding Silverstone, permits would no longer be issued for 'casual' race meetings at airfields. The new policy effectively banned occasional events at venues like Gransden Lodge (see Part One).

The RAC Chairman insisted that his organisation had entered into this agreement solely for the good of the sport and did not intend to create a monopoly with Silverstone. He advised that clubs would be able to hire the new circuit, at fees that would soon be announced. Fred Craner of the Derby & District Motor Club pointedly observed that this was all rather late in the day, as most had already finalised their plans for the following year.

Fees for the use of Silverstone were published in March 1949. Many clubs considered them rather expensive. The situation was unfortunately compounded by the RAC's reluctance to allow paying spectators at club events, apparently on the grounds of safety, which left the viability of grass roots motor sport in some doubt.

From the public's perspective, however, there was much to celebrate in 1949. Spectators were welcomed at Silverstone's two international meetings and, once again, they turned up in droves.

The RAC-organised British Grand Prix followed the airfield perimeter track, but this time did not utilise the runways. A straw-bale chicane was introduced at Club to 'force the use of low gear' during the lap.

Concerns about spectator safety came to the fore once again, when Ken Richardson lost control of his Thinwall Ferrari at Abbey and ploughed into a group of spectators. By a stroke of good



*Freddie March...a motor sports visionary.  
Credit: drawn by SALLON of the Daily Mirror and  
published by SHELL-MEX and B.P. LTD*

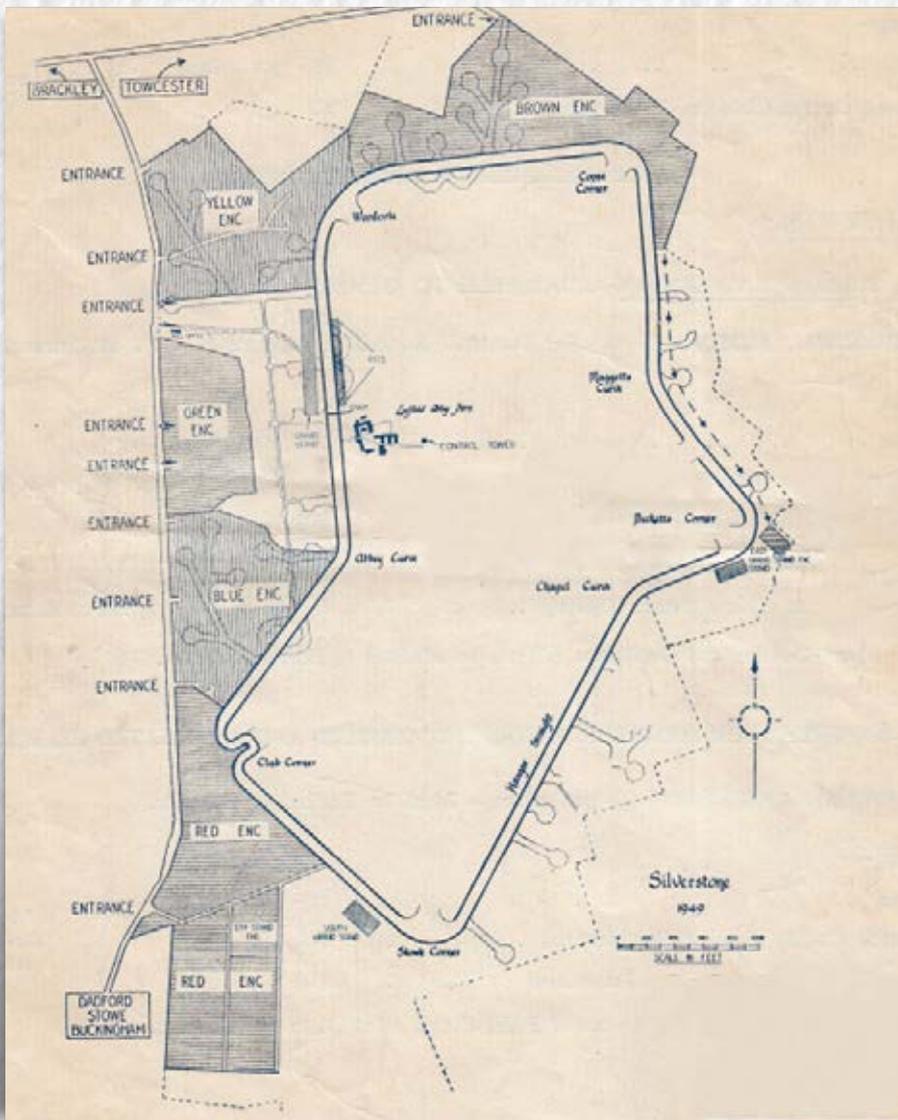
luck, the injuries were all relatively minor, but the implications were not lost on the governing body. Worryingly, it seemed that the injured spectators had been trespassing in the prohibited area.

The second international event was organised by the British Racing Drivers Club which abandoned the chicane, significantly reducing lap times. Following Freddie March's example, the BRDC agreed a landmark sponsorship deal with a national newspaper.

Some were uneasy about the commercialisation of motor racing, but Motor Sport was in no doubt that it was in the long-term interest of the sport:

*'Not only can a rich and influential newspaper offer prize money and starting money adequate to ensure a first-class entry of the leading drivers and cars, but it can introduce motor racing to a vast new public and encourage their attendance at the particular event it is sponsoring.'*

Motor Sport's assessment was correct... the meeting attracted 110,000 spectators and the Daily Express International Trophy meeting became a much-loved annual fixture on Silverstone's calendar.



International races were held on Silverstone's perimeter track in 1949. Credit: Silverstone Museum

Meanwhile, as promised, Freddie March had initiated a programme of improvements to Goodwood. At the circuit's second meeting, on Easter Monday, spectators could enjoy the comfort of a grandstand at Woodcote or on the start-finish straight!

The duke's strategy was clearly paying off. At 40,000, the gate was four times larger than at the inaugural meeting! Most visitors behaved themselves but, regrettably, a small minority refused to stand behind the safety fencing. Order was only restored when officials announced that racing would be abandoned if the trespassers did not withdraw to the designated area.

It was clear that motor racing was rapidly developing from what had been a minority interest to a sport with popular appeal. Freddie March concluded that this necessitated greater investment in Goodwood to improve public safety. He cancelled the planned Whitsun Bank Holiday International Meeting to allow the installation of concrete barriers and more wooden fencing, a decision which Motor Sport applauded: 'Brooklands used to be called snobbish because it professed to cater for the Right crowd and no crowding –

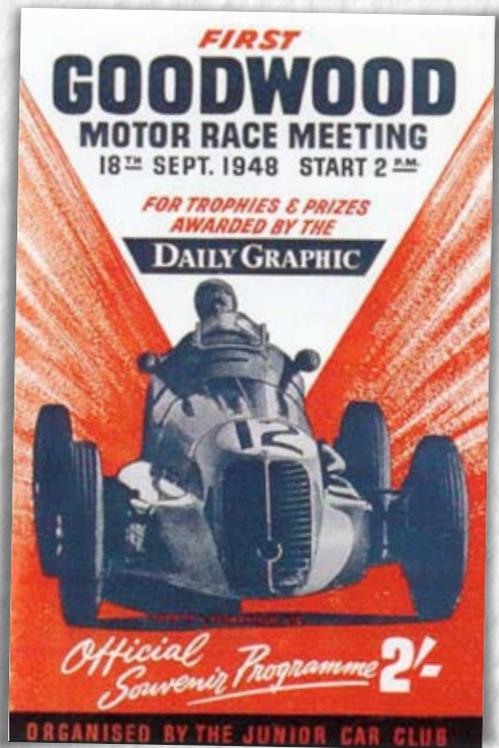
but if you are going to bring the masses to a motor race you must be certain they can be accommodated properly and that you have control over them.'

This view clearly resonated with the sport's governing body.

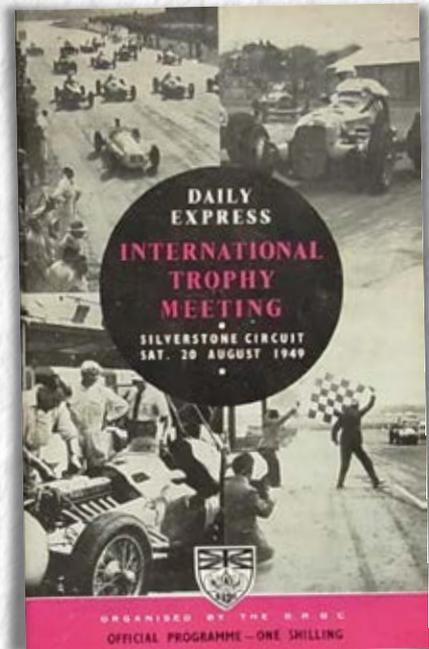
However, the RAC's refusal to issue permits for so-called 'casual' race meetings at airfield sites was increasingly a bone of contention with clubs. In July, the organisation issued a statement that appeared to leave little room for manoeuvre: 'A condition of the terms upon which Silverstone was obtained was that in future no other airfield would be released except on a full-term lease to a body of adequate standing controlled only by the RAC and in order to obtain proper representation of the sport throughout Great Britain.'

The pressure did not go away, however.

Discussion at December's meeting with the clubs was dominated by the cost of



Goodwood's first meeting was sponsored by the Daily Graphic



Silverstone's International Trophy Meeting was sponsored by the Daily Express

running events at Silverstone and the lack of suitable alternatives. Finally, after a period of further reflection, the RAC Competitions Committee issued guidance that it would support airfield racing schemes that were 'properly sponsored and financed by one or more recognised clubs for use over a period'.

This apparent shift left the door ajar for clubs to collaborate with a supportive landowner for mutual benefit, as the BARC had with Freddie March.

This development will be explored in Part 3.



### Mike Jones

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

# THINKING OUTSIDE



By Row Dowding



1965 Rambler Marlin  
(Credit pjsautoworld.com)



1968 Javelin (Credit: C.R.W. Pitman)



1968 AMX  
(Credit: Hemmings.com)

**D**o you remember American Motors Corporation (AMC)? The conglomerate was formed in 1954 by the amalgamation of Hudson – famous for its early 1950s ‘Stepdown’ cars like the Hornet, hugely successful in NASCAR races and the inspiration for Doc Hudson in the Disney animated movie ‘Cars’ – and Nash, noted for the distinctive use of shrouded wheels on its vehicles and the cute Metropolitan (engineered for them by Austin in England). AMC was described by Forbes magazine as “a small company deft enough to exploit special market segments left untended by the giants”.

But as the 1960s progressed, AMC loomed ever closer to bankruptcy. From a position of relative strength at the beginning of that decade, it was struggling to sell its products. This was due to their cars having been upsized in an attempt to present greater rivalry to those of the ‘Big Three’- the result of a bad decision by CEO Roy Abernathy, who had replaced the inspired George Romney in 1961.

Under Romney, AMC devised three different model ranges – the compact

American, intermediate Rebel and the full-size Ambassador, each made distinctive by not strictly following the traditional three-box format favoured by the others. AMC had always trailed behind GM, Ford and Chrysler in terms of production and sales, but enjoyed a steady demand from loyal customers who respected the company’s individual design approach and quality construction. While the cars were almost the same size as those of the ‘Big Three’, many still shared a few recognisable hallmarks (some would say quirks) with their Nash Rambler forebears.

One exception, though, was the svelte **1965 Rambler Marlin**, a two-door fastback design strongly suggestive of Virgil Exner’s Chrysler Norseman New York Show car – lost when the Italian liner Andrea Doria sank off Nantucket in 1956.

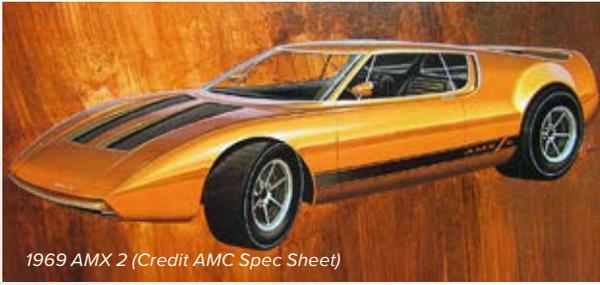
Abernathy was ultimately replaced by a team comprising investors and managers who faced some tough decisions. The US automotive market was changing, with growing concerns about fuel efficiency and vehicle pollution. The ‘entry level’ Rambler American was simplified and reduced in price to within \$200 of the cost of a VW

Beetle and became the only AMC product still bearing the Rambler name until its use was dropped altogether in 1969.

The complex range of larger cars was rationalised and restyled, with the Ambassador becoming the first US car to offer air conditioning as standard. But AMC would need to do more to convince its investors that it could reverse the ebbing tide, requiring new concepts to be revealed at motor shows to entice the public to buy their cars.

1966 saw the announcement of the **Cavalier** symmetrical concept car – where the boot and bonnet were identical pressings, the basic front and rear panels were the same (differentiated only by lighting and the grille) and the doors were diagonally interchangeable. It would have represented around 30% saving in development and tooling costs, but it did not catch on.

In 1967, the **Javelin** was introduced. Very much influenced by the popular ‘muscle cars’ and ‘pony cars’ then in vogue, it was notably a full four-seater and marked a determined departure from AMC’s ‘usual’ path. This new direction was further reinforced in 1968 with



1969 AMX 2 (Credit AMC Spec Sheet)



Cavalier (Credit: Pinterest/AMC Press Release)



1975 Pacer (Credit: Classic & Collector Cars)



AMX 3 (Credit: Octane Magazine)



Gremlin (Credit: Click Americana)



Premier (Credit: Christopher Ziemnowicz)

the unveiling of the strictly two-seat AMC **AMX**. Initially conceived back in 1966, the AMX was designed by Dick Teague under the stewardship of AMC styling chief Charles Mashigan. In direct competition with the Chevrolet Corvette, the AMX was some 25% cheaper and secured reasonable sales figures – at least by AMC’s standards.

Encouraged by the reaction to the AMX, Dick Teague and his team began work on **AMX/2**, a strictly one-off concept revealed in 1969, conceived purely to attract attention. AMC’s own sales ‘blurb’ was quite specific: “A unique two place sports car with a midship mounted V8 engine. The AMX/2 may just be a styling exercise, but it symbolizes the New Look of American Motors and the kinds of cars waiting for you in our showroom today. Won’t you come in soon?”

It must have worked, to the extent that the decision was taken to go ‘whole hog’ for a mid-engined sports car aimed to take on the world’s best. The **AMX/3** was the result, first seen in 1970. Five prototypes were built in Livorno, Italy, by Giotto Bizzarrini for testing the viability of series production. But shortly after being shown to motoring journalists in Rome, the programme was abruptly cancelled.

The chief reason was projected production costs indicated that the AMX/3 would need to sell at \$12,000, which was felt to be too high. As if to prove the point, one month later, in April 1970, the DeTomaso Pantera was announced, to be sold through Lincoln-Mercury dealerships at a mere \$10,000. Bizzarrini was thus ordered to destroy all tooling, although he did complete a sixth example under the name AMX/3 by Bizzarrini. Today, only a couple of the cars are believed to exist.

The AMX/3 would, without doubt, have achieved its intended purpose of rivalling the likes of the Lamborghini Miura. Originally slated for production at 5,000

examples per year, the premature halt to the project meant that it took 50 years for another US manufacturer to equal it – Chevrolet’s C8 Corvette!

With the growing pressure at the end of the 1960s on vehicle makers to improve economy, AMC required a new small car. True to form, they chose an unconventional route in producing a sub-compact design featuring a tailgate. Derived from a shortened AMC Hornet platform, the **Gremlin** raised a few eyebrows on its arrival in 1970.

Its appearance was unlike any other domestic American car at that time, but it proved to be versatile, offering good luggage space despite its apparent small size, with easy loading via the hatch and a sporty driving experience. Advertised as being “fun to drive” and built to “relieve the fuel shortage”, it found a ready audience with healthy sales. Today the Gremlin is considered an icon and has a strong following.

By the mid 1970s, AMC were conscious that sales of their larger cars were falling and there was a pressing need to refresh the compact range. What happened next aptly illustrates AMC adopting their normal tack of ‘thinking outside the box’, but also equally justifies the phrase “where the wheels came off”.

Out of character for AMC, they proposed a new car to be powered by a rotary Wankel engine being developed by General Motors (GM), rather than use one of their own. Christened the **Pacer** (an ominous choice, perhaps, in view of that name’s previous use on an Edsel!) it would require a new platform to be made. In addition, the car’s unique ‘rounded’ styling meant the bodywork was wider than the norm, though in the event this did not translate to additional internal space. When GM abandoned work on the rotary engine,

AMC had to revert to a conventional engine, which required the platform to be re-engineered to be stronger and forcing up the car’s already high development costs.

The Pacer was introduced in 1975 as “America’s first wide small car”, supposedly offering more space within a smaller package, with all round visibility. In reality, its width was a burden and performance was mediocre due to the car’s weight. Servicing was difficult too, as the engine (bigger than the planned Wankel unit) was half buried under the scuttle. Nonetheless, for the first two years sales were brisk but then simply ‘fell off a cliff’, probably due to the novelty of its design having worn off and/or its impracticality, the lack of performance and poor fuel consumption. Production limped on until 1980 before “enough” was cried.

By 1978, it was only the sale of Jeeps (which AMC had acquired from Kaiser in 1970) keeping the corporation afloat. And there the AMC story might have ended, but for Renault stepping in with a massive investment. The deal saw the Renault 5, 9 and 11 models (the latter two named ‘Alliance’ and ‘Encore’ respectively) built at Kenosha, Wisconsin, while AMC ckd vehicles (still badged ‘Rambler’) were assembled in France. In the USA, AMC products were now under the ‘Eagle’ banner.

A new plant, at Bramalea in Ontario, Canada, was opened in 1986 to build what represented the last vestiges of an ‘AMC car’ – the **Eagle Premier**, derived from the Renault 25 (a 1983 design by Gaston Juchet and Robert Opron) but with styling revised by Giugiaro. Far from his finest work (think Morris Ital née Marina), the Premier was made until Chrysler acquired the controlling interest in AMC/Renault/Jeep in 1990. The model continued until 1992 re-badged as the Dodge Monaco, when all former AMC/Eagle production, save that of Jeeps, came to an end.

## Welcome

We are delighted to report that the Federation continues to welcome new members, including 58 new individual supporters, many of whom joined after responding to our survey about the DVLA 'call for evidence'. We also thank those who chose to make a donation in addition to their supporters fee; this is greatly appreciated!

This issue we offer a very warm welcome to our newest **Club Members**:

### **Aston Martin Owners Club** [www.amoc.org](http://www.amoc.org)

The only official worldwide club for everyone interested in the iconic marque. Its guiding principles are to create an interest in Aston Martin, celebrate the pastime of motoring and motorsport and encourage members to share their passion for Aston Martin.

### **Bude Hillclimb and Sprint Club** [www.budespeedhillclimb.co.uk](http://www.budespeedhillclimb.co.uk)

A group of Bude based individuals who enjoy the sport of Speed Hill Climb and Sprinting. The club's aim is to enjoy the day and to relax among fellow competitors until the battle for honours begins.

### **Manhood Classics** [www.manhoodclassiccars.com](http://www.manhoodclassiccars.com)

For all enthusiasts whether their vehicles have 2, 3, 4 or even 18 wheels. Based on the Manhood Peninsular, Selsey, West Sussex, it enjoys receiving visitors from all over the country to its monthly meets.

### **North Cheshire Classic Car Club** [www.northcheshireclassiccarclub.uk](http://www.northcheshireclassiccarclub.uk)

A club for all who enjoy classic cars, bikes, scooters or campervans, it has monthly meets and club runs.

### **Rootes Group East Anglia** [www.rgea.org.uk](http://www.rgea.org.uk)

A group for owners of classic Rootes vehicles in the East of England, it meets monthly in Barham and attends local car shows.

### **Sebring Owners Club** [www.sebring.co.uk](http://www.sebring.co.uk)

The club is for those who own or have an interest in cars supplied by Sebring International or Classic Roadsters, in the classic style of the Austin Healey 3000 motor cars.

### **The Biggar Albion Foundation** [www.albion-trust.org.uk](http://www.albion-trust.org.uk)

The Foundation and Albion Vehicle Preservation Trust looks after Albion owners, enthusiasts and enquirers. It is responsible for the Albion Club, Albion Archive, Biggar Rally and a collection of historic Albion vehicles and units.

### **The Rapier Register** [www.rapierregister.com](http://www.rapierregister.com)

Founded in 1953 by the late Geoff Speight, discerning owners of Lagonda Rapiers took the opportunity to contact like-minded enthusiasts who knew a good car when they saw one. Its spares section is probably one of the best of any one-make club.

Details of all FBHVC member clubs can be found in our searchable online directory at: [www.fbhvc.co.uk/member-clubs](http://www.fbhvc.co.uk/member-clubs)

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

### **Wheel Drive Truck Centre** [www.british4x4centre.co.uk](http://www.british4x4centre.co.uk)

Located near Spalding, it describes itself as the "premier independent Land Rover specialist in South Lincolnshire."

### **Frost Auto Restoration Techniques** [www.frost.co.uk](http://www.frost.co.uk)

The firm offers an outstanding choice of automotive tools and equipment for the car/bike restorer, competitor, and craftsman. Its range includes painting, electroplating, rust treatment/prevention, polishing, bodywork, fuel additives and much more.

### **Solo Classic Motorcycles** [www.solo-motorcycles.com](http://www.solo-motorcycles.com)

A small team of engineers, enthusiasts and racers specialising in the procurement and restoration of classic motorcycles. They describe themselves as "buyers, sellers, restorers and modifiers".

Details of all trade supporters are in our interactive Trade Supporters Directory, which is searchable by name and type of product/service:

[www.fbhvc.co.uk/trade-supporters](http://www.fbhvc.co.uk/trade-supporters)

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

**Michael Adendorff, David Bailey, John Barron, Paul Bevis, Mark Bryant, Alan Carr, Simon Carter, Russell Cockerton, Alan Cooper, Dr David Crabbe, Leroy Curtis, Christiaan de Blocq van Kuffeler, Phil Eade, Kevin East, Mike Endicott, Will Fiennes, Donald Forsyth, Ian Foulkes, Martin Goodall, Greg Gray, Simon Griffiths, Nigel Guy, Kenneth Harper, James Hartnell, Mike Haydon, Gary Henry, Keith Humphrey, Bill Judd, Matthew Keen, Colin Keith, Michael Knights, Michael Langwade, Roger Learney, John Lee, Jon Lee, Mike Luff, Ashley Marston, Ian McKain, Stuart Moncrieff, Fred Nelson, Richard Panrucker, Chris Parfitt Goddard, David Peters, Duncan Pittock, Edward Richards, John RC Smith, Martin Taylor-Wilde, Neil Thompson, Andrew Tocher, Malcolm Tuckett, Kevin Twitchett, Geoff Uren, David Walker, Brendan Walls, Kevin Walsh, Frank Warner, Peter Webb, John Wilkes, Matt Wisbey**



## Frost offers discount to FBHVC club members

We welcome **Frost Auto Restoration Techniques** as a Trade Supporter and, in return, they are kindly offering a **10% discount** off your first order, in a deal exclusively for members of FBHVC-affiliated clubs.

*"This is our way of saying thank you for your support and enthusiasm for historic vehicle restoration"* says the Warrington-based business whose roots go back to 1905.

Established as a general engineering company in Rochdale, Lancashire, it manufactured English Wheel wheeling machines for forming bodywork. In the 1980s it transitioned into wider vehicle restoration tools and supplies. And yes, it still supplies English Wheel machines!

Today, it supplies a vast range of tools and equipment and a number of brands that are exclusive to Frost UK, plus hard-to-find tools. It also specialises in paints and rust conversion/protection. Details at [www.frost.co.uk/frost-becomes-an-official-trade-supplier-to-fbhvc/](http://www.frost.co.uk/frost-becomes-an-official-trade-supplier-to-fbhvc/)

## Dates for your diary

Elsewhere in this issue you'll find our formal AGM notice. The meeting is at the British Motor Museum, Gaydon, Warwickshire on Saturday 19 October. As usual, we'll be having a conference in the afternoon, which will cover hot topics and provide useful information that attendees can take back to their clubs. The event will finish by 3.30pm, allowing further time to explore around the extensive site, until it closes at 5pm.

Looking ahead to 2025, our annual Club Expo event is at the same Gaydon venue, on Saturday 18 January. Club Expo 2025 will deliver some new topics in addition to your favourite subjects such as DVLA and 'Insurance Question Time'. We will also have Drive-it Day rally plates on sale, and clubs wishing to make bulk purchases can order them in advance (via the Secretary).

Also featured will be a limited number of interesting companies including those whose specialisms are solely for the Club industry. As well as enjoying the talks, it's a great opportunity to meet other clubs and help build the community of like-minded historic vehicle enthusiasts. You never know, you may learn something

invaluable for your club from another!

In between these two dates, we will have our large stand on 8-10 November at the Lancaster Insurance Classic Motor Show at the National Exhibition Centre (NEC), Birmingham. Our stand is in Hall 5, near the entrance, and everyone is most welcome to pop along and say 'hello' to the Federation team. We also have exclusive discounted entry tickets – please see the advert in this issue. More details are at [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)

We'll be using the show to launch Drive It Day 2025 (and Ride It Day for motorcycles, with their own rally plaques), when we will have the full range of rally plates for sale, raising money for the NSPCC's Childline. Again, clubs can place bulk orders before the show (via the FBHVC Secretary), and collect them from our stand.

To avoid clashing with Easter, Drive It Day is a week later than usual, Sunday 27 April 2025. Next year also marks the 125th anniversary of the 'Thousand Mile Trial' in 1900. This was a round-Britain

demonstration by a group of motor cars, to prove that the new-fangled invention was durable and practical – and much more than a rich person's toy.

Finally, dates for Drive It Day have already been set through to 2030 and are listed, along with club events, on our website at [www.fbhvc.co.uk/events](http://www.fbhvc.co.uk/events). Here, you can also add your own event.



# Classic Assessments



## Historic Vehicle Assessors

Classic Assessments provides independent Historic Vehicle Inspection and Assessment services throughout Great Britain, Europe and Internationally. Whether you are potentially purchasing a vehicle or already own one, please visit our website – [www.classicassessments.com](http://www.classicassessments.com)

- Pre-Purchase Inspections
- Vehicle Valuation Opinions
- Engineer's Reports
- Accident Assessments
- FIA/FIVA Registration
- Modified Vehicle Reports
- Restoration/Project Management & Estimates
- Auction Support
- Pre-Sales Evaluations
- Vehicle Location Service
- Litigation Consultancy/Expert Witness Statements & Reports
- Motoring Event Management & Arena Commentaries & Judging
- Presentations, Seminars and Displays.



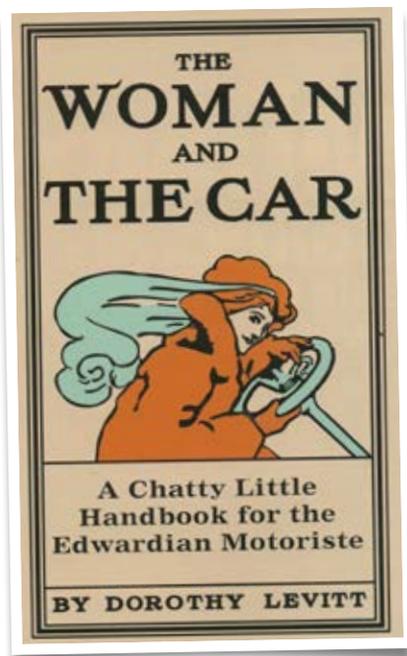
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Your Vehicle"*  
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Tel: 0044(0)7968167331 | Email: [brian.page@classicassessments.com](mailto:brian.page@classicassessments.com) | Web: [www.classicassessments.com](http://www.classicassessments.com)

In the last issue, I reported on the article in *The Driving Member*, the magazine of the **Daimler and Lanchester Owners Club**, that this year was the 125th anniversary of Britain's first fatal motor accident. A wheel had collapsed on a new Daimler Waggonette and two of the six occupants were sadly killed. However, Mark Hooghiemstra, a forensic collision investigator, wrote into the magazine saying there was an accident earlier than this: "44-year-old Mrs. Driscoll was crossing Dolphin Terrace at Crystal Palace in London on 17th August 1896, when she was hit by a Roger-Benz which was travelling 'at a reckless pace, in fact like a fire engine' fracturing her skull. The British Coroner reported a verdict of accidental death. Speaking at the inquest, he warned: 'This must never happen again'. Statistics show that there have been about 550,000 road deaths since."

The Citroënian, the magazine of the **Citroën Car Club**, is running a series of articles "Women in Automotive History". It is a most interesting read. I thought you might enjoy part of the entry for Dorothy Levitt (1882 – 1922) who drove many cars and was connected to Selywn Francis Edge and his advertising of Napiers. In 1905 she competed in the inaugural Speed Trials at Brighton in a 80hp Napier which not only won its class but in the process she created a new world land speed record for a lady motorist at 79.75 mph. The author also tells us that she compiled "a chatty little handbook for the Edwardian Motorist" entitled "The Woman and the Car". There was important advice about what to keep in a handbag when out on a trip, like bringing some hat pins, chocolate, a handgun for



protection, preferably a Colt automatic... and a small hand mirror for repairing one's complexion after a drive, it also acted as a rear view -mirror. She was credited with inventing the rear-view mirror which made its way onto new cars from 1914.

Writing in *Classix*, the magazine of the **Classic and Historic Motor Club**, Vice Chairman, John Alcock, asks a question about gearboxes. "Manual boxes are being phased out and are unlikely to be available soon as the likes of Mercedes, Jaguar and Lexus no longer offer them. Of the 300 models available to UK buyers only 89 are manual, that is 18% down on last year. At the current rate of decline experts say that by 2029 the manual gearbox could be all but extinct, like chokes and wind-up windows... So, will a manual test still be required to drive most of our classics? Time will tell".

Many of the FBHVC's membership clubs support charities, whether they be national or local. The Federation has chosen Childline as its charity and all profits from Drive It Days plaques, for example, go to Childline. Club members may well undertake charitable work in different ways. Mick Forey writing in *TR Action*, the magazine of the **TR-Register**, tells of how a neighbour of his had bought a Triumph TR6 some twenty-one years ago "in reasonably sound condition but it needed a few odd jobs doing to it, so it was driven into the barn, amongst many other projects, waiting for the right day." In December 2023, Bob the owner, would be eighty and was in deteriorating health. His wife Marie asked if it would be possible to get the car going and give him a ride in it. Mick writes a three-page illustrated article on what happened next. "A team of willing volunteers came to the rescue: Leicestershire TR Group, DIY SOS style. Fourteen volunteers showed up on a crisp day in October, lured by the thought of bacon butties and strong coffee". To cut a long story short. There was nothing too seriously wrong with the car that could not be put right by various visits, hard work, and spare parts brought from members' garage shelves. The largest job was the complete overhaul of the braking system. After a really good clean, Bob got his ride on his birthday. Mick finished his piece: "Bob and Marie wish to thank everyone in the LTRG SOS team for their help, advice, parts, donations and especially company for Bob as he watched his beloved TR6 come back to life even if only for an all too short drive". Since the article was written, Bob and Marie decided that the car should be sold, and it has since passed to a Club member.



*R.Memoranda* is the magazine of the **Riley RM Club**. They included a short piece on a recent club acquisition. Found under a hedge in chassis form were the remains of a Riley RMA, chassis number 6, registration number HGO 321. It was rescued by club members Gwyn Morris and Keith Anderson and is now safely in store. We are told: "We are looking to restore the chassis, engine and gearbox, as a demonstration piece to take to shows etc., a cost analysis will be carried out. We will be looking for volunteers to help us with this project and will be developing a strategy for tackling it over forthcoming months."

The **Post-Vintage Humber Club** is celebrating its 50th Anniversary this year. Tom Cantle looked back over the years in an article in their magazine *Old Faithful*. Part of it struck a chord with me and I suspect also many of our older readers who have edited club magazines. He writes: "I was elected as editor with no journalistic experience! What had I taken on? Firstly, copy was received from committee members and the membership, edited and transcribed onto a stencil which was a delicate task as if you typed too heavily, the typewriter key would cut into the stencil and on duplicating would obliterate the typed letter leaving a black blob and if too light possibly having blank spaces...the stencil was then placed on a piece of equipment called a Gestetner duplicating machine which duplicated what was on the stencil..." The dreaded Gestetner. Oh, how I hated it... mainly because I was not a good typist. May I apologise to the members of the 750 Motor Club Austin Seven Register for the awful, duplicated newsletters that I produced in the 1960s.

The Editor of *Sloper*, the magazine of the **Panther Owners Club**, draws members' attention to a small decrease in page size of the magazine: "This edition of *Sloper* is printed on A5 rather than A4. We are hoping this will reduce *Sloper* postage by taking it out of Royal Mail's 'large letter' bracket, meaning that we can hopefully minimise future increases in membership fees." Mathew Bell, Editor of the **Vintage**

**Sports Car Club** Bulletin writes: “You may notice that the magazine is smaller and the opacity of the paper had changed. This is an attempt to mitigate the rising costs of print and distribution. The magazine retains the same number of pages, it is only the word count per page that falls slightly. So, we will have to make every word count, and be more concise. Less waffle, more heft”.

It is noticeable that some club magazines appear to contain paper that is bulkier than is needed. There are some very good lightweight papers about, suitable for good reproduction of photographs, that might be a substitute and help cut costs.

Another article in Sloper reflected on the appeal of camping for motorcyclists. The magazine gave a retrospective revue of the *Sylvan*, a motorcycle side car which was large enough to convert into a sleeping compartment for two people. Tom Norman heads his article with the title “Neither fish nor fowl”. Produced by Surrey Sidecars, their advertisement states; “The only side towing caravan in production. Fitted free to any motorcycle of 500cc or over - £139. Fully equipped with two air beds, two folding seats, a spirit stove and curtains.” It was announced at the 1956 Earls Court Show. Motor Cycle tested it and found it to be very heavy and the combination lost directional stability at over 40mph. The makers claimed it could be assembled in ten minutes.



As supplied with two folding chairs, the sidecar was classed as a caravan and did not attract purchase tax (for younger readers, an early form of VAT). If it had had fixed seats, it would have been a sidecar and attracted purchase tax at 20%. Tom finished with: “there is no record of how many *Sylvans* Surrey Sidecars produced but I suspect it was not many...” Do any survive?

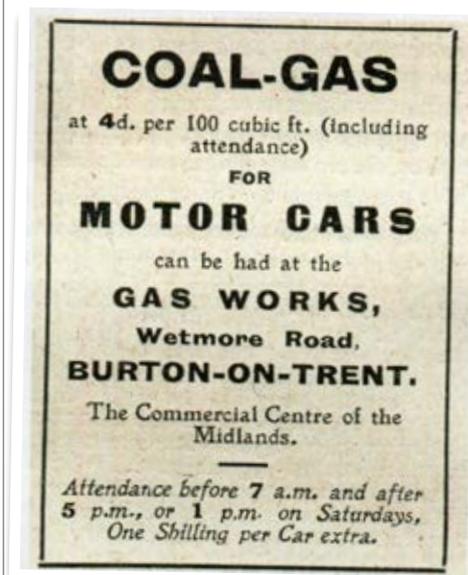
In the **Sunbeam Motor Cycle Club** News was an article by Nick Smith about the way in which ex-government motorcycles were

sold off after WW1. It is well known that many 4-wheeled vehicles came back from France at the end of the war, many going to a new facility on what is now the Slough Trading Estate. Many were reconditioned and sold on, there being a great demand for cheap lorries by servicemen who had learned to drive during the war and could see a future in the haulage industry.

In 1917 it was reported that an estimated 1,000 motorcycles were stacked at a location in Kent. Two years later it would appear they were all still there and the photographs (not suitable for reproduction here) showed stacked machines as far as the eye could see. Nick Smith says: “Press coverage of the ‘scandalous neglect’ of vehicles at the Kempton Park supply dump had effect, and by the end of January 1919 a special Ministry of Supply department was set up. Original manufacturers were to be offered the option to re-purchase their machines to renovate and re-sell... The first government auction sale took place at the end of May, and unused machines still in wooden crates were a feature. Hopes of no more ‘Kempton Park models’ were dashed with a ‘hopeless collection of rusty incomplete motorcycles in the last stages of decay and filth forming the bulk of the lots.”

An article which first appeared in *MiniWorld* magazine was reproduced with permission in edited form in *Moking* the magazine of the **Mini Moke Club**. Moke HOA 124 D built in July 1966 was a demonstrator for BMC and as such was used to transport The Beach Boys around London to promote their forthcoming tour. In 1977 it was acquired by Reg Phillips, Chairman of James Fairley Steelworks of Sheffield. Reg had over the years built a number of specials, mainly for hill climbing, which were named Fairley Specials. With the help of Bill Needham, he converted the Moke into a racing car and the vehicle was named the Fairley Spoke. It was driven by Reg and on occasions by Raymond Baxter who at that time was BMC Publicity officer. “The car had a very special supercharged 1275 Cooper S engine developing 150bhp. The gearbox had straight cut gears with a very low limited slip differential to stop the torque from the engine destroying the gearbox. The supercharger was a Sir Godfrey unit which was modified from a Comet cabin pressurisation unit”. Sadly, the article did not tell us where this special Moke is today.

In the magazine of the **Historic Commercial Vehicle Club**, Richard Peskett writes about a long-forgotten fuel used in



WW1. “On the home front, petrol supplies became critical; extensive efforts were made to operate petrol engines on mains coal gas. The trade magazines of the day abounded with ideas about both converting engines to run on it and how to store gas in bulk volume on the vehicles themselves. The success of all of this is today very difficult to evaluate but it is safe to say that as soon as war ended and petrol usage by the authorities was much reduced allowing supplies to civilian operators again, the gas bags on the roof of vehicles very soon disappeared.” The illustrations with this article clearly show buses and lorries with huge gas bags on the roof or carried in a trailer behind and, if you used coal gas, you could fill up at your local gas works.

Now for something more light-hearted. *NECPWA News* is the magazine of the **North of England Classic & Pre-war Automobile Club**. Roger Harvey sent a letter to the Editor: “I was amused to read Stuart Carey’s confession that he soaked the legs of his young lady passenger when he drove his Austin through a puddle and water came into the car. This reminded me of a similar incident that occurred when I was forced to drive my 1963 Morris Minor through a puddle in 1974, the floor pan split, and my young lady passenger suffered a similar soaking. I was driving her to her first day of teaching practice and she was not amused.” May I add another similar story? I was taking a girlfriend out in 1966 in my Morgan 4/4. This car had a marine plywood floor which suffered after a time. I too drove the car through a deep puddle which erupted into the cockpit of the car soaking her. In this case however, the last occupants of that puddle had been a herd of cows, she was not amused. Exit one girlfriend.



An advertisement in The Magnetozone from the **Devon Vintage Car Club** caught my eye. It was from the Club Committee: *"The 2024 DVCC Scrap Art Challenge. Drag out your old tools, car parts, household items and make something unique. It's your time to bring out the Damien Hirst in yourself. 3 categories, under 10 years, 10 – 16 years and 16+."* In this case, the entries were to be judged at the club's October Autojumble, or it might make a display and a talking point to brighten up a winter Club night.

In an e-newsletter from the **Oxford Bus Museum**, came the news that the first bicycle that William Morris made was to go on show in the Morris Motors Museum, adjacent to the Bus Museum. William Morris had to leave school at the age of fourteen and earn a living. He entered an apprenticeship to be a bicycle repairer. After nine months he thought he was earning a lot of money for his principal and asked for a pay rise. It was not forthcoming, so he left and set up his own bicycle repair business. In 1883 Morris received his first commission to build a bicycle for a Mr Pilchard, the Rector of St. Clement's Church in Oxford, who was a large man needing a 27-inch (69cms) bicycle frame. Morris assembled the bicycle, which became a prominent advert for his business as the rector cycled round his parish. Forty-four years later Morris bought back the bicycle. This first bicycle is on show in the Morris Motors Museum, until September, kindly loaned by the British Motor Museum.



Minor Matters, the magazine of the **Morris Minor Owners Club**, had an interesting piece by Pete Isaac who had been on holiday in New Zealand. Whilst waiting for a ferry he noted a Morris Minor convertible painted pink and called 'tickled pink'. It was being towed by a 4x4. It had no floor pan, prop shaft, engine or exhaust. There were timber curved shelves either side of the doors. The owner then explained the mystery. He had created a cocktail bar out of the convertible which he took to shows, events and private parties.

Readers who are not involved with Jaguar may have wondered what happened to Sir William Lyons previous company, the Swallow Coachbuilding Company. In Jaguar Enthusiast, the magazine of the **Jaguar Enthusiast Club**, Wayne Scott tells all. It's a fascinating story, far too long to repeat it all here. The company name was sold to Helliwells who, after the war, made the Gadabout Scooter before being bought up by Tube Investments that wanted to build a two-seat sports car. Eventually they could not afford to design and build it from all new components so went looking for an organisation that would supply them with engines, gearboxes and running gear. Sir John Black of Standard Triumph was approached and, without consulting with his board, agreed to supply Tube Investments with the TR2 running gear. The Swallow Doretti was first displayed at the 1954 Motor Show and got good reports from both Autocar and The Motor. Some 276 were built before production ceased, most people believing it had been a commercial flop, far from it! Late in 1953 Sir John Black was on a test drive in an early Doretti with Ken Richardson and whilst still in the factory grounds had a serious collision in which Sir John was very badly injured. A press statement in January 1954 stated that Sir John Black had resigned from Standard Triumph due to his injuries. This gave the board the chance to reconsider supplying Tube Investments with TR2 running gear. Around the same time Sir Williams Lyons

was not happy that Tube Investments, one of his main suppliers, was also manufacturing a rival sports car and gave them an ultimatum. *"In 1955, without a public statement, production of the Swallow Doretti was stopped"*.

The Dove GTR4 was a variant of the Triumph TR4. L.F. Dove, Triumph agents in Wimbledon, asked the coach builder Thomas Harrington of Hove to produce a hatchback version of the Triumph TR4. In Club Torque, the magazine of **Club Triumph**, Rusty Nuts gives us the story of this new model of which Autocar said: *"This conversion... achieves exactly what it sets out to do, turning an open two-seater into a very practical grand touring coupé for parents and two children"*.



### Michael E Ware

*Trained as a professional photographer, Michael started his own motor racing photography business in 1959. In 2001 he retired from his role as curator of the National Motor Museum after nearly 40 years. Since then, he has been an author and freelance motoring writer. He has also written books on British Canals and British Fairgrounds.*

The article also reprints the Autocar road test and one by John Bolster from Autosport. The author's conclusion was that: *"production ended after 50 – 55 cars had been built, as Harrington was taken over by a branch of the Rootes family (not the Rootes Group), and the coachbuilding division was shut down with most of the drawings and records destroyed... with hindsight the GTR4 would seem to be another missed opportunity and had Triumph chosen to bring the car to the market themselves, it would have had a two-year head-start on the MGB GT and history has shown what a success that turned out to be."*

Writing in the magazine of the **Pre-1940 Triumph Motor Club**, Martyn Dennis recalls his love of motorcycle scrambles in the 1960s. He particularly mentions the Rickman Brothers: *"The brothers travelled to motorcycle scrambles and trials competitions transported by their mother's 1935 Triumph Gloria Six saloon. This they achieved by removal of the bike's front wheels and bolting a frame to the forks, attaching this to the rear bumper of the Triumph Gloria. Very inventive, as there were no fancy trailers for them in those days, and the driver for all these events was their mother Marjorie in her Trusty Triumph Gloria"*. Martyn goes on to describe their manufacture of the Metisse motorcycle frames and complete bikes for the road, motorcross and racing. Later they went on to: *"...producing a fibreglass body for a two-wheel drive Suzuki jeep type [with Ford Escort mechanicals], of which over a thousand were made and many exported, a large percentage to Russia. The vehicle was known as the Rickman Ranger"*.

Readers will be familiar with the many autojumbles, or swap meets as the Americans often call them, that take place all over the country and in all weathers. Street Gasser is the magazine of the **National Hot Rod Association**. "Nervous" Nick wrote an excellent illustrated report on a swap meet at North Weald early in the year. He had previously asked a good friend if he would be attending, his answer is worth repeating: *"Looking forward to freezing my nuts off in a queue on a freezing and windswept runway with loads of other deluded fools waiting for an arbitrary moment when we become tat inspectors – I will be there"*.



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