

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 5 · 2023



Bedford Enthusiasts Club Anniversary Celebration

Plus

MG & Triumph 100

A once in a lifetime celebration at Silverstone

The Lure of Le Mans

The 'British race held in France'

100 Years of BMW Motorcycles

A century on two wheels

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Editorial Andrew Fawkes | Editor | editor@fbhvc.co.uk

It seems that we relived a little of 'office heritage' recently when Federation Secretary, Mel Holley, opened the post to find inside a letter and a CD (remember those?). It was sent in by Neil Cairns who, rather than succumbing to computer/e-mail problems at his end, dusted off the old way of doing things to send us his article on motorcycle/sidecar combinations (page 18). I'm glad he did. Not only for the information he's kindly collated to share with Federation members, but also for inspiring my loft exploration that's explained in that same article.

Our feature on Anniversaries in the last edition of *FBHVC News* was both popular and seemingly inspirational, enough to generate further commentary, this time for MG and Triumph cars (page 14) and BMW motorcycles (page 12), all celebrating their centenaries this year. If you or your club have a special anniversary (like the Bedford Enthusiasts Club on page 4) or other news you'd like to share with fellow Federation members, please let me know.

That said, this month, we had so much content that not even the infamous 'editor's red pen' could slash away enough copy to squeeze it all in. Luckily, technology came to the rescue. As you will see on page 17, John Lakey's feature comes to a rather abrupt end. However, it continues in all its glory on the website so that we get to see the full unedited version, rather than chopping off bits that some readers might prefer I didn't chop off! The alternative (and traditional way) would be to save 'Part 2' until the next edition of *FBHVC News* some weeks later. I'll be interested to know if you support this new, more immediate approach.

You may recall in the last issue we presented Lang and Bev Kidby's 'Intrepid Trip', their plan to drive a 1924 Bean from London to Melbourne next year. If that story caught your imagination, the YouTube video made by a 13-year-old enthusiast will interest you too (see here - https://www.youtube.com/watch?v=iA_z7DaB6Ws). It's great to see how the next generation of historic vehicle enthusiasts

is approaching our shared passion.

Not quite so intrepid, but in some ways equally historic, was my opportunity to drive our V8 around the circuit at Silverstone in front of the crowds at the British Formula 1 race meeting on a hot day in July. Ours was one of 110 models representing 110 years of Aston Martin's existence: cars from 1922 to the latest hypercar graced the hallowed track for 2 laps. The response from the crowd and marshals was terrific and reminded me once again how well-loved historic vehicles are and what opportunities their ownership affords us, from local gatherings to once-in-a-lifetime events such as this.

Sadly, we're nearing the end of the historic vehicle season, at least in terms of summer shows and most of our vehicles' annual mileage. I use mine through the winter, but only when the weather and road conditions are suitable. Nigel Elliot's advice on page 8 will be helpful to many whose vehicles will soon be hibernating. In the meantime, as I write, Goodwood Revival is on the horizon and, with the help of both Roy Dowding and Malcolm Grubb, we can share fond memories of a season that included the Centenary of the Le Mans 24-Hours Race celebrated at the Classic event in late June.

The next edition of *FBHVC News* will include reports from both our AGM (14/10) and the NEC Classic Car Show (10-12/11) and so it's not all doom and gloom as the nights draw in! If you haven't yet got your tickets for either, see pages 5 and 29.

See you there.

Andrew Fawkes

Andrew is a member of the Aston Martin Owners Club and the Classic & Historic Club of Somerset. He has contributed many articles to publications and websites, mainly about Aston Martin. He qualified as an advanced motorcycle instructor in 1982. His role as editor enables him to combine his passions for classic cars, motorbikes and apostrophes!



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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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Lancashire Automobile Club's Kendal 100 Run

Fifty-five cars assembled outside the Mytton Fold Hotel, Blackburn in brilliant sunshine and were flagged away by Mrs Amanda Parker, Lancashire's newly appointed Lord-Lieutenant.

The Lancashire Automobile Club's members provided an eclectic display of cars including Alvis (pre-and post-war), Aston Martin, Austin Healey, Bentley, Jaguar, MG, Mercedes, and Porsche, to mention just a few.

This event has great significance for the Lancashire Automobile Club (1902) because it recreated the 'Kendal 100', an event that originally took place in 1904 as a reliability trial over roads that were little more than cart tracks. In those days, the club was called the North East Lancashire Automobile Club, and members would drive non-stop to prove the reliability of their cars.

Of course, the roads are no longer cart tracks and there have been many improvements over the decades. However, as far as is practicable, the club has

recreated the original route from Whalley to Kendal using old motoring maps. Today's motorsport regulations do not allow the use of the same return route, so some of the roads that formed sections of the Kendal and Carlisle (200 mile) runs of the early 1900s have been included instead.

Following the run, vintage Alvis car owner and member of the LAC, Alan Wilson, of Whiting and Wilson Gold & Silversmiths, presented commemorative silver replicas of the original medallions given to all finishers of the 1904 Rally to officials, marshals and entrants.

This year, the club is supporting Tree-V in all its touring events and so far, has carbon captured 8.28 tonnes of CO2. Contributions are used to plant new trees at Tom's Wood in North Yorkshire, which is a new woodland designed and renamed in honour of the late Captain Sir Tom Moore.

The Kendal 100 has replaced the Manchester to Blackpool run because, after 60 years, it was considered no longer



viable. The start in Albert Square in front of Manchester Town Hall with the cars being waved away by the mayor, and the celebrated finish on Blackpool Promenade lined by well-wishers, are now just cherished memories.

If you would like to know more, please contact LAC committee member, Adrian Dean: adrianjohndean1947@icloud.com (07989 343503)

Bedford Enthusiasts Club Anniversary



Baldry's coach display included this OB model (in green) (Christine Thomas)



Burrell steam engines in full colour (Christine Thomas)

The family of Baldry Coaches, avid collectors of Bedford vehicles, invited the Bedford Enthusiasts Club to celebrate their 10th Anniversary with them over the August Bank Holiday weekend. The very friendly welcome from generations of the family added to the superb, spacious, fully serviced location up on Spalding Moor, East Yorkshire.

A varied selection of Bedford types was complemented, as a surprise, by amazing examples of huge steam engines and organs.

The weather was perfect which enabled

everyone to enjoy sitting outside, chatting and enjoying hearing about the different restoration projects. Two nights' entertainment was included, as was the road run and coach trip to one of the local interesting attractions on Sunday.

The club is returning to the same beautiful location next year and hopes are high for even more support from members and friends.

See www.bedfordenthusiastsclub.com





24th Annual General Meeting

Saturday, 14 October 2023

The 24th Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on **Saturday 14 October 2023** at the **British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ** at **10.30** for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 8 October 2022 as made available to members in November 2022 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2023
3. Election of Directors [See note 2 below]
4. To receive the Reports of the Directors

Notes:

1. The financial statements, directors' reports and the proxy form were distributed to club nominated contacts in late August.
2. Nominations for directors to fill the posts of Deputy Chairman & Skills, Research, Events & Technical and Communications were required by 25 August 2023. Nominations from Member Clubs required writing to the secretary: (secretary@fbhvc.co.uk)

CONFERENCE

Saturday, 14 October 2023, commencing at 2pm.

The Conference programme is currently under development.

COST AND REFRESHMENTS

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

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

All non-member/supporter tickets should be ordered from the FBHVC secretary (secretary@fbhvc.co.uk) by no later than Friday 6 October.

Preferred payment can be made via BACS (Account Name: FBHVC Ltd, Sort Code: 30-65-85, Account Number: 47342260). Alternatively, you can send a cheque payable to FBHVC Ltd and post to:

FBHVC, PO Box 1563, Peterborough, PE1 9AU, or by card by telephoning **01708 223111**.

Unfortunately, due to excessive costs we will be unable to live stream the AGM this year.



Members of the North East Lancashire Automobile Club meeting at Pleasington near Blackburn, circa 1904

Amanda Parker, Lord-Lieutenant of Lancashire, waves the flag with Alan Wilson and LAC Hon. Vice-President, Carolyn Taylor

Celebration



M type Bedfords were produced from 1939-1952 (Christine Thomas)

Introduction

Before the summer deteriorated into endless low pressure, cold fronts and the resulting unsettled weather, the Henley Regatta was blessed by reasonably satisfactory conditions. We were there supporting a University team for which my son was coxing. As we prowled the towpath to cheer them on, my attention was occasionally directed at the many and varied craft still moving up and down this part of the Thames whilst the athletes strained every sinew alongside them. To my delight, amongst their number, low down in the water, were a couple of immaculate Amphicars - a type I had not seen in the metal for many years. It was a most effective design very popular in the US and not really improved on as the concept of the amphibious car did not really catch on.

Back to legal themes and in this edition on the environmental front, I briefly mention the now notorious ULEZ expansion in Greater London, some action we have taken on the parking charge issue fully described in the last edition and an update on Cambridge congestion charge proposals. I also mention what might be regarded as the rather “random” topic of the Terrorism (Protection of Premises) Draft Bill whose relevance to club business should become apparent on reading.

Environmental Matters

London ULEZ

I got a little ahead of myself in the last edition where I forecast that the expanded London ULEZ would have come into force by the time that edition of the magazine was published. As it turns out the editor was quicker into action than I had anticipated. The timescale I am NOW working to is that as I write these words, it is about to commence! The Government has not intervened using its available powers and the local authorities who challenged the scheme through Judicial review have (unsurprisingly in my view) failed in their quest. I repeat for those still unsure, that historic vehicles (HVs) as defined in the law of England and Wales remain exempt from any charges for entry into the existing or expanded ULEZ. I have seen some coverage in the media of garages offering “classic cars” (albeit those qualifying as HVs) as a route to salvation with some journalists drawing up lists of HVs that might make suitable commuters. In policy terms this is a difficult issue as the basis for our several benefits and exemptions is largely because our vehicles are not our principal mode of transport but are for leisure and pleasure. It is what makes it difficult for the FBHVC to join those pressurising for the recognition of younger vehicles as historic often so that they can be used for commuting. This topic was extensively covered in Edition 2/2023 and I will not rehearse it save to recall my view that if historic status was extended to those 30 years or less, I believe it would come with strings and restrictions which we do not currently endure.

Illustrated by Lindsay Irvine



"I registered it as a boat - it was much easier than registering it with the DVLA!"

As I have outlined previously, rather than go with a CAZ or LEZ, the Greater Cambridge Partnership is intent on a Congestion Zone. As reported fairly widely in the media, this has not attracted universal support in the area (less than 50%) and has faced demands from the Transport Minister for a rethink. The Partnership has now produced revised proposals which retain a £5 per day charge for cars but now limited to peak hours and with 50 free days a year. Vans would be subject to a £10 charge and HGVs £50. Motorcycles would be exempt. (Go to <https://www.bbc.co.uk/news/uk-england-cambridgeshire-66618238> or scan the QR code opposite for more details). As in the case of the London Congestion Zone, there is no case for HV exemptions but as things progress we will consider seeking better treatment for historic HGVs whether by way of discounts or a number of days of free access.



Parking

In the last magazine, I set out in some detail a developing new Climate Change inspired local authority initiative based around differential car parking charges. In summary, the proliferation of “digital payment parking solutions” i.e. parking Apps, allows local authorities to charge for parking based on a vehicle’s official emissions as recorded by the DVLA. This is down to the ability of the App providers to access the DVLA database to obtain full details of a vehicle instantaneously when the registration number is entered. Whilst such a parking charge regime was previously largely confined to resident permits in leafy London boroughs, this CO₂ emissions-based charging can now be extended to all situations not simply on-street resident parking. Thus, no longer will councils be constrained to charge for parking in one of their carparks solely based on time, but the App algorithms will permit differential charging according to emissions (or engine capacity) as appropriate.

I indicated in my article that obviously HVs could be affected but we could not argue for a total exemption (such as for VED) as even zero emission vehicles (EVs) were still going to have to pay for the privilege, albeit at a lower level. In the vanguard of local authorities consulting on such a scheme is Bath and we have responded to their public consultation requesting that they consider charging HVs at a uniform rate and at the lower end of the spectrum rather than as proposed according to engine capacity. Unlike LEZs or CAZs, there is no uniform national policy which means we will have to make individual responses. Given the challenge of being aware of these initiatives could I ask readers to keep a look out and alert us to initiatives they become aware of.

Terrorism (Protection of Premises) Draft Bill

Not a topic one might immediately associate with motoring clubs, but one which a club official brought to my attention recently. Better known as Martyn’s Law in memory of Martyn Hett, one of the many tragic victims of the appalling suicide bombing at the Manchester Arena on 22 May 2017, this Bill’s primary and understandable objective is to address the failings identified at the Public Inquiry into the events of that night, particularly in relation to preparedness of venue operators and public services for a terrorist incident.

To quote the Government website:

‘Martyn’s Law’ will place a requirement on those responsible for certain venues to consider the threat from terrorism and implement appropriate and proportionate mitigation measures.

The legislation will ensure that people are prepared, ready to respond and know what to do in the event of an attack.

Better protection will be delivered through enhanced security systems, staff training, and clearer processes.

The Bill places legal duties on those controlling “qualifying premises” to ensure that a standard terrorism evaluation of the premises is carried out, reviewed annually and when there is any material change to the premises or the use of them and provide training for certain individuals. “Qualifying premises” include “shops, food and drink outlets; nightclubs; entertainment activities; sports grounds; recreation, exercise or leisure; libraries, museums and galleries; exhibition halls; visitor attractions; hotels; places of worship; healthcare and

education.” There is a two-tiered approach with the legal duties attaching to premises with a capacity of more than 100 and enhanced duties on those with a capacity of more than 800.

The relevance to clubs is connected to the types of venues likely to be affected whether hired for meetings or bigger events, i.e. village halls and small recreation grounds. The Bill has been subject to scrutiny by the Home Affairs Select Committee who have noted this issue and expressed concern that in its current form the Bill would place a:

“significant and disproportionate burden on smaller venues while failing to ensure adequate safety measures at all public events at risk of terror attacks. Thousands of small organisations, many of them reliant on community and volunteer support, would be required to implement potentially costly safety measures without adequate resources to do so. Yet other events and venues with a greater history of terror attacks or with a higher footfall fall out of scope such as farmers markets or Christmas markets”.

They are recommending a staged introduction of the legislation starting with larger venues and then pausing to consider whether smaller venues need to be included. They also believe the aims and objectives of the legislation need to be clearer.

We will monitor progress on the Bill to see if any representations are required by us to ensure that venues are not lost through cost implications or fears of further regulation burdens.



Lindsay Irvine

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

Laying up your classic or historic vehicle for the winter - Fuel issues

As autumn approaches it's time to start thinking about laying up your vehicle(s) for the winter period. With respect to fuel systems there are a number of different views of how best to ensure your classic is protected and will be in fine fettle for next year's activities. This article endeavors to highlight the key issues and makes appropriate recommendations to help protect your historic vehicle.

There are a number of issues that must be considered:

1. Corrosion
2. Elastomers (pipes and seals) shrinkage/cracking
3. Fuel Oxidation
4. Loss of volatile fuel components through evaporation
5. Diesel waxing

Petrol Vehicles

Corrosion

With the blending of 5% and 10% ethanol into road fuels, ethanol induced corrosion is an added concern. Ethanol is slightly acidic and when combined with water can promote corrosion in fuel systems. It is therefore important that every effort is made to prevent water ingress and keep fuel systems dry. The ethanol in petrol will naturally mop up low levels of water continuously but this can drop out when levels become too high or temperatures fall. An aftermarket corrosion inhibitor additive in the petrol can provide additional protection to the fuel system and is a worthwhile investment.

For complete protection the fuel system should be drained, flushed and filled with a non-ethanol containing fuel such as alkylate or one of the special storage fuels provided by suppliers such as Sunoco. These fuels are quite expensive, so another option is to drain the carburettor float bowl and remove any free water and sediment. Leaving E5 in the fuel tank and the rest of the fuel system should not be an issue provided the fuel system is free from water.

Fuel Draining

Try to avoid draining large volumes of fuel and always do it in a well-ventilated area, preferably outside. Petrol vapour is heavier than air and will build up in confined spaces and can be easily ignited by open flame heaters and central heating boilers, etc. If you pump fuel out of a tank or fuel system, remember that it can easily build up a static charge and cause a spark and ignition, so make sure fuel cans are always on the ground and not in the vehicle, so the charge can dissipate to ground. Always allow a few minutes after pumping for the charge to relax. Ideally, drained fuel should not be kept over the winter period and is best disposed of by using in your daily vehicle, provided that it has not been dosed with Tetra Ethyl Lead as that will kill the oxygen sensor and the 3-way catalyst. Lead replacement additives will not cause any problems in modern cars.

Elastomers

Elastomer materials used for pipes and seals typically swell slightly when in contact with petrol and are generally best kept wet with fuel to avoid shrinking and cracking as they dry out completely. Draining the fuel system is therefore not recommended unless you plan to work on it during the lay-up. The winter lay-up is also a good time to check the condition of all the fuel system pipes for signs of ageing such as hardening and cracking, particularly now petrol contains ethanol.



Fuel oxidation and loss of volatile fuel components through evaporation

Modern petrol is very stable and BSEN228 petrol can be stored for up to 6 months without any issues provided it is stored in a cool place in a sealed can to prevent vapour loss. To minimize exposure to air and the build-up of condensation from natural vehicle fuel tank breathing with temperature changes, it is recommended that fuel tanks are kept 2/3 to 3/4 full. This helps to minimize any fuel tank wall condensation and allows for a top up with some fresh fuel after the lay-up to restore some of the lost volatility and aid starting.

Restarting after the lay-up

Check the fuel system thoroughly to ensure that all the flexible pipes are in good condition with no signs of cracking or swelling. Top up the fuel tank with fresh fuel to restore the volatility. Start the vehicle and immediately check for fuel leaks, particularly around the carburettor and engine bay. It is not unusual for flexible pipes that have not been wet with fuel to shrink and leak when exposed to fuel again.

Diesel Vehicles

Corrosion

The main cause of corrosion in diesel vehicle fuel systems is free water. The water content of diesel is controlled to a maximum of 200 mg/kg in the BS EN590 specification and typically levels rarely exceed 100 mg/kg. The diesel fuel can become hazy when levels exceed 120 mg/kg depending on the ambient temperature. It is therefore important to ensure the vehicle fuel tank is completely free of water. It is a good idea to drain the bottom of the fuel tank at least annually if there is a suitable low point drain or by means of a suction pump from the fuel filler pipe. Any water will accumulate in the bottom of the tank and provide an excellent environment for microbiological growth that can cause corrosion and fuel filter blocking.

The winter lay-up is also a good time to drain any water from fuel filter bowls and replace fuel filters.

Since the addition of up to 7% volume Fatty Acid Methyl Ester (FAME) biodiesel in BSEN590 diesel, the propensity for microbiological growth has become greater. The FAME is also hygroscopic and tends to hold dissolved water throughout the fuel and it does not drop out so readily as pure diesel. The FAME is slightly acidic and will corrode brass, copper, zinc and lead

coated components over time. Whilst copper is widely used in classic and historic vehicles for fuel lines it should be avoided and replaced with stainless steel or Kunifer pipe to avoid future corrosion problems. Trace levels of copper and zinc in the fuel from corrosion can act as a catalyst and increase fuel oxidation, deteriorate fuel storage stability and increase fuel injector deposits.

Elastomers

Elastomer materials used for pipes and seals typically swell slightly when in contact with diesel fuel and are generally best kept wet with fuel to avoid shrinking and cracking as they dry out. Completely draining the fuel system is therefore not recommended unless you plan to work on it during the lay-up. The winter lay-up is also a good time to check the condition of all the fuel system pipes for signs of ageing such as hardening and cracking, particularly now diesel and gasoil contains FAME. FAME is a strong solvent and is not compatible with some elastomer materials such as nitrile and buna rubber. A full list of compatible materials is provided on the FBHVC website, fuels section - (<https://www.fbhvc.co.uk/fuels>).

Fuel oxidation

BSEN590 diesel fuel should be stable for at least 6 months under normal ambient storage conditions. The addition of FAME to diesel fuel has directionally deteriorated diesel fuel storage stability together with the removal of the natural antioxidants in the diesel fuel during the hydrotreating process to remove sulphur. However, there are additional oxidation stability performance tests required when FAME is blended to diesel and gasoil to ensure storage stability is maintained.

Since the addition of FAME to diesel fuel, particulate levels have increased, and it is recommended that fuel filters are changed at least annually.

To minimize exposure to air and the build-up of condensation from natural vehicle fuel tank breathing with temperature changes, it is recommended that diesel fuel tanks are kept full during the winter lay-up period. This helps to minimize any fuel tank wall condensation.

Diesel waxing

Diesel quality is adjusted seasonally to ensure that vehicle operability is maintained all year round. Winter quality diesel is available from service stations from the 16th November through to the 15th March each year. Laying a vehicle up with summer quality fuel may lead to waxing and fuel filter blockage below -5°C.

If possible, refuel with winter quality before laying your vehicle up to avoid cold flow problems if you plan to use your classic or historic vehicle during the winter period. Winter quality fuel is fine for use in the summer as it just has enhanced cold flow performance which does not affect summer vehicle operability.

Restarting after the lay-up

Check the fuel system thoroughly to ensure that all the flexible pipes are in good condition with no signs of cracking or swelling. Start the vehicle and immediately check for fuel leaks, particularly around the injector pump, injector leak-off pipes and engine bay. It is not unusual for flexible pipes that have not been wet with fuel to shrink and leak when exposed to fuel again.

Esso Synergy Supreme 99 and ethanol

Members may have become aware that Esso have recently made an announcement about the availability of ethanol free petrol.

"We currently supply an ethanol-free Synergy Supreme+ 99 unleaded in some parts of the UK. From September 2023 our Synergy Supreme+ 99 will transition to contain up to a maximum of 5% ethanol at all Esso pumps irrespective of which part of the country they are located. The labelling at our pumps will remain as E5 for Synergy Supreme+ 99 unleaded".

The ethanol free Synergy Supreme 99 Petrol was available in areas where the fuel terminals are supplied by underground pipeline from Esso Fawley refinery. Esso have maintained the supply of ethanol free petrol for as long as is practicable within the requirements of the UK Renewable Transport Fuels Obligation. They have been able to meet the obligation by blending higher levels of biofuel in other grades to meet the overall obligation but are under increasing pressure to have renewable content in all road fuels. This brings Esso into line with other Super grade fuel suppliers.

The octane and volatility will not be affected although the blend will change slightly to take account of the additional octane provided by the addition of ethanol. The fuel will contain a small amount of oxygen from the ethanol and will cause some engine mixture enleanment that may require a small carburettor adjustment to maintain vehicle driveability.



Nigel Elliott

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

Following the meeting with the Minister for Roads & Local Transport, Richard Holden MP, which we reported recently, we participated in a further meeting of the Historic Vehicle User Group (HVUG) on Tuesday 22nd August. This was attended by very senior DVLA staff and covered several of the issues currently of concern to us.

Whilst at this time it is not possible to share details, we are pleased to report an improved and continuing dialogue with DVLA which supported a positive discussion. Further meetings are planned, including a HVUG meeting in November, after which it is expected that we will be able to report some clear progress.

The opportunity was also taken to ask DVLA about the recent news that

from June 2024 the Post Office were intending to cease providing a counter service for some DVLA activities. DVLA confirmed that the information was correct and that they were actively considering their next steps although at this stage no decisions had been taken. As always, we will report any developments.



Ian Edmunds

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

Events

Since my last report Madeleine and I have taken part in the Mille Miglia (I was the FIVA Observer) and also the Le Mans Classics Centenary event (as representatives of FIVA and the FBHVC).

Mille Miglia 2023 involved an amazing and diverse collection of almost 450 Historic Vehicles, as per usual, plus some wonderful roads and scenery. The event claims to have an audience of over 10m each year which could well be true given the extensive media coverage and the general public who turn out in every town and village the event passes through on its 1,000-miles route.

For the Le Mans Classic Centenary, I spent most of my time carrying out driver and entrant interviews, interspersed with periods on our FIVA stand. As a result, I missed all the actual racing, apart from the Little Big Mans event where 70+ boys and girls drive mini replicas of famous racing and sports cars. The cars have small engines (not pedals as at Goodwood Revival) and they start the race by running across the track, jumping into their respective car, starting the engine and accelerating into the main straight – just like the olden days. It was great to see so many ‘future champions’ already engaged with our HV movement.

Back in the UK, I was able to take part in some classic car tours and attend two classic vehicle shows. Both shows had around 500 entries and an eclectic mix of cars, motorcycles, buses, commercial and military vehicles – something for everyone to enjoy. The two shows were very well organised and got plenty of public support, helped by a nominal entry fee and with all proceeds going to local charities. These fairly informal events only run thanks to the teams of unpaid volunteers and with the

positive support of the local villagers – long may they continue.

E-fuels – Following my report last month, I was grateful to be reminded by Jeremy Satherley of the Southend & District Classic Car Club, that I’d omitted my promised update on using e-fuels in my Mini 850 in Portugal (Issue 3/2023). Unfortunately, at the last moment the European e-fuel supplier was unable to deliver the fuel to the start of the event and so I was unable to test it as planned. However, since then, with the able assistance of Nigel Elliott (our FBHVC fuels specialist), I met with an expert from Coryton who are at the leading edge of fuel technology. Their ‘Sustain’ fuel is now available at Bicester Heritage and has been used at a wide range of events around the world. It was also featured on a recent episode of Harry’s Garage on YouTube. I have attached links to both should you want to keep up to date with developments.

FBHVC Events Calendar

The events calendar is looking very healthy with events listed all the way to May 2024. There is plenty of room for more though, so please make use of this free ‘publicity’.

Useful links.

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

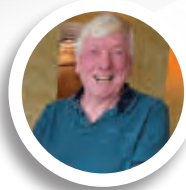
FBHVC List your event <https://www.fbhvc.co.uk/list-your-club-event>

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

Coryton Fuels <https://coryton.com>

Harry’s Garage <https://www.youtube.com/watch?v=FJ6lr42fvtU>

Drive and ride safely and have fun.



Malcolm Grubb

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

MUSEUMS

I'm really pleased to report that one of our museum members, Transport Museum Wythall, is now carbon capturing its running fleet.

Working with Tree-V, FBHVC's environmental partner, the Wythall team has computed the total annual mileage run by their heritage bus fleet across all their running and special event days, allowing a precise estimation of carbon emitted by different vehicles. The result = 4,500 miles balanced, 4.37 tonnes captured, and 13 trees planted.

Although realising this individual impact is minimal, the museum wishes to 'do its bit' and encourage similar establishments to join in as Tree-V and FBHVC make it so easy. The museum has chosen this scheme so that new forests will be planted in the UK, as opposed to 'carbon offsetting' which is the protection of established forests overseas.

Trustee Denis Chick said: *"As a museum we are also keen to play our part in the FBHVC's scheme as, by adding our voice to an industry-wide scheme, it allows us all to unite under a green banner and demonstrate to the outside world we're a responsible community that cares about the planet. Our trees - Alder, Birch, Wild Cherry, Goat Willow and Sycamore - are being planted in Tom's Wood in North Yorkshire and are best suited to the local climate, rainfall and numerous other factors."*

At the **Dundee Museum of Transport** there has been a great deal of activity both in the museum and at the Maryfield Tram Depot over the last few months.

The Museum took part in Volunteer Week to acknowledge the fantastic work of all their volunteers who are the 'oil of the museum'. Whether serving Front of House, or in the Build, Restoration, Archive or Storage teams, they wanted to show their appreciation of everyone's efforts and recognise that without this dedicated support they would not be able to open the museum. They are also looking for more volunteers, so if you have a few hours to spare and fancy getting involved, have a look at their website – <https://www.dmoft.co.uk>

They have also just been given planning permission approval for the former derelict tram depot to make it into a museum and work has almost concluded on the first phase of repairs to the roof structure to secure the integrity of the building, making it safe and weatherproof. The professional project team has been expanded and now includes a Conservations Architect and a Quantity Surveyor, allowing further work on site to get underway. Their plans for this building when completed will be to remember Dundee's transport and social history.



Front of House Team Bob Gray (L) and Alex Anderson (R) with (centre L-R) Ken Farquhar, Ali Grant and Dave Densley (Restoration Team) Credit: Dundee Museum of Transport



Dundee Tram Depot, ready for a new life Credit: Dundee Museum of Transport

The **British Motor Museum** is delighted to be welcoming a new car into its collection – a Singer Le Mans. Not only is this car an ideal fit for the Trust's collection, but it's also a fabulous gift to the Museum in its 30th Anniversary year - and marks the launch of an exciting new partnership with The Patrick Foundation.

This new working relationship between the two charitable trusts is meant to be, as both charities can trace their roots directly to the car-building heritage of the Midlands, and both are dedicated to preserving the legacy of the motor industry in Britain.

Stephen Laing, Head of Collections at the British Motor Museum, says: *"We're absolutely delighted that The Patrick Foundation has chosen to donate the Singer Le Mans to the Trust. Inspired by Singer's success at the great race, the nippy Le Mans model, with its trim styling, looked the part. Embodying the spirit of the 1930s small British sports car, it's a perfect fit for our collection. However, this Singer is more than just that. Its fantastic backstory, part of the Patrick family for so many years since first being campaigned by J. A. M. Patrick, gives the car great provenance, just right for the Museum."*

Julian Pritchard, grandson of the original owner, Joseph Patrick, and one of the trustees of The Patrick Foundation today, said,

"To see my grandfather's car, Chassis Number 1, which he so successfully competed in during the 1930s, being displayed within the fantastic surroundings of the British Motor

Museum, is a real treat and something, as a family, we're immensely proud to be able to facilitate. The trustees are delighted to begin this exciting collaboration with the British Motor Museum as the two organisations are so well-suited to each other. In its new home, the Singer Le Mans can be viewed and appreciated by countless visitors, keeping its spirit alive."

The Singer Le Mans is now on display in the Museum. In addition to the gift of the car itself, The Patrick Foundation has pledged significant funding for several upcoming projects, for which the Museum is extremely grateful.



Singer Le Mans with Curator, Cat Boxall Credit: British Motor Museum



Andy Bye

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

100 YEARS *of* BMW MOTORCYCLES

BMW Motorrad is celebrating its 100th anniversary in 2023 with a combination of events, exhibitions and celebration days.

BMW was founded on 7 March 1916. That was the day the aero-engine manufacturer Gustav Otto became Bayerische Flugzeug Werke AG (BFW). One year later, in 1917, the Karl Rapp Motorenwerke was renamed Bayerische Motoren Werke GmbH (BMW) – which went public in 1918. BMW produced aero engines, supplied engines to other companies, and made train brakes. However, several years were to pass before it started manufacturing motorcycles.

The first M2 B 15 motorcycle engine was designed by Martin Stolle, a foreman with BMW. Stolle opted for the boxer configuration, which had already proven a success in his own Douglas. The 298cc 2-cylinder boxer generated 6.5 hp and was supplied to motorcycle producers such as Victoria and Helios.

By 1923, BMW had taken over Helios production, with the intention of producing a motorcycle of its own. Under the auspices

of Max Friz, technical director and chief designer with BMW at the time, the BMW R 32 was born. It differed from the Victoria and the Helios in one crucial way: the engine was no longer mounted transversely but longitudinally to the crankshaft, which ran parallel to the direction of travel. This meant that the cylinders protruded to the left and right in the airstream and became a recognisable engineering design that still features in BMW motorcycles to this day.

Whilst the rest is, as they say, history, you can read more about that history, and how it's being celebrated, at the BMW Motorrad website – <https://www.bmwgroup.com/en/news/general/2023/100-years-bmw-motorrad.html>



(credit: BMW Motorrad)



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MG & TRIUMPH 100

A once in a lifetime celebration
at Silverstone



Timeline cars from MG and Triumph

Over 3,000 MGs and Triumphs filled Silverstone for two glorious sunny days back in June as the joint centenary event at Silverstone proved once again how much larger and more entertaining events can be if resources are pooled.

The *MG Triumph 100* Festival had been two years in the planning and that level of preparation had created a tremendous atmosphere and range of attractions that neither marque could have achieved on their own. Enthusiasts of both the Triumph and MG marques celebrated, camped, and raced together, all whilst enjoying glorious weather and camaraderie.

Proceedings began with the official opening in the live-action arena where the local marching band, the Liberty Youth Orchestra, paraded-in cars from the centenary timeline displays. These displays provided the show with an incredible spectacle that ran both sides of the length of the old Copse Runway and featured one hundred slots, all with a car from each era of the marque's history. The cars filed in behind the marching band with all the pomp and ceremony that these cars deserve. The many hundreds watching from the live-action arena grandstands were treated to an incredible, once-in-a-lifetime, goosebump-inducing spectacle, as the cars paraded in and parked up, in date order to fill

the huge amphitheatre-like space.

Starting with MG, the live arena presenter, Wayne Scott, ran through the entire history of the brand from the earliest example, a replica of one of the six 1923 built Raworth bodied Morris Cowleys that started the MG story, right through to the latest MG4 all-electric vehicle wearing its 2023 registration plate. Triumph followed and on Sunday, the marque's display was graced by an example of the very first model for the brand, the Triumph 10/20 from 1923. Again, Wayne ran through the history of every stage of Triumph, latterly Standard Triumph and then into the BL era before production ended with the Acclaim in 1984. All this information was imparted within forty minutes and the audiences from each marque were clearly fascinated with learning about their Triumph or MG counterparts – a wonderful moment of mutual appreciation. The arena programme continued with special displays featuring Triple M pre-war MGs, 70 years of the TR, 50 years of the Dolomite Sprint, big V8s and more.

TR Register display marquee

The TR Register display centred around a special marquee that not only offered members a place to congregate but also celebrated another significant milestone - seventy years since the TR range went on sale. Outside the entrance was the special Triumph prototype known as the Fury. With its monocoque, Michelotti design and pop-up headlamps, it was a star attraction that in the end awarded the car's owner, Jane Weitzmann, the accolade of Car of the Show.

Member's cars completed the stunning array of TRs on display whilst inside the marquee over a million pounds worth of ex-works Triumphs were on display.

The first ever TR2 took pride of place, on loan from the British Motor Museum. MVC575 had celebrated the 70th anniversary of its record-breaking run on the Jabbeke highway in Belgium, making it the fastest sports car under 2-litres at the time. The record breaker sat next to TS2, the TR Register Car Club-owned car that was on show both on the TR Register display and within the arena to explain its vital part of Triumph's story.



Words: John Lakey Images: John Lakey and Matt Woods



A spirited track parade



MGs and Triumphs camped and celebrated together



Thrilling California Cup AutoTest



Liberty Youth Band



All eras of Triumph celebrated



TR Register stand



Marching band opening ceremony



Visitors from Ireland



Cream Cracker PB

The ex-works TR7 V8 driven by Simo Lampinen during 1979 in the San Remo, Finland and GB rallies was also on display alongside MVC575, giving a unique opportunity to look over the fastest examples of the first and last of the TR line. Steve Rockingham has been the custodian of this important example for several years, but the car is now looking for a new owner.

Hall and Hall facilitated the appearance of two works TR3s within the TR Register marquee. TRW 736 is one of the three famous "TRW" Works rally cars built in April 1957 at the Standard Triumph Competition Department in the

Birmingham factory for the works rally team under the supervision of Ken Richardson. Equipped with disc brakes, a straight four 2-litre engine and the distinctive Apple Green paintwork, they entered the 1957 European rally season. Because of the fuel crisis in the Suez and fuel rationing, motorsport almost came to a halt at the beginning of 1957. The three cars competed in two major rallies, the Tulip and the Liege-Rome-Liege. Its first outing at the Tulip Rallye driven by John Waddington and William Cave took 1st place in the GT class beating Paddy Hopkirk in TRW 737. Frenchman Bernard Costen and his navigator Bernard Pichon managed 3rd

place overall at the Liege-Rome-Liege.

VRW 221 was built in November 1957 at the Standard Triumph Competition Department in the Birmingham factory. It was first registered on 01-01-1958 in preparation for the 1958 European Rally season and is believed to be the only surviving one of four "58" Monte-Carlo cars. Driven through the 58 season by John Waddington, Desmond Titterington, Ron Gouldborn and David Mackay, the best result came from Desmond Titterington and Brian McCaldin navigating at the Circuit of Ireland 2nd overall with Paddy Hopkirk taking first place in another TR3A.



MG Cyberster made its debut



Grinnalls growing



Live music



Apparently this was a mother-in-law seat - her words!



Wayne Scott (right) interviews John Day MGCC President (left) and Grandson of Cecil Kimber, Joe McGavin (middle)



Close to the action in the pits



Unique Triumph Fury prototype scooped a trophy

This article continues on the FBHVC website at www.fbhvc.co.uk/mg-and-triumph-100



Trackside at Silverstone



Diverse and entertaining displays in the arena

THE FAMILY M

Words & photos by Neil Cairns

Quite a few years ago I attended a Vintage Motor Cycle Club Banbury Run, as a spectator, on my solo 1953 BSA B31. I was impressed by the number of really ancient machines present that were pulling sidecars. Whilst in the early 20th century motorcycles were still a plaything of the rich, some owners had begun to want to take the family with them. The little wicker seat attached to a vintage machine in the photo (right) is said to be the oldest combination still on the road. The wicker seat was the origin of calling a sidecar a 'chair'. But whilst veteran, vintage, and post-vintage machines seem to be proud to pull a 'chair' about, the scene changes sharply with post-war classics. By now, the motorcycle had become the transport of the 'working man'.



The earliest known combination still in use

It would be the 1960s before the massive explosion of car ownership would push the motorcycle almost off the scene. From the 1920s up until the mid-1950s, motorcycles outnumbered cars on our roads. In 1952 51% of vehicles on the roads were motorcycles, of those over 500cc 50% had sidecars attached. Unlike today, cars were then an expensive luxury. Today motorcycles are just 2% of road transport and, once again, the motorcycle has become a (brave) rich man's toy. At motorcycle shows and on runs you hardly ever see a post-WW2 combination. Those you do see are usually single-seater sports chairs or touring sidecars. It seems most motorcycle enthusiasts would rather own a solo sports machine of 500cc or 650cc, and most often a parallel twin.

The Post-War Sidecar Boom

Once, the big 'saloon' combination was a popular and cheap method of transport for the 1940s and 1950s family, and there were tens of thousands of them about. Where are they all today? Companies such as Briggs, Busmar, Steib, Canterbury, Blacknell, Garrard, Hillsborough, Nicholson, Rankin, Surrey, Swallow, Watsonian and Squire built sidecars for sports, touring, family and business use. 'Combos' were so common as street furniture in the '50s, their huge numbers meant you didn't notice them. In the late 1940s Mr. Average was able to buy an

ex-WW2 BSA M20 from firms like Glanfield-Lawrence, (having been given a coat of black paint over its army green) and then bolt on a child-adult sidecar. He had probably made the sidecar body himself fitting it to an ex-WW2 military frame. This gave the family the freedom to get out of their smoky industrial town into the countryside, out on a picnic or off on holiday to the seaside once a year. The total cost of the second-hand BSA and its chair would be one third of a secondhand car's price, inclusive of road tax and insurance, as well as being much cheaper to run and maintain. Cars were also rationed after the war. Some keen amateurs even built their own sidecar 'saloon' bodies. As so many men had been in the forces during that war and were technically trained, most were quite capable with a spanner and able to do their own servicing. To these chaps timing a magneto came easy, de-coking an engine second nature. Spares were cheap as the forces dumped their huge stocks on the market. The motorcycle firms were very busy as well. They were trying hard to fill a massive demand for personal transport. Ancient pre-war designs would go on in production up into the 1960s, management quite happy at not having to invest too much in the factory, blind to the problems this would eventually realise in the future. But slow revving, single-cylinder, high torque bikes were just what a big sidecar needed.

A Comparison of Wages Might Help

In 1949 the average weekly wage was just £6, by 1960 it had risen to £15. In 2022 it was £601¹. In 1955 a second-hand 1948 500cc Norton motorcycle would have cost £99 and a new Swallow two-seater sidecar £85, although a second-hand one might be just £25 (*The Motor Cycle*, 10 March 1955 - taken from two full pages of classified adverts for sidecars alone). Thus, the total cost of your combination was between £124 and £175. A second-hand 1949 Ford Prefect would cost you £315 (*The Autocar*, 6 September 1957.) The combo and the car could both carry four people. If you were on £6 per week, which would you buy?

By 1958 Pride & Clarke were selling ex-War Department (WD) 500cc Norton 16Hs for £39. Claude Rye would sell you a new Watsonian double adult sidecar bolted to a 1952 BSA 600cc M21 for just £139 (*Motorcycling*, 30 April 1959). Today, a new Royal Enfield 500cc (made in India) fitted with a Watsonian-Squire touring chair will cost you well over £3,500.

Since the majority of the working population lived within five miles of their place of work in those days, many young lads either walked or cycled to work. Those who had completed their poorly paid apprenticeships rode solo motorbikes to work, and the more mature family men would arrive on their combination, often giving a lift to a mate. Few would be able to afford a motorcar.

MOTORCYCLE



1930s BSA M20 with single seat sidecar

The photo of the BSA M20 (above left) with the single-seat adult chair fitted, taken at Milton Keynes Museum Rally in 2005, is a typical machine and chair of the 1950s. The photo of the BSA Sloper (above right) with its child/adult sidecar of the 1930s is typical of its time. Very few big Panthers were ever seen as solo bikes, nearly all were hitched to huge 'saloon' sidecars full of children. They were also used by small country businesses with a toolbox on the chassis. In my own case, a 1961 M120 I ran in the 70s, (VFV494), first had a small, heavy mild-steel single seat sidecar fitted (from a WD BSA). The photo

of this was taken in 1978 with a brand-new BAe Hawk trainer behind it (below left). As my family grew, so the sidecar body was swapped for a huge double-adult, Busmar 'Mk2 Astral' saloon. I remember it was like riding beside a double-decker bus until I got used to it. I even pulled a small camping trailer behind it on holidays. I also ran an AJS 18S with a child-adult Briggs 'Swift 2' saloon body fitted to a Watsonian braked frame, (below right). Today the same bike now has a bespoke wicker chair fitted and is used for raising funds for the Royal British Legion Rider's 'Poppy Appeal'.



1920s BSA sloper with a child/adult sidecar

To Ride/Drive a Combination

Back in the 1950s if you were able to ride a solo motorcycle, 'driving' a combination would come as a bit of a shock. In those days you could drive a combo with 'L' plates at age sixteen, so circumnavigating the 250cc limit for learners. Combinations are not an easy thing to get used to and the first time ridden often scares some away. The fact that the handlebars have to be forcibly turned to get round bends at first seems scary, you feel it is all going to tip over on your first left-hander. Just trying to 'lean' it round bends as you do on a solo



A Phelon & Moore Panther M120 with single seat sidecar (and Bae Hawk).



1953 AJS 18S with a Briggs child/adult sidecar

bike will send you straight into a ditch or the oncoming traffic. The effort needed to steer a combination at speed, fully loaded, soon expands your upper arm muscles. But once mastered, a combination is much safer than any solo machine, as you simply cannot take any liberties with it. The 50% reduction in insurance premiums over a solo machine was because of their excellent accident record.

'Driving' an outfit is an art. Everything is much slower, and the bike will be working hard slogging away under you. Left hand bends are taken slowly as the chair is liable to lift if you go too fast; right hand bends are fun, as the chair now supports you. Accelerate a little around the chair to turn left, but carefully or the sidecar wheel will lift; and conversely let the chair run round you, reducing the throttle to turn right. Many owners put something heavy in the vacant chair to keep its wheel on the road. With the extra room inside, under its seat, you can carry a decent tool kit, spare inner tube, tyre levers, a small jack and spare clutch plates, throttle and front brake cables. A couple of spare rear wheel spokes would be a good idea too. On the roads in those days, it was best to be prepared. Punctures were far more common with the tyres then in use on the badly pot-holed roads. Whereas many bikes had a hand-pump on their frame, a more powerful foot pump can now be carried. The steering will need a damper, this is a vital addition. Sidecar frame alignment is now checked as part of the MOT test. As the steering head remains upright all the time, and you steer with the handlebars, at low speeds shimmy sets in easily if you hit any irregularity in the road. The damper eliminates this. Tyre pressures are important and are much higher than a solo motorcycle. Some bikes had reversible fork legs so the wheel's 'trail' could be altered to reduce shimmy.

So, what of today's scene?

The performance today of a 1950s 'big-single' outfit is regarded as pedestrian, but it should be compared with other cheap vehicles of the time. Most 500cc single cylinder combinations could reach 55mph, and 650 twins 65 mph, safely. A 1949 Ford Prefect with its four-cylinder 1172cc engine would struggle to get to 55mph. A 1952 Morris Minor, quite an expensive car then, could only make 57mph on its 803cc ohv engine. Even by 1960 the Ford 100E Popular could only get to 60mph. A combination could easily out-accelerate both cars. My own 1952 M.G. YB 1250cc sports saloon, then a very expensive car, gets up to 69mph (*The Motor*, road test 1947). A 1952 MG TD



The author's current wicker sidecar on an AJS 18S, used for charity event for the Royal British Legion Riders

sports car ran up to only 75mph, many a 350cc solo motorcycle could catch it.

Choosing the right chair for your bike is common sense, sidecars are all lightly constructed, but its size will be limited by the bike's power. Not all bikes are suitable for sidecar work, some being too lightly built. Some people even attach sidecars to 350cc machines. That might be OK if you are only going to carry very light loads, as such an outfit will struggle to reach 40-45mph and today it is not really a viable prospect if you intend to use it often. Many pre-war sidecar frames have no brake or suspension. A good long-stroke single-cylinder slogger (high torque at low revs) was the most popular machine, often a side-valve in the early years. 500cc and 600cc singles were the favourites. You would soon get used to having to charge at hills to be able to get over them. For the better off owner, the number of parallel twin machines proved ideal, their power delivery was smoother, but more often they would have a single seater sports chair fitted. Our working family man stuck to his trusty big single. The manoeuvrability of a combination is very good. Should you want to turn round in a road, go round the sidecar, NOT the other way. The outfit will pivot around the chair's wheel, turning the lot on a sixpence. Parking it amongst cars in the high street is again fun, as it will slip into the tiniest gap. But with no reverse gear, you will need to assist it out if you park nose-in.

Family and Work Transport

Whilst a solo bike is the property of its rider, a 'saloon' combination belongs to the family. Children and Mum much preferred riding inside in the dry, whereas an older son

would ride pillion. Today, the law requires that those on the bike must wear a helmet, but the sidecar passengers do not. Back in the '50s and early '60s there was no law forcing anyone to wear a helmet. Flat caps worn back to front with goggles, were the things to have. The majority of family saloons had roofs and a proper door to enter and exit, unlike sports chairs where you jumped into them over the side. Most saloons also had roll-back canvas sunroofs. These would soon age and leak in heavy rain. Travelling in a sidecar, especially in summer with the roof open, is very pleasant indeed, once you get use to the bouncy ride, and the engine thumping away next to you. It was far more preferable to sitting on the bike out in the cold and rain. To keep Dad dry he would don an old Army greatcoat, a pair of huge gauntlets, and possibly fit a Perspex windscreen and leg shields. Some purchased helmets, others just a cap, but nearly everyone had ex-RAF Mk8 flying goggles. I remember a spinning visor being offered in the 50s, it was meant to throw rain off.

The advantage of a combination over a solo machine in the hey-day of motorcycling, was its carrying ability. It could be used to commute to and from work, possibly carrying tools and a few mates, very cheaply. It was much safer on icy roads than a solo, and much more manoeuvrable than a car. Then at weekends you could take the family out shopping and on trips, again at very little cost. It was not unknown for four adults and all their luggage to be conveyed about. The combo could be stored in a shed if the doors were wide enough, and it was easily serviced as a DIY project. Running a small car of the era meant more expensive insurance (most outfits then cost 50% less

than a solo to insure); much less mpg; four tyres to renew; more expensive road tax; bigger four-cylinder engine to service; in fact, the overall 'new' costs would be over treble hence the attraction then of hitching up a sidecar. A motorcar of the era might make 25-30mpg, but a combination would exceed 50-60mpg when driven carefully.

Forgetting Heritage

The large family 'saloon' sidecar has now had its day, combinations you can buy now invariably have small single-seat sports or touring chairs fitted. Looking at a recent VMCC calendar showed seven outfits, all but one being expensive sports chairs.

Restoring a sidecar can be fun, but few remain. Their light build means most have long ago rotted away. No one seems to want to know about the huge chunk of social history that the family motorcycle combination stands for. They have, but for a very few, been relegated to pictures in a few books and magazines. Even books on the subject are rare, the only one that is currently available is the excellent "The Sidecar, A History" published privately by Geoff Brazendale in 1999.

THE FAMILY MOTORCYCLE

THE EDITOR RECALLS

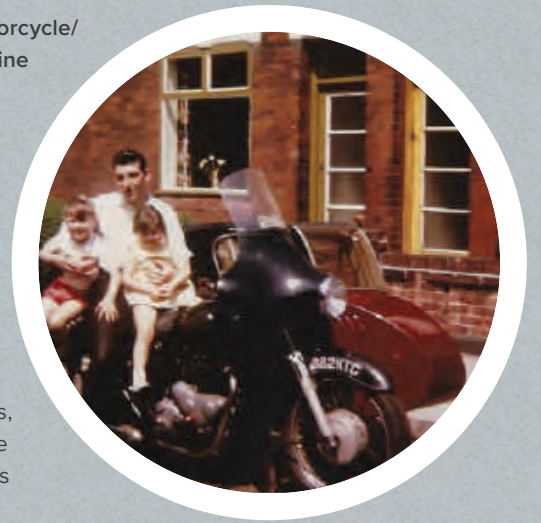
After reading Neil's article on motorcycle/sidecar combinations, I made a beeline for my loft looking for a photo lost but long remembered; my dad, me and my sister sitting on his AJS 650 with family sidecar.

The photo was taken in 1966 when I was 5 years old (I'm the one on the left suspended in mid-air).

I have fond memories of being in the sidecar with my mum and sister and peering up at dad riding high alongside wearing his huge gauntlets, old RAF flying jacket and goggles. He would occasionally glance down at us with a smile.

Perhaps my fondest memory is of getting up at stupid o'clock one July morning to ride home to Manchester from a week's holiday in Torquay. That would be a fair old slog riding an outfit on the roads of the day, especially for my dad!

We made it home in time to watch the World Cup final. Everyone remembers where they were on that day... and for some of us 5-year-olds, sleeping through much of it!



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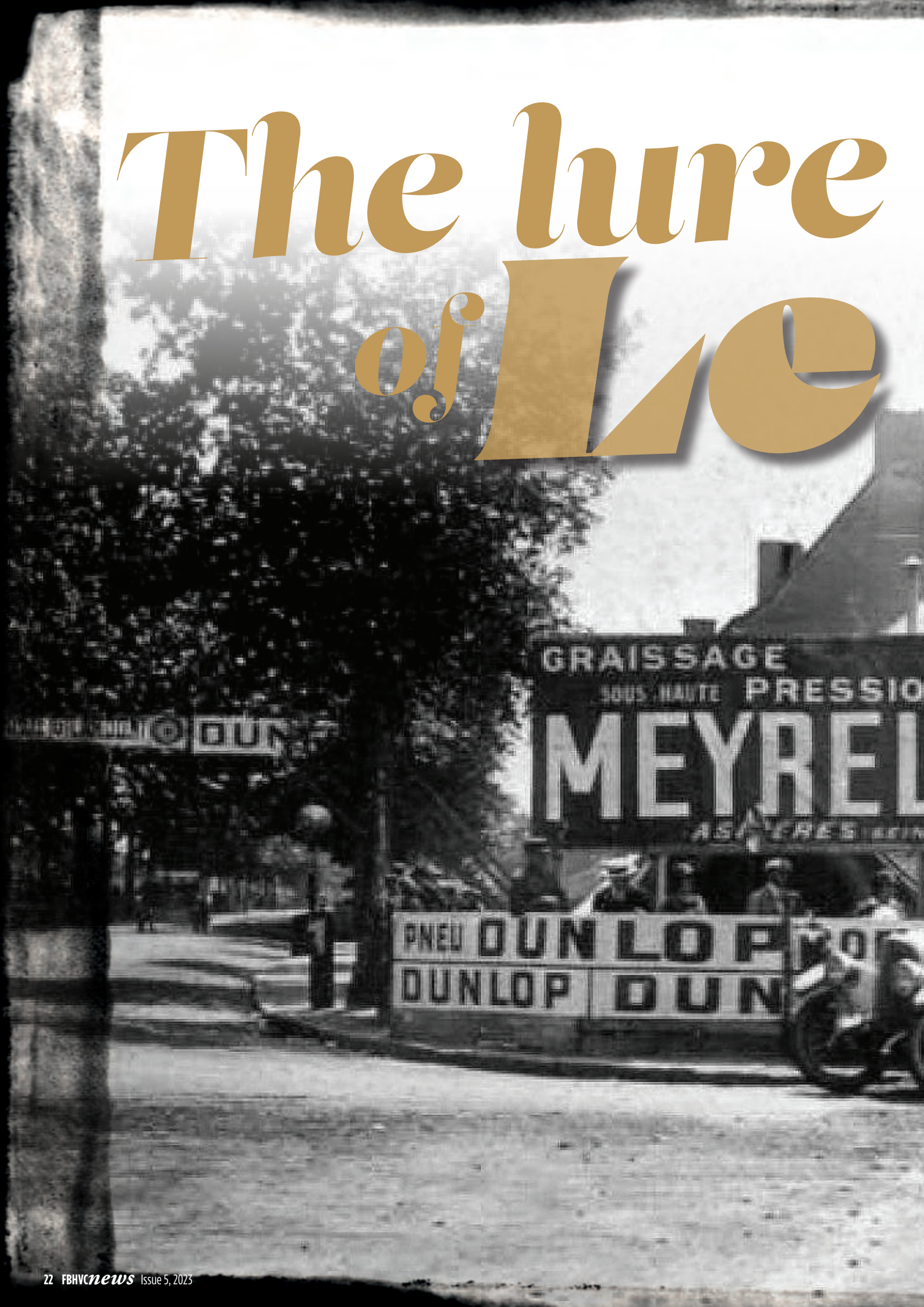
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The lure of *Le*



Mans

by Roy Dowding

With British fans comprising at least half the attendees each year, the event has become known as “The British Race held in France”. And, over the 100 years since its inception, British cars (and drivers) have stamped their authority on the outcome on many occasions – the famed Bentley Boys, the many Jaguar victories, the odd podium appearances by Lagonda, Talbot, Aston Martin and McLaren. It’s also fair to say that Britain can claim a significant input towards Ford’s four wins in the Sixties. In terms of the spectacle, the racing and the atmosphere, probably only the Indianapolis 500 comes anywhere close to rivalling Le Mans as the world’s greatest motor sport festival.



Main image: Pontliève Hairpin on Ave. Georges Durand, just down from the author's hotel, seen during the 1926 race

Inset: The same scene today, no longer part of the circuit. The hoarding has gone, as have most of the trees, but the buildings are still much the same

I have been to the 24 Heures du Mans three times, the first and last occasions separated by more than 30 years. I would have gone more often, such is its mystical attraction, but 'life' has had a habit of getting in the way. As it stands, I was able to savour the third-in-a-row victory for Matra in 1974 (which pleased the French somewhat), to witness the return of Bentley in 2001, attaining 3rd overall and receiving a greater accolade than the winners did, and then 2006, the first year of the diesel versions of the all-conquering Audis, who had made winning the race a foregone conclusion by then. Having said that, there was plenty to maintain one's interest that year, with the likes of rarities such as Panoz, Saleen and Spyker taking part and, to my delight, 1st in class for the diminutive MG Lola EX264 (for the second year running) and a staggering 4th overall (and 1st in the GT class) for a Chevrolet Corvette C6-R.

The 'Other' Le Mans

The advent of the Le Mans Classic meant there was now an even more compelling reason to head for La Sarthe, but I had to wait until this year for the opportunity. With more than a few gentle hints from son Jonathan, if I was ever going to go to the Classic, 2023 would be the year to do so as it marked the 100th anniversary of the first race.

We would have to go in a classic car, naturally, and with the Scimitar as our chosen steed, preparations began. A full service and MOT was carried out and a travel/accommodation/entry package offered by Grandstand Motor Sport selected, which proved to be a good choice.

The deal comprised a fine hotel - Le Circuit - on Avenue Georges Durand, which had been part of the original racecourse until 1931 and is in effect a continuation of the Mulsanne Straight. Its location was thus within easy walking distance of the Tertre Rouge corner entrance, meaning that we could leave the car safely parked

in a privileged position on the Bugatti Circuit for the duration, avoiding the horrendous jams of traffic attempting to reach the circuit each morning. Also included was a pass that provided fast track entry to stands, the museum and paddocks. Given the queues that formed each day, that was a real blessing.

Timing our arrival on the Thursday beforehand, we were able to drive around the parts of the track that are still normal roads before they were closed off. This also enabled us to work out how to access L'Auberge des Hunaudières - the fabled restaurant on the Mulsanne Straight - for dinner on the Friday evening to the accompaniment of Group C cars from the Eighties battling past at 200+mph just feet away. We quickly learned to tell the different cars by their engine noise - some were melodic while Judd-powered examples were very definitely not!

The Event

Where to start? Between the cars due to race and those in the museum - specially extended for the occasion to display 65 former winners and a corridor of fame illustrating all the famous and/or multiple winning drivers - there were more than 800 cars that had actually taken part in one of the 90 previous 24-hour races, and most of these were in full-blown action on Friday for qualifying and then virtually continuously from 9.30am on the Saturday until 4.00pm on the Sunday.

The cars were divided by age into six 'grids', each of 82 starters, taking part in 45-minute races round the clock, so that everyone had a turn in daylight, dusk, night, dawn and back to daylight. It made for some interesting spectacles, with the older cars adorned with additional high-powered lights (how did they manage without those back in their day?) and some of the more modern categories spitting sheets of flame on the overrun.

There were other distractions, such as the vast fields of classic cars of all kinds, the incredible collection of scale models in the museum - every finisher of each year's race is depicted in display cases - and the 'Little Big Mans' race, held on the Saturday, for petrol or electric driven pedal cars. Each is a scale replica of a Le Mans entry, piloted by children between 6 and 12 years old. They were allowed to enact the once-traditional Le Mans Start, lining up on the far side of the track and running across to their mounts at the fall of the starter's flag - in this instance Rafael Nadal, taking advantage of his medically-enforced current break from tennis.

The following day, an area in The Village was cleared for the Little Big Mans prize giving. From the number of medals and cups on the table it would seem that every entrant won something! And why not? The sight of 100 of those wonderful miniature racers heading away from the start the day before was quite something.

Despite all that has been said and done in the past about the traditional Le Mans echelon start, the 'oldest' grids were also allowed to do so. Sheer bedlam then ensued each time as some 80 or so cars burst into life and slewed onto the track, most of them directly in the path of hordes of others bearing down on them.

An amazing, almost heart-stopping spectacle, but all due respect to the 'pilotes' - there were no nasty comings together. Quite unlike modern grand prix racers, supposedly at the top of their game, where they are all (in theory) going in the same direction from a standing start in straight lines, yet somehow manage to mangle each other!

Not altogether surprisingly, given that 14 examples were entered, a Ford GT40 won every single grid in which they participated. Each of the various stages of development was represented, from the early, unsuccessful Mk I, a 1965 open car, a



Table placemat used by L'Auberge des Hunaudières, painted by a local artist for 2023



Group C cars at 'full tilt' passing the restaurant. Note the very substantial catch fencing erected while racing is in progress



1959 Lister 'Knobbly' Chevrolet



The extraordinary 2023 Italian-built Apollo Intensa Emozione, German designed and powered by a 6.3 litre engine made by Hans Werner Aufrecht of AMG



1979 Porsche 935 'Moby Dick'



One of the 3 Porsche Type 64 cars built for the 1939 Berlin-Rome race, cancelled due to WWII

toolroom replica of the 1966 winning Mk II, a 1967 Mk IV and the twice-victorious 4.7 litre Gulf car. And it was interesting to observe Lola T70 Mk IIIs proving successful in their category – far more so than they achieved in period. When it came to the old-timers, the Talbot 105 team cars were more than a match for the hordes of Bentleys, Astons, Delages and Alfa Romeos pitted against them.

And talking of Bentleys, there were at least 75 of the 'traditional' 1923-31 cars present, many of which competed in the grid races – a full house of 3 litre, 4.5 litre (blown and unblown), Speed Six and 8 litre. They had been brought together from all over the world and, on at least one occasion, the track was dedicated to just them. It's always

great to see a BRG Bentley, but that many motoring close together created not only a veritable sea of green but an unworldly deep-throated rumble that made the very air around you throb. Truly a 'Wow' factor.

Another 'Wow' awaited us on a stand in The Village which also bore the Bentley badge. In a fetching colour scheme of maroon and pale grey was an unusual saloon, quite unlike your 'normal' Bentley - the fabled Mulliner Corniche. Originally built in 1939, it was badly damaged while testing in France. The chassis found its way back home, but the body remained in Dieppe, only to be destroyed in an air raid. After some years of debate, the coachwork was finally recreated in 2018/19

from the original drawings, in time for Bentley's Centenary, married to a MK V chassis, resulting in this beautiful one-off.

Alongside it was another eye-popping car – the Mulliner Batur, based on a Continental R. Invited to 'try it for size', I duly slipped into the most expensively trimmed, gismo-adorned interior you could ever imagine. To describe it as 'bling' would not come close. On exiting from this 'other world', I casually asked how much it would cost. "From £1.6 million" came the staggering reply from the chap manning the stand, while keeping a totally straight face. Unlike me – I felt my jaw drop! What kind of optional extras would you possibly need if the basic car is already that much?



100 miniature Le Mans cars head off after the traditional start of 'The Little Big Mans'



Chaotic parking at the prize giving next day!



Grid One (1923 - 39) gets under way, also after an 'echelon' start



1965 Ford GT40



One of just 5 open GT40s of the type entered by Ford France in 1965 for Maurice Trintignant and Guy Ligier to drive



Talbot 105 Team Cars from 1931



Just two of the 75+ 'Racing Bentleys' assembled for 2023



The unique Bentley Mulliner Corniche, re-created 80 years after it was 'lost'



The author invited to find out what £1.6million looks and feels like. Judgement reserved!



Chenard & Walcker U3 won the first Le Mans in 1923, with a sister car coming second. Of the 35 entrants, 33 actually started the race and a remarkable 30 made it to the finish

Tales of the unexpected

I had not expected to see a Gordon-Keeble at The Classic. Was this a first? It was parked at the edge of the Bugatti Circuit on the Friday, almost opposite where the Scimitar stood. But we didn't see it again on subsequent days.

It is somehow gratifying that a GK had made it to Le Mans, as stories persist that the necessary application papers were filed in 1965 to enter a GK for the 1966 race. Of course, it didn't actually take part – perhaps because, following the collapse of the company, the liquidators prevented the car from attending Test Day, which would have ruled it ineligible.

Before we set out for the event, Jon had seen a YouTube clip by a journalist who had 'discovered' a series of books on Le Mans while attending the 24-hour race a few weeks earlier. He was so captivated by them that he had to leave some of his belongings behind to allow him the space to bring several examples back home! They are unusual, in that they each cover a particular aspect or era of past Le Mans races in an "Eagle comic" strip style, featuring fabulous illustrations.

To our delight, the team of authors and illustrators of these books had a stand at The Classic. We could not resist purchasing a couple, which were personally signed and dedicated to Jon and I. And we had no concerns about our ability to accommodate the extra 'baggage'. One of the books' dedications features a sketch of our Scimitar, which the artist drew from a photo on Jon's mobile phone in about two minutes flat. The text in the balloon says: "Why is everyone driving on the wrong side of the road?" Given he'd never seen a Scimitar Coupé before, the representation is remarkable.

Jon received a call from my wife Pat on

the Friday afternoon, saying that someone from the Federation Internationale Vehicules Anciens (FIVA) had called the only number they had for me (Pat's mobile) and that they wished to speak to us. On making contact, we learned that we had 'won a gong' and could we attend the FIVA stand in The Village at 12:00 noon on Saturday?

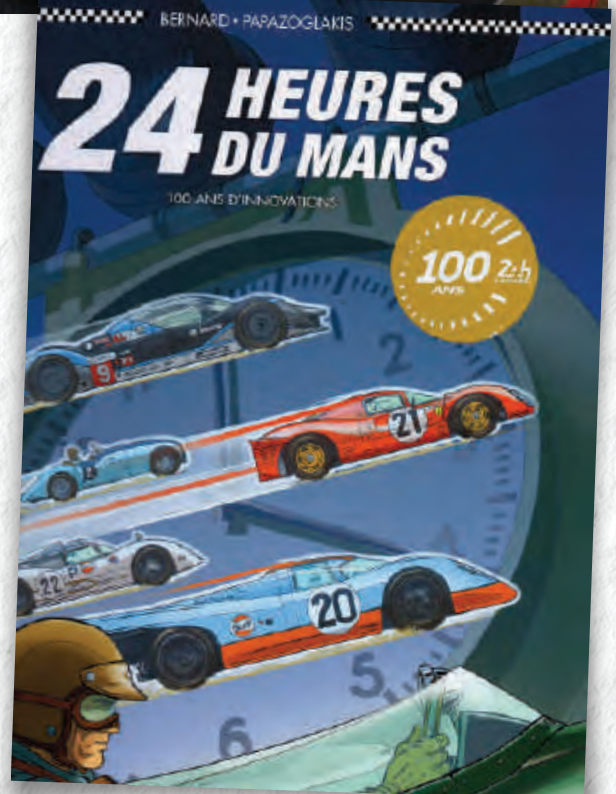
We duly presented ourselves as requested, to find a media company's film crew and a collection of FIVA dignitaries, ready to present rather large but very attractive trophies to the owners of five cars and one motorcycle, selected by a panel of five judges from the 9,500 classics present, as being "Rare or Unknown".

Our Scimitar, a 1966 SE4 with the straight six Ford Zodiac engine and now one of only four still on the road (according to *Autocar* magazine) had been chosen together with a 1974 Citroën SM Opera, a 1953 Moretti

750 Gran Sport, a 1962 Rene Bonnet Djet and a Rolland Pitain of the type that participated in the 1923 race. The motorcycle was a Motobecane 50cc Racing Moped.

The Rolland Pitain was not the only example of a 1923 entry on view. In The Village were two very neat circular displays containing 16 cars, each with its own back story - either an actual participant or a car similar to the one that took part. Many were names I'd never previously come across: Excelsior, Corre La Licorne, Montier, Brasier, Vinot Deguingard, Georges Irat and Bignan, mostly French and all regrettably short-lived.

If asked what my favourite car was from among the thousands that were there, it would have to be the 1970 Martini-sponsored Porsche 917 LM that came second that year driven by Gerard Larrousse and Willi Kauhsen. I have a 1:43 scale model of this very car which I bought for mere pence



Event poster



(actually, thinking back it would have been a few Deutsche Marks) during a visit to what was then West Germany in 1972.

I might well make it to another Le Mans one day, but it will never be able to match The Classic 2023. The opportunity to see and hear so many of the wondrous

previous combatants, especially gathered to celebrate the Centenary, to see 'in the flesh' (er, metal?) those amazing streamlined French 'tiddlers' made by René Bonnet, DB and Panhard seeking to win the Index of Performance or Thermal Efficiency (so beloved by John Bolster during his BBC

commentaries in the 1950s and 60s), to catch glimpses of one's 'heroes' such as Derek Bell, Gerard Larrousse, Brian Redman and countless others, to feel the very special spirit of the occasion and those unexpected bonuses – what more could one possibly have asked for?



1962 Rene Bonnet Djet



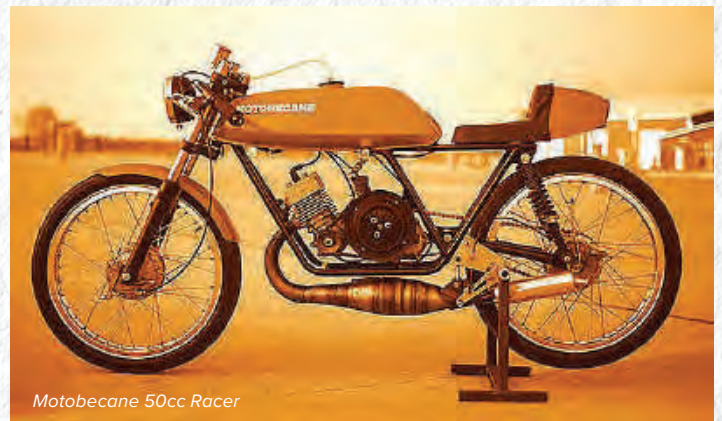
1953 Moretti 750 Gran Sport Berlinetta



The full size 1970 Porsche 917LM



Rolland Pitain 1923



Motobecane 50cc Racer



Author, son Jonathan, and Scimitar display the FIVA Trophy for Rare British Car [added here at the insistence of the editor!]



1974 Citroën SM Opera



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Welcome

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

- Michael Sedgwick Memorial Trust - www.michaelsedgwicktrust.co.uk
- The Beauford Club - www.beaufordclub.org.uk
- Mates Classic Car Club

We also welcome our newest **Enhanced Trade Supporters**. Please take a moment to view their websites to find out how they could be of assistance to you:

- Northern Radiators Limited - www.radiator-repair.co.uk
- Classic Fuel Injection Ltd - www.classicfuelinjection.co.uk

Our website is packed full of useful resources, of which our Trade Supporters is a key part.

Visit www.fbhvc.co.uk/trade-supporters to view them all, and you can select as many of the 28 trade sectors (and/or a free-text search box) as you wish, to find a supplier who fits your needs.

Also receiving a warm welcome are our new individual supporters: **Michael Beazley, Martin Bushnell, Andrew Montgomery, Micheal Penn, Edward Price, Simon Richards and Michael Saywell**

Keeping up to date

We are very grateful to the many clubs who responded to our call to check the details that we display in our online club directory under our 'membership' section. The result is that this vital part of the website is now greatly improved with much more information about clubs, along with their logos and descriptions.

The number and type of enquiries that the Federation's office receives varies with the time of the year and 'external events'. Recently we've fielded some ULEZ enquiries where Transport for London's helpline struggled in a few cases.

We updated our ULEZ information section on our website (under the 'Legislation, Fuel & More' menu tab) in readiness for the expanded zone that started on 29 August. Since then, we've added a section to assist people who use TfL's vehicle checker but discover that their 'historic' is not showing as exempt.

This points users to a section of the TfL website (the link on TfL's website isn't obvious which is why people miss it) where you re-enter your registration and it appears that additional checks are made against the DVLA database. So far, all the enquiries we've received have returned vehicles put through this second check as 'exempt' with the users not having to register their vehicles with TfL.

The other summer activity is travel aboard. Again, we've updated and expanded our guidance. This has been the first 'full proper' summer since Covid; last year saw people still uncertain about travelling.

If you're driving abroad, especially if you're taking your classic on a trailer, please do read the section. You really don't want to have to pay import duties...

Enjoy the rest of the summer!

Wings Tour Bus - Thank You



A much appreciated and colourful message of thanks (Source: Tom Jennings)

We were delighted to receive a message and PDF composition of thanks from Tom Jennings, heritage owner and guardian of the 1972 Wings Tour Bus that has been featured in several previous issues of FBHVC News.

Quoting Tom: *"One of the biggest tailwinds beneath our Wings project arrived in early 2020 with the set up of our association with the FBHVC"*

Regarding the project: *"It's easy to see the horizon on a sunny day but FBHVC had guided us like a beacon through the darker days... We worked hard, the love, care and attention to detail happened naturally for this passion project and we got it across the line..."*

"Finally, when our restoration was unveiled in front of 90,000 visitors over three days on the Federation Village stand at The Classic Motor Show at The NEC, Birmingham in November 2022 it was an absolute thrill for all of us involved and an achievement to be proud of."

"WNO 481 now runs great and we look forward to bringing its promised and deserved Ticket To Ride again in future."

Tom's note was amusingly littered with plenty of references to McCartney lyrics that the above extract couldn't do justice to. It, of course, pleased, pleased us (sorry).

Beware Thieves

The Motorcycling Club published the following warning that may be useful/appreciated by your Club members:

Bike and car show season - be vigilant

Tracking device found on a trailer carrying bikes returning home after an event in Wales. Other such devices have been found on other vans recently. Check your vehicle before leaving any event. Thieves are active!



World's Fastest Jensen

As you may recall, we are keeping track of this project, mainly through the team's excellent e-newsletter updates. Whilst the project hasn't quite achieved its ambitions for this year's visit to Bonneville Salt Flats, there remains much hope and some notable success to reflect upon. From their 19 August report:

"None of the vehicles reached their potential. Mainly due to weather related issues and the state of the course, speeds were down across the board. The fastest car at the event was almost 200 mph down on its potential.

More importantly, none of the bike riders were now rookies and Ian had the chance to experience driving on a completely different surface to his last visit to Bonneville.

However, when the SCTA (South California Timing Association) released the fastest speeds of the event list, imagine our pride to discover that every one of our vehicles was fastest in its class!"

Well done all and good luck for the next stage, after a well-deserved rest.



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Who can forget the film which reached the screens in 1965 'Those Magnificent Men in their Flying Machines'. Producer Ken Annakin had a sequel up his sleeve which came out in 1969 entitled 'Monte Carlo or Bust' (in USA 'These Daring Young Men in their Jaunty Jalopies'). In 'The Leaflet' the magazine of the **Lea Francis Owners Club** there is a most interesting article about the cars used in the film. The author's name is not mentioned but he gives credit to Martin Lewis who wrote an article for *The Autocar* (May 1969) which is also reproduced.

We are told: "The film is set in the 1920's and revolves around the Monte Carlo Rally with teams starting from various locations across Europe in a race to Monaco. It featured a cast of notable actors including Tony Curtis, Terry-Thomas, Susan Hampshire and Dudley Moore. Each character competes in a car representing different nationalities and personalities."

The *Autocar* article goes into great details on the cars that were used, most of whom were sourced by Cameron Miller, four of which were Lea Francis in various guises. There were several fibreglass replicas for use in scenes of daring or where they were destroyed! The one which always fascinated me was described by *Autocar* as "The mount of Major Digby Dawlish and Lt. Kit Barrington (Peter Cook and Dudley Moore) is a Lea Francis, and is a take-off of some of those freaks which did take part in the Montes of the 1920s. Extras include front-wheel skis, caterpillar tracks on the rear wheels, two sets of trumpet horns, a special snow-melting device and a collapsible boot, which takes all the equipment when not actually in use". The last time I heard of the car it was in the Canton Classic Car Museum in America.



The club magazine article records that the opinions of the film "were somewhat mixed... the humour and gags were seen as hit or miss... but the impressive driving sequences and the charm of its cast were generally praised". It's certainly not repeated on our screens as often as say "Genevieve" or "Magnificent Men..."

In "Sloper", the magazine of the **Panther Owner Club**, there is a reproduction of a lovely painting from the Imperial War Museum. It depicts a Crossley car in use as a staff car being overtaken by a 3 ½hp

P&M motorcycle and side car. All the people depicted are in uniform and the respective drivers are obviously young women. It really is a nice painting.



In 1918 Major Flemming-Williams was commissioned to "recreate a large scheme of paintings documenting the activities of the RAF". One of the paintings, 'Dignity and Impudence' is the one illustrated. The piece goes on to say "Fleming-Williams was something of an aviation pioneer and after the Great War established Car Cruiser Caravans Ltd. who were early manufacturers of streamlined touring caravans. The book 'British Caravan Volume 1' shows this was a very successful caravan manufacturer pre-war. Idly flicking through the volume I came across the Bowser caravan sidecar made in Leeds in 1929. It was described as "...conventionally styled single seat open touring body could be converted in 20 minutes into a small caravan, the canvas walls even extending to provide a garage for the motorcycle. Equipment comprised two 6ft berths, toilet cabin with mirror, food cupboard, cutlery and folding windows". The cost was £39.10s (£39.50). Were many made and do any survive?

Some of us are getting used to the new fangled electric car. Its use is nearly as old as the automobile itself. David Russo writing in 'Vintage Taxi' the magazine of the **London Vintage Taxi Association** reminds us that some of the earliest were electric cabs put on the road in London from 1897 by Walter Bersey. These were very much 'horseless carriages'. They had a bank of 40 grid plate batteries mounted underneath. We are told these were "sensitive, so they were held on springs under the chassis and had been tested on Bersey's 'patent pioneering machine' before going into service". The cabs had a top speed of 9 mph and a range of 30 miles. Some seventy-seven were reputed to have been built. They did not last long and all except one have been lost. The survivor was on display at the National Motor Museum but is now back with its owners, the London Science Museum.

In his Editorial in 'Rumcar News' the magazine of the **Archive of Microcars**, Chris

Thomas looks to the future: "You will see that there are quite a few new electric microcars that have finally found their way into production, having been designs and then prototypes, and are now a reality. They may not be driving down your street today but are a sign that they may well do so in the future, especially if ULEZ (Ultra Low Emission Zones) spread and discourage the use of petrol and diesel fuelled vehicles. It has been reported that large electric cars may be banned from some multi-story car parks, especially those on shopping centre roofs as the first car parks were not designed for the weight of the modern electric cars... This could lead to more electric microcars being an attractive option for city dwellers".

A letter to the Editor of *ACtion* the magazine of the **AC Owners Club** caught my eye. It was a long and interesting argument from Ace and Aceca Registrar, Simon Bathurst Brown. Contained within the letter was a quote I had missed first time around and it's about the definition of 'continuous history'. He quotes Simon Taylor writing in *Classic and Sports Car* in 2004: "Washington's apocryphal axe can claim to be original, even though it has had three new handles and two new blades because, despite these replacements, it has always existed as an entity; it has always occupied a given cube of space. A car which has always existed as an entity, even when being rebuilt with new parts after an accident can demonstrate continuous history. A car made from parts gathered from different originals that have been dismantled at different times cannot show continuous history".

'Birth of the Bubbles' the title, is of an article in 'Kabinews' the magazine of the **Messerschmitt Owners Club**. "Contrary to a popular myth the Messerschmitt car was not made from left over fighter aircraft bits! Its real roots are in transport designed for disabled war veterans that had originally relied on manual propulsion, progressing to small petrol engines and evolving into the Fend Flitzer (Fritz Fend was an aeronautical engineer). He had limited production for his next design idea and so approached Willy Messerschmitt, an established industrialist, for assistance with commercial manufacture and thus the car, or should I say Kabinenroller (cabin-scooter), was born. The prototype was powered by a 150cc engine, but the KR 175 (production model) used a single cylinder Fichtel and Sachs 174cc fan-cooled, two-stroke engine which appeared in 1953. This revolutionary design proved an instant success following its debut at the Geneva Motor Show in March 1953, with good overseas sales as well as in the home market".

Intrigued by its origins, I turned to 'The Beaulieu Encyclopaedia of the Automobile' by Nick Georgano, here there was a more detailed explanation of the Fend: "Bicycle wheels were used on the first models but then there was a change to smaller wheels which made the vehicle more car-like... all had been single seaters, but a tandem 2-seater was launched in 1953. This design was taken up by Messerschmitt".

Anyone who collects historic photographs of road scenes is almost bound to have come across one of bridge testing. In these illustrations it seems that as many heavy vehicles as possible are parked on a newly rebuilt bridge, presumably to see if it will take their combined weight. In 'Rolling' the magazine of the **Road Roller Association** there is such a picture, the caption of which reads: "A weight testing exercise in Skipton involving the rebuilt Pinder Bridge over the Leeds-Liverpool Canal. At the front left is one of the Rural District Council's two similar 1890's Avelings, plus their Burrell roller and behind that is the other of the Rural District Council Avelings with the McLaren traction engine to its right with a corrugated awning". The photograph is undated. I have often wondered what might have happened if the design of the bridge had not been done properly. Someone would have had egg on their face!



Still on the subject of historic photographs, Mark Brash attended a local auction and out of interest bought several large information/advertising boards for an organisation called Headlight Patrol. He did a little research and wrote it up in 'Built 2 Last' the magazine of the **Land Rover Series 2 Club**. The **Headlight Drivers Club** was formed in support of professional road hauliers. Mark writes: "A regular magazine helped keep drivers and hauliers abreast of everything from current regulations, legal matters, available digs (in the days before sleeper cabs) and even helped them find return loads on longer delivery journeys and many wore the club badge with pride." These advertising boards are post-1961 when the Series 2 was announced, but little more is known.



Presumably the advertising boards were for a function to announce the Club was now offering some form of roadside assistance.

There was a letter in the 'Bulletin' of the **Vintage Sports Car Club** that I had never expected to see. In the early 1960s I earned my living photographing motor sport. John King writing from New Zealand, himself an accomplished photographer, raised an interesting subject: "I would like to comment on the decline in photographers' skill at taking action photographs. The pages of the Bulletin [and other mags] are full of images of apparently stationary cars in the middle of circuits or hills, tarmac or muddy fields. Certainly, their drivers are leaning artistically to show something or other, but every detail of their tyre treads are visible along with each spoke". Later in the letter he says: "In the aviation world, which I also inhabit, no self-respecting photographer would ever use a shutter speed sufficient to freeze a propeller, the ultimate aim is a full propeller disc. The photography of vintage cars in action is a compromise between artistry and record keeping. But the result needs to imply some form of action".

For most people who are restoring an old car, the number plate is something you rather overlook, after all there are a number of firms offering replacement period number plates. Writing in the magazine of the **Bullnose Morris Club**, Ivor and Denise Durrant recorded their views on the subject as it applied to the 1927 flat nose Morris they were restoring from a collection of parts. They wrote: "We had not been able to keep the original registration and a new number was issued by the DVLA (BF 8762)... As the car had been built in 1927 the original number plates would have been painted by a local sign writer or someone working in the dealership with a steady hand. The only regulation appears to have been the height of 3 1/2 inches... We made enquiries with a

couple of companies that will hand paint or stick transfers on to number plates. These did not look authentic and ranged from £100 to about £300 so were quickly disregarded." There followed a most interesting and detailed account of how they did it without, in their words, "an almighty mess". It is too complicated to repeat here, no doubt the Club would give you a scan of the article if asked. Part way through: "Husband Ivor, had learned after many years practicing that the best idea is to supply tea, sweets and moral support and let Denise paint in peace." The article ends with: "We set out to make some age-related plates, and it took time, but they do look more period than anything we could have purchased. It's surprising what you can do with a lock-down, a wife with a steady hand and a bit of lateral thinking"



'RMemoranda' the magazine of the **Riley RM Club** has published a short piece entitled 'Disposal following bereavement'. At a committee meeting the Membership Secretary mentioned: "He had held some sensitive conversations, mainly in pursuit of the membership renewal process, recently with members or relatives concerning the disposal of car and/or spares when medical issues or bereavement had become involved. The Committee thought it would be good to have a robust and unbiased source of advice and help available in order that the Club may assist in such difficult times." Most Clubs do try and help both members and non-members in such trying times. In my opinion, there is nothing which annoys club members more than believing or finding out that a Club Official has taken personal advantage of such a position. Adherence to set down criteria for such dealings would go a long way to keeping everyone happy, but still allow the club to make quite sure such vehicles/spares/archives will find the right sort of home.



Security of your car is an ongoing problem. Do you ever think about your own security and safety? In the magazine of the **Colchester Vintage Motor Club** they include a fascinating advertisement from the *Autocar* of September 23rd 1932. It's for the Moseley rubber truncheon: "Lays out a man without any mess". Moseley was a firm that was already well established in the motoring world with Cresta tyres and, very familiar with vintage car owners, their 'float on air pneumatic upholstery, for safety and comfort'. I wonder how many truncheons they sold to motorists.



'Distributor' is the magazine of the **Southend and District Classic Car Club** whose editor is Jeremy Satherley. In a recent edition he discusses various types of car horn over the ages. I particularly liked the section "Gabriel's sweet song. Even more decent and civilised was the exhaust-gas Gabriel horn slogan 'make way for a gentleman'. 'Used by Royal and all considerate motorists', assured the blurb, 'it clears the road because it asks – never demands.' Everyone likes its organlike tone and cheerfully moves aside as it sends forth its warning, from 'the hills of Bonny Scotland to the dear old lakes of the Emerald Isle.'" He goes on to say: "Operated from a keyboard on the dash, the super-duper eight-guinea (£8.40) version played through four exhaust driven brass organ pipes at running board level."

We are all familiar with the popularity of the unrestored car. More recently the now overused phrase "oily rag" has been used to describe them. John Reed writing in 'County Council' the magazine of the **Austin Counties Car Club** pokes a little fun at it all. An Austin A70 Hereford owned by John won the Best in Show award at the *Practical Classics Restoration Show*. "I thought Club members might like to know how such a pinnacle of excellence can be achieved... The first step is to select a suitable vehicle with the right characteristics. In my case the car already had a few good rust patches, with

leaky screen seal allowing a bit of moss to grow inside. In short, the perfect Anti-Hero's machine. This was followed by a number of years winter use with plenty of salt, the car being left outside over the summer months with a few sacks of potatoes on the back seat. This was followed by a forty-year maturation period (very much like a good vintage port or whisky) in various barns which allowed that hard-to-achieve patina of British Racing Rust to develop, giving the winning finish which really impressed the judges. Lastly, spurred on by my success in this field, and modelled on the exclusive Salon Prive, I am thinking of creating a sequel Salon Grotte event for vehicles like mine. This aspect of our hobby is much easier than any other discipline as you need not spend time or money on your vehicle. Just let it rot for a few years and drag it along!"

'Standard Car Revue' is the magazine of the **Standard Motor Club**. Roger Dealtry, writing a section entitled 'Post Vintage Corner' tells of a number of facts from the 1930's: "Car registrations were rising, with 10% increase in 1934 alone. Road traffic accidents were also rising dramatically with 7,001 accidents resulting in 7,202 deaths in 1933. The majority of these fatalities were pedestrians in towns and cities. Something had to be done! The Road Traffic Act of 1934 introduced by the Transport Minister, Leslie Hore-Belisha, established a 30mph limit in built-up areas (as defined by the presence of streetlights), new rules for pedestrian crossings, tightened insurance regulations and, heaven help us, a driving test was to be compulsory from June 1935... Much of this new legislation was seen by the motorist as an infringement of their liberty... Belisha became an object of ridicule... probably not helped by the naming of the new pedestrian crossings after himself!"

Dave Anscombe writing in 'The Bulletin', the magazine of the **Morgan Three-Wheeler Club** recalls an unusual sighting: "Back in 2007, when the late Bill Higginson was custodian of the Gerald Carr F4, he took it along to a 'Wings and Wheels' Day at the old Defford airfield. Someone pointed out that the Jowett parked behind him had a consecutive registration number (DXL650 and DXL651). Given that both were registered in London in the 1930's, for them to have ended up together in a Worcestershire field about seventy years later must be something of a coincidence".

Still on coincidences, Ian Howell, writing in 'Eastorics News' the magazine of **Eastbourne Historic Vehicle Club**, recalled one that happened many years ago: "A school friend acquired a 1928 Humber 9/20 tourer... but at some time the back axle had been replaced

with a non-original type which worked well but was not right. He later located a spare differential assembly and half shafts but needed an axle casing. He visited Clare's Motor Works in North London. We selected one which had no differential in place... it was very dirty; both rust outside and grease and oil inside. A few days later my friend was cleaning up the casing ready to fit and noted the number stamped on the casing... the number was the same as the chassis number of the car."

And another one. Stephen Blackburn writing in the **British Salmson Owners Club** magazine had been told that on eBay a seller was offering a continuation log book for EPK 719, a 1937 British Salmson 20/90 which had belonged to Stephen's father and now was in his ownership. He bid for it and bought it for £30. He concludes his piece: "... and the document with brown Motor Vehicle Licences envelope now resides securely in the car's history file".

In 'Marques and Sparks' the magazine of the **Lakeland Historic Car Club** there is an amusing piece by Editor David Seward, headed "A Euphemism too far!"

"A classic example of a euphemism turned up in relation to the Grange Car Show 'Classic over Sands' [taking place at Grange Over Sands]. A committee member was tasked with the job of contacting the new Westmorland and Furness Council to book the playing field and arrange for the licensed bar. As you might expect he was asked by the council to complete an extensive form. Question 3 required a yes/no answer. "Will the event include the provision of relevant entertainment?", as live music was involved, he replied 'yes'. As he had answered 'yes', he received the following reply: "Relevant entertainment is any live performance, or any live display of nudity, that, ignoring financial gain, can be assumed to be provided solely or principally for the purposes of sexually stimulating any member of the audience". He received the following reply from the Council: "I presume the answer should be 'no'". He replied, "I confirm that I should have replied 'no' to this question. I do not think Grange is quite ready for a nude car show".



Michael E Ware

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

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