



Our Queen

who once learned to be a
military vehicle mechanic!

Plus

Tree-V Update

A year in review

The Tuners

The story of Joe Potts

The Oldest South African Built Toyota

1963 Toyopet Stout finds a new home



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Editorial Wayne Scott Communications Director

The NEC Classic Motor Show felt as though it was back to full strength this year and certainly from a Federation point of view, it was the largest and most active Village Green yet. It not only showcased our partners and supporters highlights throughout the past year but also **YOUR** fantastic achievements with fundraising for Drive It Day to support the NSPCC's Childline. It was wonderful to see the excitement around Drive It Day for 2023 so we hope we can exceed our wildest dreams and ambitions once again. Let's proudly, as a community, deliver another "One Unforgettable Day" during next year's opening day of the show – where we will fund another 24 hours (or more?!) of care and support for our nation's young people.

Classic Motor Show created a busy schedule for me, which saw us present the annual Federation press conference on the Friday morning, followed by two sessions each day on the live stage as part of the various expert panels scheduled with Classic Car Weekly. The subjects ranged from 'Alternative Fuels' to 'The Future of Historic Vehicle Clubs' to 'Encouraging the Younger Generation' and it was great to have the opportunity to put across some positive messages about what is happening in the historic vehicle world, some optimism for the future, and indeed, how we at the Federation are helping facilitate these developments.

There will be a full and detailed report on the NEC Classic Motor Show in the New Year, but next our attentions turn to Club

Expo in January. This event is a superb opportunity to meet other club officials and share ideas, plus hear from those in the historic vehicle world that are working on your behalf to secure the future of the movement in this ever-changing world.

One of the sessions at Club Expo will see me hosting a Q&A with Federation partner Peter James Insurance who have just re-launched an incredible car club insurance offering which truly helps car clubs re-invest in their organisations, plus provide truly compelling membership benefits to ensure members see value in renewing year on year. What is a real headline grabber with the new Peter James Club Insurance scheme, is that it is committed to helping bring young people into the movement by offering a realistic insurance policy that will enable them to get driving a historic vehicle through their club.

What is particularly unique is the way that the young driver offering is woven into their club scheme, giving historic vehicle clubs a real value to new and young audiences, and giving clubs an opportunity to nurture their young members through their early driving career in ways that previously were not possible.

I look forward to exploring all that and more with you at Club Expo, details are printed elsewhere in this issue.

Until then, have a wonderful Christmas and New Year and I look forward to continuing our work in supporting you all in 2023.

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

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

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Introduction

Under pressure for a bumper legislation column for this bumper FBHVC News edition I may let the side down. However as we head towards Christmas at the end of a year marked by turbulent political and economic winds, there are a few areas I covered before and merit a "catch-up". We have also had the FBHVC AGM where I was allowed

to speak for longer than the other Directors though to what effect is for others to judge. The full proceedings are available online, but a short summary appears below including a renewed request for your assistance in spotting potential threats to the historic vehicle freedoms to operate.

Environmental Matters

There is nothing significant to report this time round on the CAZ/LEZ front save to say that the DEFRA and Department for Transport "Air quality: clean air zone framework for England" which provides mandates on how a local authority should approach the implementation of a CAZ, was reissued on 6 October 2022. It retains the long standing exemption for vehicles in the historic tax class.

However there is an update on the Truro Quiet Lanes issue which has been covered in previous editions. This was an experimental trial to reduce through traffic using a network of rural lanes on the outskirts of Truro, Cornwall. The aim was to make a 15km network between Shortlanesend and Threemilestone safer for people wanting to walk and cycle there by banning motorists through Traffic Regulation Orders from driving through

the narrow rural lanes unless they lived in the area or were making deliveries to residents. Funding for the trial came from the Department for Transport's Active Travel fund which "supports measures to bring about a modal shift to encourage people to walk and cycle more, especially where the journey is a short one." Whilst such aims are laudable the concern reflected by Federation members in the area was that this would prevent historic vehicle owners from taking their vehicles along the kind of roads more suitable for them and which they would have used when new. After a yearlong experiment, the associated surveys indicated the restrictions were not supported and it has been ended and the signage removed. My thanks to one particular club representative for drawing our attention to the trial and for

monitoring the situation. This might deter similar schemes elsewhere which were almost certainly being considered but please keep your eyes open in your area.

And by way of a brief look back to my article on Road Pricing in Issue 3/2022, I forecast there that other than introducing some form of road charging, in relation to Electric Vehicles (EVs), one of the options the Chancellor would have to look at was " [to] introduce a VED rate for EVs." This was on the basis that their current zero rate would result in ever dwindling revenue take as EV numbers increased. As I write, I now see media reports that indeed one of the options being considered by the Treasury to help plug the projected hole in public finances is to require owners of EVs electric vehicles to begin paying VED from the 2025/26 financial year.

D1 and C1

The DfT are taking evidence and consulting on whether to return to the situation pre 1997 where, when granted a car (category B) licence, a driver automatically gained the right to drive light goods vehicles and minibuses. This automatic right was lost when the C1 and D1 categories were adopted into domestic law through implementation of EU Driving Licence Directives. A post 1997 B category driver can drive minibuses subject to certain defined conditions but not for hire or reward until a test is taken. Given Brexit freedoms, the government is seeking industry and other views in removing the need to take the additional training and tests for these categories. We considered at the Legislation Committee whether there was any interest which we might raise on behalf of the historic vehicle community which is not covered by wider commercial and business input. Ultimately we concluded there was not since the car licence is sufficient in most cases for driving many historic heavier vehicles. Full details on driving entitlements is in INF52 issued by the DVLA.

AGM

As indicated earlier, the FBHVC AGM took place at the British Motor Museum on 8 October. In my presentation as a Board Director, I covered the broad areas we have focused on this year in support of the Federation's mission and which are regularly detailed in this column; Environment and Climate Change, Construction and Use regulations, autonomous vehicles and fuel are the principal threats. I also provided a summary of other topics on which I and the Committee have sought to assist members. I quoted the editor of Practical Classics who took aim in the mainstream media at over much doom and gloom about the future for our vehicles being expressed by chaps of a certain age who were asserting that everything was better in the past (I paraphrase him!) and shouting down those who

might not agree with our activities. I emphasised that what we should do is obviously challenge policy and legislation which threatens our freedoms but cogently and courteously. We should also seek to put our movement in the best light. As well as legal argument, how we conduct ourselves can also assist with winning support for our position. For example, readers should consider schemes which seek to mitigate and offset the inevitable emissions from tailpipes and our partners Tree-V made an illuminating presentation on this issue. We should also take every opportunity to educate particularly the younger generations about the heritage significance of historic vehicles and be welcoming of their queries. You never know when we might need their support or forbearance.

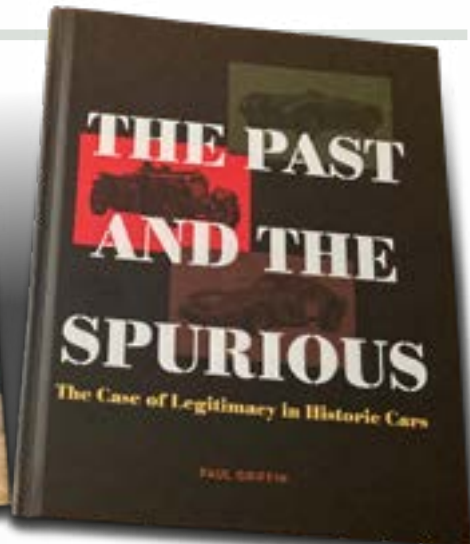
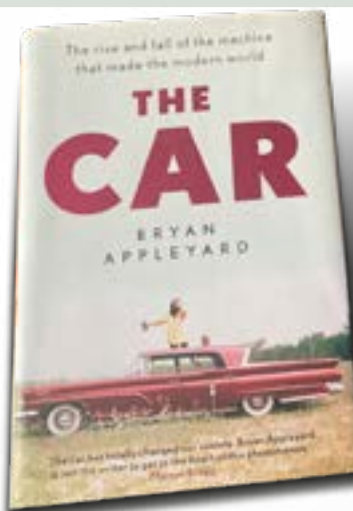


"Look on the bright side, sir. I'm a claims lawyer."

Christmas Stocking Fillers

Although only one can be termed as having a legal theme so as to justify being in this column, I have a couple of recommendations for a good read at the coming festive period. The first at the more modestly priced end of the scale is "The Car: The rise and fall of the machine that made the modern world" by Bryan Appleyard and which came out earlier this year. Those of you who prefer technical books or ones exploring various marques might be deterred by the words 'culture' and 'history' which are really the main themes of this fascinating book. From the early origins of the car which essentially liberated individuals for the first time in human history (go anywhere anytime), he explores its demise and the ramifications for humanity. He contrasts how it has gone from being a saviour (from the ever increasing piles of horse ordure in cities and towns which was quite literally killing thousands through disease) to it becoming the pariah of the late 20th Century and ponders on the 'post ICE and post driver' era to come.

At the other end of the price scale and size is lawyer and historic racing driver Paul Griffin's "The Past and the Spurious". For those of you whose curiosity was raised in my brief summary of the DVLA v Seddon case in the last FBHVC News and take an interest in the history and provenance of historic vehicles, this book goes into much greater detail on discussing disputes relating to the identity, originality and authenticity of certain high profile historic cars. He describes the book's core theme thus:



A historic car is both a precious asset and a piece of rolling history. Its value draws on its origins and its ownership is a responsibility, albeit often an exciting one. Yet how can you know that any important machine is what it seems?

As well as some riveting examples of 'higher end' cars being subject to expensive legal disputes concerning identification and originality, he has an interesting chapter on apparent inconsistencies and anomalies in the registration decisions by the DVLA and some suggestions for change in order to ensure that genuine historic vehicles regain or retain their original identities. This is not a dry legal textbook; however, it seeks to justify its price by its coffee table size and incredibly high quality illustrations including new ones commissioned by the author. The book is indeed a work of art.



FIVA

My colleague on FIVA's Legislation Commission reported two main issues under consideration in FIVA; sustainability policy and e-fuels i.e. non fossil derived substitute. In relation to the former, this arose from the recognition that the two major international organisations covering vehicles, FIA and FIM, both had published sustainability policies. However neither of those organisations is primarily concerned with heritage and they can both claim progressive improvements in what they do. Making similar arguments for sustainability for FIVA, an organisation which has at its very foundations the continued

use of unmodified artefacts which do undoubtedly produce harmful emissions (albeit at a statistically insignificant level) is more complex. In relation to the second issue, e-fuels is a topic best discussed by my fuels expert Nigel Elliott. However the evidence currently available is that it can be used successfully in historic vehicles but to be of any relevance to our community in the future, it would have to make economic sense which would only happen if adopted and used much more widely which ironically might not be acceptable at government level. However all this is some way off.

Thanks

In this final column of 2022, I take the opportunity to thank my Legislation Committee members especially Emma who not only has to capture our discussions in print but also fields questions from clubs and members and assembles our input into a coherent response. And thank you to all those who have provided feedback on the advice and guidance we have sought to provide.

As this issue of Federation News is scheduled to be distributed shortly before Christmas it would be appropriate to start with some cheering news but unfortunately I do not have any! It is regrettably not within my power to generate good news only to pass it on and the denizens of DVLA secluded behind the Great Wall of Swansea currently seem particularly disinclined to provide us with any cheer.

There are however two items of information that I can share which may be of some interest. DVLA have finally confirmed that the contract for inspecting vehicles when the Agency deems it necessary is no longer with SGS but is now held by Davies Motor Engineering on behalf of Applus Car Testing Services Ltd. Other than the change of supplier the service and its objectives remain the same.

The legislation in Northern Ireland was amended in October 2020 to bring it in line with that on the mainland in exempting the majority of vehicles 40 years old or older from the MoT. At that time the system revisions necessary to permit EVL (electronic vehicle licensing) to recognise exempt vehicles were competing with other priorities at the height of the pandemic. As an alternative method of licensing was available via the Post Office it didn't receive the highest priority. However the necessary work is now completed and a test version went live around the beginning of October.

On the broader front we continue to strive to provide help and support to our members in their travails with DVLA with some issues dating back to last year. At the time of writing the attention that DVLA had promised to pay to our concerns has not materialised and indeed via member clubs we continue

to learn of instances where additional long-standing arrangements are being revoked without warning or explanation. We have reiterated our concerns very firmly to senior DVLA staff and whilst awaiting any outcome are also making our concerns known in Westminster.

For personal reasons with which I will not trouble you Christmas is not my favourite time of year but the best possible Christmas present in 2022 would be an indication from Swansea that they are genuinely prepared to return to the days when they would take time to listen to our concerns, to understand them and work with us to find mutually acceptable solutions. But then again – I'm getting a little old to believe in Santa Claus!



Driver & Vehicle
Licensing
Agency



E10 Petrol rolled out in Northern Ireland

1 November 2022, saw the initial roll out of E10 petrol in Northern Ireland. This move aligned Northern Ireland with Great Britain and could help cut carbon emissions across the UK – the equivalent to taking 350,000 cars off UK roads every year. A small number of older vehicles, including classic cars and some from the early 2000s, will continue to need E5 fuel, which is why

supplies of E5 petrol will be maintained in the 'super' petrol grade. Motorists are advised to use the E10 compatibility checker to see if their vehicle is compatible. Check the FBHVC website for information on ethanol containing fuel and how to make your classic and historic vehicles compatible with E10. www.fbhvc.co.uk/fuels

Non-road gasoil (red diesel) British Standard

British Standards PTI/2 Fuels Committee are currently revising BS2869:- Fuel oils for agricultural, domestic and industrial engines and boilers.

In recent years manufacturers of tractors and non-road internal combustion engines have revised their requirements for red diesel to a higher standard with better ignition quality (Cetane). They now require all engines to be operated on BS EN590 road diesel quality with a minimum cetane number of 51.0 versus the current BS2869 requirement of 45.0. Much of the red diesel on sale in the UK already meets the BS EN590 requirements as it is often dual graded with road diesel as the specifications are very similar. The UK forward and national annex of BS EN590 will be updated to reflect that BS EN590 is now also recommended for off-road internal combustion engine use at the next opportunity. Meanwhile BS2869 is being revised to cover non-internal combustion engine use:- *Fuel oils for agricultural, domestic,*

commercial and industrial fixed combustion applications. The revised draft BS2869 standard covers the following fuel grades:

Class C1 kerosene for flueless applications (Paraffin)

Class C2 kerosene for domestic fixed combustion applications

Class D middle distillate fuels for commercial and industrial fixed combustion applications

Classes E, F, G and H Residual fuels for industrial fixed combustion and process applications

Class I fuels for industrial fixed combustion process applications.

A draft of the revised BS2869 specification should be available by year end for public comment before publication next year.

Heritage & Culture

Keith Gibbins

This is my final heritage notes as after some nine years, the time has come to refocus more efforts. As some of my colleagues have said, I am one of the most volunteered people around!

My time in the role has generally been very enjoyable. Every year we have extolled the virtues of both Drive It Day and Heritage Open Days. In addition, we have worked closely with The Heritage Alliance and attended 'Heritage Day' every year. At which a government minister from the Department of Culture Media and Sport always attended.

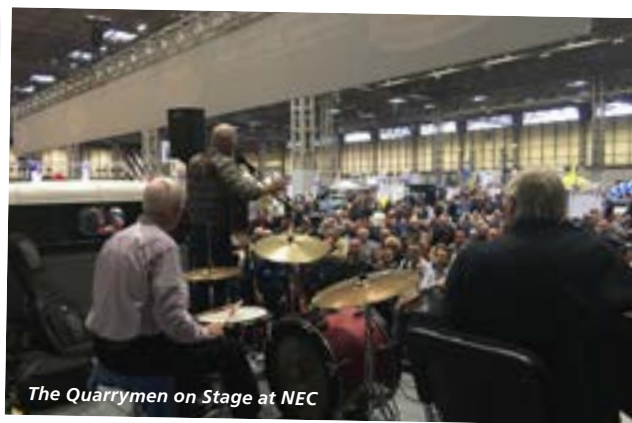
I would like to highlight three achievements.

The first involved creating an event to celebrate when John first met Paul. Most unfortunately but not surprisingly, Paul McCartney himself was not available! We were however fortunate to obtain the services of The Quarrymen, via group member Rod Davis. With the generous help of the Historic Commercial Vehicle Society, a flatbed lorry was brought to the NEC in Birmingham and the Quarrymen performed in a similar manner to that key date when John Lennon was first introduced to Paul McCartney.

The second initiative was, with the help of The Heritage Alliances CEO, Lizzie Glithero-West, the creation of the mobile heritage advocacy group. The concept was to bring together all the powered mobile heritage groups (rail, ships, aircraft and road vehicles) to look for common areas where we could lobby for our mutual benefit.

Thirdly I am very pleased to have been involved in and recommending Emma Balaam as the Federation secretary. She has done and continues to do an outstanding job.

During my time as Heritage Director, it has been great to work with an excellent team. In particular, as I've said before, Ken Coad was a pleasure to work with and he did an excellent job



The Quarrymen on Stage at NEC

for many years with Drive It Day. I also worked closely with Bob Owen both as Legislation Director and now as a fellow trustee of the National Transport Trust.

Though I am standing down from my Federation role, I will continue to be involved with the heritage sector via the NTT and The International Committee for the Conservation of Industrial Heritage. Plus, I will continue more in various activities with FIVA, as well as being the Morgan Sports Car Club and British Two Stroke Club's FBHVC liaison.

I wish the FBHVC ongoing success with its core role of continuing to promote ongoing use of historic vehicles on our roads.



We are very grateful to Keith Gibbins for all the hard work and dedication he has shown to the Federation of British Historic Vehicle Clubs, the historic vehicle community and heritage fraternity.

Events

Although we are now approaching the start of 2023 it's a good time to reflect on the state of our Historic Vehicle scene during 2022. It has been a much better year than many of us had expected, with COVID having a much reduced impact initially, and almost no impact as we went into the spring/summer season. Events I have attended (as entrant, marshal, organiser or spectator) have been very well attended and the camaraderie and enthusiasm has been excellent – and strongly suggests that this momentum will be carried forward into 2023.

FBHVC at Goodwood Revival

For the first time the FBHVC had a presence at the Goodwood revival. We shared a stand with our partners Motul, FIVA and BRM and our location was excellent, being within 'The Village' and close to the Goodwood Chicane. During the weekend we were able to host a series of meetings and interviews in the private section of our stand. We conducted a number of interviews with Drivers, Mechanics, Suppliers and Media figures. All gave up their time freely and were consistent in their passion for our historic vehicle movement, and their concerns for the future as we approach a carbon neutral world.

The implementation of 'sustainability measures' as an integral part of our HV movement, both on the public road, and on track, is already becoming evident as we adopt carbon Offsetting and the use of e-fuels on track.

Touring Assembly & Sustainability trial

Since my last report I ran my multi-day, multi venue Touring Assembly in early September and incorporated the Tree-V Carbon Capture scheme, for all entrants, for the whole duration of the event.

The modest cost to provide this 'offset' was built into the event budget and so was not optional for the entrants. I also incorporated the FBHVC & Tree-V logo within the rally plates, to promote the scheme to the public whilst also enabling the

club to demonstrate its positive approach to 'sustainability' by mitigating any pollution caused by the event.

Although the entrants were generally in favour of this initiative, the feedback was mixed – if it had been an 'optional' additional cost per car most would not have paid for it. I am aware of some other organisers running road events in 2022 where the carbon offset was an optional add-on, and their experience was similar to mine.

Other organisers and clubs I work with are already building the Tree-V (or equivalent) costs into the event entry fee and this seems to work. This way the organiser can promote their events as being carbon neutral, and thus demonstrate a responsible attitude to sustainability.

I would welcome feedback from clubs, organisers, and entrants to see if sustainability is part of your planning for 2023, and beyond? Please contact us via events@fbhvc.co.uk

NEC Classic Motor Show

I hope many of you were able to visit the FBHVC stand at the Classic Car show, it's a great opportunity to have a relaxed chat and give us feedback on your club plans and concerns for 2023.

2023 Event Listings

Please remember to list your 2023 event(s) by using the link further down. I know that many of you will have New Years' Day events or gatherings in January, so don't delay!

In the meantime, can I wish you all a very Merry Christmas and look forward to meeting some of you, at an event, or a show, somewhere during 2023.

Drive and Ride safely - and help us promote the safe and responsible use of historic vehicles.

List your club events –

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

Checkout the FBHVC Events Calendar at -
<https://www.fbhvc.co.uk/events>

Contact us via events@fbhvc.co.uk or
secretary@fbhvc.co.uk



Tree-V Update - A year in Tree-view



Hello and season's greetings from the Tree-V team! Although I'm writing this on a rainy October afternoon, by the time you read this many of us will have enjoyed the NEC Classic Motor Show in November, Christmas will be upon us and the FBHVC's Carbon Capture scheme, delivered by Tree-V, will have celebrated its first birthday.

With that in mind I wanted to use our column to recap on what a brilliant first year we've had and say a big thank you to all the clubs and individuals that have supported the scheme. It's been great getting to know so many of you during 2022. The year started with the FBHVC Club Expo at the British Motor Museum and a Tree-V Q&A session hosted by Wayne Scott, we then had a splendid weekend at Practical Classics Classic Car & Restoration Show where we brought our Myrtle along for a few days under the lights. After a summer season out and about we then spent time with you at the FBHVC AGM and the Classic Motor Show. It's been quite the year!

A chat about Morris Minors over a cuppa doesn't get trees planted and CO₂ captured though (as the, yet to be famous, saying goes) and that is where this community has really come into its own. The FBHVC scheme has supported a myriad of events to go green and plant trees this year. From Annual Rallies such as that of the Sunbeam Alpine Club to touring rallies like the MG Autumn Tour many a wheel has turned this year whilst still showing the wider world we are aware of our pride and joy's carbon footprint. We've also seen museums and traders get involved and the roll out of some innovative club wide schemes such

as that of the Vintage Sports-Car Club which has carbon balanced the CO₂ from all their events for the next three years!

We will also have given out the inaugural Carbon Balancing Club of the Year award by the time you read this. Huge congratulations to the North Norfolk Classics Vehicle Club who received the award for not only capturing all of their member events but establishing a dedicated Carbon Balancing Officer on their committee to work with Team Tree-V. It's been an absolute pleasure hearing about the NNCVC's adventures and a much-deserved award!

To help spread the carbon capture word with their members the NNCVC are members of our 'endorsement scheme'. This a free (yes – free!) scheme that clubs can sign up to, they'll get regular material direct to their magazine editors that explore how carbon capture helps the historic vehicle community, regular stats updates on how many members have signed up and will be eligible for the 2023 Carbon Capturing Club of the Year award.

It's not just clubs getting involved. Hundreds have signed up at **trees.fbhvc.co.uk** to carbon capture the mileage of their heritage vehicle for the year, every single vehicle type in the FBHVC family is represented from bikes to buses via cars and lorries. We've even got a tank rolling out there with a FBHVC Carbon Capture sticker on – I don't think anyone will be arguing with them over their green credentials!

When considering the first year of the scheme David Whale, Chairman of the Federation reflected... *"in reality there is little to add... Tom, Amanda and Gemma have delivered an amazing first year,*

not forgetting Myrtle, the Morris Minor too! Even with economic challenges ahead the cost of carbon balancing your historic vehicle motoring is relatively small and we look forward to a second year of partnership with Tree-V."

It feels only appropriate to finish with a stat attack – since the FBHVC scheme launched in December 2022 it has carbon balanced 1,438,717 miles, carbon captured 641.91 tonnes of CO₂ and planted over 1800 trees (and David has challenged us to have tipped over the 1.5 million mark post November's Classic Motor Show).

These are totals that this community should be incredibly proud of and go a huge way towards showing non-petrol heads out there in the public and Parliament that we are a community that cares and deserves to be on Tomorrow's Roads. This is a first year that goes well beyond our hopes, it's a brilliant foundation and one that we want to build on next year. Intoxicated by the power of a microphone and some PowerPoint slides I set the bold target of doubling these figures for 2023.

We need your help to do that and in the New Year, as the mince pie haze fades away and attention turns to planning the 2023 calendar, I hope this first year inspires you to get your club involved. With events carbon balanced for as little £32.50 we hope it is a small action that adds up to a massive statement. To get involved please head to the 'Contact Us' page on **<https://trees.fbhvc.co.uk>** or drop an email to **tom@tree-v.com**

From everyone at Team Tree-V a huge thank you, Merry Christmas and Happy New Year!

Living in Warwickshire I have been lucky throughout 2022 to be able to regularly attend a free of charge event at the British Motor Museum called 'Gaydon Gathering'.

It has taken place on the second Tuesday of each month from April to October and has been a great evening out, starting at 5pm until dusk where you can view an eclectic mix of cars from all eras and meet many enthusiasts.

The event is ticketed to control numbers but typically 600 vehicles attend and fill every part of the massive parking area in front of the museum.

Catering is available and The Wiggly Monkey Brewery from Bicester Heritage is always present serving their beer engineered especially for petrol heads.

At each event the Museum presents a 'special vehicle of the night' and normally takes it for a demonstration run around the site and here is a sample of what we have seen over 2022:

April - Vauxhall Lotus Carlton



The Vauxhall Lotus Carlton was based on the Vauxhall Carlton Gsi 24v and upgraded by Lotus to be able to reach speeds of up to 176 mph with 377 bhp, making it the fastest four-seater saloon car in the world at the time and a good Police car!

The car featured in April's Gaydon Gathering was part of the Vauxhall Heritage Collection and is one of just 286 UK versions produced. It was initially used as a press fleet car available for the motoring journalists to test and review.

June - Queen's Land Rovers

The Land Rover has long been a favourite of the Royal family both for State occasions and for use as a private vehicle.

1966 Land Rover Series 11a

Pre-dating public sale, this Land Rover 109" station wagon was one of the first to be fitted with a six-cylinder engine, apt as it was for Her late Majesty Queen Elizabeth II. The Land Rover was ideal both for rural transport and Royal pursuits and was fitted with upgrades such as leather seats, wooden dog guard and side steps specially for Her late Majesty. Later it also received a facelift to the revised front wings and grille.

1983 Land Rover Series 110

This Land Rover 110" station wagon was one of the very first One Ten models and also the private car of Her late Majesty, Queen Elizabeth II. Used on the Crown estates such as Sandringham and particularly at Balmoral in Scotland, the Land Rover was ideal both for rural transport and for Royal pursuits.

The car is fitted with equipment to special order, including leather seats,



a radio system and finished in dark green paint to Her late Majesty's choice. The grab handles and footsteps fitted to the outside allowed her ghillies (assistants during shooting or fishing trips) to ride on the side of the vehicle.

Often seen on the television screen

with Her late Majesty, Queen Elizabeth II at the wheel, the Land Rover frequently carried other important cargo, the Royal Corgi dogs. Taken out of service in 2001, this car was generously donated by Her late Majesty, Queen Elizabeth II.

August - Rover T3 Gas Turbine Mule

Rover's gas-turbine development programme stemmed from work on Whittle jet engines during the Second World War. Their first turbine car, built in 1950 and called JET 1, achieved more than 150 mph in speed tests.

T3 was Rover's third turbine car, designed by Spencer King and Gordon Bashford. The turbine is rear-mounted, and the chassis incorporates four-wheel-drive and De Dion rear suspension. Many ideas found a place in the Rover 2000 range of saloon cars, including four-wheel disc brakes, all coil spring suspension, and De Dion suspension.

The car was a perfectly useable road car, but the paraffin consumption was unacceptably high. With fuel economy of just 13-14 miles to the gallon at most, gas turbines have never been practical as production cars.



October - Austin Seven Side Valve

The 1935 Austin side valve racing car was built at Longbridge, after Austin became particularly envious of MG's racing success and decided to start a factory racing team.

After experimenting with Murray Jamieson designed single seat racers, the first debuting in 1934, two more racers were built in 1935. This car is one of them and the only survivor. The other 1935 racer was sadly destroyed in a terrible crash at Brooklands in 1937 when another racing car crashed into it whilst it was being driven by racing legend Kay Petre, effectively ending her racing career.

The side valve racers were incredibly light at 431 kilograms and has a 4 cylinder, 747cc engine, 70 bhp and could reach speeds of up to 100mph, making it an excellent racing car. It was eventually replaced in 1936 by the twin overhead cam version which squeezed an extra 20bhp out of the engine.



Plans for 2023

In terms of 2023 plans, the early plan is for the Gaydon Gatherings to return each month between April and October on the second Tuesday evening. I can thoroughly recommend them so get the dates into your diary and make sure you watch www.britishmotormuseum.co.uk/whats-on so you can reserve your entry ticket.

BRITISH 
MOTOR
 **MUSEUM**





Our Queen

who once learned to be a military vehicle mechanic!

By Neil Huband as featured in Imprint (the quarterly magazine of The Invicta Military-Vehicle Preservation Society)

It was Britain's 'Darkest Hours' in those early months of World War II.

Memories of the rout of the British Expeditionary Force in France and the domino like fall and surrender of many of Europe's democracies to the forces of Hitler's Nazi horde, were still raw and a shocked and isolated Britain had been left to face tyranny alone.

Preparations were made to fly the Royal Family to safety in Canada. A small number of 4x4 Humber Utility chassis were clad in armour plate and prepared, should the need have arisen, to carry the Royal Family to Prestwick where they could be flown to Iceland and thence to North America and safety.



*All Princess and Queen Elizabeth – Courtesy of Alamy
All vehicle images – Courtesy of the British Motor Museum, Gaydon*

But the King George VI and Queen Elizabeth would have none of it. They stayed at Buckingham Palace and indeed Churchill encouraged the Royal Couple to get out and be seen by the people, particularly in those areas devastated by the blitz. Morale was key to holding the country together.

On 13th September 1940, Buckingham Palace was bombed. The Royal Chapel, the inner quadrangle and palace gates were wrecked and several people were injured. The Queen famously said, "I am glad we have been bombed. Now we can look the East End in the eye!"

The Princesses Elizabeth and Margaret had been evacuated to Windsor Castle but although she was only 15, Elizabeth, our future Queen, was making it plain that she wanted to help out too.

Exactly a month after Buckingham Palace was bombed, Princess Elizabeth broadcast from the drawing room of Windsor Castle during Children's Hour on the BBC Home Service, speaking directly to the thousands of children who had been separated from their families and evacuated to country locations, well away from bomb damaged cities.

"My sister Margaret Rose and I feel so much for you, as we know from experience what it means to be away from those you love most of all. To you living in new surroundings, we send a message of true sympathy and at the same time we would like to thank the kind people who have welcomed you to their homes in the country."

The unprecedented broadcast was met with universal approval and as the months rolled by, Elizabeth was seen and heard taking part of other practical wartime activities, including being photographed tending the new allotments at Windsor Castle. Dig for Victory was the slogan of the times.

On her 16th birthday, the Princess Elizabeth carried out her first military parade inspection at Windsor. She had been given the title of honorary colonel of the Grenadier Guards!

Despite the doubts of her father, on her 18th birthday in 1944, Princess Elizabeth insisted on joining the Auxiliary Territorial Service – the ATS. At that time single women under the age of 30 had to join the war effort, to work in a war factory, or join the Land Army or the ATS. And so

Elizabeth travelled daily to the ATS depots in Camberley and Aldershot and was given the rank of second subaltern.

Initially she trained as a mechanic and learned to drive and maintain vehicles at Aldershot during the early part of 1945. The press called her 'Princess Auto Mechanic.'

Working initially on light vehicles she had to learn to drive and maintain an Austin Tilly. Changing wheels, general maintenance and stripping an engine were all part of the training. A Princess getting her hands oily was something of a rarity but, well publicised, the story of a young Royal 'mucking in' went down well nationwide. There were later photographs of her driving Austin K2 ambulances.

Later in the year Princess Elizabeth's parents accompanied by Princess Margaret paid a visit to the ATS training depot at Camberley where the future Queen gave them a first-hand account of life in the service and demonstrated some of the finer points of vehicle maintenance!

The preparation for the royal visit was an eye opener for Princess Elizabeth. She told a journalist, *"I never knew there was quite so much advance preparation [for a*





royal visit] ...I'll know another time!"

It was a life lesson well learned and at an early age, the future Queen had earned the respect of those who met her and the respect of the nation too.

It was said that those practical wartime experiences helped our future Queen to communicate with her subjects and put everyone she met from all walks of life completely at ease on every occasion.

Later in life Her Majesty had more than a passing interest on motor vehicles. Her father was presented with the 100th series one Land Rover off the production line in 1948. After being used to riding in numerous Jeeps during the war, the Royals took to the little Land Rover immediately and soon others were a fairly common sight at Balmoral, Sandringham and Windsor.

On a visit to Royal Deeside in 2007, to his delight, Prince Charles was shown his grandfather's Series One 'resting' in a private garage in Ballater. The vehicle has now been restored.

Her Majesty shared the love of equestrian sport with her mother and the family used the early Land Rovers frequently. Given her ATS training, she would have known exactly what to do if a vehicle appeared to have a problem!

After the Coronation in 1953, the Royal Household decided that a Land Rover would make an ideal vehicle for the forthcoming Commonwealth State tour and ordered a custom built Series One.

The 86 inch was the first of a series

of State Land Rovers and was known as 'State IV'. The body was fitted with chrome hand rails behind the driver and an extended platform so that The Queen and Prince Philip could be seen clearly by all at military inspections and public events, standing and waving to the crowds.

A tradition of claret coloured coachwork was begun and as is normal for a 'state' or Sovereign's vehicle, it had no number plate.

State IV was flown out, along with several other vehicles, for the Royal Couple's six month Commonwealth

tour covering 50,000 miles and taking in Australia, New Zealand, Ceylon, (now Sri Lanka), Aden, (The Yemen), into Africa and then Gibraltar. In each country, local military drivers were specially trained to drive at the particularly slow and smooth pace required.

50% of Land Rovers were exported in the 50s and for many years they were the 4x4 of choice for all Commonwealth and many other armed forces, often delivered in 'knock down' form and assembled in the country of use.

Back in the UK, Rover was awarded a Royal Warrant as a supplier to Her Majesty





and the firm went on to be one of the very few to hold three Warrants, one each for the Queen, Prince Philip and Prince Charles.

The 'Royal Land Rover' was used at many military and state events but towards the end to the 1960s, the loyal but now old, Series One, State IV, with its rather low powered 1997cc, 52 BHP engine, was in need of replacement but it wasn't until 1971 that planning for a new vehicle began.

By this time Land Rover was had become a major supplier to HM forces and the Royal Family had bought quite a number of the company's vehicles too but it was

about to bring out a brand new 4x4 which was to create a whole new level of power and comfort.

The then Managing Director of Rover Cars, A. B. Smith, suggested adapting the new Range Rover for state events, but it took two years to agree the final design. A standard Range Rover was taken off the production line, minus its roof, tailgate and side windows.

At the Solihull Factory the bulkhead behind the driver was moved forward and the fuel tank removed and repositioned behind the driver. The exhaust system was changed to prevent fumes blowing over occupants and foldaway seats were

positioned in the rear compartment.

There were supports for comfort when the royals had been standing for some time during a lengthy parade. There was a lectern built over the bulkhead with two umbrellas concealed inside it, after all, we all know the vagaries of the British weather!

Powered by the standard 3528cc, 135 BHP V8, the Range Rover was capable of over 90mph! State 1 as it was named, again had claret coloured paintwork and also carried no number plate. It was 1974, three years before the Queens Silver Jubilee, before it replaced 'old faithful', the ancient Series One.

Both of these very special vehicles, together with the Queen's personal P5 Rover, now for part of a stunning display of Royal vehicles at the British Motor Museum at Gaydon. They are accompanied by the Queen's own Rover P5B saloon.

In 2016, around the time of the Queen's birthday, took delivery of another special state Range Rover, this time powered by a diesel Hybrid engine.

Over the years, Her Majesty is said to have owned several dozen Land Rovers of various models and, like most members of the Royal Family, she has frequently been seen driving various Defenders and Range Rovers. Quite a few of these have sported special mascots on the bonnets. Like Prince Philip with his vehicles, dogs and horses were favourite mascots.

Just before we went to press, we saw Her Majesty being driven in her own Range Rover to see her horses win cups in the ring at the Royal Windsor Horse show and then on the night of the Gallop Through History show, performed in her honour, the Queen arrived and toured the arena waving to the crowd and to the many performers, in the very latest claret coloured and specially build state Range Rover.



FBHVC Comment

2022 marked Our Queen's remarkable Platinum Jubilee, plus we had to say goodbye to one of the most iconic and longstanding monarchs of our time.

We are truly grateful to Her Majesty for her service and dedication she has shown us all.

Thank you.



Welcome

A very warm welcome is offered to our newest Club Member: **East Anglian Micro-Car Club**. We also welcome our new **Individual Supporters** have subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you and all our members and supporters enjoy your subscriptions over the coming year.

To obtain the most from the Federation why not register to view our Members Area? Inside you will find some great discounts which are for our members eyes only! This free service is available to all subscribers whether you have joined one of our member clubs, are a representative of one of our member museums, are an individual or trade supporter. To register please visit www.fbhvc.co.uk/register and if you are a member of a club, please ensure you indicate their name where shown.

Once registered your details will be checked and a confirmation email will be sent in return, (during office working hours only, so please be patient).

FBHVC News Articles

As you can see this FBHVC News is a bumper edition and the last of 2022. Thank you to all the contributors who have made it a great read. You know who you are!

Again, if you are yet to see yours in print, please be patient as it should appear soon. However, you are very welcome to send me a quick note just in case it has got lost in the ether!

If over the Christmas and New Year holiday you're thinking of writing and sending me some copy, please do so. We'd love to hear from you, especially if they concern **motorcycles, buses/coaches, military, commercial, agricultural and steam vehicles**. Details can be forwarded via email to secretary@fbhvc.co.uk or via post to

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

FBHVC Annual General Meeting



Our Twenty Third Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited was held on Saturday 8 October 2022 at the British Motor Museum, whereby the minutes of the previous meeting were approved, financial statements were received, elections of Directors took place, and we also received their reports in person.

A lower attendance was recorded; however we received a bumper number of apologies from those who were unable to attend. The ability to stream both the AGM and Conference live was a feature again for 2022, and you are welcome to view the proceedings via www.fbhvc.co.uk/agm2022 (just click on the 'Live Steam' AGM or Conference boxes).

First up to the lectern was Tom Worthington of Tree-V who provided us with an update of the Carbon Balancing scheme launched in December 2021. So far we have achieved to carbon capture 1,438,717 miles which equates to 641.91 tonnes of carbon captured. This is an amazing achievement for the historic vehicle community, and one we can certainly build on and it gathers more pace! We need to continue to demonstrate our ability to be responsible vehicle owners to the general public. Please view the website for more details

<https://trees.fbhvc.co.uk>

Next up to the lectern was Paul Negus from Genus IT, who provided detailed information on what the business can offer clubs and organisations with their archived material. It was great to hear the clients and projects Genus are involved with. A must for any organisation to safely protect their records etc. For more information please see <https://www.genusit.com>



Drive It Day 2023

Don't forget the next Drive It Day & Ride It Day will be on Sunday 23rd April 2023.

Plate sales are now open! You have six variants to choose from...

Prices start at £10.00 for the standard plates and £30.00 for the platinum version.

As before, all profits from the sale of our fundraising vehicle plates will be donated to Childline® so they may continue to run their vital service.

Why Childline® needs our help

This year David, Wayne and I visited the NSPCC headquarters in London. We witnessed first-hand the dedication provided by their volunteer consellers and safeguarding supervisors. Shocking was to hear of just how many calls they get, the severity of many of those calls and some of the stories and issues that the consellers must deal with daily as part of their 3.5-hour shifts.

It really impacted us all on the visit as to just how much our young people can struggle with life, navigating troubles at home, abusive families, bullying or just dealing with the impact of the world's troubles on their lives. It was troubling to hear just how many calls on each shift were being escalated to supervisors and then onwards to emergency services, because young people were in such danger. Also, how so many young people are troubled by the challenges faced, not just by themselves, but their parents or carers as well who might be suffering from incurable health difficulties, financial crisis or domestic violence. Children and young adults seem to be bearing the burden of the increasingly difficult world around them. Not only that, but the emergency and mental health services in the UK are creaking at the seams post-Covid and so often it is down to charities like the NSPCC's Childline to plug the ever-widening gaps.

Childline® offer a 24 hour service and aim to be available for every telephone call or online contact received. Let's give them all our support, please buy your Drive It Day and Ride It Day 2023 plates today!

For more information on Childline® please visit:
www.childline.org.uk or www.driveitday.co.uk

How to order

Please visit www.driveitday.co.uk and follow the online prompts. Alternatively, if you do not have access to an online facility please contact the office directly on **01708 223111**.

We are conscious that postage costs have increased quite dramatically since the start of the year. To assist by not having the postage cost deducted from the amount you pay for a vehicle plate why not request your club or association buy them in bulk from the FBHVC office? They just need to contact me via **secretary@fbhvc.co.uk**. This will ensure the maximum amount of profit can be donated to support Childline®



CLUB EXPO 2023

IS BACK!



Yes, that's right the New Year is fast approaching, and so is Club Expo! The date for our event is Saturday 21 January. The venue will once again be the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ.

Club Expo will once again deliver all your favourite topics plus a new 'headline act' on Copyright!

All discussions will once again be delivered in plenary and due to the nature of the information available we shall endeavour to provide an extended lunchbreak to enable you to grab some lunch in the cafeteria and take some time to view what the museum has to offer. At the time of going to print we have the following speakers confirmed.

In Association with
BRITISH MOTOR MUSEUM



Welcome

David Whale

David Whale will open the event and provide you with the Federation's perspective on Club Expo and what it means for you as delegates before introducing our guest speakers.

Insurance Question Time

Dave Youngs -

Peter James Insurance

Peter James Insurance Partnerships Director, Dave Youngs will delight us with an insight to the Club Scheme and what they can offer.

This will be led as a Q&A session with the assistance of our very own Communications Director, Wayne Scott. Please feel free to forward any questions beforehand to secretary@fbhvc.co.uk.



Copyright

Andy Bye

As mentioned at our AGM in October 2022, Andy Bye our Director of Museums & Archiving, will be providing an insight into Copyright. The Federation receive many enquiries and questions relating to the subject, and now it's your opportunity to learn all about it. Our new 'Essential Guide to Copyright' should hopefully be available to take away on the day too!



DVLA Question Time

Ian Edmunds

Our very own Ian Edmunds along with host will be answering DVLA related questions. If you have any, please ensure you email them beforehand to secretary@fbhvc.co.uk.



Continuing Our Environmental Journey

Tom Worthington - Tree-V

Tom will provide us with all the necessary information as to how the Carbon Capturing Scheme, first launched in December 2021, is progressing, the achievements made and what we can all do moving forward. A Q&A session will be available at the end.



How Much Will It Cost?

As per last year, the FBHVC and British Motor Museum are offering the service free of charge to our members and supporters and will commence at 10am and close at 4pm.

How Do I Book?

Ideally we can only take a booking for two representatives from each Club or Association, however if you wish to bring more, please send a request to Emma in the Club Office via secretary@fbhvc.co.uk.

To book, please forward the names and contact information for each person wishing to attend either via email secretary@fbhvc.co.uk or post to **FBHVC, PO Box 295, Upminster, Essex, RM14 3DG.**

We hope you can attend and look forward to seeing you in the New Year.



Fuels Update

Nigel Elliott

Back by popular demand is our Automotive Fuels Specialist, to provide us with more information on the hot topic of Fuels. Please feel free to forward any fuel related questions to secretary@fbhvc.co.uk before the event.

Vacancy for FBHVC Research Director

Since 2015 the Federation has been most fortunate in having Paul Chasney as our Research Director. Paul has decided to retire from the role and move on to pursue other interests alongside his passion for Alvis motor cars.

The Federation was incorporated in 1988 and since that time has grown to become the leading voice of the historic vehicle movement. We represent over 500 clubs, museums, trade and individual supporters... more than 250,000 historic vehicle enthusiasts. We cater equally for motor cars, motorcycles, buses, coaches, lorries, military, agricultural and steam vehicles. Through highly effective interaction with HM Government, epitomised by a close working relationship with the All-Party Parliamentary Historic Vehicles Group, government agencies and non-governmental organisations we service the entire historic vehicle movement.

Beyond maintaining the freedom to use Yesterday's Vehicles on Tomorrow's Roads, we lead by example with a Carbon Balancing programme which has embraced more than 1.4 million vehicle miles within our first year. Our Drive It Day and Ride It Day programmes present the heritage aspects of our vehicles to the general public while supporting the NSPCC Childline® charity. Historic vehicle enthusiasts donated more than £47,000 in the past year.

Research has been a key activity since 1997 and traditionally takes the form of a major report every five years, the next due in 2025. HM Government values the Federation's research as it demonstrates evolving trends since inception.

The Research Director role provides the opportunity to be a board member contributing to the Federation's overall agenda and whilst the role does not require an extensive knowledge of statistical techniques and analysis, some key skills are important:

Information Technology

A good and current working knowledge of Microsoft Office including Word, PowerPoint and essentially Excel as periodically there will be a need to manipulate large data files. Experience of other information technology platforms such as SurveyMonkey® and Typeform would be helpful but are not essential.

Data Management

Data arrives in several formats and DVLA data both the information publicly available and bespoke data acquired by the Federation requires analysis and interpretation.

Data Presentation

The Federation uses professional designers for the presentation of our major reports and Fact Files. However, for other purposes, the use of Microsoft Word and Power Point are useful to create professional looking presentations.

Ad hoc Data Surveys

From time to time the Federation prepares small scale surveys. These have been completed in recent years using a combination of Typeform and SurveyMonkey. Other survey software could be used if preferred.

Professional Assistance

In recent years the Federation has used the services of a JDA Research to assist in data gathering and results presentation for our major research studies. JDA have proved approachable, helpful and very professional in their work and have proved invaluable in helping develop our approach to making the publication of results more interesting and easily understood by our wide range of readers.

If any potential applicants would like to understand more about the role, then we would be pleased to arrange a confidential and informal conversation with either Paul Chasney or our Chairman. Such approaches should initially be addressed to Emma Balaam secretary@fbhvc.co.uk

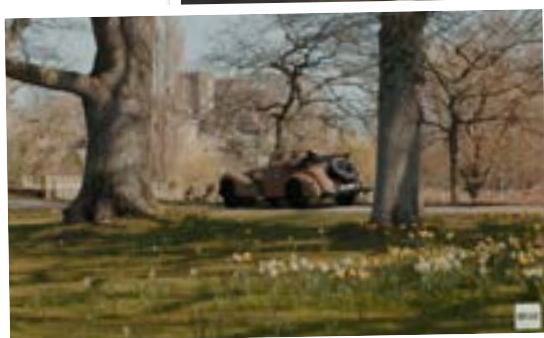
Devon Car Club

Devon Vintage Car Club was approached by the Producer of 'Influx' magazine from Adrian Flux who was interested in meeting three of their members who 'had a tale to tell'.

The meetings were arranged which resulted in a film being made!

David Bishop, Devon Vintage Car Club confirms how pleased they all were with the finished article which represents the club and the wider community brilliantly.

Please feel free to take a look by copying this link carefully.
<https://www.adrianflux.co.uk/influx/features/sensation-community-and-passion-in-devon/>



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

Report of the Third European Conference for Automotive History

By Anders Ditlev Clausager, Society of Automobile Historians in Britain

The third European Conference for Automotive History, organised by Anders Ditlev Clausager of the SAHB (Society of Automobile Historians in Britain) and Thomas Ulrich of the German AHG (Automobilhistorische Gesellschaft), with sponsorship from FIVA (Fédération International des Véhicules Anciens), was hosted in the Museo Nazionale dell'Automobile in Turin, Italy, over the weekend of 15-16 October, with 90 delegates from 20 different countries, including Keith Gibbins (Heritage & Culture Director) and Roger King (Heritage Manager) of the FBHVC. There were 18 presentations on a wide range of subjects, including Pietro Frua, the Soviet automobile industry, car manufacture in Denmark, John Tjaarda's project for a world car, the automobile in poster art, and even the automobile as mechanical mistress.

Delegates were able to join guided "behind the scenes" tours of the museum's vehicle store and workshop, and the documentation centre. Also during the weekend, delegates enjoyed visits to the Fiat Centro Storico museum in the original Fiat factory in downtown Turin, to the new Stellantis Heritage Hub in a part of the Mirafiori factory with about 200 cars on display – mostly Fiats and Lancias, including many one-offs and prototypes. Many delegates stayed in a hotel in the former Fiat factory at Lingotto, with a Fiat 500 themed café on the top floor adjacent to the original 1920s "pista", the roof top proving track famously used in the film *The Italian Job*.

The museum in Turin was originally opened in 1960 and was named after its founder, the Italian pioneer motorist,

Conte Carlo Biscaretti di Ruffia, who began collecting historic vehicles in the 1930s. The building is of striking modern design, on a site overlooking the river Po. The museum was extended and re-named in 2011, and now houses some 200 vehicles in 19,000 square metres over three floors.

The first two conferences were held in the Cité de l'Automobile in Mulhouse, France, in 2016, and in the Louwman Museum in The Hague, The Netherlands, in 2019. The next conference is planned for 2024 and will hopefully be held in Munich in Germany. The FIVA has now become involved as a sponsor, and it is hoped that selected papers from the three conferences held so far will be published with their support.

All photos: courtesy Nataša Grom Jerina of FIVA



Delegates in front of the entrance to the museum



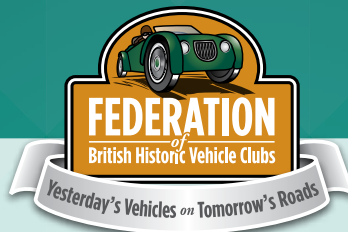
Tour of the documentation and experience centre



Tour of the museum store and workshop



The auditorium during the opening speeches



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Chevettes

You'd Have Been Glad to See One in an Emergency

By Jane Miller, Cavalier and Chevette Club

The Club has on file the photo reproduced below, which puzzled me as it struck me as being probably the world's smallest ambulance, and I set to work to find out the story behind it. It was clearly not just a personnel transporter, as it was equipped with a stretcher, blankets, etc. However, a Chevette Hatch just isn't that roomy to be a genuine emergency ambulance.

The answer was kindly provided for me by Andy Whatling, Operational Commander & Head of Historic Collections, London Ambulance Service NHS Trust.

He informed me that the picture was taken by one of his London Ambulance Service Historic Collection volunteers, Brian Regan, and had been copied from Brian's Flickr account.

The photo was taken at Kenton Ambulance Station in North-West London and the vehicle in the photo was commonly called a 'Staff Car'. It was primarily used by leading Ambulance Men/Women as part of their daily duties, visiting ambulance stations and hospitals in their group, along with attending incidents etc. Occasionally the cars were also used by the Station Officer when their own car was not available. The first livery applied to these cars was the 'jam sandwich' livery but this was later replaced by the green and white Battenburg with an illuminated ambulance box on the roof under the blue light. The Vauxhalls were later replaced with Austin Metros.

Brian Regan confirmed that he was happy for us to publish the photograph in any Club magazine or newsletter on the understanding that both Brian Regan and the London Ambulance Service Historic Collection were credited as the owners of the image.

Below are a couple of other low-resolution images of London Ambulance Chevettes for comparison, and these are also reproduced with the same agreement, we credit Brian Regan and the London Ambulance Service Historic Collection as the photographer and owners of the images.

Both the Cavalier and Chevette Club and FBHVC are extremely grateful to Craig Henty (London Ambulance Service NHS Trust), Malcolm Tomlinson of the Ambulance Historical Society and to Andy Watling and Brian Regan of the London Ambulance Historic Collection for their help and advice on this interesting but virtually unknown facet of Chevette history.

We also welcome the London Ambulance Service NHS Trust, Historic Collection to FBHVC membership.



The Tuners Joe Potts 1915-1982

by Bill Southcombe

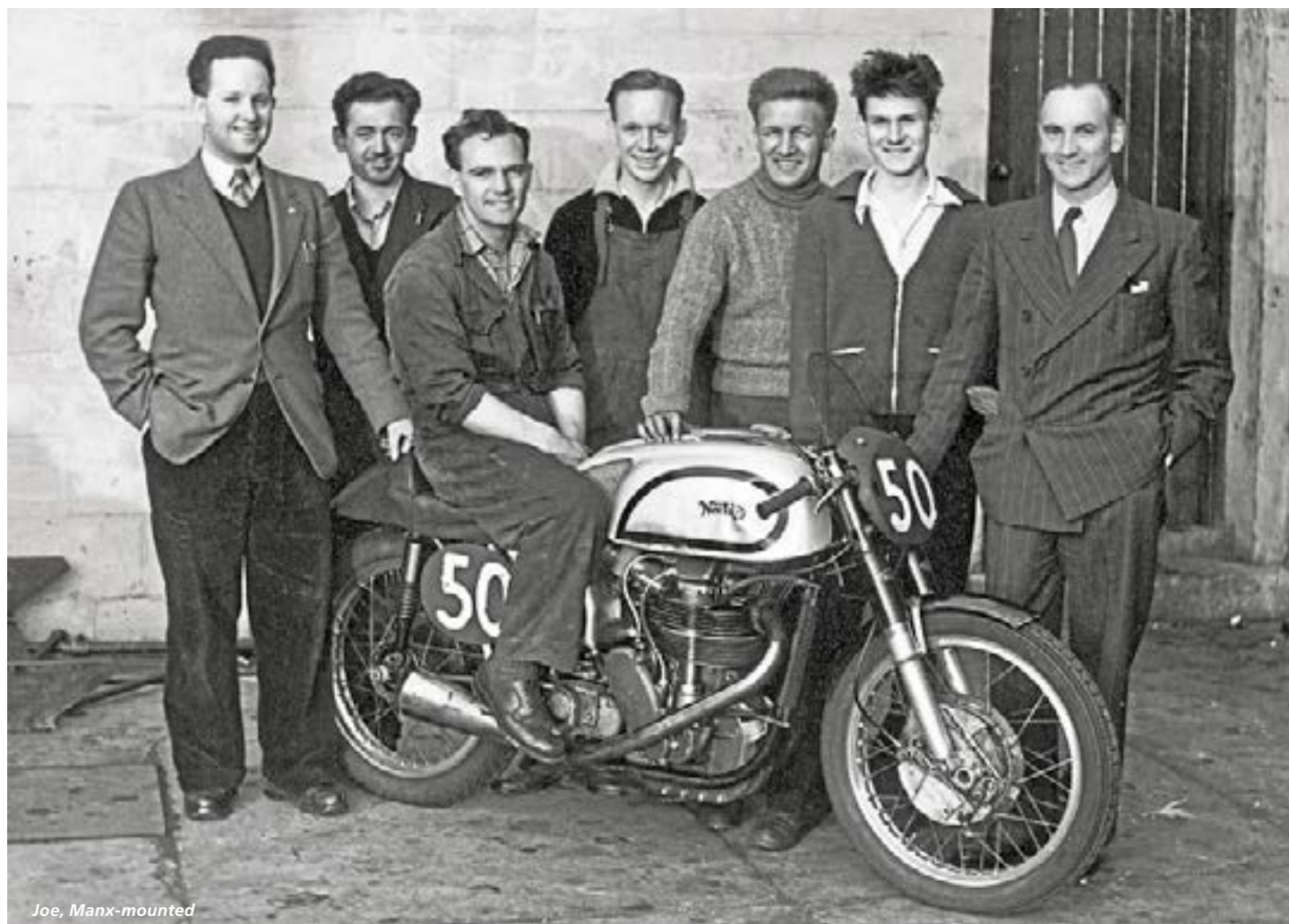
In motorcycle road racing there are some word pairs connecting rider and tuner; Craig/Duke, Arter/Williams, and famously Potts/McIntyre spring to mind.

Joe Pott's grandfather arrived in Bellshill, Lanarkshire in the 19th century and founded the company that bears his name. He expanded into undertaking and engineering in the mid-1930s by first supplying motorcycle components and, with a gap during WWII when they made armaments, into a motorcycle and car dealership and garage. He also competed in races and hill climbs in his Cooper F3 car, that ran on JAP and then Manx Norton engines.

By 1950 Joe had designed his own F3 car that became the basis of a racing car, the H3 'Hopper Special', sold to aspiring racers over the next five years

(numbering about 34). Joe also worked on the combustion chambers and ports for Ecurie Ecosse cars and Aston Martin's Le Mans teams. In 1950 he had also developed a much-modified long-stroke 500cc Norton Manx engine (model 30M) and he would enter local riders on this. By this time, the Norton factory had started using the Featherbed frame and short Roadholder forks, but apart from some modifications to the works (and short-stroke) engines with extra finning and squish heads, courtesy of Leo Kusmicki, there was not much going on, with Joe Craig still convinced that incremental changes were the path to success. Clearly this was not in Joe's mind when he took the Manx apart and pondered on its design limitations. Starting with the bottom end, he made a two-piece crank

out of NRM3 steel, inserted two timing-side bearings and used an Alpha big-end that was pressed into the con-rod and onto the crank. He shortened the conrod which he had forged himself to increase piston acceleration, modified the cams, head and ports, giving a greater squish effect. All this could be tested on the Heenan & Froude brake. Joe also had a skilled team to help him at the works, including Alex Crummie, Adam Smith, Joe Woollams, Hughie Blair, Charlie Bruce and Dick Jones and up to 20 staff. George Brown rode this bike which gave him an excellent 7th place in the 1952 Senior TT. Vic Willoughby, the well-known motorcycle journalist, also tested the bike on the Mountain Mile and could confirm that Joe's Manx was as fast, if not faster, than the works Nortons. George



Joe, Manx-mounted



Bob Mac, Joe, Vic Willoughby who had ridden his 1956 with trade places around Bellshill, Glasgow.



Desmodromic cam box made by Joe for Bob Mac in 1957 when Bob was riding for Gilera. Cast at RollsRoyce E. Kilbride and cams made by Joe. Not used in earnest but a fantastic effort for a non factory concern. Several made for 350, 500.

Brown reckoned that he hit 130mph at the bottom of Bray Hill, and with one eye that was a brave feat. To prove his point he contacted Bob McIntyre, who had been working and riding for Sam Cooper of Troon and asked him to race the Manx at Charterhall when he knew that Dennis Parkinson would be riding an experimental short-stroke works Norton. Bob duly won the 500cc race easily and was impressed with the speed and handling of the Potts special.

In 1955, Bob Mac returned from a year as a works rider for Jack Williams at the AJS/AMC Plumstead works and started to work for Joe as an engineer and rider. In both these professions Bob was of a very high calibre. He could add to Joe's innovative tuning skills with his own riding expertise, but like John Surtees, he was not encumbered by works policy - and Joe had plenty of funds to support his new rider. So, at the start of the 1955 season, Joe Potts had received 1954 Manx Nortons with larger bores that received his treatment and he and Bob McIntyre teamed up for a momentous seven years, with wins at Scarborough, Brough and Oulton Park - ahead of John Surtees on the works Nortons. Joe was now developing a Junior 350cc short-stroke Manx for Bob's stable. He had virtually given up the commercial motorcycle part of his business, concentrating on Bob Mac, his car dealership and funeral business. Potts/Bob Mac now concentrated on the TT. The Junior bike was fitted with a full dustbin fairing made up by Joe and would reach 125mph on Sulby straight.



Razor chassis for desmo. 16 gauge tapered 531 Reynolds tubing

The Senior mount, without fairing, could not be readied for the TT so Bob rode a more standard engine in the Senior race. In the Junior race Bob claimed the 'fastest privateer' award with his Potts Norton and was leading John Surtees on the works Norton and works teams from Moto Guzzi and AJS and only failed to win because of a late pit-stop to take-on fuel and thus allowing Bill Lomas to slip by. His machine was 7mph faster than the works Nortons and he finished with only the rear brake working.

For the MGP of 1955, Jimmy Buchan finished 6th in the Senior on the Potts machines and a podium 3rd in

the Junior for his first races on the Mountain circuit. He was to achieve a double in the following year.

When you consider just how much faster the Potts Nortons were, compared with the factory works racing machines, the question of why the factory could not do the same is worth consideration. Norton were in trouble financially. Before the war their racing had been supported by generous trade bonuses, earned by the factory and not the riders. Even then, the Norton works teams were run on a shoe-string, with riders and their machines often sharing space on continental trains.



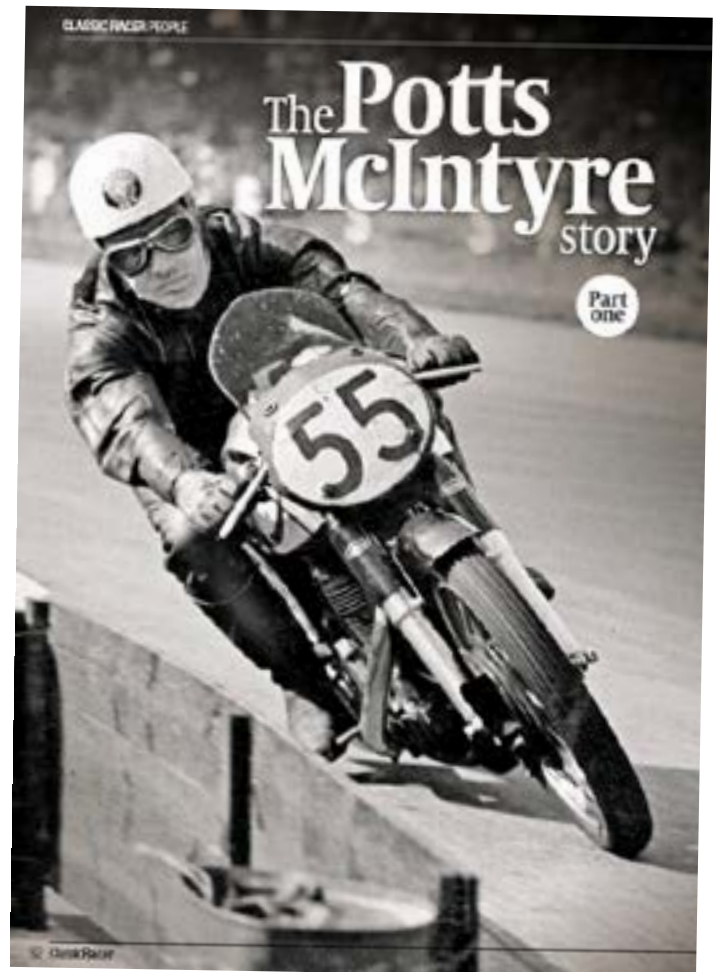
There was also a vast difference between the race department, run by Joe Craig, and the 'over the counter' racers, supervised by Edgar Frank, that were manufactured commercially for selected riders. Now, John Surtees, in his book on race preparation, is adamant that well prepared, a commercial Manx Norton could win important races. But Franks, in his manual on preparing Nortons for racing, admits that there was only so much that the factory could do for the price, and that the owner/entrant would need to finish off the ports and fine-tune the engine and cycle parts. The works Manxes and commercial racers were never the same and differed greatly from 1938, when the works engines used dohc and square engines, plus telescopic forks and rear springing. There was also the threat at a factory of the 'bean counters' stopping initiatives that did not directly bolster the company profits, and there was also human nature and power struggles. Compare this with the well-heeled, but knowledgeable private tuner. He was not bounded by economics, nor philosophy, as Pa Norton showed when he refused to fit proper brakes or forks to his racers in 1922 because he wanted them to reflect his road bikes. AJS kept their frames and rear dampers beyond the point that riders such as Bob Mac and Peter Williams found them detrimental to their riding. The private tuner also had one or two main riders to concentrate on, and often, like Joe Potts or now Andy Molnar, could have workshops filled with the latest machine tools. The simple fact was that the Norton Manx was faster in private hands, and the AJS handled better. The other factor was the empathy between tuner and his rider, think Tom Arter and Peter Williams, Jack and John Surtees, The Boddices, and Joe Potts and Bob Mac. Of course there were exceptions. Mike Hailwood cared little about mechanics but could ride any bike, even struggling but succeeding with the poor handling of the Senior Honda. Tony Rutter was another who was forbidden to touch his bike - just ride it - and of course Bob Mac could perform miracles of engineering, such as stripping and rebuilding a clutch in the middle of a TT in 12 minutes. Here was also another factor that helped Joe. After Norton finished racing officially from 1954, they were happy to supply Joe with a large quantity of unfinished spares from their race shop to continue the success

of Norton under a privateer guise.

In 1956 the Potts Nortons won all classes at Oulton Park but retired in the IOM. Bob was hard on his bikes, he liked to win and his easy-going temperament left him when in the saddle. Often he won or retired, with no detriment to Joe's workmanship. In 1957 Geoff Duke asked Bob to ride for Gilera which he did after achieving a world record on the 350cc machine at Monza for the most miles ridden in the hour (141). He found both Gileras a handful, but so did the Italian riders who did not have Bob Mac's skills. Bob scored a double at the eight-lap Golden Jubilee TT with four laps at over 100mph and finished 2nd in the 500cc world championships. In 1958 he returned to ride Potts Nortons for Joe, with rides for AJS, Honda and Bianchi interspaced until his fatal crash at Oulton Park in 1962 when he aquaplaned at Clay Hill.

During the time that Bob was racing for Gilera, in 1957, Joe designed and build a desmodromic 500cc Manx Norton, but this was never raced. In 1960 Stan Hailwood approached Joe to tune his son's Norton for the 1961 TT. Whatever happened at this meeting is not recorded, but subsequently Stan Hailwood had to eat humble pie with Bill Lacey and ask for his help, with the result that Mike won the 1961 Senior TT on his Lacey-Norton with Bob Mac second on his Potts Norton.

Joe Potts continued to support other Scottish riders until his death in 1982, but Alistair King, Bob Mac's co-driver for Joe, stopped racing after Bob's accident and the era of the Potts Nortons came to an end. A truly great and innovative tuner who, but for his shy demeanour, and dislike of publicity, could well be known now as perhaps one of the greatest, and most successful of them all.



Almost certainly 1955 TT when Bob rode the race of his life to 2nd behind the MV of Surtees.

Joe received vast amounts of Shell money, plus castings for Manx from Norton. He was a superb engineer, His engines, faster than Craig's, were stamped JP

Bob Mac would rather use Joe's machines than the factory's.. after a year at AJS he was again happy to ride Joe's Junor Manes.

Thank you very much to Bill Southcombe for allowing us to re-print his words and Mark Woodward, Editor of Roadholder magazine from the Norton Owners Club. If you enjoyed reading about Joe Potts you may wish to read Bill's forthcoming book covering many more similar 'tuners'.

Recreational Vehicles: A World History 1872-1939

By Andrew Woodmansey

Andrew Woodmansey is an Australian-based author who has written a book on the early international history of caravans and motorhomes.

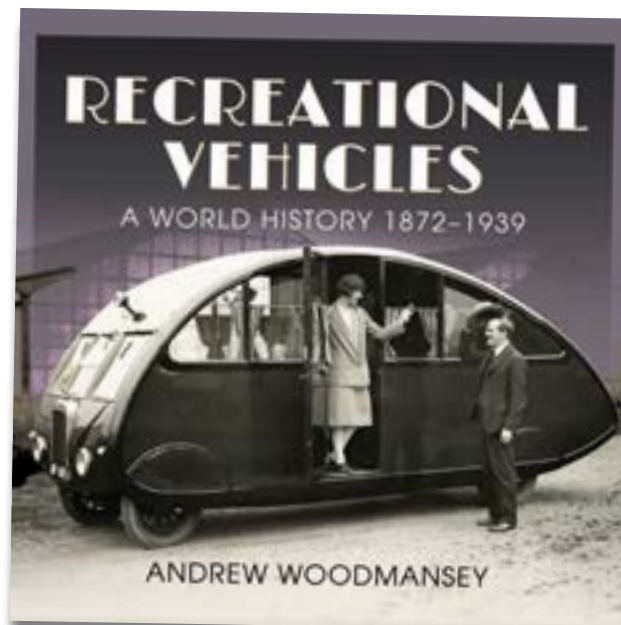
The book, *Recreational Vehicles: A World History 1872-1939* is published by Pen & Sword in the UK, and is a high-quality hardback in square format, plus for those who prefer electronic copies, can be obtained as an eBook on Kindle. It's available from Amazon and all good bookshops for around £26.00.

Despite having 'recreational vehicles' in the title, the book is the first ever international history of caravans, motorhomes, camping trailers, fifth wheelers and teardrops. The first chapter is dedicated to the UK and the cover features Noel Pemberton Billing's Road Yacht of 1927. The early days of horse-drawn caravanning are covered as well as the steam-drawn caravans of France at the turn of last century.

The author has been overwhelmed with the positive reviews he has received so far from around the world. In the UK it has been shortlisted by The Society of Automotive Historians for the award of Best Motoring History Book of 2022. In their review they say that it's "a meticulous volume that is surely destined as the standard reference work about caravans and motorhomes".

It covers chapters on the UK, USA, France, Germany, Australia and New Zealand, illustrated by 300 black and white images of archival quality. It features not only the vehicles but also their designers, owners and users. As such it is a social and leisure history of the early twentieth century as well as an automotive one. With its new discoveries of early RVs from around the world, the book re-writes RV history.

For those interested in purchasing it as a gift or a treat for themselves, the book's details are as follows:



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Further information, including additional book reviews and extracts please view www.rvhistory.com Enjoy!

Aspects of Motoring History N°18

Society of Automotive Historians in Britain

Earlier this year, the Society of Automotive Historians in Britain were proud to launch their new publication of *Aspects of Motoring History No.18*.

This soft bound publication contains 126 pages, with 92 black & white illustrations and charts and 24 full colour images, and is published with financial assistance of The Michael Sedgwick Memorial Trust.

Inside you will find articles on the following subjects:

Craig Horner: Editorial

Malcolm Bobbitt: Creeping up on the Shadow

John Archer: Cars and Rhodes: my grandfather's first love affair

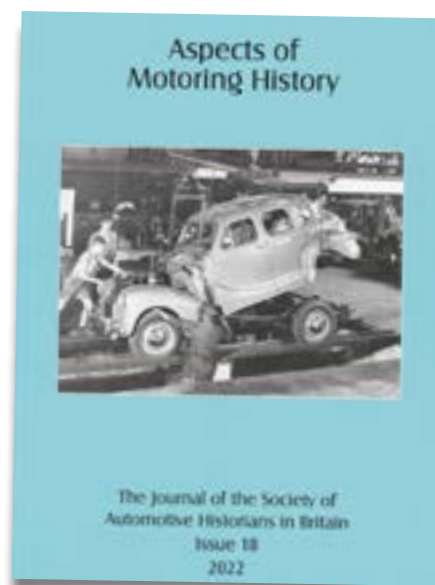
Tony Stevens: The Rootes Group Swallow/Swift project, 1961-5

Angela R. Thompson: Dorothy Levitt: femininity and womanhood in Edwardian Britain

Steve Hole: A history of the British kit-car industry

Louis Fourie: South Africa's auto industry: evolving from assembly to manufacture of British cars

David Grimstead: The Weight Patent Automobile Brake Company of Bristol: a weight of history.



If you are interested in purchasing a copy prices were: £18 to UK, £21 to Europe including Ireland, £25 overseas, (include postage and packaging), however you may wish to check details before you order. Payment can be made via bank transfer, PayPal or cheque: for details, please contact Peter Moss on +44 (0) 7887 887197 or peter.moss12@btinternet.com.

Art for Ads Sake

Those of us of a certain age will readily recall the spectacular era of the amazing American 'earthbound starships' – those huge chrome-laden, finned cars of the 1950s onwards, bedecked with rocket-shaped rear lights and jet airplane motifs. And if you were lucky enough to have had access to copies of the US magazines 'Life' or the 'Saturday Evening Post', you will have seen the extraordinary imagery of them portrayed in advertisements in these publications. I eagerly awaited each new issue, in the knowledge that every year the designs would be revised, becoming ever wider, longer and more surreal.

With the arrival of the 1960s, some of the 'worst excesses' of the previous decade were softened or even removed, though the fad to update them yearly remained and, despite the attempts to introduce compact cars to the USA, with varying success, the full-size cars still reigned supreme. As did those bewitching advertisements.

While some featured photographs, a fair proportion of the adverts featured artwork. And of these, the illustrations produced by Art Fitzpatrick (Fitz) and Van Kaufman (Van) stood head and shoulders above all others.

Just some of their prolific output has been assembled in a sumptuous large-format book by Rob Keil, an award-winning art director and film maker from San Francisco. The cover depicts a 1968 Pontiac GTO.

They were held to be the greatest artists in automobile advertising history by their own clients and rival agencies, leading to the founder of 'Auto Universum' and 'Petrolicious', James Kraus, stating that "Fitz and Van were the acknowledged masters of the genre".

Usually recognisable by the neat AF/VK initials appearing somewhere on the picture, this was, in itself, unique as the artists used by advertising agencies traditionally remained anonymous.

Rob met Fitz in 2010 and began researching and gathering material that, with the help of the families of Fitz and Van, would eventually lead to the book.

This 200-page hardcover volume contains



196 illustrations, comprising thumbnails and interim colour studies in addition to finished works which, together with the well-written, informative text, give an insight into the processes and techniques used in the creation of these masterpieces.

The two artists began their collaboration in 1950. Fitz already had a long association with car illustration, working for several US brands, including Nash, Chrysler Group and Kaiser before joining Mercury, where he recruited Van.

They shared the same agent, but Van had never worked on a car account. His speciality was more scenic, having

produced background artwork for *Fantasia* and *Dumbo* while with Walt Disney.

So began a partnership that would last for 24 years, with Fitz painting the cars and Van providing figures and increasingly stunning backdrops to enhance the car's sales appeal.

Shown below is a 1952 Mercury Monterey, produced during the three years they worked on Mercury adverts. Fitz and Van were breaking 'new ground' for this picture. Ford group illustrations were generally shown on a plain solid white background. But here the figures have migrated to the scenery.



1952 Mercury Monterey



1956 Buick Roadmaster



1965 Pontiac Bonneville



1960 Pontiac Bonneville



1970 Pontiac Tempest

From 1954 to 1958, they worked on the Buick account. Top left is a 1956 Roadmaster, produced before the client-led fashion to exaggerate the length and width of the car had taken hold. Their adverts helped to raise Buick's US sales position from 6th to 3rd.

1959 saw Fitz and Van begin a thirteen year spell with Pontiac and the production of the best of their work. Here too, as at Buick, the enormous impact of their artistry led to Pontiac's US sales rising to third place, and the establishment

of a new image for the brand, from a "third grade school teacher's car" to representing "upward mobility".

Top right shows a 1965 Pontiac Bonneville. Fitz's ability to capture the tone and reflectiveness of metallic paintwork was unequalled, while Van's backgrounds amplified the sophisticated lifestyle of the Pontiac owner.

Bottom right shows one of only a few pictures depicting a rainy scene; this is a 1970 Tempest. Among the very best of Fitz's latter-day portrayals,

it really needs to be seen in a large format, to fully appreciate the effects of droplets of water on the bumper and cascading off the bonnet.

Perhaps the pair's proudest moment was when the noted US artist Norman Rockwell held up a Pontiac advert and said it was: "The best example of fine art in advertising I have ever seen".

Copies of the book, ref: ISBN 978-0-9779236-2-5 are available at \$55 plus carriage and import charges, from the author on www.FitzAndVan.com

DR DOEKE TROMP & ARGUABLY THE OLDEST 'MADE IN SOUTH AFRICA' BUILT TOYOTA FINDS A NEW HOME

By Roger Houghton

Arguably the oldest 'made in South Africa' Toyota in running order – a 1963 Toyopet Stout – has found a new home at the Toyota Museum of Nico and Tanya Fourie in Klerksdorp. Dr Doeke Tromp, of Pretoria, says that after a relationship of 58 years with the Toyopet Stout he has decided that it is time for it to go to a new home. He found that new home recently when reading the February 2022 edition of CAR magazine which had a feature on the Fourie's ever-expanding museum in Klerksdorp.

"I am now 72 and realise I need to scale down my classic car collection and its related activities so it made sense to sell the bakkie to somebody who will appreciate it and its important place in South African automotive history," explained Tromp, a former university lecturer and chief financial officer at several large institutions.

"My father bought the Stout in December 1963, but it was first registered in January 1964. Toyota South Africa was founded in 1961 and these newcomers to the South African market were first imported from Japan as built-up units, but 'our' Stout was assembled

by Motor Assemblies in Durban."

"Assembly of the Stout RK45 model began at Motor Assemblies in Durban in 1962 and then in 1963 the improved RK100 with a 1900cc engine and twin headlights went into local production. This is the model my father bought. The retail price was R1 770, which was very reasonable for a bakkie that could carry a load of 1.5-ton while the popular American Ford, Dodge, Chevrolet, and GMC bakkies were only rated at three-quarters of a ton."

"Our Toyopet Stout served a very productive life on my father's poultry farm as well as providing transport at various building projects in Vereeniging. I also used it when doing my test for a driver's licence in 1968," added Tromp.

"The well-used bakkie was given a basic repaint in the same light blue colour in the early 1980s, along with the load box being reconditioned and the upholstery re-trimmed."

"The Stout was inherited by my sister as part of the poultry farm's property following my father's death in 1990. When my sister emigrated to New Zealand in 1996 my sons suggested that we acquire the Stout in memory of their grandfather.

It was then used as daily transport by my sons during their studies at university and later used on our farm in Ventersdorp."

"The Toyopet was retired to Pretoria when I sold the Ventersdorp farm in 2017 and I began a nut-and-bolt restoration. I had the body resprayed in the original colour and I am immensely proud of the restoration to its original appearance, while the bakkie still does 16 km/h in first gear and 110 km/h in fourth with an unopened engine!"

"Even in its retirement my son, Jan-Hendri, found a use for the Stout in 2018. He was the facilitator of a Deloitte strategic planning session for Toyota SA executives and used the bakkie as a prop. There was an artist drawing on a whiteboard during the discussions and his illustrations include a rendition of the Toyopet with Andrew Kirby, President, and CEO of Toyota SA Motors, behind the bakkie's steering wheel!" added Tromp.

"I am pleased that the Stout now resides among many other Toyota products in an environment where this famous Japanese brand is held in high regard and that it will be well cared for in its final retirement!" concluded Tromp.



Doeke's Toyopet outside Deloitte offices



Doeke and the Toyopet



Doeke's son Jan-Hendri at the Deloitte presentation



Stout during restoration

The Toyopet Stout story

The Toyopet Stout was an important product for the fledgling Toyota company in Japan when it was launched in 1954, sharing its chassis with the two-ton Dyna light truck. It remained in production in its original form until 1960 and was sold only in the Japanese domestic market where its main competitor was the Nissan Junior.

The second-generation Stout went into production in 1960 and a year later an example of this model was sent to South Africa for evaluation by industrialist Dr Albert Wessels who asked an employee, Hennie Klerck, to go to Durban to do the actual test driving. The vehicle was then driven to Johannesburg for further tests, after which Klerck believed this pick-up could be a winner in South Africa,

The first shipment of 10 Stouts arrived in Durban in January 1962 and were all sold at the coast because the 1.5-litre engine was considered too low powered for Highveld conditions. The second shipment arrived in October 1962, and these were fitted with an enlarged 1.9-litre engine, while quad headlights were an external identifier. Local assembly of imported kits, with a measure of local content, began at Motor Assemblies in Durban in June 1963.

This model continued virtually unchanged until 1968 with running changes limited to the engine capacity going out to 2-litres, the addition of vent windows, more comfortable seats, a redesigned instrument binnacle and wider grille. The brand name was also

changed from Toyopet to Toyota.

The third generation Stout arrived in May 1979 when the cramped cab was replaced by a standard Hilux cab with widened mudguards, but still used the truck-type chassis. Production of the original Stout basically ceased in 1986 when it was all but replaced by the Land Cruiser at the top end and the Hilux at the lower end, although small volumes of the Stout continued to be built in South Africa for a group of loyal customers until 1989. Cumulative sales amounted to just over 30 000 units in the 28 years this model was on the local market.

Toyota went on to become South Africa's number one seller in 1980 and has never relinquished this position!

The majority of the magazines I have been looking at were printed before the very sad death of Her Majesty the Queen. Many were in fact celebrating the Platinum Jubilee and the events that went with that. In the 'Transport Digest', the magazine of the **National Transport Trust**, Vice President Phil Sampson gives a five page description of taking part in the Jubilee Pageant on his 1960 Triumph Thunderbird. On the Friday beforehand he had to take his bike to Doon Street car park to be security scanned and then to the holding area on Horse Guards parade where the bike was left under security until Sunday. On the Sunday there were numerous delays as all those taking part were gradually slotted into the procession. One of the longest delays was the time taken to sweep the Mall after the horse cavalry had gone by! His bike behaved faultlessly throughout. His final words were "As someone said afterwards, it was simply the best ride ever – and you certainly could not disagree with that."

I start with a non motoring item. The 'Brooklands Bulletin' the bi-monthly magazine of **Brooklands Museum**

Members carries a fascinating article by Alisdair Suttie on the life of Barnes Wallis. In 1930 he moved to Vickers at Brooklands and designed the geodetic frame for the Warwick and the Wellington bombers. He is most famous for inventing the bouncing bomb which was used on the raids on the dams in the Ruhr valley. There are special displays on Barnes Wallis at Brooklands museum.

In this year of the Platinum Jubilee Stuart Spandler writing in 'Conrod' the magazine of the **Lincolnshire Vintage Vehicle Society** gives us a history of many of the cars that have been owned or used by the Royal Family. The oldest being the 1900 Daimler which was new to The late Queen's great grandfather. This car can be seen at the Royal Motor Museum at Sandringham House. Stuart also tells us "...Her Majesty did display a fondness for her Vauxhall Cresta PA Friary Estate in which she was often seen driving her young children around her various estates"

The Newsletter of the **Colchester Vintage Motor Club** carried an article

on 'Care of Batteries in your cars'. He starts by saying "Batteries can explode if pressure builds up within", and goes on to explain how to avoid this.

Jon Luke technical officer of the **Gold Star Owners Club** writing in their magazine 'Goldie'. He was impressed by an item in the excellent TV programme 'Secrets of the Transport Museum' (Brooklands). It showed Alan Millyard cleaning the plugs of his bike The Flying Millyard. Jon writes, "The procedure is quite simply a matter of putting a plug upside down in a vice and supplying sufficient heat with a blow lamp to bring the electrode and body just up to red heat and keep it there until all the oily deposit has turned to ash.... Allow to cool naturally then clean up with a stiff bristle brush, taking care to get all the debris out of the threads."

Many Clubs have for some time been keen to recruit new younger members, the **Morris Minor Owners Club** have a Young Members Register and members have been invited to attend committee meetings as guests. The club is now

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proposing that a Young Members Register should have a permanent position on the National Committee and are asking for a volunteer to come forward. They say: "The successful applicant or applicants will have the opportunity to join the National Committee for a fixed term of office and participate fully in the decision making as the Club approached an exciting, yet challenging period in its development." Might this be a way forward for other clubs?

The rules pertaining to the use of red diesel have changed, writing in 'Truck-it' the magazine of the **Light Industrial Truck Club** they give the following advice "Red diesel can be used on the Showground in the arena and surrounding area. If however you go on a road run, then you can't, you should drain out the red diesel, replacing it with the white stuff. According to the HMRC it is the responsibility of the organisers to check what fuel is in the tank. It remains to be seen whether this will happen."

Something which may have been overlooked by car owners, is the problem that is occurring with coal fired steam vehicles. The chairman of the **National Traction Engine Trust**, Rob Clifford-Wing writing in 'Steaming' explains that the Flos-y-fran mine in Wales which supplies steam coal is closing down earlier than expected. The preserved railway world has the same problem. One of their alternative supplies comes from Russia! The **Traction Engine Trust** has also been involved in trials of eco-fuels. Experiments here have provided some success. He goes on to say: "It is however pleasing to know that there is an alternative available and the longer term future for the fuelling of engines is currently being perfected." I note he does not mention how the price will be affected."

Historian Bill Munro writing in 'Vintage Taxi', the magazine of the **London Vintage Taxi Association** gives us a very interesting history of the diesel engine in London cabs. After the war when all cabs were using petrol engines, petrol prices were high and purchase tax on new vehicles crippling. John Birch whose family had been in the cab business for years, looked for an alternative and with Freeman Sanders in Cornwall developed the diesel engine used in some Ferguson tractors, for cab use. Modified to give more power, the diesel returned some 30mpg compared with 20mpg for the petrol engines. Bill goes on to say "From

1955 until 2018 ... almost all the cabs sold in London were diesel cabs."



'Rum Car News' the magazine of the **Archive of Motorcars** often has articles on very unusual cars. This time Editor Chris Thomas writes about the Jephcott Micro. Dr Edmund Jephcott was an academic who was involved in taking a Scootacar on an 8,000 miles European tour where amongst other things he: "...learned a lot about how unstable a three wheeler could be on corners." Later in life he built a prototype of the 3 wheeler with tilting body. "Using various salvaged parts from Scooters and cars, a prototype with a single front wheel and tilting body connected to the engine and two rear wheel which did not tilt was built". A number of firms backed the project and a prototype was built using a fibreglass body and a well-appointed interior. Chris went to describe the completed car, "the finished car body designed by Richard Oakes looked great. The tilting mechanism worked well. The motoring press road tested it and loved it.; the car was displayed in the Design Centre at the time of its opening... unfortunately all the praise for the design did not turn into interest to buy the design and produce it commercially." The car is now at the Atwell Wilson Motor Museum in Calne where Chris Thomas had permission to study and write about it.

A 1953 Norton ES2 has been offered to the **Norton Owners Club** as a gift. Writing in 'Roadholder' the club decided that as they did not have the "corporate space/facilities; we have reacted to this offer by deciding to help its owner sell it, to raise funds for his chosen charity, The Alzheimer's Society." The bike had been off the road and unused for some 40 years. The bike was available for members to view on two successive days and details and photographs were available for members. The highest offer from a club

member by a certain date would clinch the deal. There was a small condition attached to the sale "That the purchased keeps in touch with the donor and informs him when it is completed, so he can visit to see and hear his father's bike in action."

In the magazine of the **South Hants Vehicle Preservation Society**, Netty Stickler (whose hobby is basket making) writes about 'Restoring an old side car'. However this was no ordinary side car, but one made of wicker and over 100 years old and was to be fitted to a 1912 V twin Rex veteran motorcycle. "The purpose of the project is to restore but not replace, thus the bulk of the side car remains original. ...I did not think it was British made [until it] was pointed out to me that the door of the sidecar opens on the left, so this would indicate that it might be British made." As a foot note, my Shire Album on 'Sidecars' by Jo Axon tells me; "Early sidecars [and I think passenger trailers] were referred to as 'ladies attachments', 'pleasure bodies' or 'chairs.'"

'The story of the pre-production prototype Singer Gazelle' an eight page article by Brian Swan was covered in 'The mascot' the magazine of the **Singer Motor Club**. It's interesting that it was built with lefthand drive, and later converted by the works to right hand drive. After a lifetime of work, in 1981 The car was presented to the Coventry Transport Museum, and is at present in store.

Chris Clark from Newport on Isle of Wight decided he need a clock to go in his workshop. Writing in 'Impressions' the magazine of the **Imp Club** he explained "I thought how the sunburst hub caps from an Imp Stiletto would make an ideal clock face. So I acquired a Santai 5168S clock mechanism (£4.25) and clock hands (£2) from a seller on eBay." The fitting sounded a bit fiddly, but the finished product looked very appropriate.



The Brighton Centre of the **Morgan Sports Car Club** are known as the SexMoggers. Wring in the clubs magazine 'Miscellany' John Loveridge records a visit made by the club to Filching Manor Motor Museum, near Eastbourne. This is a collection which should be wider known, but it is only open by appointment. The Wealden hall House is worth a visit and contains some very interesting displays. John says "The collection of cars and automobilia is in three barns; the display is eclectic". The earliest is an 1898 Bergman. The 1902 Hanzer is the only one known to the Veteran Car Club. There are a wealth of cars from the veteran and vintage period. The collection was built up by the present owners' father Paul Foulkes Halbard. Star of the show could well be the 1937 Blue Bird K3 world record speed boat. After a complete restoration the boat has given demonstration runs on Bewle Water in Kent and Lake Maggiore where it had originally broken the record.

From little acorns... John Payne recalls in an article in 'Singer Owner' the magazine of the **Singer Owners Car Club**. "It all began with a phone call and a question from club chairman Arthur Mitchell: "John what do you know about a Singer trials driver called Debenham?" The answer was negative "Well, there is a trophy up for auction on eBay, awarded to a driver with that name who was driving a Singer in the 1937 MCC Exeter Trial." That set John Payne on a lot of research starting with Donald Cowburn's book 'British Trials Drivers their cars and awards (1902 – 1939)'. He first found out that he had been driving a Singer Le Mans in that and other trials. Further investigation showed he had owned three Singers in the 1930s and competed in events in all of them winning many cups. Through the records of the club they found the present owner of the car for which the award had been made, and he bid successfully at the auction for the Trophy. Other trophies came to light, in all from that one phone call came a four page article of in-depth research. On a personal note I find that type of research fascinating - its like genealogy but with cars.

The **Austin Seven Owners Club** magazine carried a piece by Ken Kimber based on some comments he had found when he recently bought a copy of 'The Austin Seven' by R.T. Nicholson published in 1947. One of the things that struck him "Bearing in mind the current high profile that both Russia and oil currently

have, an advertisement for ROP [Russian Oil Products] reminded me of the murky background associated with this product. In 1924 Russian Oil products was set up with a head office at Moorgate Hall in London and a number of depots and distribution outlets were established throughout the country. But while it was a serious commercial operation, ROP [is believed] to be a front for espionage, and subject to a number of Home Office enquiries and heavy surveillance. Whether this had anything to do with it being known as Rotten Old Petrol I would not know, but they did use quite innovative marketing ideas and advertising."

The news that the Hammond Collection of microcars was to be auctioned came as a shock to many. In 'Rum Cars' the magazine of the **Archive of Microcars** there is a poignant article as to why this had to happen. The same issue covers the removal of the Archive of Microcars from the Museum site near Staplehurst in Kent to a new site near Warminster. The archive is housed in a series of refurbished containers and will now be situated close the Trust's archivist. There is also the start of a series of articles by Malcolm Parker on the subject of vehicles with rear wheel steering which has been tried on some cars from the earliest age.

'The Bulletin' of the **Bristol Owners Club** carries a history of Bristol cars in racing 1952 – 1955. Author Bob Weaver suggests that Bristols ended their racing commitments due to the 1955 Le Mans Disaster. All except one of the works Bristol cars were broken up. Though no Bristol was involved in the disaster the author gives a very vivid account of the crash and what caused it.

A name from the early days of the 500cc racing class is remembered in 'Triumph Roadster Review'. 'Curly' Dryden (he was prematurely bald) a pub landlord, bought his first Cooper 500 in 1948. Later he raced an MG with George Phillips at Le Mans. Sadly he was killed in the Cooper when racing at Castle Combe. The same magazine tells us that Anthony Meakin who has around 300 cars and motorcycles is to put them on show at a new museum in Blackpool. It is planned that the museum will also house an American style diner. No date is given for the opening.

The **Veteran Car Club's** 'Gazette' carries a small announcement from their Scottish Section. "Halkirk Heritage and Vintage Motor Society have opened

a new museum in the far north of Scotland, in Halkirk, Caithness. The former school buildings have been transformed into the Halkirk Heritage and Vintage Motor Centre. Run by volunteers its open on Tuesday and Sunday afternoons, admission is free."

Steve Nicholson is proud to have been born and brought up in Northampton. He is a keen motorcyclist and wants to buy a motorcycle that was made in the town. He wrote about his researches in the '**Sunbeam Motor Cycle Club News**'. There appears to have been few manufacturers, all from the early days and very few examples survive. Advance was one, and there is an existing machine in the Birmingham Museum. The Cedros was another from 1919 – 1929. Then there were Precision Motors who made few, Nicholson is more enthusiastic about the Princeps which was making bikes up to around 1910 – one is known to exist. Then here was the Whirlwind made by the Dorman Engineering Company, a subsidiary of the Dorman sewing machine firm. They seem to have produced more engines than bikes and lasted for about 18 months. He finishes his article with "I am very keen to obtain one of the above machines, to renovate, restore, ride and display."



The Dorman Engineering Ltd Whirlwind motorcycle

In 'Idle Chatter' the magazine of the **1100 Club** they run a series under the title of "My other car is..." In the last issue Chris Johns from Warwickshire tells us about his 1957 Mk V Buckler which has been owned and used by his family for 62 years. He finished by saying "Owning and driving old cars is a sheer delight, but what makes it even more special is all of the memories and the Buckler is cammed full [of them]."

Putting on my railway hat, 'Moking' the magazine of the **Mini Moke Club** carried an article by Tony Fairbridge about a visit to Carnarvon some 563 miles north of Perth in Western Australia, which he made in 1987. It had a mile long jetty which used to serve cattle boats trading

from there to Perth. Later a railway line was laid and at the time of Tony's visit the train consisted of a modified Mini Moke pulling one carriage. As a postscript he mentioned the pier was severely damaged in a storm in 2021 and he did not know if it will be rebuilt. I wonder what happened to the modified Moke?

Roger Muir, Editor of 'Bulletin' the magazine of the **MG Octagon Car Club**, has been doing some research in to MGTA engines. He discovered that prior to the war some 120 cars were returned to the factory with engine faults. These cars were fitted with new engines and returned to their owners. It transpired that the faulty engines went to the 'rectification department' and were completely rebuilt. These engines with no alteration to their engine numbers went back into the factory and were fitted to later cars down the line. All slightly confusing for the historian.

Now here are some facts I had not heard before. They come from John Dentry writing in the **Austin Ten Driver's Club** magazine. He had the unfortunate experience of having filled up a petrol car with diesel. He was rescued by the AA. He writes "In conversation, the AA man reckoned that about 90% of mis-fuels are at BP garages because their colour codes for E5 and super diesel being very similar. He even cited a case where a motorist had his tank drained and drove round and filled up with the wrong stuff again."

We were all saddened to hear of the death of Paddy Hopkirk. Some of the best obituaries were, not surprisingly, in 'Cooper World' magazine of the **Mini Cooper Register**. Peter Barker told us "By this time Peter had greater ambitions [than driving for Rootes] and contacted the newly appointed BMC Competitions Manager, Stuart Turner, with a view to driving the Austin Healey 3000 which was then in ascendancy as a rough road sports car. Turner however, diverted Hopkirk towards the new Mini Cooper S and after a brief drive at Oulton Park Paddy was sold on the new car." As he said, "I just fell in love with it there and then, the way it handled was so forgiving and after a short drive I was sure this was the right car for me." The rest is history.

I doubt if we ever take much attention to our windscreens, unless of course it gets chipped by a stone or the car is involved in an accident. In 'Club Torque' the magazine of **Club Triumph**, Chairman Tim Hunt gives the history of car safety

glass. He had worked for Monsanto who had pioneered the production of PVB (Polyvinyl Butyral) the interlayer for laminated glass. He writes "safety glass was legally mandated for all windscreens, but for many years manufacturers could choose between laminated glass and toughened glass." He finished a long article by saying "I would encourage any member whose car still has a toughened windscreen to consider having it replaced by a laminated one – consider the cost just as you would an insurance policy premium." On a personal note, many years ago I came across a very original early car which had a windscreen in which chicken wire had been bonded into the glass – I had only previously seen this on windows in public lavatories! In early days of the Montagu Motor Museum I was driving a 1930 Type 30 Bugatti to Prescott for a parade. This was a very original low mileage car – part way on the journey I suddenly realised the windscreen was made of plate glass. I drove even more carefully after that!

A letter from Mark Hayward in the **Vintage Sports Car Club** Bulletin, mentions a safety subject. He writes "For the second time in four years I was summoned to both Scrutineers and Secretary of the meeting for wearing a neck brace. This is approved for karting but not for motor sport... The vintage driver [often in an open car and wearing no safety belts] is similar to karting and for that reason I purchased and use a neck brace. In the event that I should be thrown out, land on my head or turn the car over then my helmet will be supported by my neck brace, shoulders and brace down the spine - not my neck."

Geoffrey Pattinson writing in 'Jaguar Enthusiast' from the **Jaguar Enthusiasts Club** gives a warning if you are tempted to fit a non-standard air filter. He fitted to his E Type, a non-standard foam air cleaner, which consisted of a stainless steel inner mesh, with foam outer layer, to act as the filter. Soon after fitting, with bonnet raised, he attempted to start the car, which backfired through one carburettor this caused the foam outer filling to catch fire. Because the bonnet was open he was able to put out the fire quickly otherwise this might not have had a happy ending.

The Newsletter of the **East Anglian Classics** had a lovely retro piece. It was a 1950s advertisement for the Caravac – not a vacuum cleaner but a

new type of exhaust extractor. Which claimed amongst other things "more miles per gallon, better acceleration, longer exhaust system life."

According to Roger Brown who submitted the article "... it had a PTFE mounted fan, located in a large housing at the very end of the exhaust pipe, so, one assumes, the faster you went, the faster the fan spun around and the quicker the exhaust fumes vacated the engine." He finishes by pointing out the small print "Not suitable for exhaust pipes that come out of the side of the vehicle." I wonder why?

The advert for Caravac

A letter in the 'Gazette' the magazine of the **Mercedes Benz Club** caught my eye. Member Adrian Timothy had tried to renew the insurance on his 1993 190 E. The new quote was £1,763 "at least ten times the value of the car". He renewed with another company for a much lower charge. He asked his previous insurers "about their very amusing quotation." He was then told "...because of its age, my 190E was no longer eligible for a classic policy. No mention of this before." He goes on to suggest that insurance companies should define their interpretation of a classic which would "... save both parties a lot of wasted time and effort."

'Flute News' the monthly newsletter of the **Vauxhall Owners Club** >>>

has the story of an electric car built by Colonel Austin Groves-Bates to counteract the stringent petrol rationing in 1946. He based this car on as 1936 Vauxhall chassis. The main motor is 48 volts. Charging is by two methods, the first is a mains charger of 110 volts in the boot. The emergency is a petrol generator reputedly taken from a Churchill tank. The article gives how it works in great detail. I was amused by "Reverse is achieved by a switch marked 'ahead' and 'astern'." Some other parts came from a crashed war time bomber. It was recently sold by Mathewsons and the new owner has sent it to an electrical engineer to get it working again.

In 'Stardust' the magazine of the **Sunbeam Talbot Register** the club's chairman Alan Brinklow told members that the Committee had approved the purchase for the club of a very rare and interesting vehicle, a 1939 Sunbeam Talbot 3 litre saloon. The car had been in store for some years and needs some work which members of the club would do. It was intended to have it on show on the club stand at the NEC. He concludes "This is an unusual project for any club to get involved in and we intend to ensure that the media are made aware of it, which in turn will give us good press and hopefully further enhance the popularity of the type of vehicles we are involved with."

A lovely advertisement is reproduced in the newsletter of the **Trojan Museum Trust**. It shows a photograph of a Trojan at the top of a hill in the Lake District. "Up hill, or down it is all the same to the Trojan not even the notorious 'struggle' between Ambleside and Kirkstone dismays it." It then describes the cars extreme hill climbing ability. Continuing with "Trojans do not care what the surface may be - the solid tyres and Wonder-springs are your guarantee against punctures and road shock, with the ingenious simplicity of construction precludes all possibility of mechanical breakdown. The Trojan does not care how poor you may be - it's running costs less than walking."

'Mascot', the magazine of the **Midget and Sprite Club** carried a piece by Terry Horler, entitled 'What's it worth?'. "There was a time when we would be asked "How fast will it go"? Today it is more likely to be "What's it worth". Such is the shift in interest to the values off classic vehicles. Investment potential has risen above many of the key factors as to why certain vehicles have become popular."

He finished his article with a sentiment many of us would approve of. "As we all know, it's not about making a profit with our cars, its about the fun and joy that they give us. Yes, I am quite happy that our Spridgley things have not got caught up in the world of the classic vehicle investor but remain firmly in hands of the true enthusiasts....I am certain our little cars will continue to be fun to own and drive for as long as we are permitted to drive them" [that is why the Federation is so important. Ed]

'From holiday home to restoration' was the heading of a story by Neil D.G.Mackenzie in the official magazine of the **Scottish Vintage Bus Museum**. It started with "For many years tram enthusiasts... had been keeping an eye on the well - preserved body of Edinburgh tram 226 resting in a small field at Hume in the Borders. Originally a cable car, she had been converted to electric and had resided in this location since April 1938. Kept well-painted by her new owners who had fitted new floors (over the old ones) and had built on a small attachment housing bath room and toilet. With removal of seats and the addition of platform doors, 226 became a snug, well used and apparently well-loved holiday home, still maintain the majority of her original body features." In 1987 it was disposed of by tender to be purchased by The Scottish Vintage Bus Museum. Its removal was partly paid for by National Museums of Scotland. It was taken to the main depot of Lothian Regional Transport. There were many delays in restoration. It was decided to restore as a 1923 cable car, the only one surviving. With work partially completed in May 2022 it was moved into the Scottish Vintage Bus Museum, and the final items of restoration will be carried out there.

In the same vein, Richard Peskett has been delving into his photo archive for 'Historic Commercial news' from the **Historic Commercial Vehicle Society**. He shows four photographs of 1930s single deck coaches which had been converted for other uses. One finished life as a static caravan on Bodmin Moor, another as a roadside snack bar near Scotch Corner, and there was one used as a builders site office in Petersfield. The last was in use by fairground folk as a mobile caravan. In the same issue he had a double page spread of pre 1930 commercial vehicles



Garner lorry overloaded with 'faggots'.



1927 Tilling -Stevens (possibly earlier and converted from a bus) with a load of hop pockets in Kent

which had been overloaded. One was moving very bulky furniture, another with faggots for the pottery industry. There were two different ones of carrying of hop pockets (bags of hops) which he says were "light but very bulky."

I finish with a quote from the Editor of a club magazine which I will not name "Urgently wanted articles for future editions. ...so unless you want me to re-run articles from previous editions or a lot of 'dry stuff' from the Federation newsletter, please put pen to paper..." Hmm?



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