



FELLOWSHIP OF THE MOTOR INDUSTRY

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

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ANNUAL NEWSLETTER – JANUARY 2026

A Message from The Fellowship Chair – Peter Cottle



2025 has been another successful year of fellowship with a varied programme of events that have hopefully appealed to a wider audience. Our two main events, the lunches at Gaydon and London, continue to be popular. We have also served up new events, including a wonderful tour of Chatsworth House, a visit to renowned watchmaker Bremont in Henley-on-Thames, and a fascinating behind the scenes visit to the National Motor Museum, plus, our regular tours of motor manufacturers, golf days etc. In 2026 we are also looking to have informal lunches on a regional basis so that members unable to make long journeys to other events can enjoy the fun and fellowship of meeting up with friends, ex colleagues etc.

Returning to the important matter of membership, **I need your help!** Please take time to think of industry friends, past and present, that you feel would enjoy joining the Fellowship. Prospective members can visit our website where they can click "Become a member" and very quickly submit their application with you as their proposer. Those of you still working in the industry may also wish to talk to your HR team to promote the Fellowship to colleagues, including those coming up to retirement. One of our committee members will be only too pleased to get involved to make it happen.

We have been very encouraged that we have formed much closer links with two very important industry bodies. Firstly, as you will be aware we have supported Ben, the automotive charity, for many years and aim to continue to do so. There are clear synergies with Ben, especially as they move to 100% care in the community, and we look forward to future collaboration to mutual benefit. Equally we have been delighted to continue to provide an annual Bursary to a young apprentice who has been selected by The Institute of the Motor Industry (IMI). Again, much closer links have been formed with the senior IMI team this year and we aim to build on these firm foundations.

Finally, it is always a pleasure to meet Fellows and their guests at our events and seeing everyone enjoying the fun and fellowship, the banter is always great even when I am the butt of the joke! May I take this opportunity of wishing all fellows and their families a very happy New Year, and I look forward to another enjoyable year of Fellowship ahead.

Peter Cottle – Fellowship Chair

A Message from The President – Peter Lewis-Jones



As we celebrate the Fellowship's 90th Anniversary we are grateful to those Fellows who have shaped the future of the Fellowship over the years. We have seen a lot of change in our industry, and I believe the Fellowship has moved with the times to reflect those changes.

I hope you enjoy reading this year's annual newsletter. It has been a busy year for the Fellowship with some great new events as well as our traditional functions. There is a lot of information in this year's newsletter, including some interesting articles. I certainly hadn't heard of 'Mad Jack Churchill'.

I have enjoyed meeting many of you at events during the year, and I am very appreciative of your support at Fellowship functions. My thanks go to the committee for their hard work in continuing to ensure the success of the Fellowship.

I hope you and your families have all had a peaceful and enjoyable Christmas and have a very happy New Year and I look forward to catching up with you during the year ahead.

Peter Lewis-Jones – Fellowship President



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REVIEW OF 2025 FELLOWSHIP EVENTS

Visit to Jaguar Land Rover Classic Works, Coventry – 27 February, 6 March, & 13 March, 2025



JLR Classic Works is home to Jaguar Land Rover legends consisting of vehicles for sale, restoration and those that form part of JLR's own collection.

To cope with demand, the visits were split into three separate days, and it is fair to say, especially with the benefit of feedback from attendees, that our expectations were certainly exceeded.

JLR Classic Works is the largest facility of its type in the world with a dedicated showroom space and 54 workshop bays for servicing and restoring all Jaguar and Land Rover models that have been out of production for a decade or more.

We were privileged to have expert tour guides who were not only knowledgeable but clearly very passionate and proud of this super setup. The premises themselves as you enter make a strong statement that this is a professional business, displaying numerous cars in the very smart reception area and a display area for merchandise.

We saw the workshops where customers' Jaguars and Land Rovers were undergoing renovation by highly skilled technicians. We were then quite taken aback as we entered the next section which housed 200+ cars, covering the whole spectrum of models down the years including some cars used in the Bond movies – boys' own stuff!



The tour concluded with food and refreshments where members could exchange views on their tour experiences. Our thanks go to the JLR Classic Works team and to our own Peter Leake for making the arrangements.

Finally, further tours are being organised in February & March 2026 so keep a look out on the website and newsletters for more information.



Peter Leake, Past Fellowship Chair and Chair of the Jaguar Enthusiasts' Club welcoming everyone.





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REVIEW OF 2025 FELLOWSHIP EVENTS



Midlands Lunch & AGM & Annual Lecture – 16 April 2025



150 Fellows and guests assembled at the British Motor Museum, Gaydon for the 39th annual Midland Lunch. It was especially pleasing to have several new members joining us for their first Fellowship event.

Proceedings got off to a great start with Steve Young providing his annual lecture on the motor industry's current challenges and opportunities. A tremendous insight, which was very well received by a record audience. That was followed by the 90th AGM, chaired by our President Peter Lewis-Jones where we welcomed Nancy Rignall as our new Vice Chair, with other current officers being re-elected.



It was very satisfying to have such a great turnout, and the pre-lunch drinks session was very lively with friends meeting up and making new acquaintances, with much fun and banter.



David McCluskey winner of Heads & Tails receiving his champagne from Rachel Clift, CEO of industry charity BEN

We were delighted to have Rachel Clift, the new CEO of Ben, as our guest. She was congratulated on completing the recent arduous Trek in the Sahara, accompanied by 11 senior leaders from the automotive industry, with £117k being raised for the charity.

We were particularly fortunate to have as our guest speaker Richard Charlesworth, (ex-Rolls Royce and Bentley), who provided a very amusing and interesting overview of his time with these iconic prestige brands including some very funny anecdotes. Feedback has been fantastic, and we thank Richard for giving up his time to entertain us.



Formal proceedings were ended by our ever popular "Heads and Tails" competition with proceeds going to Ben. Several rounds of coin tossing took place by our President, Peter Lewis-Jones, under the watchful eye of our adjudicator Rachel Clift! The eventual winner of the magnum of champagne was our popular member, David McCluskey.

Fun and fellowship continued in the bar afterwards, which was great to see and no doubt several new friendships were formed.



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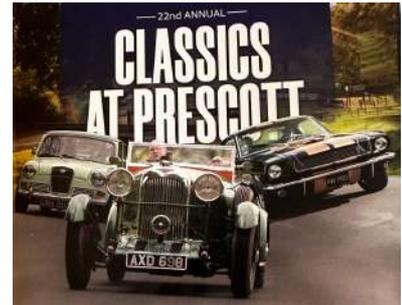
"Life-long friendships forged in the greatest of industries".

REVIEW OF 2025 FELLOWSHIP EVENTS

Classics at Prescott – 11 May 2025



The famous Prescott Hill Climb was host to a magnificent collection of classic cars for Fellows to enjoy in the splendid early May sunshine. Organised by the Fellowship's hardworking Chair, **Peter Cottle**, it was a wonderful opportunity for Fellows and their families to enjoy Prescott at its very best.



Prescott Hill Climb is home to the Bugatti Owners Club and was established in 1938 and has been running spectacular hill climbs ever since. Classics at Prescott has been run by Winchcombe Rotary Club since 2004 and each year draws an eclectic number of cars to attempt the hill. With cars as diverse as an Austin Seven Chummy to an enormous 1958 Ford Thunderbird there was something for everyone to see and enjoy.

The hill is set in 69 acres of picturesque Cotswold countryside near Cheltenham and Fellows, and their guests were able to enjoy some spectacular cars ascending the hill as well as fantastic displays in the paddocks.

It was a wonderful relaxing day, and our thanks go to Peter Cottle for coming up with the idea of a visit to Prescott Hill Climb and for arranging the magnificent weather!



— NATIONAL —
— MOTOR —
— MUSEUM —

The Project:

To restore and return the **SUNBEAM 1000hp** to Daytona Beach for the centenary of the 1927, 200mph land speed record on Monday 29th March 2027.

Henry Segrave and the 200mph 1000hp Sunbeam.



In the 1920's, as storm of the Great War cleared revealing a new, if short lived, age of peace and hope a new type of hero emerged. Young men who only a few years before had been fighting for their country in the trenches or engaged in aerial combat found new challenges in the revitalised world of motorsport. The ultimate challenges to be the fastest on land. The 1000hp Sunbeam of 1927 was one of the first cars built for the sole purpose of breaking the Land Speed Record and was the first to reach 200mph



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REVIEW OF 2025 FELLOWSHIP EVENTS

Behind the scenes at the National Motor Museum – Beaulieu – 15 May 2025



One of the wonderful things about the Fellowship of the Motor Industry is being able to take part in visits that 'money can't buy' through industry connections.



Thanks to Fellow Guy Loveridge, Past Chair of the Guild of Motoring writers and Heritage Consultant to the Beaulieu National Motor Museum we were privileged to have a behind the scenes tour of the Museum.



We were welcomed to Beaulieu by Jon Murden the CEO with a cup of coffee and an overview of both the history and future of the National Motor Museum. He explained that the museum tells the story of motoring in Britain from its simple beginnings in the 19th century through to the sophistication of today's roads.

Guy then gave us a wonderful, personalised visit to the museum providing a fascinating insight into the cars and memorabilia on display.



After lunch Patrick Collins, the Curator of Vehicles & Research gave us an amazing private tour through the huge archives containing 1.9 million artefacts, going back to the very beginning of motoring.



Behind the scenes in the archives



The Late Lord Montague



1903 De Dion Bouton that started the National Motor Museum collection

The day ended with Guy showing us round the newly refurbished Palace House which provided a splendid end to a memorable day. The day was enjoyed so much that Guy has very kindly offered to host another similar visit in April next year so that more Fellows and their guests can experience this unique behind the scenes visit to Beaulieu



The magnificent Palace House





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FELLOWSHIP 2025 GOLF REPORT

Fellowship Annual Golf Day - 13 May 2025 – Woking Golf Club



Once again thanks go to committee member Ray Sommerville for organising the Fellowship's attendance at the MTGS Golf Day at Woking Golf Club. Equally our gratitude goes to the MTGS for their usual hospitality and for making us so very welcome. Woking Golf Club is a splendid venue, providing one of the most scenic golf courses in the UK, with a historic clubhouse. The weather was extremely kind to us, so a perfect day all around. Nine Fellows entered our own competition, and everyone ended up with a very respectable score. Winners were as follows: -

Best Stapleford Score with 34 points and winner of the Percy Butler Memorial Plate - Roger Prowting.

Second place with 30 points and winner of the Henley Challenge Cup – Peter Cottle (you are joking we hear you say!!)

Nearest the Pin in Two – David Evans

A wonderful late lunch was served to 73 golfers with the chance to catch up with friends and to explain how we could have scored better with a bit more luck!! We all departed feeling that life is OK after a what was a super day, with the usual faultless organisation by the MTGS.



Golf Match v MTGS – 5 August 2025 – Beaconsfield Golf Club



The intrepid Fellowship golfers, led by Captain Ray Sommerville, had their annual match against the MTGS at the splendid Beaconsfield Golf Club on the 5th of August.

Another hard closely fought match ended with the MTGS retaining the trophy. But the main outcome was a hugely enjoyable day meeting up with friends and having a wonderful post-match lunch at the clubhouse.



Our thanks to Joff Suter, (MTGS President) and his team for making it such a fun day. We will be back!!



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REVIEW OF 2025 FELLOWSHIP EVENTS



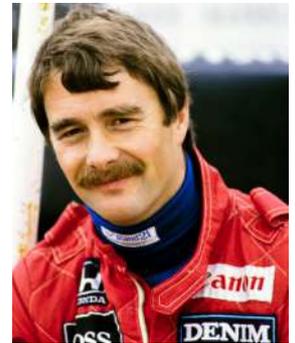
Masters Historic Race – Brands Hatch – 1 June 2025



The first day of summer was a great day for the Fellowship to enjoy some magnificent hospitality at The Brands Hatch Masters Historic Festival. Huge thanks to Fellow Martin Robinson who hosted us in the Property Construction Motor Club suite at the circuit where we had a magnificent view of some splendid historic F1 racing.



It was particularly special to see a fantastic entry of normally aspirated F1 cars driven at speed once again on the magnificent Brands Hatch circuit which brought back many wonderful memories to Fellows who had not visited Brands Hatch for some time. The sight of a full grid of golden-age F1 cars barrelling into Paddock Hill bend was a spectacle not to be missed, especially with 2025 marking 40 years since Nigel Mansell's first F1 victory in the European Grand Prix at Brands Hatch.



Nigel Mansell 1985

Presented in stunning period liveries, classic racers from McLaren, Tyrrell, Williams and Arrows were on track transporting us back to the days when Brands Hatch regularly used to host the British & European Grand Prix.

The Motor Racing Legends race included F1 machines from the mid '60s through to the 1980s and the sound of the Cosworth 3.0 litre DFV engines made it even more special!



Sponsored by Greta Thunberg!

It was another great Fellowship Day, and our thanks go to Martin and his colleague Graham for hosting us on such a special occasion.

Martin has very kindly offered all Fellows the opportunity to hire the suite for themselves and their guests for their own use. Fellows should contact Martin Robinson who will arrange tickets for the day



Editor's Note: We were very sorry to hear that **Phil Buckman**, pictured second from left, sadly passed away in September and we send our condolences to his wife & family.



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REVIEW OF 2025 FELLOWSHIP EVENTS



Visit to Chatsworth House – Derbyshire – 5 June



Thanks to Fellowship Vice Chair, Nancy Rignall, we enjoyed a memorable visit to Chatsworth House, the jewel of Derbyshire and one of England's finest stately homes. Nestled in the heart of the Peak District, Chatsworth is a place of breathtaking beauty, rich history and was the perfect setting for our Fellowship Group to connect, reflect and explore.



Chatsworth House has an impressive twenty-five rooms for visitors to explore and contains a plethora of artwork and historical artefacts ranging from Roman sculptures to artistic masterpieces by Rembrandt and many others. The sheer scale and splendour were quite breathtaking, with each room providing a range of exhibits from across the centuries. Look up and the ceilings are also adorned with wonderful paintings as shown in the photographs below.



The building itself is an architectural gem which has played host to a variety of events and provided the filming location for famous film and television productions, perhaps most notably Jane Austen's "Pride and Prejudice".



Our tour was very much enhanced by a very well-informed guide who provided a running commentary as we visited each room, with some amusing anecdotes.

After the tour we enjoyed a 3-course lunch in a private dining room where there was much chatter and laughter – almost a guarantee when Fellows and their guests gather.

Following lunch several of our party continued their adventure in the majestic gardens and countryside that surround this historic estate and visited the Gift Shop where a range of mementos could be purchased.



"There is no finer county in England than Derbyshire and all the celebrated beauties of Chatsworth."



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REVIEW OF 2025 FELLOWSHIP EVENTS



Tony Jennings Classic Car Rally – Town Thorns – 3 August 2025



Fellows and their families enjoyed a wonderful day at the Fellowship’s Classic Car Show in memory of former Chairman, Tony Jennings. A superb collection of over 60 classic cars was on display and owners clearly enjoyed meeting up with fellow enthusiasts, as well as looking around the adjoining Fete’s many stalls.

My thanks to Peter Lewis-Jones, (our ever-supportive President), Committee members Nigel Barfoot, and Peter Leake, along with Brian Spratt and Rod Ramsay for being there to help setting up and ensuring cars were parked up in a semblance of order! It was also great to meet up with other

Fellowship members, David Lansdowne (committee member), Geoff Milnes, Steve Harris, Bill Hall, and Mike Newman – thanks for coming guys! We all enjoyed chatting to car owners, who all have a story to tell about their beloved classic.

It was especially difficult to select the winners this year with so many exceptional classic cars on display. After some discussion the following winners were presented with their cups:

- Car of the Show** – 1948 Morris 8 Series E – Owner Mark Lander
- Best Car 1900-1960** – 1935 Austin Light 12/4 Van – Owner Mark Bromwich
- Best Car 1961- 1999** – 1972 Triumph TR6 – Owner Rick Billington



Peter Cottle



Best Car 1990 - 1960



Best Car 1961- 1999



Car of the Show, 1948 Morris 8



Prize Winners being congratulated by both the Fellowship President & Chairman. From left to right Mark Bromwich, Mark Lander and Rick Billington



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REVIEW OF 2025 FELLOWSHIP EVENTS



Goodwood Revival – Noggin & Natter 12-13-14 September 2025

"Goodwood Revival is like going to an art gallery, but the art comes past you at 150 MPH"

Martin Brundle



Jenson Button in his C-Type

The Goodwood Revival once this year again turned back the clock to showcase the romance and glamour of motor racing as it used to be. The Revival is the only historic race meeting to be staged entirely in period dress and is a return to the halcyon days of Goodwood as the spiritual home of British motor racing.



Fellowship Flower Power!

Fellows and their partners were treated to a spectacular nostalgic weekend. Famous names such as World Champions Jenson Button in his C-Type Jaguar and Jacques Villeneuve in an AC Cobra as well as nine times Le Mans winner, Tom Christianson made for some fantastic classic racing.

The Revival, however, is not just about spectacular racing. A tribute to Jim Clark included a grid full of sheep in recognition of his time as a sheep farmer. A traditional Circuit Street Party along the grid celebrated the 80th anniversary of VE day and a 'Summer of Love' celebrated the 1960's hippie movement, not to forget the splendid Settrington Cup for Austin J40 pedal cars that were produced between 1949 – 1966. Together with the glamour of 1940 – 1960 fashion there was plenty for Fellows to enjoy.



Dawn Patrol



Forces' Sweethearts

Sudden showers made Fellows, and their guests, appreciate the GRC facilities on Lavant Bank where they enjoyed shelter from the rain and company of other Fellows and their guests, hosted by Fellowship President Peter Lewis-Jones and Past Chair Peter Leake.

The Goodwood revival is like no other motoring event in the world and was summed up nicely by Past FI driver Martin Brundle as like going to an art gallery, except that the art comes past you at 150 MPH!



Fancy a cuppa?



Fellows & guests enjoying a 'Noggin & Natter'



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REVIEW OF 2025 FELLOWSHIP EVENTS

Visit to Bremont Watches – Henley-on-Thames - 16 September 2025



Thanks to our committee member, Tim Tozer, using his valuable connection with the Bremont Watch Company 25 Fellows and guests enjoyed a fantastic tour of Bremont's HQ in Henley-on-Thames. In their reception area there was an immediate automotive connection with a lovely Austin Healey 100 on display.



Bremont proudly operates the only end-to-end watch manufacturing in the UK from their hugely impressive premises "The Wing" where over 100 colleagues design, develop, assemble, test and service a range of exclusive timepieces. They currently produce circa 10,000 watches per year, many celebrating the spirit of British adventurers and explorers, including a very close association with the military. The attention to detail in the design is wonderful, and lucky owners of their watches have something very special indeed.



The Wing

We were made very welcome, and our team divided into a morning and afternoon tour, but we were able to all meet up over an excellent buffet lunch. Our tour guides were very well informed and gave us a very good insight into the business's progress since its launch by brothers Nick and Giles English in 2002.

We felt very privileged to meet the company's CEO Davide Cerrato who joined the company in 2023, having already had an impressive career in the watch making industry across Europe as well as Stéphane Pichavant who recently joined as CCO. Davide gave us an overview of their future, following which we had a short Q&A session.



Tim Tozer with Bremont CEO Davide Cerrato

It was agreed with Bremont that a proportion of the event fee would be donated to their chosen charity, London Air Ambulance and to Ben our own charity with £250 going to each charity



As with all Fellowship events we had time (pardon the pun!) to catch up with friends and indeed meet guests. Without doubt a fantastic event, something quite different to what we have done in the past and again our thanks to Tim for making all the arrangements and ensuring everything went off like clockwork (sorry another terrible pun!)



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REVIEW OF 2025 FELLOWSHIP EVENTS

Visit to LKQ Euro Car Parts – Tamworth – 22nd October 2025



The perfectly formed group

the UK's largest independent distributor of car and light-commercial aftermarket parts. Today they operate around 280 branches across the UK and Republic of Ireland.

It is a wide-scale business throughout the UK & Ireland with large warehouse capacity of approximately 5,250,000 sq. ft as well as multiple distribution centres and a robust supply chain. They operate a large delivery fleet, of more than 2,000 vans and 240 cars to serve branches and customers

It is a very impressive business, and it was a great education for Fellows, especially for those with Parts backgrounds and again an opportunity to enjoy meeting and chatting with Fellows.

Our thanks to the LKQ Euro Parts team who made us most welcome and provided us with a lovely lunch in their canteen. They were very informed and clearly proud of their impressive facility.

After some early confusion – who knew LKQ Euro Car Parts has TWO massive warehouses on the Tamworth Business Park – a small but perfectly formed group met at T2 to first enjoy a lunch and then a tour of the 1,000,000 sq. foot depot.

Wearing the “clown” toe protector shoes was a challenge – putting them on then feeling a little bit like a deep-sea diver as we walked the massive facility split into two groups in the company of two amazingly knowledgeable and enthusiastic guides.

The company was founded in 1978 and over the decades has grown into



Are these real safety shoes?



Europe's largest vehicle parts and services offering



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REVIEW OF 2025 FELLOWSHIP EVENTS



ROYAL AIR FORCE CLUB
FOUNDED 1918

London Lunch – RAF Club – 20 November 2025



Our London Lunch, held at the fabulous RAF Club in Piccadilly, was once again a sell-out event with over 100 Fellows and guests making the journey despite some arctic conditions around the country. As usual it was an occasion to meet up with friends from across the industry, make new acquaintances, and enjoy the fun and fellowship

The RAF Club did us proud with a super lunch after which we were royally entertained by Rachel Clift, CEO of our industry charity, Ben.

Rachel told us how her experiences as an elite athlete (she holds 144 Hockey caps for Great Britain and England including representing her country at the Beijing Olympics) prepared her to meet the challenges in her future career. An inspiring story.

The charity is certainly in safe hands, and we will certainly continue to support Ben.

After Rachel's speech our President, Peter Lewis-Jones, gave a humorous vote of thanks followed by running the Heads and Tails competition which was won by Fellow Steve Harris who was presented with a Magnum of Champagne. The proceeds from the competition raised a total of £1,395, before taking Gift Aid into account, for Ben.

We decided to have our very own "Black Thursday" (yes, a day ahead!) offer whereby a Fellow could introduce a guest on the day to join the Fellowship and we would waive the usual joining fee. We were delighted that this resulted in 6 new members signing up and one more subsequently, giving a total of 46 new members in 2025.

Finally, may I thank committee member Nigel Barfoot for all his hard work in "making it happen." These events take a huge amount of effort to ensure everything goes to plan. Also, thanks go to his glamorous assistant John Russell and indeed their wives, Babs and Norma who manned our reception desk.

This final event of 2025 lived up to all expectations and was a fitting end to our programme for the year. Judging from the feedback everyone really enjoyed themselves, as can be seen from the photographs, which is the most important factor.



Rachel Clift proposing the toast



Steve Harris, winner of Heads & Tails receiving his magnum of champagne



Pre-lunch drinks in the magnificent Churchill bar



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BEN celebrates 120 years of supporting automotive people



Founded in 1905 by Arthur James Wilson, a visionary cycling journalist and racer, Ben began life as the Cycle Trades Benevolent Fund. Just three years later, with the rise of the motor car, the automotive industry emerged, and the fund expanded its mission to support this growing community. This sparked a legacy of much-needed care and support for automotive workers that has endured for over a century.

Throughout its history, Ben has expanded its services to meet the changing health and wellbeing needs of those who work, or have ever worked, in the industry. To mark Ben's 120th anniversary in July 2025, the charity unveiled an ambitious new vision and strategic roadmap. As part of this, Ben set bold goals for the next five years - to **treble its charitable impact** (help three times more people), **improve awareness** among automotive workers (increasing from one in six to one in three), and **double its income** from fundraising.

Ben's renewed vision is powerful and simple: *"An automotive family that thinks well, feels well, lives well, and works well."* As part of its mission, Ben will continue to

partner with employers to support their people, build resilient workforces and shape positive change for the automotive industry as a whole.

For over 90 years, the Fellowship of the Motor Industry has been a steadfast supporter of Ben. Through generous donations and advocacy, the Fellowship has helped strengthen the charity's mission and extend its reach across the sector. In recent years, both organisations have renewed their commitment with joint awareness initiatives to highlight the support available to current and former automotive workers.

This partnership holds special importance as many Fellows transition into retirement. Recognising that stepping away from active industry roles can bring challenges such as loss of purpose and social connections, the Fellowship provides a sense of belonging and ongoing engagement. Through regular in-person events and communications, the Fellowship complements Ben's mission by helping automotive people stay connected.

Since 1905, Ben has transformed from a benevolent fund for cycling trade workers into a charity dedicated to providing health and

Rachel Clift
BEN, CEO



wellbeing support for life for automotive people and their families. Today, Ben provides free, confidential health and wellbeing support that is life-changing, and often lifesaving, for those who are struggling, or in crisis. The charity helps individuals to navigate through life's challenges, empowering them to make positive, lasting change through its online self-help, helpline, support and specialist services.

Meanwhile, for nearly 90 years, the Fellowship has championed Ben's work, helping to knit together a strong, resilient and supportive automotive industry community. Together, these organisations continue to uphold a shared commitment: to ensure that those who power the automotive industry, past and present, receive the support and connection they need to live their best lives.

To find out more about Ben, visit www.ben.org.uk.



"An automotive family that thinks well, feels well, lives well, and works well."



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Fellowship Committee 2025

Officers 2025

President.	Peter Lewis-Jones	Vice Chair.	Nancy Rignall
Chair.	Peter Cottle	Hon. Secretary.	David Stevens
Hon. Treasurer.	Peter Brown		

Committee 2025

Nigel Barfoot, Denis Chick, David Lansdowne, Peter Leake, Prof Jim Saker, Sarah Sillars OBE, Ray Sommerville, Tim Tozer.

Proposed Committee Changes for the AGM - 2026

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

Tim Tozer is retiring from the committee as he is moving to Holland. The Committee are very appreciative of his input during the time he has served on the committee and wish him well for the future.

The remainder of the committee offer themselves for re-election including **Mark Robinson**, who wishes to rejoin the committee in 2026 and has been welcomed.

The committee are very appreciative of **Brian Spratt** kindly agreeing to continue producing the monthly electronic newsletters, following his retirement as Honorary Secretary. The newsletter contains a wealth of information on Fellowship events and Fellows are urged to read it each month to keep in touch with all Fellowship news.

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



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90TH
ANNIVERSARY
1936 - 2026

90 Years young and still going strong

Arthur John Salmon founded the Fellowship of the Motor Industry in 1936 and was Chairman from 1936 – 1955 (19 years) He was Managing Director of The Garage & Motor Agent. He was a keen competitor and organiser of Hill Climbs and other motoring events, including the Aston Hill Climbs as well as originating one-make Motor Clubs with Riley Motor Car Club in 1925. He started the Fellowship of the Motor Industry for those who had worked in the Motor Industry for 25 years or longer.

During the past 90 years the Fellowship has been guided by many notable industry figures including Sir William Lyons, the Duke of Richmond & Gordon, Sir George Farmer, and Lord Strathcarron. More latterly Tony Jennings, Jim Hughes and Tony Ball have all played a great part in ensuring the Fellowship's continued success.



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91st ANNUAL GENERAL MEETING

Dear Fellow

I hereby give notice of the 91st ANNUAL GENERAL MEETING to be held on
Wednesday 1st April 2026 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 2025
2. Election of Officers
 - a. President To re-appoint Mr Peter Lewis-Jones
 - b. Chair To re-appoint Mr Peter Cottle
 - c. Vice-Chair To re-appoint Mrs Nancy Rignall.
 - d. Hon. Secretary To re-appoint Mr David Stevens
 - e. Hon. Treasurer To re-appoint Mr Peter Brown
3. Election of the Committee
4. Any other business (notice required to Hon Secretary by 4th March 2026)

David Stevens.
Hon. Secretary. 4th January 2026



**The FMI Annual
Lecture**

THE FELLOWSHIP ANNUAL LECTURE 2025

**WEDNESDAY 1 APRIL 2026 - 10:30 AM
BRITISH MOTOR MUSEUM
GAYDON**



We are very fortunate that **Steve Young, the Managing Director of both ICDP and Auto West London** has very kindly agreed to return once again, by popular demand, to give the Fellowship's Annual Lecture. Steve gave last year's lecture, and you can read some of Steve's views on page 19 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 the changing political climate.

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 better understand the way the industry is changing.



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NEW FELLOWS ENROLLED

We are delighted to extend a warm welcome to the following **46** Fellows 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.

Mark	Binyon	Surrey	Sean	Nevatte	Hampshire
Richard	Bremner	Hertfordshire	Simon	Palmer	Hampshire
Eamonn	Browne	Hertfordshire	Bill	Pearson	Oxfordshire
Sandy	Burgess	Wigtownshire	Brian	Phillips	Surrey
Patrick	Coppinger	Berkshire	Ellen	Plumer	Surrey
Paul	Flint	Gloucestershire	Andy	Potter	Hertfordshire
James	Fraiser	Warwickshire	Les	Ratcliffe	Warwickshire
John	French	Monmouthshire	David	Reece	Leicestershire
James	Gamble	Buckinghamshire	Eian	Riddiford	Oxfordshire
Lisette	Garrill	Lincolnshire	Michael	Slattery	Hertfordshire
Andrew	Gledhill	West Yorkshire	Alistair	Sommerville	Surrey
Chris	Hayden	Suffolk	Alan	Stevens	Devon
Paul	Healy	Surrey	Michael	Stewart	West Midlands
Barry	Hodges	Wiltshire	Mike	Surridge	Isle of Wight
Richard	Johnson	Kent	Richard	Tilden	Gloucestershire
Elizabeth	Jones	Warwickshire	Allan	Timmins	Lanarkshire
Mark	Lander	Worcestershire	Andy	Tong	Cheshire
Andrew	Livesey	Kent	Ben	Waller	Warwickshire
Russell	McGill	Essex	Ian	Waterhouse	Lancashire
James	McGuire	Greater Manchester	Andrew	West	Leicestershire
Brian	Millin	Berkshire	Sarah	Whiteside-Jones	Bedfordshire
Nikki	Moore	Leicestershire	April	Wickens	West Midlands
Jon	Murden	Dorset	Siobhan	Williams	West Midlands

IN MEMORIAM

We extend our condolences to the families of the following **21** Fellows who have passed away during the past year.

Colin	Alderman	Oxfordshire	John	Gorse	Buckinghamshire
Derek	Aldred	Cornwall	David	Holland	Kent
David	Bryer	West Midlands	Bryon	Lawrence	Surrey
Philip	Buckman	Berkshire	Graham	Locke	Australia
Nick	Challacombe	Suffolk	Trevor	Marston	Suffolk
Mike	Chiddick	Worcestershire	Derrick	Ross	Essex
Michael	Clark	Norfolk	George	Stutsbury	Essex
Ernie	Cox	Hertfordshire	William (Bill)	Walker	Lancashire
Tony	Davey	Oxfordshire	Brendan	Witter	Cheshire
Martin	Duckworth	Lincolnshire	Victor	Wright	Bedfordshire
Mike	Friston	Clwyd			



FELLOWSHIP OF THE MOTOR INDUSTRY

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

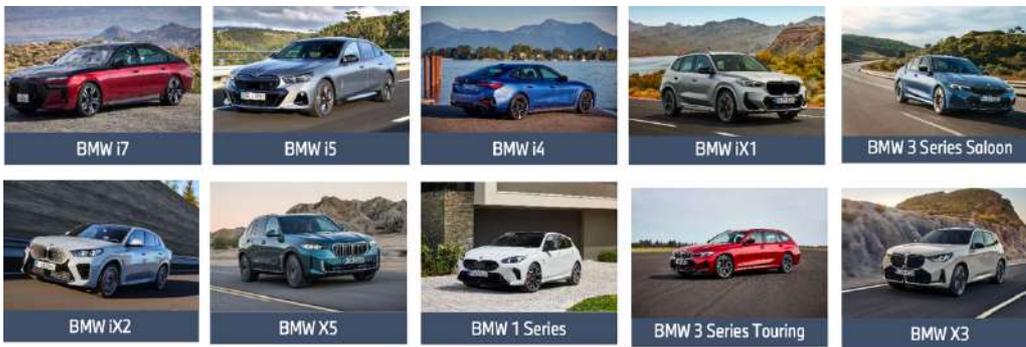


MEMBERSHIP BENEFITS



The Fellowship has for some time had an arrangement with BMW Park Lane for the supply of **BMW** and **MINI** vehicles at concessionary rates to Fellows and their families. As a result of MINI moving to an agency supply route whereby prices are fixed across the country, MINI is no longer available at concessionary rates to the Fellowship

BMW products are however still available on the BMW Partnership Programme and for more information please contact **Kam Pankhania**, General Manager Corporate Sales, BMW Group, Park Lane, London kam.pankhania@bmwparklane.co.uk Tel: 0370 700 5200, advising Kam that you are a member of the Fellowship of the Motor Industry



We are however pleased to announce that thanks to Fellowship committee member Nigel Barfoot arrangements have been made with **MG Motor UK Limited** for the Fellowship to be included in the MG Affinity scheme which enables Fellows to purchase MG vehicles at a significant saving.

To see the vehicles and discounts that are available simply follow the following process:

1. Register with the scheme online via <https://www.mgmotoraffinity.co.uk/>
2. Scroll down the drop down to FMI member (rather than employee)
3. Once registered you should then be able to see the MG range and the discounts available through the Affinity scheme - they vary by model.
4. Visit your local MG dealer with a letter signed by FMI Hon Sec David Stevens which will have your details on it and demonstrate that you have been a bona fide FMI member for more than 3 months. This letter is valid for 3 months following issue and is non-transferable. (The dealer may wish to keep the letter or scan it for audit purposes.)
5. Discuss the vehicle you're interested in with the dealer and order if appropriate.



For any help or queries please contact Nigel Barfoot
07801 012 201 or barfoot100@btinternet.com.



Dealerships in Demand



Steve Young

There have been many developments since my last contribution to the newsletter a year ago, and all could warrant some explanation and comments – the continued advance of the Chinese, Tesla's woes, uncertain prospects for UK car manufacturing, the on/off support from Government for BEVs, and others. However, I'm going to focus on a topic which is at the core of [ICDP research](#), but also one in which I am now directly involved in as MD of an emerging dealer group, [Auto West London](#).

There is a generally accepted rule of thumb that new car dealer networks should allow the majority of customers to have a drive time of not more than 30 minutes to purchase a car. ICDP consumer research consistently indicates that most new car buyers will actually drive up to an hour to buy a car of their choice. Yet, in major markets like the UK, the dealer density actually provides for drive times of under 20 minutes, and we have shown – with help from Urban Science – that halving the number of dealerships would only increase average drive times by 4 minutes, as most customers actually sit within a convenient driving time of two or three

dealerships of the main franchises. This dealer density caps the potential throughput for each dealer, with average new car sales per dealer in the UK being well under half the average of their peers in the US for example, albeit still higher than other European markets like France and Germany where the dealer consolidation process is less advanced.

It is against this backdrop that we have been saying for some years that dealership properties – traditionally seen as a safe long-term investment and often forming part of the retirement planning for dealer group owners – could become a liability. We have talked about a 'property timebomb' where the effects of network rationalisation and dealer consolidation could result in the demand-supply balance tipping to the point where property values would fall. Once falling, banks would become nervous, covenants might be breached, and dealers would be in serious trouble. This would not be a good outcome for anyone, including manufacturers and customers who might find that local representation became a challenge.

However, in the last couple months it has become apparent that there may be some reprieve – at least for a while. Firstly, the established manufacturers are still trying to cling onto their current networks with just a few exceptions like Ford who have cut back their second tier 'retail dealer' network. The main change however has been the arrival of the new entrants, primarily from China.

They all have big volume ambitions, and with that, ambitions for networks that are comparable to the established competitors, not just in volume of points, but also site and facility quality. As a result, we have multiple players all fighting over a limited number of potential sites, and impatient to be open this month, not next year or the year after following an extended planning and construction phase.

Clearly something must give, as although investors are generally keen to secure a position with at least a couple of the new brands, the vacant sites of the desired quality don't exist, particularly in the most attractive cities in terms of market potential. The result is that the new entrants are having to compromise in the short term to secure representation, accepting sub-prime locations or an investor outside their preferred list. The bottom line is that a dealer investor with good quality, well-located properties is now in an extremely strong position – the 'property timebomb' has stopped ticking. When the dust has settled and the mix of OEM players has been shaken up over the next few years, then the clock might start running again, but for now, property is again king.

Steve Young
Managing Director, ICDP
Managing Director, Auto West London





FELLOWSHIP OF THE MOTOR INDUSTRY

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

Kay Petre 'The Speed Queen of Brooklands'

"If you race fast cars --- you might cop it"

Kay Petre



Kay Petre alongside her formidable 1924 10.5 litre V12 Delage

Kay Petre was a pioneering Canadian born racing driver who became one of the most celebrated female figures in British motorsport during the 1930's. Born in Canada in 1903 she was educated in England and in 1929 married Henry Petre, an aviation pioneer, who introduced her to Brooklands.



She began racing in a red Wolseley Hornet Special bought for her by Henry. In 1933 she bought a two litre Bugatti, described as her first 'proper racing car'. In this she raced at Brooklands and entered hill climbs including Shelsley Walsh where she had considerable success. In 1934 she entered and completed the Le Mans 24 in a team with Dorothy Champney. Managing to complete the 24 Hours was a considerable achievement.

Soon she was well recognised at Brooklands as an elegant, four-foot ten lady in her immaculate, light blue silk overalls. She painted all her cars light blue to match her overalls and kept, in a small compartment behind the seat, lipstick, a stopwatch, cigarettes, hair pins and various other beauty supplies to ensure that she was transformed back to perfection after completing a race.

Some of the most striking photographs of Kay are those of her in, or standing next to, the 10.5 litre V12 Delage. This vehicle was so large, and she was so small, that she had to have wooden blocks fitted to the pedals so that she could reach them. Despite this, she drove this giant machine to Brooklands lap speed records achieving a speed of 134.75 mph winning a BARC 130 mph badge becoming one of only two women and fifteen men who achieved this accolade.



Kay Petre carried on racing Rileys, Invictas and Bugattis for the next two years. This included taking the Midlands Auto Club's Ladies Cup and the Shelsley Ladies Challenge in the twin-rear-wheeled white Riley.



Kay Petre in advert for silk Jaeger racing overalls in different pastel colours.

On returning to England, after racing in South Africa, Kay was given a place in the Austin works racing team. She achieved considerable success in this team at Crystal Palace and various other sprint race venues. She also made a successful return to Shelsley Walsh hill climb, winning the Ladies Challenge Trophy.

She continued with a variety of motorsports in England and abroad, notably in the Monte Carlo and Paris to Nice rallies, until tragedy struck in September 1937. It was a practice session for the BRDC 500km race at Brooklands, Kay Petre was driving an Austin 7 and a much larger MG Magnette, driven by Reg Parnell, stalled high up on the banking, slid down and hit her car. It was knocked off the track and rolled over on top of her. She eventually made a good recovery but never raced again.

After this, Kay Petre started working as a motoring journalist and became the first woman to be accepted into the British Guild of Motoring Journalists. In 1952 she was invited back to Austin as a colour consultant for the new ranges of cars. She advised on both the external colour and the internal fabrics for the new Mini models. She lived in St Johns Wood in London and passed away in 1994 at the age of 91. Two years later she was inducted into the Canadian Motorsport Hall of Fame.



FELLOWSHIP OF THE MOTOR INDUSTRY

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Concorde – 50th Anniversary of first commercial flight – 1st January 1976

"You'd have a Martini in London and be drinking another one over Manhattan before the first had time to settle"

Joan Collins



In the late 1950's Britain & France both began working independently on designs for an aircraft that could fly faster than the speed of sound. Recognising the enormous costs and complexity of such a project in 1962 the two governments signed the Anglo-French Concorde Agreement to collaborate with the design of a supersonic aircraft

The Concorde, a joint Anglo-French venture, was a supersonic airliner that transformed transatlantic travel with its speed, but its high operating costs and a major crash led to its eventual retirement in 2003. Concorde revolutionised air travel by cutting the transatlantic journey time from London or Paris to New York in half to just 3.5 hours. Aérospatiale (formerly Sud Aviation) and the British Aircraft Corporation (BAC) were responsible for the design and construction of the Concorde. The prototype, Concorde 001, made its maiden flight on March 2, 1969, from Toulouse, France.



Concorde entered commercial service in January 1976 when British Airways flew from London to Bahrain, and Air France from Paris to Rio de Janeiro. Concorde was powered by four Rolls Royce Olympus turbojets, had a cruising altitude of 60,000 feet reaching twice the speed of sound (Mach 2 - 1,354 mph) whilst offering a luxurious travel experience. The fastest ever flight between London and New York took place on February 7, 1996, when Concorde took a mere two hours, 52 minutes and 59 seconds to cross the Atlantic.



Many celebrities, royals, politicians and business leaders used Concorde regularly. In 1985 **Phil Collins** famously performed twice in one day at Live Aid in both London and Philadelphia. Following a set with Sting in London he hot footed it across the Atlantic on Concorde where he performed a couple of solo hits and played drums with Led Zeppelin in Philadelphia. His double appearance is one of the most iconic performances in rock history.

Many Concorde passengers appreciated the discretion on board. One Saudi Prince, who didn't like to be looked at whilst eating, regularly booked the entire plane to fly from

Paris to New York for just himself and his staff.

Serving gourmet meals at Mach 2 presented unique challenges, one cabin crew member noted that when travelling at twice the speed of sound by the time you poured a glass of champagne, you'd gone 26 miles!

In 2000, an Air France Concorde crashed shortly after take-off from Paris, leading to the grounding of the fleet. After the crash and a downturn in the commercial aviation industry, Concorde was retired from service in 2003, with the last commercial flight taking place on November 26, 2003. During its lifetime British Airways Concorde made just under 50,000 flights and flew more than 2.5 million passengers supersonically



FELLOWSHIP OF THE MOTOR INDUSTRY

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Lieutenant Colonel "Mad Jack" Churchill. The only known soldier in WW II to have killed an enemy with a longbow

"Any officer who goes into battle without his sword is improperly dressed"

Lieutenant Colonel Jack Churchill DSO & Bar, MC & Bar



With the 80th Anniversary of VE Day last year we were remembering family and friends who were involved in the war.

One of the most extraordinary and perhaps largely unknown, British soldiers during the war that should be remembered is Lieutenant Colonel Jack Churchill (no relation to Winston) known as "Fighting Jack" or "Mad



Jack" Churchill. He was an outstanding example of an officer who fought the war in their own style. He led from the front, and his unique skills and boldness contributed to his own survival and that of his troops.

In 1926 he was commissioned into the 2nd Battalion, the Manchester Regiment and became an accomplished bagpipe player. He also represented Great Britain in Norway at the World Archery Championships in 1939.

When his company was trapped after the Battle of l'EpINETTE (near Bethune), Churchill killed the first approaching Nazi soldier with his longbow, then used two machine guns to fight back until they ran out of ammunition. He managed to get the remainder of his company to safety by leading them through the enemy lines at night, despite being shot in the shoulder.



"Mad Jack" was a natural for the commandos, and in 1941 he was second in command of the unit that raided the Nazi garrisons, stores and fish oil factories at Vågsøy in Norway. Churchill leaped into action playing the "March of the Cameron Men" on the pipes and then hurled the first grenade before charging onward, brandishing his Scottish broadsword.

The remainder of Churchill's war experience was just as astonishing. He led troops through Sicily and during the Salerno landings, encouraged them as always with the sound of the bagpipes. Using just his broadsword, he was responsible for the capture of

42 German troops and a mortar crew. Although recommended for the Victoria Cross he was awarded the DSO twice.

In 1944 during a mission in Yugoslavia he was captured by Germans, after the rest of his team were killed, whilst playing his bagpipes. He escaped from a concentration camp in Sachsenhausen, only to be recaptured and eventually liberated by the Allies.

In civilian life when on his way home on the train from work, he used to take passengers by surprise by suddenly flinging his briefcase out of the train window. What they didn't know was that he was aiming it accurately into his garden as the train passed to avoid carrying it back from the station.



Military Cross and the two Distinguished Service Orders awarded to "Mad Jack" Churchill

John Malcolm Thorpe Fleming Churchill, DSO & Bar, MC & Bar was one of a kind that we are unlikely to see again He died at the age of 89 in Surrey.



70th Anniversary of Stirling Moss and Denis Jenkinson's record-breaking win in the Mille Miglia

"If you are in control you're not going fast enough"

Sir Stirling Moss

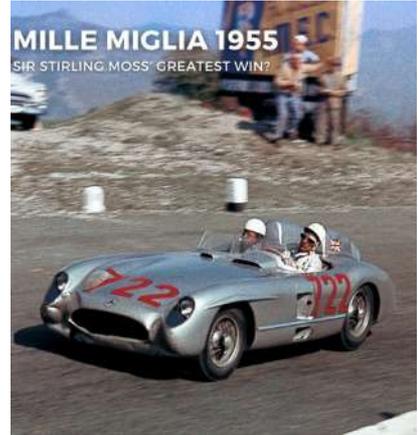
70 years ago in 1955, Stirling Moss and co-driver Denis Jenkinson achieved a historic victory in the Mille Miglia, driving a Mercedes-Benz 300 SLR. Their record-breaking time of 10 hours, 7 minutes, and 48 seconds at an average speed of 99 mph beat second place Fangio by an incredible 32 minutes.

Moss often said that this was the greatest drive of his life, and many motorsport historians consider this victory to be the one of the finest wins ever achieved by any driver anywhere.

Denis Jenkinson was a journalist with Motor Sport magazine and wrote an amazing first-hand account of the race. Here are a few excerpts from the article he wrote which give a flavour of the enormity of their win.



Moss & Jenks the winners



"On the straights to Verona we were travelling at 170 mph over blind brows, even when overtaking slower cars, with Moss sure in the knowledge that all he had to do was to concentrate on keeping the car on the road and travelling as fast as possible"

"Entering the main street of Padova at 150 m.p.h. we braked for the right-angle bend at the end, and suddenly I realised that Moss was beginning to work furiously on the steering wheel, for we were arriving at the corner much too fast".

"As we approached one corner some women got up and fled with looks of terror on their faces, for the battered Mercedes-Benz, dirty and oil-stained and making as much noise as a Grand Prix car, with two sweaty, dirty, oil-stained figures behind the windscreen, must have looked terrifying to peaceful bystanders, as it entered the corner in a full four-wheel slide."

"The last six miles into the Rome control were an absolute nightmare, and we would normally have done 150-160 m.p.h., but the crowds of spectators were so thick that we just could not see the road and Moss dared not drive much over 130 m.p.h. for there was barely room for two cars abreast. It seemed that the whole of Rome was out to watch the race, and all oblivious of the danger of a high-speed racing car."

"We went through the streets of Florence at 120 – 130 mph, over the great river bridge, broadside across a square, across more tramlines and into the control point. Moss had really got the bit between his teeth; nothing was going to stop him winning this race"

"On one straight at 170 mph with 7500rpm in fifth gear on the tachometer we took off and travelled over 200 feet in the air. The Mercedes-Benz made a perfect four-point landing, and I thankfully praised the driver that he didn't move the steering wheel a fraction of an inch, for that would have been our end"



"Winning is everything.

The only ones who remember when you come second are your wife and your dog"

Sir Stirling Moss



Sir Malcolm Campbell's "Blue Bird" returns to Pendine Sands 100 years since breaking the World Land Speed Record.



Blue Bird on Pendine Sands

As a young man working in London Malcolm Campbell had a passion for speed. He was inclined to get into casual races with other drivers on his way home to Thames Ditton. On occasions he would be so absorbed with the chase that he would continue well past his own front door and end up as far away as Esher.

His first racing car, "Blue Bird", a 350 HP Sunbeam was a groundbreaking car that was specifically built to claim the Land Speed Record in the early 1920's. It was the beginning of one of the most famous names in land speed history, with Sir Malcolm Campbell and his legendary "Blue Bird" series.

The car was originally built in 1922 by the Sunbeam Motor Company from Wolverhampton with the intention of reclaiming the Land Speed Record for Britain from the French and Americans. The car was powered by an astonishing 18.3 litre V12 engine that was originally developed for aircraft use and produced 350 horsepower. The engine had four blocks of three cylinders arranged in two banks set at 60 degrees and was driven through a four-speed pre-selector gearbox.

Sir Malcolm Campbell was so inspired by a play that he had seen at the Haymarket Theatre in London that, on his way home from the theatre he woke the local ironmonger and bought all the blue paint in the shop and, in the small hours of the morning, he painted his racing car a striking blue and called it "Blue Bird". With the paint still wet he drove to Brooklands and won his very first race. It became the first of many Blue Birds that he would drive. Blue Bird would go on to define an entire era of British speed dominance, whether on land or water.

100 years ago, on February 2, 1925, Malcolm Campbell drove the car to a new world land speed record of 146.16 mph, officially beating the previous record held by American driver Tommy Milton.

Subsequently on 21 July 1925 he hoped to use the seven miles of Pendine Sands in Carmarthenshire to break the 150mph (241km/h) barrier in a car for the first time. Nobody at the time believed this was possible. However over two runs, he recorded an average speed of **150.766mph**, catapulting him into the record books.

100 years later, on 21 July 2025, having undergone extensive restoration at the Beaulieu



Back on Pendine Sands

Motor Museum the car returned to Pendine Sands to mark this historic achievement.

Malcolm Campbell continued to break records, and his final land speed record was at the Bonneville Salt Flats in Utah on the 3 September 1935 where he became the first person to exceed a speed of 300 mph averaging 301.337 on two runs.

Donald Campbell, Sir Malcolm's son, was the only man to hold both the land and water-speed records at the same time, before he was killed at Coniston Water in the Lake District in 1967 in another record attempt.



Malcolm Campbell in Blue Bird before breaking the record at 150 mph



350 HP engine painstakingly restored by staff at Beaulieu Motor Museum



**FELLOWSHIP
OF THE MOTOR INDUSTRY**

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The Austin Motor Company returns with the all-new Austin Arrow EV



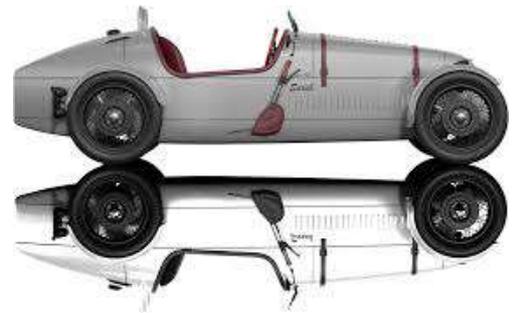
Austin Seven 1922

John Stubbs, an engineer from Essex discovered that the Austin brand and trademarks were available, having lapsed under the watch of the Nanjing Automobile Group, which bought MG Rover when it collapsed in 2005. Stubbs bought and registered the rights to the Austin Motor Company's name and trademarks for just £170 in 2015.

His first car, the Austin Arrow EV, based on the 1922 Austin 7, is half a kilo lighter than the original car, it is built and manufactured from scratch in Essex and fitted with drum brakes and leaf spring suspension to give that authentic 1920s feel and essence. However, the car's handling and braking is precise and very much 21st century design."

The diminutive two-seater Arrow has a top speed of 60mph, and a 20kWh battery provides range of 119 miles and its 20kW battery can be charged in three hours. It is on sale from £31,000.

John Stubbs said that "Austin Sevens were simple cars. They were lightweight and easy to modify – so they were used for everything – from family cars to racers. So, I wanted to try and inject the same feeling and emotion into the new car – to capture the simplicity and spirit of early motoring, but with a modern electric twist,".



Fellows may well remember the original Austin Seven from 1922. This highly versatile small car was developed by owners such as Bruce McLaren and Colin Chapman into one of the most accomplished sports and race cars of their time.



Bruce McLaren's first race car was a modified Austin 7

Details of the Austin Arrow can be obtained from:
The Austin Motor Company Ltd.
Unit 24 Broadfields
Dunmow Road
Rayne Essex, CM77 6SA
sales@austinmotorcompany.com

"Most everything worthwhile is born of some dreamers dream"

Lord Austin KBE



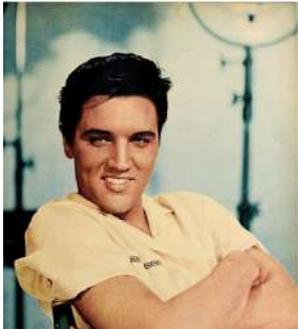
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90th Anniversary of the birth of the King of Rock & Roll

"If I could find a white man who could sing with a black man's soul, I could make a million dollars"

Sam Phillips before he discovered Elvis Presley



Presley pictured in
June 1958

Elvis Presley was born in Tupelo Mississippi in 1935 into a poor family surrounded by gospel music. In 1948 his family moved to Memphis Tennessee where he became influenced by blues, country and rhythm & blues music.

In 1953 Elvis recorded a few songs for his mother and caught the attention of Sam Phillips who was looking for an artist who could blend the soulful sound of black artists with the appeal of a white performer.

His first hit came in 1954 with "That's All Right" and with his charismatic stage presence and provocative dance moves he quickly gained popularity especially among young audiences. In 1956 he signed with RCA Records and released "Heartbreak Hotel" which became a No.1 Hit and changed the course of musical history forever. Elvis became a global superstar known for hits like, Hound Dog, Jailhouse Rock, Don't be Cruel and Love me Tender.

In 1958 Elvis was drafted into the U.S. Army and served in Germany. It was during this time that he met Priscilla Beaulieu, who would later become his wife. He was discharged from the army in 1960 and resumed his musical career.

Elvis Presley was renowned for his captivating stage presence and dynamic live performances, which exuded a rebellious and seductive aura. He gained notoriety for his pioneering dance moves, such as his provocative hip gyrations that often sent teenage audiences into a frenzy. His live shows caused significant media attention, and he quickly became a cultural phenomenon.

From the early 1960's Elvis focused on making movies such as Blue Hawaii and Viva Las Vegas which although they were successful, critics viewed them as much the same and his musical credibility suffered.

In the 1970's Elvis became a Las Vegas mainstay with numerous sold-out shows however his health suffered, and he and Priscilla divorced in 1973.

He died at his home Graceland in Memphis on August 16, 1977, at the age of 42 because of heart failure likely linked to long term drug abuse. During his career he sold 600 million records making him one of the best-selling solo artists in history.

He revolutionised music and youth culture and inspired generations of musicians from The Beatles to modern pop and rock stars.



The house where Elvis was born



"I'm not trying to be sexy, it's just my way of expressing myself when I move around - Some people tap their feet, some people snap their fingers, and some people sway back and forth. I just kinda do them all together I guess"

Elvis Presley



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Social Programme 2026

See www.motorfellowship.com for full details of all 2026 events



Following on the success of 2025, the committee has been working hard to put together another interesting and varied programme of social events for 2026. There are of course the popular Midland and London Lunches as well as several new and exciting visits.

Below is a summary of the visits that are planned throughout the year. At the time of going to print not all dates have been finalised so Fellows are advised to check the Fellowship website www.motorfellowship.com which will be updated throughout the year with full details of all events.

Bookings for all events throughout the year should be booked and paid for online on the Fellowship's website.



I look forward to seeing many of you at events throughout 2026

Peter Cottle – Fellowship Chair



JLR Classic – Coventry – 24 February & 4 March 2026

As a result of the success of last year's visit Past Chair Peter Leake has arranged for another two visits to the wonderful JLR Classic Works in Coventry, for Fellows and their guests. This is a great opportunity to see the works where dedicated and skilled craftspeople restore and maintain the rich heritage of the JLR brand for future generations. Full details and timings are posted on the website (www.motorfellowship.com)



Aston Martin Heritage – Thursday 19 March 2026

We have been lucky enough to secure a tour of the Aston Martin Heritage Trust at Wallingford near Oxford, thanks to help from Fellow Steve Waddingham. This is a wonderful museum where you can savour this iconic British marque. We will be taken around the various exhibitions by an expert team, including the largest collection of Aston Martin archives in the world. Some fantastic vehicles on are display, along with memorabilia, and documents going back over 110 years of Aston Martin history.

The FMI Annual Lecture



FMI Annual Lecture – British Motor Museum – Wednesday 1 April 2026

Steve Young will be returning by popular demand to give an update on his industry thoughts. It will be held at 10:30 am immediately before the Fellowship AGM



Annual Midlands Lunch & AGM – Wednesday 1 April 2026

The popular Annual Midlands Lunch Wednesday will be held this year on Wednesday 1 April 2026 in the Sky Suite at the British Motor Museum. Fellow **Steve Waddingham, Historian at Aston Martin Lagonda Ltd.** will propose the toast to The Fellowship



Tickets are available on www.motorfellowship.com



FELLOWSHIP OF THE MOTOR INDUSTRY

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Social Programme 2026, continued

Behind the Scenes at the National Motor Museum - Beaulieu

Thursday 9 April 2026

Guy Loveridge, the Heritage Consultant at the National Motor Museum has kindly invited Fellows and their guests to another behind the scenes tour of the museum and the 1.9 million archived items that are not on public view. An opportunity not to be missed, which includes a visit around Palace House.



Classics at Prescott - Sunday 10 May 2026

The 23rd Annual Classics at Prescott event run by Winchcombe Rotary Club will be held on 10 May 2026 taking place at the home of the Bugatti Owners' Club, the Prescott Hill Climb. Over the years it has raised over £420,000 for Rotary charities as well as providing a great day out for Fellows and their guests to enjoy some splendid classic cars in the wonderful setting of Prescott Hill, near Cheltenham.

If you are interested in attending, please send an e-mail to Peter Cottle at cottlepeter@yahoo.co.uk



The Fellowship Annual Golf Day – Tuesday 12 May 2026

The Motor Trades Golfing Society have once again invited The Fellowship to join them at the spectacular Woking Golf Club.

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.



International Bomber Command Centre – Lincoln – Wednesday 13 May 2026

We are delighted that we have secured a tour of this wonderful world class facility which serves as a fitting tribute to Bomber Command during WW II

We will have a group guide to take us around the facilities and then have lunch in a private room. In the afternoon fellows and their guests can then visit the separate Exhibition at their leisure.

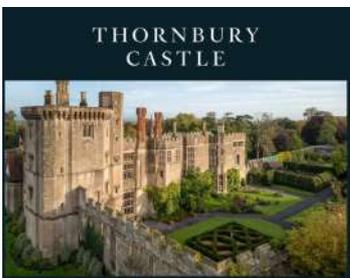
Tickets are available on www.motorfellowship.com



South West & South Wales Lunch – Thornbury Castle – Bristol – 17 June 2026

Thornbury Castle is one-of-a-kind destination, forged of imposing stone walls and steeped in palatial luxury. Constructed in 1511 by Edward Stafford, 3rd Duke of Buckingham, who was executed for treason in 1521, resulting in Henry VIII confiscating the unfinished castle.

Henry VIII stayed there with Anne Boleyn in 1535, but after falling into disrepair, following the English Civil War, it was restored by the Howard family from the 1820s onwards. Today, it operates as a luxury hotel and restaurant, and is a splendid new location for the South West Luncheon



The Tony Jennings Classic Car Show – Town Thorns – Sunday 2 August 2026

The show held at BEN's former care home, Town Thorns, in Easenhall, near Coventry in memory of the Fellowship of the Motor Industry's late chairman Tony Jennings. It has grown in popularity over the years and makes a splendid day out for all the family.





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Social Programme 2026 - Continued

Golf Match v MTGS – Tuesday 4 August 2026

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 register your interest on the website www.motorfellowship.com



Goodwood Revival – Fellows Meet & Greet

Friday 18 September – Sunday 20 September 2026

An invitation is extended, once again to Fellows and their guests to meet up briefly each day in the GRRC enclosure on Lavant Bank for a 'noggin & natter' between 12:00 – 1:00 pm on each day.



The London Lunch – Royal Air Force Club – Thursday 19 November 2026

The London Lunch is proving to be one of the Fellowship's 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, with exclusive use of the Churchill Bar both before and following lunch.

The last four years have been a sell-out so make sure to book online in plenty of time.



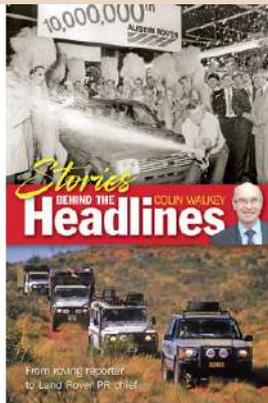
ROYAL AIR FORCE CLUB
— FOUNDED 1918 —

A good read - Stories behind Land Rover headlines in the 1980s and 1990s

A former member of the Land Rover board has revealed several untold stories about the company that made headlines in the 1980s and 1990s in a recently launched book.

In "**Stories Behind the Headlines**," Colin Walkey, Land Rover's director of communications and public affairs for almost a decade, recalls what really happened behind the scenes of major events at the company.

His book reveals the background to the takeovers by British Aerospace and BMW. He also tells how he created a Land Rover adventure for journalists to follow the trail of a momentous trek that Hannibal, and his elephants, made across the Alps 2,000 years ago. Later he organised an arduous expedition to a remote part of the world that no living human being had visited.



"Stories Behind the Headlines," priced at £9.95, is available direct from www.amazon.com.



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FURTHER EVENTS UNDER CONSIDERATION FOR 2026



Belvoir Castle. The family home of the Duke and Duchess of Rutland. A visit with lunch is planned for July 2026



HMS Belfast, London. On 6 June HMS Belfast led Operation Overlord, the Allied Invasion of occupied France. A visit to this iconic ship is planned for September 2026



Broadway to Cheltenham Steam Railway is a beautifully restored heritage railway running through the scenic Cotswolds. It is hoped a visit can be arranged for June 2026

The committee are constantly reviewing future events, and the following events are being considered at the time of going to print. If you would like to be on the mailing list for any of them, **please send a brief e-mail to the Hon. Secretary, davidbennettstevens@gmail.com** indicating which events you would be interested in receiving more information on, once details are available.



Royal Mews & tea at the Goring Hotel

The current Royal Mews was built in the gardens of Buckingham Palace in 1825 and provides transport for the King and members of the Royal Family by both horse-drawn carriages and motor cars.

The intention is to visit The Royal Mews, followed by tea at the nearby Goring Hotel, however bookings cannot be confirmed until early 2026. As soon as we have a date for the visit, we will advise Fellows and place full details on the website.



Danesfield House Marlow

It is hoped to organise a lunch at Danesfield House in July 2026. The house stands on a plateau which shelves steeply down to the River Thames. During the second world war it was requisitioned by the Air Ministry and was known as RAF Medmenham.

Please visit

www.motorfellowship.com

for details of all 2026 events and for booking on-line



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Fellowship - IMI Bursary

The Fellowship of the Motor Industry, in partnership with the IMI, awards an annual bursary to an individual who has demonstrated remarkable dedication to their automotive career in the face of personal challenge or adversity. This bursary enables the recipient to further their personal and professional development beyond their formal training.

Jacob Fish, a dedicated student from Bridgwater and Taunton College, was presented with the prestigious Fellowship Bursary award at the IMI Annual Awards Dinner in London last year. This achievement was celebrated on stage, where Jacob was presented with the award by **Peter Cottle**, Chair of the Fellowship of the Motor Industry



Jacob Fish receiving his award from Fellowship Chair Peter Cottle

Jacob's unwavering commitment to learning, coupled with his perseverance and drive for self-improvement, truly sets him apart. His resilience in overcoming challenges, his natural leadership qualities, and his dedication to both his education and his peers make him an exceptional student. Congratulations to Jacob on this well-deserved recognition!

A previous Fellowship Bursary award winner **Aaron Linsey** has recently joined the Fellowship and when asked what his experience of the Fellowship has been like he replied by saying:

"It's been wonderful. I attended an event earlier this year and have a couple more planned. They are always well organised and reasonably priced. I've spoken to several Fellows for advice, and everyone has been so friendly and willing to share their experiences. It's inspiring to be around so much knowledge, and I enjoy making conversation and learning about different careers. A highlight was a tour at the National Motor Museum, where I was able to bring my dad along. He's a wheelchair user and not from the industry, but we were both made to feel so welcome, which meant a lot."



Aaron Linsey at the Fellowship visit to the National Motor Museum

Peter Cottle, Fellowship chair, writes:



I was very saddened to hear that our dear friend and Fellow, **Nick Challacombe**, had passed away in May after a long and very brave fight with cancer.

As Nick was so well known in the Fellowship, and with his lovely wife Carol had attended numerous events in recent years meeting with friends and making new acquaintances, I wanted to acknowledge his commitment to the Fellowship and, naturally, I have passed our heartfelt condolences to Carol.

Nick had a lifelong love of cars and over the years held the Daihatsu, Jeep, Proton, Alfa Romeo (and TVR for fun he said!) franchises in Bury St Edmonds up to 1999 when he retired. He was also the proud owner of a wonderful 1962 Bristol 407, which won several concours and "best in show" awards.

Aside from his automotive career he was a very successful civil engineer and was a member of several local clubs, such as Rotary, where his enthusiasm for life never diminished. He was also a Fellow of the Institute of the Motor Industry. In recent years he was also kept very busy with a property portfolio, along with enjoying life with Carol, their daughter Amanda, and extended family.

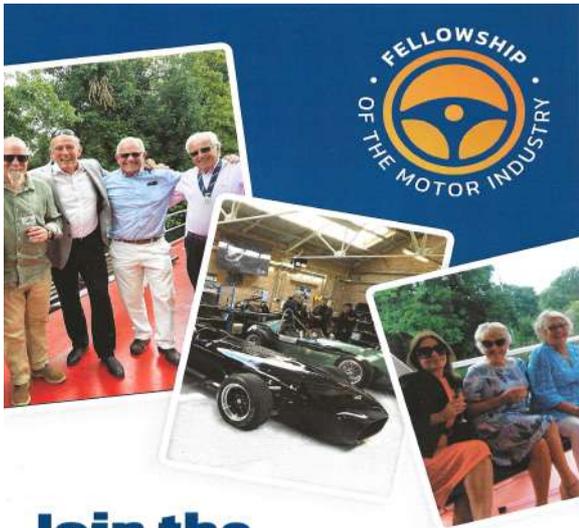
Personally, I will very much miss Nick's great company at future Fellowship events, and again on behalf of the committee and our members our condolences to Carol and family.

Peter Cottle
Fellowship Chair



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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.

Peter Cottle
Fellowship Chair



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

Scan here to join



Or scan the QR code with your mobile phone camera

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



Events

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

- Silverstone Grand Prix Circuit visit
- Tour of the National Memorial Arboretum
- Visit to Duxford Air Museum
- The Tony Jennings Classic Car Show
- Visit to Lotus Car factory
- Thames Riverboat Trip

Interested? Visit www.motorfellowship.com



"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 Bettine 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



If you know anyone would be interested in joining the Fellowship, please contact the Hon. Secretary, davidbennettstevens@gmail.com
Fees are £35.00 a year with a joining fee of £25.00