



FELLOWSHIP OF THE MOTOR INDUSTRY

"Life-long friendships forged in the greatest of industries".

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NEWSLETTER – JANUARY 2024

A Message from The Fellowship Chair – David Manchester



2023 has been another busy and successful year and I would like to thank all Fellows for the part that they have played in ensuring the continued prosperity of the Fellowship.

For some time now your committee has been looking at ways to increase the membership of the Fellowship and I am pleased to say that our efforts are bearing fruit. During the past year we have had 67 new Fellows join and I would like to extend a very warm welcome to all new Fellows and look forward to seeing you during 2024.

You will also see that we have updated our outward facing image to bring in more in line with the present day and at the same time have launched a new website. I hope you like this fresher image for the Fellowship. The web site has a new address (www.motorfellowship.com) and I hope that you find it easier to navigate than previously.

We have introduced several new events this year and which have been very well supported, to the extent that some events have sold out. The opportunity of meeting up with friends and former colleagues is the bedrock of the Fellowship and it is extremely pleasing to see events so well supported. You will also see in this newsletter details of planned events for 2024. There is a mixture of some of the well supported annual events such as the Midlands and London Lunches and the Thames River Boat trip that has grown in popularity over the past few years. There are some exciting new events and I look forward very much to seeing as many of you as possible during the next twelve months.

Finally, may I take this opportunity of wishing all Fellows and their families a very happy and prosperous New Year, and I look forward to a great year of Fellowship ahead.

David Manchester – Fellowship Chair

A Message from The Fellowship President, Peter Lewis-Jones



I hope that you all enjoy this year's newsletter and like the Fellowship's fresh new image and website. My special thanks go to the Fellowship Committee for their hard work over the past 12 months that has helped to ensure the Fellowship's continued success.

On a personal note, it is sad to see Julie Jennings retire from the Fellowship after all the hard work that she and Tony put in over so many years and I'm sure you join with me in thanking her for everything she has done for the Fellowship and wishing her all the best for the years ahead.

I continue to feel privileged to serve as your President and look forward to catching up with many of you throughout the coming year.

With all my very best wishes to you and your families for a happy, prosperous, and healthy New Year.

Peter Lewis-Jones – Fellowship President



REVIEW OF 2023 FELLOWSHIP EVENTS

Midlands Lunch – 12 April 2023



Over 180 Fellows and guests gathered for the Fellowship’s popular Midland Lunch on the 12th of April at the British Motor Museum, Gaydon. This year, prior to the AGM and the lunch, the inaugural Fellowship Lecture was given by Steve Young on the challenges facing our automotive industry. Feedback has been very positive, and Steve has kindly agreed to re-visit this year and provide us with an update.

The main purpose of the lunch is for fellows to enjoy meeting up with past colleagues and make new friendships, and judging by the interaction prior, during, and after lunch this objective was achieved.



David Manchester, our newly appointed Fellowship Chair, welcomed everyone and provided an overview of his time in the industry and updated fellows on the rebranding of the Fellowship and the new website.

After lunch David introduced well-known TV presenter, Mike Brewer of “Wheeler Dealers”. Mike explained how he got into the automotive industry, starting with buying back his “written off” Mini, repairing the modest damage and subsequently reselling at a very worthwhile profit. Channel 4 then recognised his presenting talents after he was filmed showing them around a used car being

sold at the dealership where he was employed. The rest, as they say, is history. Mike generously gave his services free of charge, but the Fellowship were pleased to donate £500 to his chosen charity SeeSaw, who support young children and their families in Oxfordshire when they have been bereaved or when somebody close to them is terminally ill.



Fellowship President, Peter Lewis-Jones then proceeded to run the “Heads and Tails” competition, helped with the coin tossing by immediate Past-Chair Peter Leake. Great fun as usual but judging by how many times the coin was dropped you would not wish either of them in the slips for England!! The winner of the magnum of champagne was John Ward, and we were delighted that the competition raised £1,777 for our fabulous industry charity, BEN.



After formal proceedings ended fellows and guests spent time in the bar to carry on conversations and meet up with people they had not seen over lunch. I would like to personally thank everyone for



supporting this our largest event of the year and do hope that some of the guests will see the benefits of becoming a member. A personal thank you to Monica Lewis-Jones for manning the reception desk and to Brian Spratt for taking many photographs during the day.



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REVIEW OF 2023 FELLOWSHIP EVENTS



Bicester Heritage Scramble – 23 April 2023



A small group of Fellows joined 10,000 other motoring enthusiasts for a wonderful day at the Bicester Heritage Scramble. The day was sold out many months before and The Fellowship was fortunate to secure tickets for this sought after event.

Founded in 2013, Bicester Heritage is creating a revolution in historic vehicle ownership and from a standing start is now home to over 45 specialist businesses. Bicester's vision is to ensure the accessibility of heritage motoring through a specialist community and creating an international centre of excellence for automobiles, past, present, and future.



The day was exceptionally well organised considering the number of people present and was spent viewing the magnificent collection of splendid historic and modern cars as well as a few restoration projects. It really was a petrolheads' dream. In addition to the vehicles on display there was an opportunity to visit several the fascinating specialist workshops and talk with those involved.



Peter Lewis-Jones, The Fellowship President summed the day up well.

"Having spent the last 55 years in the motor industry since starting my apprenticeship at Longbridge I didn't know what to expect from a visit to Bicester Heritage. Although I had obviously heard about it, I was simply 'blown-away' by the scale of Bicester Heritage which surpassed anything similar that I have experienced before. It is a visit that I would most definitely recommend to all Fellows and their families".





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REVIEW OF 2023 FELLOWSHIP EVENTS

South Western & South Wales Luncheon – 8 June 2023

A dining dozen gathered in North Petherton, Somerset, for the Fellowship's South Western and South Wales lunch. Numbers were reduced by last minute illnesses, with former Fellowship President Tony Ham amongst those missing the happy gathering; medical advice forbade him travelling. There was a hearty toast to 'absent friends'.



The staff at the Walnut Tree provided, as usual, an excellent meal, which was heartily praised by all. Our President generously provided the wine (thank you, Peter). The raffle prizes were eagerly sought, (thank you, all who donated), raising £80 for BEN.

The jokes and wry remarks echoed around the table, along with tales and reminiscences of earlier motor industry days. Friendship and good humour are what characterises Fellowship events and this we had in trumps. I'm sure everyone is retelling PLJ's 'schnauzer' joke to their friends!

Here's to meeting again next year!



Fellowship Golf Day – 19th June 2023



Ten members took part in this year's Golf Day held at the wonderful Woking Golf Club. ranked 77th in the world by Today's Golfer. We are very grateful to the Motor Trades Golfing Society for allowing us to be part of their member's/guest's day.

The weather was fine, and the forecast rain showers thankfully held off. The course was in fantastic condition with incredibly fast and challenging greens. Following a welcome shower and a change into jacket and tie we enjoyed a fine three course carvery.

After lunch Fellowship Chair, David Manchester, gave a short speech thanking the Club for looking after us so well and to the MTGS for allowing us to be part of their day.

David then gave out the prizes to the winners of the Fellowship event.

-  1st prize and the President's Bowl to Clive Fletcher
-  2nd prize and the Henley Challenge Cup to David McCluskey
-  Nearest the pin to Ray Sommerville

Our thanks go to Committee member Ray Sommerville for organising a fantastic day for Fellowship attendees.





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REVIEW OF 2023 FELLOWSHIP EVENTS

Visit to Group Lotus – Hethel – 15 June 2023



The Fellowship were privileged to be invited to visit the historic workshops of Classic Team Lotus, one of the greatest Formula One teams.

Classic Team Lotus is the historic motor sport activity of the Lotus Group of Companies and operates from the same building in Hethel where Team Lotus operated in the late 60's and 70's.

Several of the Team Lotus mechanics that supported Champions such as Ayrton Senna, Nigel Mansell, Mario Andretti, Emerson Fittipaldi, Graham Hill, and Jim Clark continue to care for the World Championship winning Lotus F1 cars that won 77 Grand Prix.



Fellows and their guests were hosted by Lotus Product Specialist- Nick Duckworth who provided a very insightful perspective of the beginnings of Lotus Cars, the current products, and the very exciting electric future! In addition to a tour of Classic Team Lotus and the companies race history guests also visited the Emira production facility and were finally given a 'Top Secret' tour of the facility building the new Lotus Electric HyperCar – EVIJA.

At the end of the tour Nick Duckworth was thanked for providing such an interesting and informative visit, after which lunch was enjoyed at the nearby Bird in Hand Pub. A great day was enjoyed by everyone, and thanks were expressed to committee member Ray Sommerville for suggesting and organising the event.



Lotus EVIJA 2000hp all electric hypercar

Emerson Fittipaldi's winning Lotus Formula One car.



"Adding power makes you go faster on the straights. Subtracting weight makes you faster everywhere".

Colin Chapman CBE



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REVIEW OF 2023 FELLOWSHIP EVENTS

Wythall Transport Museum, 19 July 2023



The Fellowship was granted a special private visit to the Wythall Transport Museum on the southern side of Birmingham, and 24 Fellows, and their guests had a fascinating and most enjoyable day.

Greeted with teas and coffees, and after an opening welcome by FMI Committee member and Wythall Museum trustee Denis Chick, the group was treated to an extensive tour of the many exhibits, expertly and entertainingly described to us by chief guide Alan Shadforth and his brother Dennis.



A light lunch was enjoyed by all and then followed the highlight of the day, with a trip on their concours condition restoration of a 1931 AEC Birmingham City Transport bus.

This vehicle gleamed in the bright sunshine reflecting the hours of diligent restoration work it had undergone. Described as one of the most ambitious restoration projects ever undertaken at the museum, the hard work was rewarded with the prestigious Restoration Award, presented at the 2022 Royal Automobile Club's Historic Awards ceremony at its Pall Mall headquarters. The award recognises excellence and outstanding contributions to the UK's historic motoring and motorsport industries, highlighting the organisations and individuals responsible for influencing and driving the British historic motoring movement.



The museum, of course, is much more than this one exhibit. It is home to over 90 buses, Midland Red, WMPTE blue and cream and the corporation fleets from Birmingham, Walsall, West Bromwich, and Wolverhampton are all represented, plus local independent operators.

It is also home to the largest collection of battery electric road vehicles, including over 30 electric milk floats and bread vans from operators such as the Co-op, Midland Counties, Royal Mail as well as Birmingham and Handsworth Dairies.

Many thanks to Denis Chick and the Wythall Transport Museum volunteers (they have 100) for providing such a brilliant day.



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REVIEW OF 2023 FELLOWSHIP EVENTS



Tony Jennings Classic Car Show Sunday 6 August 2023

After an absence of 4 years due to Covid and then extensive building work at BEN's Care Centre at Easenhall, Warwickshire we were delighted to host our classic car show once again in memory of Past Chairman Tony Jennings, alongside BEN's own Fete. Despite rather unsettled weather we had a decent turnout of classic cars, and it was rewarding to hear how so many people were pleased that the event had been re-established. This is one of our events that proves the benefit of being in the Fellowship by meeting up with friends and new acquaintances in a great environment. The 3 "F's" spring to mind, Fun, Fellowship, and Friendship!



I would like to personally thank committee members, Peter Leake, (Chief Car Park Attendant) and Brian Spratt, for their support (both previous Chairman of the Fellowship) and Rod Ramsay who gave his support despite struggling with a bad back. A special thank you must go to our fantastic President, Peter Lewis-Jones who drove all the way from deepest Hampshire to lend his support and as always, his presence adds to the fun! My thanks as well to Tina Steele and Angela Woodward, Ancillary Services Manager at BEN Town Thorns, for making us welcome and the arrangements for our marquee etc. It was also good to see Zara and Matt from BEN's HQ who took the time to come over and have a chat with us.

As in recent years we had a wide range of classic cars on display, both from local car clubs and individual entries, and everyone seems to enjoy the relaxed atmosphere rather than a full on concours event which can bring its challenges!

Peter Lewis-Jones handed cups to the three winners:

Best Car 1900/1960 - Nash Metropolitan 1957 owned by Derek Woodcock

Best Car 1961/1999 - Jaguar 3.4 Mark 2 1964 owned by Dominic Walton

Car of the Show - 1972 Austin 6cwt Pick-Up owned by John Halford

Our congratulations to the winners, and many thanks to all the other owners who came along to make it such an enjoyable day.



Peter Cottle Vice Chair



Fellowship President & Vice Chair with Zara Ross, BEN's Chief Executive



The Fellowship Team



The well-deserved winner



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REVIEW OF 2023 FELLOWSHIP EVENTS



Golf Match v MTGS – Beaconsfield Golf Club – Wednesday 2 August 2023

There was a great response for this year's match with the MTGS to the point of having two players in reserve. The weather forecast for the day was awful and many had the wipers on full speed driving through heavy showers to get to the course.

Despite the weather, the fairways and tee boxes were in good order, the greens were true and quick, and the team spirit was high.

Under overcast skies, the atmosphere was tense with both teams showing their passion for the game and their desire for a win. The MTGS provided stiff competition, challenging the FMI at every hole.

On the return to the clubhouse the score was tied at 2-2 as we all waited in anticipation for the last fourball to finish. Sadly, that was a win for the MTGS giving them the overall win and retaining the trophy.



Following a splendid three course lunch, Ray Sommerville presented the trophy to Graeme Hunt the President of the MTGS.

We intend to come back stronger next year, and plans are already in hand to return to Beaconsfield next August.





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REVIEW OF 2023 FELLOWSHIP EVENTS

Thames Valley, Riverboat Trip – 24th August 2023



Over 40 fellows and guests boarded the Georgian River Cruiser at Riverside Gardens, Maidenhead for a wonderful cruise downstream from Maidenhead to Windsor. Along the way we passed through Bray and Boveney Locks and after two hours cruising eventually turned around at Windsor where we had a spectacular, and perhaps unusual, view of the Castle from the river.

Along the way we went pass some exceptional riverside houses, and splendid scenery, made all the better by the weather being kind to us despite a mixed forecast.

An excellent lunch was served during the four-hour cruise and the on-board bar provided liquid refreshments for those who wished to watch the river drift by from the comfort of the upper deck. This very popular event has now secured a permanent place in the Fellowship's event calendar. There is no doubt that having the ability to bring along partners and friends really makes the day, and the friendly banter continued right until we disembarked.

Everybody agreed that it was a most enjoyable and relaxed day, and thanks were expressed to Tina Steele for once again organising the event.



The Umpires launch checking on fair play between the Ladies & the Gentlemen!

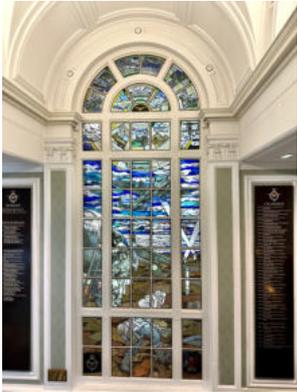


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REVIEW OF 2023 FELLOWSHIP EVENTS

London Lunch – RAF Club – 16 November 2023



A sell out London Lunch at the RAF Club was enjoyed by over 100 Fellows and their guests. Fellowship Chair David Manchester welcomed everyone and provided an update on the Fellowship's new web site which went live that morning, as well as the changes to the Fellowship image that is reflected in the new tie that was available for Fellows to purchase.

Following an excellent lunch Graham Morris OBE proposed the toast to the Fellowship in an extremely amusing and informative manner drawing on his extensive career within



Lewis Booth CBE and Graham Morris OBE renewing an old friendship.

the industry covering his time as Manufacturing Director for Triumph Cars, Director of Operations, Leyland Trucks, President Rover Cars North America, Board Member Audi AG and CEO Rolls Royce and Bentley to name a few of his many senior roles within the industry. Graham was awarded the O.B.E. by the Queen in 2011 for services to the automotive industry and for his work in the charitable sector.



Graham Morris OBE proposing the toast to The Fellowship

Reminiscing about his time in the industry he recalled that whilst working in Liverpool he had the challenging task of sacking his own father. He also had his chauffeur driven Bentley stolen in Liverpool whilst CEO of Rolls Royce and Bentley.

After lunch the President and Chairman took wine with Senior Fellows following which The President, Peter Lewis-Jones, ably assisted by Tina Steele, conducted the traditional game of Heads & Tails from which the magnificent sum of £1,150 was raised for the industry charity BEN. After a closely run contest Paul Tustin emerged the winner, with John Simmonds a close second place.



Paul Tustin receiving the Heads & Tails prize from the President.

The day was a wonderful opportunity for colleagues and friends from the past to catch up with each other in wonderful surroundings. The prize for the furthest travelled must go to Lewis Booth CBE who arrived that morning on the red-eye flight from the USA to attend the lunch before returning at the weekend. The day was a tremendous success and thanks go to Nigel Barfoot and John Russell for their organisation and their wives Babs and Norma who provided a wonderful Meet & Greet for Fellows and their guests.



The Sovereigns' Room filled to capacity.



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BMW to invest £600m in Oxford MINI Plant

BMW have announced recently that they will be spending £600m to upgrade its factory in Oxford to electric production of the Mini, in a U-turn that will provide a further boost to the UK car industry.

The plant will start production of the electric Mini Cooper and the new electric Mini Aceman crossover SUV from 2026, lifting a threat to the future of the model after the UK government agreed to spend about £75m in subsidies.

The German carmaker, which has owned Mini since 2000, had decided last year to move production of the electric version to China, in a move that had provoked dismay in the UK industry. The factory has been making electric Minis since 2019.

The U-turn, which will secure 4,000 jobs at Oxford and Swindon, where BMW makes body panels, was praised by government ministers, including the chancellor, Jeremy Hunt, who said BMW's investment was "a huge vote of confidence in this country as a global leader in electric vehicles".

Carmakers have pushed governments around the world for subsidies to make the shift to electric technology and have regularly considered moving production to cheaper countries such as China. Milan Nedeljković, the BMW head of production, said there had been genuine doubts over the future of the Oxford plant.

The investment in the Mini factory means that most of the high-volume car factories in the UK have a confirmed future in the electric car era, although there is still a question mark over the future beyond 2035 of Toyota's factory in Burnaston,

Derbyshire, which makes hybrid cars. However, Britain has failed to attract new entrants such as US and Chinese start-ups.

BMW said the latest investment meant its cumulative investment in UK factories in Oxford, Swindon and Hams Hall, where it produces petrol engines, had reached £3bn.

BMW also owns the Rolls-Royce luxury brand and its factory at Goodwood, West Sussex. Nedeljković said the company was working on its plans for the future of Hams Hall but declined to give details.



MINI Aceman crossover SUV concept

**The Fellowship is planning a visit to the MINI Plant in Oxford on Thursday 9 May 2024.
Further details are on page 25 of this newsletter.**



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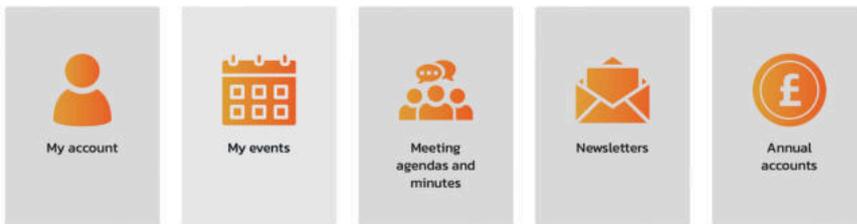
Fellowship Branding and Website Changes

During the past twelve months a small subgroup from the Fellowship's committee has been working hard to update the Fellowship's image through the web site and in printed form. This was brought about through the existing web site's platform being no longer supported requiring the necessity for a major update.



Hello Peter, welcome to your member area.

Here you'll find everything you need including meeting agendas and minutes, your booked events and our annual newsletter. Click below for access.



Tenders were sent out to several web site designers and after considerable deliberation Carousel Marketing were appointed to design and host a new web site for The Fellowship.

"Established in 1996, Carousel is a full-service creative marketing agency based in Birmingham city centre. Initially from an automotive industry background their services comprise marketing strategy, design, branding, direct and digital marketing, web development, content marketing, research, PR & social media."

www.motorfellowship.com

The website www.motorfellowship.com replaces www.thefmi.co.uk, reflecting our rebranding and

hopefully you will like the new look and functionality.

First step is for Fellows to register their Members Login by following the instructions below.

1. Type the login portal address directly into your search bar motorfellowship.com/login.
2. Use the **Member login** button in the top right corner of the website.
3. You will be directed to the login page where you can enter your email address or membership number. You will not be aware of your password so...
4. Therefore, you will need to click **forgot password**. You will then receive an email asking you to reset your password – it may take a few minutes to arrive in your inbox and you may need to check your junk folder for the email.
5. Click the **password reset link** and it will take you to the reset password page.
6. Enter a new password and confirm, click **Update password** and you will then be logged into the **Member Area**.
7. Click through **My Account**
8. You will then be able to amend **Account Details and/or Contact Details**

In addition, the following information will be available on the new web site.

My Events: Tickets for events can be purchased on-line and Fellows will be able to see a list of all their upcoming events.

Newsletter: Fellows will be able to read or download the latest Fellowship newsletters.

Annual Accounts: Fellows will be able to read or download the latest Fellowship Accounts



New Fellowship tie available from the Secretary £10.00 including P&P



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Fellowship Committee 2023 & Proposed 2024 Changes

Chair	David Manchester	Vice Chair	Peter Cottle
Hon. Treasurer	Peter Brown	Hon. Secretary	Brian Spratt (pro tem)

Committee 2023 Nigel Barfoot, Peter Brown, Denis Chick, Peter Cottle, David Lansdowne, Peter Leake, Peter Lewis-Jones, David Manchester, Mark Robinson, Prof Jim Saker, Sarah Sillars, Ray Sommerville, Brian Spratt, David Stevens.

Proposed committee changes for the AGM - 2024

Peter Lewis-Jones has accepted the committee's invitation, subject to ratification at the AGM, to continue in his role as President.

The committee are however sad that **Brian Spratt** has decided to retire from his role as Honorary Secretary but are very appreciative of the hard work and professionalism that he has brought to the role. Brian has kindly agreed to continue in the role until such time as a replacement can be found. A full appreciation of Brian's contribution to the Fellowship both as Chairman and Secretary will appear later.

The committee are delighted that **Professor Jim Saker** has agreed to join the committee. The remainder of the committee offer themselves for re-election.

The AGM will be held as usual immediately prior to the Annual Midlands Lunch and the agenda is included on the following page.

Professor Jim Saker joins the Fellowship Committee



The Chair & Committee are delighted that Professor Jim Saker has agreed to join the Fellowship Committee.

Jim is President of the Institute of the Motor Industry (IMI) and a long-standing Professor of Retail Management at Loughborough University. He co-founded the MIRA Business Unit in 1992 and then formed the Centre for Automotive Management five years later.

Jim launched the world's first degrees in Retail Automotive Management initially with Ford but was subsequently offered to all manufacturers and groups, both nationally and internationally. He has worked on Government advisory panels and is passionate about improving both the professionalism and the diversity within our industry.

Jim writes and appears in the media commenting on automotive issues and away from the sector he is Chair of the professional Women's British Basketball League.

An interesting article written by Jim for Automotive Management earlier in the year, expressing his views on the UK Auto Industry, can be found on page 18.

Welcome to the Committee Jim



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89th ANNUAL GENERAL MEETING

Dear Fellow

I hereby give notice of the 89th ANNUAL GENERAL MEETING to be held on
Wednesday 3rd April 2024 at the **BRITISH MOTOR MUSEUM, GAYDON** commencing at 11:30 am.

AGENDA

1. To receive and adopt the Accounts for the twelve months ended 31st December 2023
2. Election of Officers
 - a. President To re-appoint Mr Peter Lewis-Jones
 - b. Chair To re-appoint Mr David Manchester
 - c. Vice Chair To re-appoint Mr Peter Cottle
 - d. Hon Secretary To re-appoint Mr Brian Spratt (pro tem)
 - e. Hon Treasurer To re-appoint Mr Peter Brown
3. Election of the Committee
4. Any other business (notice required to Hon Secretary by 21st March 2024)

Brian Spratt
Hon Secretary. 4 January 2024



**The FMI Annual
Lecture**

THE FELLOWSHIP ANNUAL LECTURE 2024

WEDNESDAY 3 APRIL 10:30 AM
BRITISH MOTOR MUSEUM
GAYDON



Steve Young – Managing Director ICDP

We are very fortunate that Steve Young, the Managing Director of ICDP is returning to give the Fellowship's Annual Lecture. Steve gave last year's inaugural lecture, and you can read some of Steve's views on page 17 of this newsletter.

Steve will update the Fellowship on his industry thoughts, in particular the change that the industry is continuing to go through caused by net zero emission targets, supply shortages, the economy in general, technology changes and a move away from the franchise model towards agency.

The lecture will commence at 10:30 am, immediately before the Fellowship's Annual General meeting and all Fellows and their guests are invited to attend. This will last for approximately 45 minutes – 30 minutes for the lecture with 15 minutes reserved for questions. We believe this will give members a great opportunity to understand better the way the industry is changing.



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We are delighted to extend a warm welcome to the following who have joined the Fellowship in the last 12 months. We look forward to seeing you and welcoming you to the Fellowship at forthcoming events.

Michael Beevis	Buckinghamshire	Michael Foster	Cornwall	Simon Monahan	Hampshire
Robert Bell	Warwickshire	Fraser Gillespie	Norfolk	David Morris	Berkshire
David Betteley	Warwickshire	Steve Gray	Kent	Chris Newnham	Warwickshire
Nick Bilton	Cornwall	Colin Green	West Midlands	Tony O'Keefe	West Midlands
Lewis Booth	Florida USA	David Harding	Warwickshire	Jonathan Partridge	Warwickshire
Philip Buckman	Berkshire	Andrew Harrison	West Yorkshire	Kevin Phelps	Warwickshire
Steve Cafearo	Warwickshire	Paul Hegarty	Warwickshire	Kevin Phillips	Buckinghamshire
Michael Chiddick	Worcestershire	Alan Henson	Surrey	Patrick Power	West Midlands
Rachel Clift	Worcestershire	Mark Hickman	West Midlands	Roger Putnam	Warwickshire
Peter Cole	Surrey	Robert Hutchin	Hertfordshire	Michael Razza	West Midlands
Sandie Cottle	Gloucestershire	Geoff Ingles	Northern Ireland	Ewen Shepherd	Northumberland
Geoff Cousins	Warwickshire	David Irving	Warwickshire	Garry Shortt	Surrey
John Cox	Derbyshire	Gerry Jessett	Devon	Adrian Smith	Aberdeenshire
Len Curran	Buckinghamshire	John Johnson	Warwickshire	John Sparrow	Oxfordshire
Cliff Deller	Essex	Paul Jordan	Cheshire	Paul Stauvers	Warwickshire
Christine Downton	Northamptonshire	Trevor Key	Northamptonshire	David Steele	Warwickshire
Anthony Duckhouse	Warwickshire	Eric Lafome	Worcestershire	Richard Usher	Derbyshire
Kevin Duffy	West Midlands	Donald Lindsay	Warwickshire	Steve Waddingham	Warwickshire
Beverley Dunn	West Midlands	Guy Loveridge	West Yorkshire	Marcus Wall	Warwickshire
David Elkerton	Leicestershire	Ian Lockett	West Midlands	Robert Wastell	Surrey
James Farrell	Warwickshire	John Maclean	West Midlands	Stephen Whitton	Bedfordshire
Robert Fernyhough	West Midlands	Mark McKeever	West Midlands	Barry Willson	Oxfordshire
				Dale Wyatt	Northamptonshire

IN MEMORIAM

Our condolences go to the families of all Fellows who have passed away during 2023.

John Barker	Oxfordshire	Leslie Peters	Essex
Chris Barry	Shropshire	Charles (Tom) Powell	Warwickshire
Ray Bates	Leicestershire	Jim Pye	Lancashire
Don Cleaver	Norfolk	Roger Rich	Oxfordshire
Leslie Cook	Kent	David Roden	Cheshire
Peter Creasey	Hertfordshire	Pat Smart	Warwickshire
Peter Dobbs	Norfolk	Jim Smylie	Bedfordshire
Peter Dunkley	Worcestershire	Julian Soddy	Norfolk
W W H Fraser	North Somerset	Malcolm Sparkes	West Midlands
Guy Greenstreet	Kent	Harry Staite	Oxfordshire
Fred Greenwood	Buckinghamshire	David Stephens	Worcestershire
Howard Hardy	Surrey	Brian Taylor	Devon
Bill Holden	Worcestershire	Henry Thorne	Norfolk
Martin Humphery	London	Alan Tickner	Kent
Roger James	Northamptonshire	Jim Tryon	Cheshire
Phil Johnson	Kent	Jill Turner	Wiltshire
Ray Lee	Surrey	David Verge	London
Chris Levett	Dorset	D Weaver	Worcestershire
Neville Mettrick	Warwickshire	D Withall	United States
Barrie Parks	Warwickshire		



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MG's new electric sports car is coming to the UK in 2024 Celebrating MG's 100th Anniversary 1923 - 2023



MG is returning to the sports car market with the Cyberster – an electric soft-top due on sale in the UK in 2024. It will be the first MG-badged sports car in more than a decade

MG has a fantastic history when it comes to sports cars, with the former British brand producing the excellent MG Midget and MGB. The last MG sports car sold was the TF, which was stopped in 2011.

MG was revived from the ashes by Chinese automotive brand SAIC, and so far, its focus has been on sensibly priced hatchbacks and SUVs. This has helped it to become one of the UK's fastest-growing car firms in the UK; it sold more than 50,000 cars last year, putting it ahead of firms like Skoda, Volvo, and Citroen.

MG has been testing an electric sports car, called the Cyberster, for some time and the firm has now announced that it will enter production and arrive in the UK in summer 2024.

Taking a similar shape to past MG sports cars, the firm said it wanted to create a model that is 'respectful of the brand's illustrious past'. The design also has supercar-like butterfly doors and a striking rear-end design.



Max Pemberton

Is there a global demand for electric vehicles (EVs)?



Electrical vehicles are on our roads and even though the UK government has postponed the date when only EVs are available as new cars to 2035 sales are increasing every year. From 2024 quotas will kick in and manufacturers not achieving these will be penalised £15,000 for each vehicle below the threshold. The quota for 2024 is 22% - not much above current sales levels – but goes to 80% in 2030. We still see quite a resistance from consumers to purchasing an EV. The main reasons seem to be around range, price, charging infrastructure and insurance. Gradually, these will be overcome and the UK, Europe and the "West" will see the death of new ICE cars.

However, will this become a global revolution? I had access recently to a most thoughtful study by Fellow **Max Pemberton**. Max is an acknowledged authority on world markets and structures and long-term, global forecasts, strategic developments, and drivers of change as they apply to the automotive and related industries and organisations. He fears greatly that we will lose the ability to manufacture world class internal combustion engines after 2035.

World population continues to grow with most growth in Africa and Asia. By 2050 these two continents will account for 80% of world population. Whilst there are major cities here much of the population will live in rural areas. Western industry needs to cater for the needs of these burgeoning populations or suffer near annihilation, other than in its already saturated markets. These new markets will require modest ICE vehicles to transition and survive, not electric. In so many ways, EVs are not suited to these new markets. Yet, the skills and technology to produce ICE cars will have disappeared as the West switches to EVs.

I have not seen such a study before and admire Max's analysis and conclusions.

David Lansdowne – Fellowship Committee Member

"BOTH THE BEST OF TIMES, AND THE WORST..."

When I was invited to give a lecture at the Midlands lunch back in April, I felt slightly embarrassed by the discussion that followed on the implications of the entry of Chinese brands into the UK market. On the one hand it is difficult to see any alternative other than the likelihood that they will take a significant market share not only in the UK but more broadly across Europe and globally. On the other hand, looking into the faces of people who had spent four to five decades working in the UK industry, which is now a shadow of its former self, then it was easy to discern hope that somehow there might be some good news.

I started my career with what was at that time the British Leyland Motor Corporation listed on the London Stock Exchange and holding a 32% UK market share (albeit down from 40% a couple years earlier). The product offer ranged from carburettors to tank transporters with obviously the many car brands sat within that. But the industrial relations picture was chaotic, and I have to say based on my personal involvement with some of the leading union figures of the time, as much result of management as it was of labour. Product planning was a joke with no less than 5 V8 engines between 2.5 and 4.5 litres either in production or planned. It was however a very social environment and all of us involved will have many positive memories and probably long-lasting friendships going back to that time.



Steve Young with Peter Leake at the 2023 Annual Lecture

I've been fortunate enough to have remained within the industry in some role over almost five decades and have been involved and remain involved in some of the changes that continue to reshape the automotive landscape. Many of us will regret the effective passing of the combustion engine and still enjoy driving what my 30-year-old son calls analogue cars. I certainly question whether ditching costly, single purpose and occasionally problematic manual controls for everything being controlled through a huge touchscreen is positive at the same time that we can be penalised for daring to look at a phone.

I do believe however that most of the changes we are experiencing are taking us in a positive direction both in terms of the industry and society at large. If I look at the productivity and quality of modern car plants and compare that with my early experiences in BL or Ford, then the only positive thing you could say about the past was that it did provide employment for many people in the plants and dealerships

to continuously rectify problems that should not have existed. When I started out, a 0-60mph time of 10 seconds marked the difference between a normal car and a real sports car and 30mpg was viewed as economical. We're now close to the point where anything slower than 10 seconds must mean it's parked and you can

reasonably expect 30mpg from your hybrid Bentley. In distribution the switch from franchise to agency agreements between manufacturers and dealers, whilst causing many headaches today, holds the promise of making manufacturers accountable for their actions in terms of building too much supply that ends up with airfields of rusting cars.

I therefore look forward with both fond memories of the past and excitement for the future. Chinese entrants are bringing high quality, technical innovation, and competitive pricing (aided by scale, not subsidies) to Europe, that the incumbents need to respond to. Digitalisation enables improved processes throughout design, manufacturing, and retail. Consolidation at all levels led by business cases, not politics, brings benefits of scale, not least in the retail sector where I spend most of my time now, and can still say honestly that the UK sets the global benchmark. We need to embrace the positives of change but cherish the personal memories of our pasts.

Steve Young,
Managing Director ICDP



FELLOWSHIP OF THE MOTOR INDUSTRY

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Executive View: A great betrayal of the UK Auto Industry

Fellowship Committee Member and AM's regular columnist **Professor Jim Saker**, emeritus professor at Loughborough University's business school and President of the Institute of the Motor Industry, accuses the UK Government of being "in denial" of its EV policy's opening the floodgates to cheap Chinese imports that risk the collapse of the UK's favourite car brands.

Over the past few years, I have spent a lot of time speaking and writing attempting to warn about what I thought was the inevitable consequence of Brexit combined with the Government's predisposition for a 2030 cut off on new ICE vehicles. China has spent the last ten years since its enormous 'Belt and Road Initiative' started investing in over 150 countries with an aim of building up a connected link of trading partners who would become dependent on China for their economic growth. The problem was that no one seemed to link that global initiative with the UK automotive retail sector. Well, it is now coming home to roost.

Perhaps the most significant piece of research that has been done this year relevant to China is the recent study undertaken by APD Global and published by AM-online on June 6. Its headline stated that 'Half of dealers think Chinese EV's will force traditional brands to fold.'



Although the research used a relatively small sample the underpinning narrative produced from the data is very powerful. As I have said in previous articles China controls 95% of the worlds battery supply and has both significant ownership of much of the raw materials needed for the existing battery technology. With the battery being the most significant cost in most EVs the Chinese car manufacturers will be able to undercut all the existing car manufacturers.

With the UK Government still sticking to its EV mandate of 2030 a full five years before the EU it will give the Chinese manufacturers the opportunity to swamp the UK markets with cheap EVs offering the spectre, as the research suggests, of traditional brands folding.

There is the obvious scenario they simply withdraw from the UK. Although this is unlikely in the EU with especially the French, German and Italian Governments defending their own car manufacturers. Stellantis, Ford and others are in negotiation with the UK Government

over the Brexit deal which again places a further disadvantage on anyone making vehicles in this country. Brexit or even its badly negotiated exit agreement is driving senior managers to rethink their role in the UK.

At the moment the Government is having to incentivise manufacturers to stay. The announcement that they will give £500mill for Tata the owners of JLR to build a £1bill giga factory in Somerset tied to a further £300mill for the decarbonisation of their steel works at Port Talbot. The problem is that although the taxpayer is funding 50% of the plant's build the batteries produced will still not compete with the Chinese ones as the UK has few of the critical minerals and will have to pay tariffs to import them.

At the moment the Government is in denial about the implications of their policy. By failing to face up to it they are in effect betraying the UK car industry and giving our market to Beijing.

This article first appeared in AM Online – a publication from Bauer Consumer.

Since this article was published HM Government has postponed the ban on the sale of new petrol and diesel-engine cars until 2035 (Ed)



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Mike Hawthorn – 70th Anniversary of first British Driver to win a F1 Grand Prix



"The first motor race that I ever saw was at Brooklands. I was only a very small boy but to me it was heaven to watch the cars thundering round those towering cliffs of concrete where the banking. Curved under the Members Bridge, to wander along the lines of brightly coloured cars in their stalls in the paddock, to jump as an exhaust snarled suddenly and to sniff the aroma of castor oil". **Mike Hawthorn – Challenge Me the Race.**

2023 was the 70th anniversary of the first British Driver winning a World Championship Grand Prix and the 65th Anniversary of the first British driver to win the F1 World Championship.

Mike Hawthorn was born in 1929 in small Yorkshire town. His father, Leslie was an engineer, whose passion was motorsport. The family soon moved to Farnham in Surrey, so that Mike's father could be near Brooklands.



The 'Farnham Flyer'

Mike was sent to school at Ardingly College and soon became obsessed with motor sport. He served an apprenticeship with Dennis Bros in Guildford but was determined to become a racing driver.

His first competitive event was the Brighton Speed Trials in September 1950 in a Riley Ulster Imp which his father had bought him for his 21st Birthday. Unsurprisingly he came first, proving that he was a natural born racing driver. Speed trials led to circuit racing and, by 1952, the Riley was for sale as Hawthorn was moving onwards and upwards in motor racing.

Mike first raced a proper racing car, a Cooper Bristol, in 1952 and started achieving sensational results, the first of which included a fourth place in the British Grand Prix at Silverstone against much more sophisticated competition.

After that there was no stopping the Farnham Flyer. He went on to drive Grand Prix cars for Ferrari, Maserati and BRM. In 1955, 1956 and 1957 he drove works D Types for Jaguar, and it was in 1955 at Le Mans that he was involved in the terrible accident when Paul Levegh died when his Mercedes went into the crowd killing 83 spectators.

In 1958 Mike Hawthorn, driving a Ferrari became the first British driver to win the World Championship narrowly beating Stirling Moss. He retired immediately afterwards intending to spend his time concentrating on the family garage in Farnham. However sadly on Thursday 22 January 1959 Mike was killed driving his Jaguar 3.4 saloon on the Guildford by-pass.



Mike Hawthorn winning the World Championship in 1958



Mike Hawthorn – Larger than life character



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Le Mans 100th Anniversary
1923 - 2023



2023 marked the 100th Anniversary of the Le Mans 24 Hour race and several Fellows made the journey to Le Sarthe to celebrate this special anniversary.

Run since 1923, it is the oldest active endurance racing event in the world. The event was designed to promote technical innovation and to encourage the development of the automotive industry. The circuit today is 13.626 km long, although it has been modified several times over the years to maximise safety for competitors and spectators.

On 26 May 1923, 33 cars lined up for the first 24-hour race on the Sarthe circuit. It rained for much of the event, which was won by the Chenard & Walker driven by André Lagache and René Léonard at an average speed of 92kph.

The Le Mans 24 Hours is the oldest active endurance racing event in the world and today is widely considered to be one of the world's most prestigious races and along with the Monaco Grand Prix and Indianapolis 500 form the triple crown of Motorsport.

Le Mans Facts & Figures:

- No driver has started the Le Mans 24 Hours more times than Frenchman Henri Pescarolo. He took part in the race 33 times between 1966 and 2009,
- The greatest number of victories is held by Dane Tom Kristensen, who won nine times between 1997 and 2013.
- The first time a driver sprayed champagne on a motorsport podium came at Le Mans in 1967 when Ford winner Dan Gurney performed the now-customary celebration.
- The last time a crew made up entirely of British drivers won was back in 1957, Ivor Bueb and Ron Flockhart with the Ecurie Ecosse Jaguar D-type.
- The 23rd running of the 24 Hours of Le Mans was the scene of a dreadful motor sport tragedy. On 11 June 1955, the Mercedes-Benz 300, with French driver Pierre Levegh at the wheel, went airborne and crashed into the crowd. The car's explosion and the debris it projected killed 84 people.
- The 100th Anniversary race proved to be one of the best races in years – and a first outright Ferrari victory since 1965.
- The top speed recorded at Le Mans was 253 mph set in 1988 on the Mulsanne Straight, before the introduction of chicanes, by a prototype WM-P88 powered by Peugeot's 2.8 V6 turbo driven by Roger Dorchy.
- Only one man has ever finished the Le Mans 24 hrs having driven solo for the whole race. Eddie Hall completed 236 laps in a 16-year-old Bentley (2,000 miles) in 1950 finishing an impressive eighth overall.
- Porsche has the most wins as a manufacturer having won 19 times.



Jaguar 7 times winner at Le Mans



Eddie Hall's Bentley in 1950



Tom Kristensen – Nine wins



Winners 100 years apart – Chenard-Walcker 1923 – Ferrari 2023





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Goodwood Motor Circuit – 75th Anniversary



"Give me Goodwood on a summer's day and you can forget the rest of the world"
Roy Salvadori F1 Driver 1954 - 1962

2023 marked 75 years since the opening of the Goodwood Motor Racing Circuit in 1948. In addition, Goodwood is also celebrating 30 years of the Festival of Speed and 25 years since the first Revival Meeting at the motor circuit.

Squadron Leader Tony Gaze, an Australian fighter pilot who was stationed at RAF Westhampnett during World War II suggested to the ninth Duke of Richmond, Freddie March, that the airfield's perimeter road would make a good racing circuit. The duke, who was passionate about motor racing, thought that it would be a good idea and the Goodwood Motor Circuit was officially opened on September 18, 1948. The first event attracted 15,000 spectators and 85 drivers, including Stirling Moss who won his first ever race that day.



Between 1948 and 1966 Goodwood became the spiritual home of British motorsport through a golden age.

Between 1948 and 1966 the circuit hosted the world's greatest drivers of that time including Jack Brabham, Jim Clark, Juan Manuel Fangio, Mike Hawthorn, Graham Hill, Jackie Stewart, and John Surtees.

Goodwood became famous for its Glover Trophy non-championship Formula One race, the Goodwood Nine Hours sports car endurance races run in 1952, 1953 and 1955, and the Tourist Trophy sports car race, run between 1958 and 1964.

In August 1966 the then Duke of Richmond closed the circuit for safety reasons. The circuit, however, was kept open for sprints and testing which ultimately ensured the survival of the circuit which eventually re-opened thanks to the passion of the Duke of Richmond, then Lord March, in September 1998 with the first Revival Meeting.



Sqn. Leader Ray Hannah at the first Revival Meeting

Over the past 25 years the Goodwood Revival Meeting has grown into the world's best known historic motorsport event and is a must for all motorsport fans.

"I think I've died and gone to heaven".

Murray Walker OBE at the first Goodwood Revival Meeting



"From the day I arrived at the first ever meeting in September 1948. I knew that the Goodwood circuit had something special – a particular blend of elements that I never found anywhere else in all my racing experience."

Sir Stirling Moss OBE





Woolf Barnato - Racing the Blue Train from the Côte d'Azur to London.



Woolf Barnato was the heir to a vast fortune from the Kimberley diamond mines in South Africa. He was a bon viveur, generous host, and a brilliant sportsman. He purchased his first Bentley, a 3-litre, in 1925, 12 months before he purchased the company, becoming its chairman. With this car he won numerous Brooklands events and became an important member of the social set of wealthy British enthusiasts known as the Bentley Boys. He competed at Le Mans on three consecutive occasions in 1928-1929-1930, winning each time, earning the nickname Mr. 100%.

Barnato was at a dinner party on board a yacht near Cannes in March 1930 when the subject of racing the famous Blue Train came up, as both Rover and Alvis had recently beaten the train from St Raphael on the Côte d'Azur to Calais. Barnato wasn't impressed, considering the achievement "no great shakes", and he wagered £200 that driving his Bentley Speed Six he could beat the train to Calais with ease.



The Bentley Sportsman Coupé" by Gurney Nutting

The next day at 5:45pm, as the Blue Train left the railway station in Cannes, Barnato and his companion Dale Bourne, left the Carlton Bar in Cannes and set off in his Bentley Speed Six.

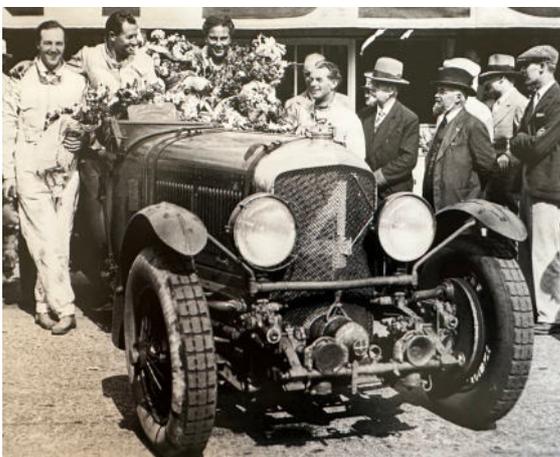
During the 185 miles from Cannes to Lyon, the two men encountered heavy rain which slowed their progress. At around 4am, between Lyon and Paris, the team lost time searching for their pre-arranged refuelling rendezvous. Despite this setback, some dense fog near Paris and a puncture which used their only spare tyre, Barnato and Bourne finally reached Calais at 10:30 in the morning. They had covered over 570

miles at an average speed of 43.43 mph, an impressive achievement on the dusty and rough roads of the time.

Barnato, however, had arrived in Calais so far ahead of the train that he decided to continue to London. After crossing the Channel, being waved through Customs, and driving hard for almost 700 miles, Woolf Barnato parked his Speed Six outside the Conservative Club in St. James' Street at 3.20pm. Just four minutes later the Blue Train arrived at the station in Calais.

Barnato had won his unofficial dare, although the French Motor Manufacturer's Association fined Bentley Motors £160 for racing on public roads and barred Bentley from the Paris Salon of 1930. Barnato claimed that he had raced as a private individual and not as the Chairman of Bentley ... a claim that failed to convince the authorities.

However, for many years it was believed that the Bentley Speed Six in which Woolf Barnato beat the Blue Train was a two-door coupé bodied by the coachbuilders Gurney Nutting. However, Barnato actually drove an H J Mulliner-bodied formal saloon. The streamlined fastback "Sportsman Coupé" by Gurney Nutting which he took delivery of on 21 May 1930 also became known as The Blue Train Bentley and is regularly mistaken for the car that raced the Blue Train, while in fact Barnato named it in memory of his race.



Woolf Barnato winner at Le Mans



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Social Programme 2024

Following on the success of 2023, the committee has been working hard to put together an interesting and varied programme of social events for 2024. There are of course the popular Midland and London Lunches as well as several new and exciting places, including a special visit to Mathewsons Car Auctions, of Bangers & Cash fame.

Events can now be booked on-line on the Fellowship's new web site.

A reply form is included in this newsletter and if Fellows could kindly complete with an indication of which events are of interest to them it would be very helpful with the planning.

I look forward to seeing many of you at events throughout 2024.



Peter Cottle – Vice Chair



Studio 434 Roger Dudding's Private Collection Thursday 7 March 2024

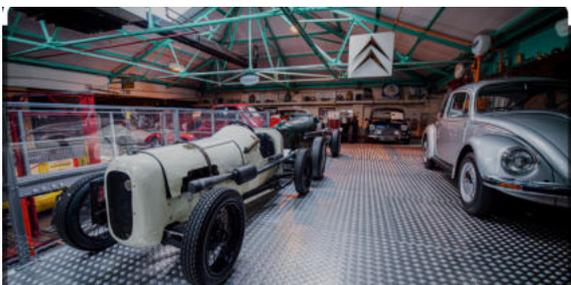
Studio434® is claimed to be Europe's largest private car collection based at two locations in Potters Bar, Hertfordshire. The collection features classic cars from the 1900's to the present day and currently totals some 450 cars.

The collection reflects the UK and European motor industry and includes the largest collection of Clyno classic cars which, back in the 1930's, was the third largest UK motor manufacturer next to Austin and Morris.

The collection also includes some very rare models including a DeLorean, a Railton, a prototype Lotus together with a large selection of Rolls Royce, Bentley, Jensen, Jaguar together with many more mundane but very collectable models.

Studio434® has been put together by Rodger Dudding who has been investing in cars and motorcycles for some 40 years. Rodger is a great supporter of the legendary car designer William Towns and he now has some 25 Aston Martin Lagonda Wedge models.

The collection is not open to the general public but increasingly Studio434 is a must-see location for number of car clubs.





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Social Programme 2024 Continued



Visit to Mathewsons Car Auctions Thornton-le-Dale. Tuesday 19 March 2024

We are intending to have a visit to the classic car auctions, made famous by the fantastic **Bangers and Cash TV programme**.

The intention is for all to meet at a Balderson's Cafe for a brunch around 10am before visiting the Mathewsons Motor Museum, and then on to their auction site where we will be hosted by Dave Mathewson and will have the opportunity to view classic cars and memorabilia due to be auctioned that week. We then intend to have a late lunch at the White Swan Hotel in Pickering before departing for home.

Due to the travel times for many Fellows, we have secured several rooms at the White Swan Hotel in nearby Pickering. Fellows wishing to book a room for the night before or the 19th should email Anna at anna@white-swan.co.uk. mentioning the Fellowship. There are other hotels such as a Premier Inn.

Hotel and lunch costs will need to be paid by fellows individually. The only cost for the visit will be £15. Payment can be made from 1st January 2024 – details will follow with a booking form.

We already have over 30 fellows plus their guests recording their interest, so this is proving a popular event, and we are delighted to have been able to secure the tour and host an event in the North of England.



Annual Midlands Lunch Wednesday 3 April 2024



The Annual Midlands Lunch will be held once again this year in the Sky Suite at the British Motor Museum in Gaydon, immediately following the AGM and Fellowship Lecture. The cost this year will be £40.00 per head and an application form for the luncheon is included inside this newsletter. The cash bar opens at 11:30 am and the wine order point from 12:00 noon. The Motor Museum is open between 10:00 am and 4:00 pm and entrance is free for Fellows and their guests.



The FMI Annual Lecture Wednesday 3 April 2024



The FMI Annual Lecture will be given by **Steve Young**, Managing Director of ICDP. It will be held at The British Motor Museum at Gaydon at 10:30 am immediately prior to the Fellowship's AGM.

Steve's reflections on last year's lecture are on page 17.



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Social Programme 2024 continued



Visit to MINI Plant Oxford Thursday 9 May 2024



Plant Oxford is the heart of MINI. It's where all the parts are assembled and come together to make road-ready MINI models. It's the largest and oldest BMW Group's production plants and 2024 marks Plant Oxford's 111th anniversary.

Steel panels from Swindon and engines from Hams Hall come together with parts from all over the world to produce the iconic MINI. Around 800 MINIs are produced at our Plant each day, with a car coming off the line every 67 seconds!

This is a great opportunity to experience the state-of-the-art facilities and follow each MINI along its production journey.



Fellowship Annual Golf Day Friday 17 May 2024



The Motor Trades Golfing Society have once again invited The Fellowship to join them at the at the spectacular Woking Golf Club. This has become a firm fixture in The Fellowship's calendar is a day not to be missed by keen golfers.

Fellows are kindly asked to contact Ray Sommerville if they would like to be included on the Fellowship Golf Circulation List.
the.sommervilles@btinternet.com.



Western & South Wales Luncheon Thursday 20 June 2024

The Walnut Tree in North Petherton will once again host the annual Western & South Wales Luncheon.

Organised by Past President Tony Ham it is always an enjoyable occasion with great company, good humour and wonderful food and wine.



Tony Jennings Classic Car Show – Sunday 4 August 2024



The popular Tony Jennings Classic Car Show will return to BEN's Town Thorns Town Thorns care home in Eassenhall, near Coventry for the 9th time.

The show, which honours the memory of the Fellowship of the Motor Industry's late chairman Tony Jennings has grown in popularity over the years; the first event in 2013 hosted just seven cars, whereas on the last occasion over 100 cars were entered for judging. Coupled with the Town Thorns Annual Fete this makes a splendid day out for all the family.

Social Programme 2024 Continued

WINDSOR MAIDENHEAD
BOAT COMPANY



Thames Valley Riverboat Trip & Lunch Thursday 22 August 2024

The Thames Riverboat trip and Lunch has proved to be such a success over the past few years that it has been brought back again by popular demand for 2024.

This year's trip has been arranged for Thursday 22 August 2024 so if you would like to join us for a delightful day on the Thames, please complete the reply form to ensure your place.

Goodwood Revival - Fellows Meet & Greet Friday 6 September – Sunday 7 September 2024



Many Fellows are members of the Goodwood Road Racing Club and visit The Revival each year. Last year several Fellows met in the GRRC Lavant Bank enclosure and enjoyed the GRRC facilities and a great track-side view of the racing.

An invitation is extended to any Fellows and their guests to meet up briefly each day for a 'noggin & natter' between 1:00 – 2:00 pm on each day.

Golf Match v MTGS Friday 6 September 2024



A team from The Fellowship are to take on a team from the MTGS at **Beaconsfield Golf Club**.

If you would like to be considered for the Fellowship team, please complete, and return the enclosed reply form.

Annual London Luncheon November 2024



The London Lunch is proving to be one of the Fellowships best supported events following the traditional Midlands Lunch

The lunch will take place, once again at the RAF Club in the magnificent Sovereign's Room, and we will have exclusive use of the Churchill Bar both before and following lunch.

Last year's lunch was a sell out and a few Fellows ended up on a waiting list, so make sure you apply in plenty of time for this year's event at the splendid RAF Club.





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The Following events are planned for 2024, however at the time of going to press dates have not been finalised. Please complete the reply form if you are interested in any of these events and you will be notified once dates have been arranged.

- 🏆 **Ford Innovations & Heritage Centre Daventry** – Contains a host of historically significant Blue Oval vehicles including important milestone vehicles and race cars.
- 🏆 **National Arboretum** – The British site of national remembrance near Lichfield in Staffordshire.
- 🏆 **Norton Motorcycles** – Solihull – No other motorbike looks like or feels like a Norton because they are built without compromise.
- 🏆 **Aston Martin at Gaydon.** An opportunity for an in-depth immersion into the Aston Martin Brand.

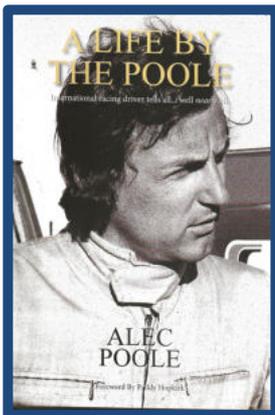


Leave a Legacy in your Will.

One of the most powerful ways in which you can help The Fellowship continue to make a difference is by leaving a gift in your will.

By doing so you can ensure that The Fellowship continues to support worthwhile charitable causes.

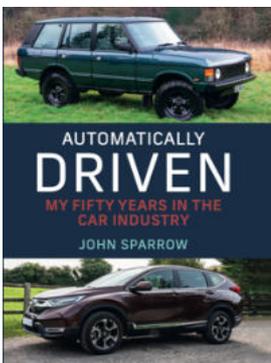
Finally, a couple of good reads



Alec Poole was a Morris Apprentice and was one of Paddy Hopkirk's closest friends. 'A Life by the Poole' is a book of short stories, mainly about what you might call Alec's varied, colourful and (hard to believe) sometimes mischievous life in motor racing.

Unsurprisingly in this age of political correctness, he had difficulty in finding a publisher either willing or brave enough to take on the task! But thanks to help from mates along the way, 'A Life by the Poole' has made it into print – hopefully for your enjoyment.

More information can be found at www.alifebythepoole.com



There are 800,000 people in the UK of all ages and gender directly and indirectly employed in the wider car industry. If you are one of these and want to have a Director and Senior Executive's truly unique insider story on how the car industry worked and evolved from the 1970s until now, then this is a must-read book.

John Sparrow, who is an FMI member, documents his many memories, experiences, and events of his career from September 1969 when he joined British Leyland direct from university to 2019 when he was a self-employed automotive consultant.

Copies can be obtained from retailers including Amazon in hardback at £24.99.



FELLOWSHIP OF THE MOTOR INDUSTRY

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Join the Fellowship of the Motor Industry

Lifelong friendships forged in the greatest of industries



The Fellowship was established in 1935 and its heritage goes back to the early days of motoring. Over the years, it has been guided by some of the most influential people in our industry with a list of past presidents that reads like a who's who of the motor industry.

Today, the Fellowship maintains our founding fathers' aspirations of a social and networking organisation that allows Fellows to remain in contact with colleagues from the motor industry as they approach the prospect of retirement.

Through a wide ranging programme of social events and luncheons, all with the theme of friendship and fellowship it is a great way to ease into retirement whilst still retaining wonderful friendships made over so many years. We are proud that by holding various events we are able to support BEN, our industry's charity.

I do hope that having read this leaflet you will find that the Fellowship is for you and I look forward to welcoming you to future events.

David Manchester
Fellowship Chair



Become a member

Our organisation is open to all motor industry professionals for a very modest annual subscription. Join the Fellowship of the Motor Industry today and become part of a community of your peers.

Our approach to Fellowship is simple



Interact with like-minded people



Attend exclusive events



Connect with past colleagues



Continue lifelong friendships



Keep up-to-date with the motor industry



Support after your retirement



I strongly recommend joining the Fellowship where you'll meet **like-minded members** at regular luncheons and enjoy well organised events at **fascinating venues**

Fellow Rattline Evans



I soon found that there is **far more to the Fellowship** than convivial lunches and I've **greatly enjoyed** all the events I've attended!

Fellow Graham Smith, OBE

Events

In addition to our popular Annual Luncheons, we arrange and attend exclusive but affordable events such as:

Silverstone Grand Prix Circuit visit

Jaguar Land Rover Classic Works visit

Tour of Morgan Motor Company

The Tony Jennings Classic Car Show

Visit to Lotus Car factory

Thames Riverboat Trip

Interested? Visit www.motorfellowship.com



How to join

A prospective Fellowship member should have worked in the automotive industry for a length of time and be keen to interact with like-minded industry colleagues at various events and locations.

If you would like to join, please visit:
www.motorfellowship.com/become-a-member

Or scan the QR code with your mobile phone camera

Scan here to join

