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Fellowship eNewsletter

August/September 2026

Fellowship Reflections

‘Phew, what a scorcher !’

Well, the summer of heat waves continues. Is it my imagination or are we all bearing up to the successive hot blasts more easily ? Perhaps we’re getting used to being hot.

Maybe; heaven help us, we’re turning into ‘continentals’ !

Your editor, having bemoaned the state of my newly laid turf in our last eNewsletter, was amazed at the immediate effect of fairly minimum rainfall in turning the grass green.

Incidentally, it rained on St Swithen’s day, with barely a drop in the forty days thereafter. So much for gardening folklore !

Thankfully, it didn't rain on 2nd of August, but it was cooler than the preceding days, giving a very pleasant day for the Tony Jennings Classic Car Show at the Town Thorns Care Centre. See the brief report below, and a fuller one with more pictures on our website.

The season of car shows is upon us and at the recent 'Treasured Cars Show' just up the road in Kings Bromley, there were several cars which were obviously the family's pride and joy, but 'classics', not.

There was also probably the oddest motor caravan I've ever seen, utilising a VW Beetle chassis, see the photo.



If you are out and about at car shows, or anywhere else for that matter; and you see something that may tickle the fancy of your fellow readers, send us a picture and description to brian@sprattyman.com

Brian Spratt, eNewsletter Editor

Upcoming Events

See below for news of future Fellowship events.

Don't forget you can find events news and host of other information on the Fellowship's website at: <https://motorfellowship.com/>

1st October [Visit to HMS Belfast](#), London

22nd October [Fellowship v Oil Industry Club Match – Effingham Golf Club](#)

19th November [Annual London Lunch](#), RAF Club London

And more activities in preparation – news to follow - keep visiting the Fellowship website !

Tour of HMS Belfast

October 1st 2026

A rapid response to the announcement of our visit to HMS Belfast on the morning of Thursday 1st October means we only have three places left free. Use the link below to secure your place !

Belfast is moored close to Tower Bridge with London Bridge being the closest railway station. We will be shown round by an expert team with refreshments being provided beforehand. Meeting time will be 1030 and the tour will last about two hours starting at 1100. Afterwards we will book a nearby restaurant for lunch.

In view of the relatively early start in the centre of London there was a concern that Fellows – especially those outside the greater London area – might find the arrangements “challenging”. The early uptake of places has calmed our nerves on that point.

To see more information and make your booking, follow this [LINK](#)



Golf Match

The Fellowship v Oil Industry Club

Effingham Golf Club

October 22nd

Our intrepid Golf Captain, Ray Sommerville, has used his relationship with the Oil Industry Golf Club to arrange a third golf day for our 2026 calendar.

Effingham Golf Club is a wonderful venue set in the Surrey countryside, and is in the Top 100 courses in England.

We are looking to put together a team of 10. Please email Ray to confirm your interest, thank you – the.sommervilles@btinternet.com

Full joining instructions will be available nearer to the event.

NO BOOKINGS VIA THE WEBSITE – RAY WILL CONFIRM DETAILS TO PAY



Annual London Lunch

November 19th @ 11:00 am - 3:30 pm

The wonderful RAF Club in Piccadilly is once again the venue for our London Lunch. We will mark the Fellowship's own 90th birthday in grand style!

It's been a sell out for the past three years and organiser Nigel Barfoot tells us that 50 per cent of the places are already taken.

Part of the attraction was undoubtedly the news that our guest of honour and principal speaker will be Lord Montagu of Beaulieu!

With his background with the Radio Times and now managing the historic

with his background with the Radio Times and now managing the historic Beaulieu estate and National Motor Museum we can look forward to yet another varied and interesting talk to complement our day.

All are welcome – Fellows, partners and guests – a great opportunity to introduce the Fellowship to others!

To see more information and make your booking, follow this [LINK](#)



Event reports

Annual Golf Match – The Fellowship v MTGS

August 4th

Another wonderful day at Beaconsfield Golf Club, where the intrepid Fellowship team had their annual match against our friends the Motor Trade Golfing Society.

Beaconsfield is an exceptional golf course and despite the dry weather over the last few weeks was in great shape.

A full report can be found on the Fellowship's website - just follow this [LINK](#)



Tony Jennings Classic Car Show

August 2nd

We have been holding this event for 12 years, and as always we had a splendid selection of classic cars from all era's. Over the years we have got to know a number of the owners and it is always great to welcome them back and enjoy the normal banter and stories.

Our President, Peter Lewis-Jones presented the cups to the winners and Peter Cottle thanked everyone for coming along to make this another successful and most enjoyable day – the weather also certainly helped!

A full report can be found on the Fellowship's website, follow this [LINK](#)

Photo below: Car of the Show – 1967 Daimler 2.5 V8 owned by Tony Molloy, who receives his trophy from Fellowship President Peter Lewis-Jones



Out and About

News and Views from the Motor Industry

JCB hits 406mph !

JCB's 1,597bhp Hydromax has set a new world land speed record for a hydrogen-powered vehicle, reaching an average 406.320mph across two runs on Utah's Bonneville Salt Flats.

Driver Andy Green hit 412.135mph on the return run, securing his third world record.

JCB chairman Lord Anthony Bamford hailed the achievement as "British engineering at its best", saying hydrogen-powered internal combustion engines

deserve far more consideration.

Driven by Wing Commander Andy Green OBE, the twin engined, 32-foot car completed the two runs required under FIA rules - one in each direction within an hour - comfortably beating the previous FIA-officiated hydrogen internal combustion benchmark of 185.5 mph set by the BMW H2R in 2004. The record is subject to official ratification by the Fédération Internationale de l'Automobile (FIA), the global governing body for motorsport.

In doing so, JCB Hydromax surpassed the 350.092 mph world diesel land speed record set by JCB Dieselmex – also driven by Green, on the same salt, in August 2006. So, twenty years on, JCB has beaten its own benchmark with an engine that produces no CO₂ at the tailpipe

“The future is yellow” says JCB chief

When asked whether Britain remains a good place for business, JCB chairman Lord Bamford's answer was considerably less positive. “Yes and no. It could be a hell of a lot better,” Bamford said. He added: “We are in a real mess.” He criticised both major political parties, saying: “It is not just socialists, it is the Conservatives. They didn't do so much in the 14 years that they were in power as well.”

Despite his criticism of the UK business environment, Lord Bamford remains confident about JCB's future. “Our future is very bright and it's a bright yellow.”





Do classic cars need classic oil ?

Treasured classics deserve a classic oil that their owners can rely on to provide the protection their vehicles need, so says Duckhams Oils.

Founded over 125 years ago by British pioneer Alexander Duckham, Duckhams Oils enjoys a rich heritage with great British Classics. From the original Morris Minor to the luxury of Rolls-Royce, Bentley, Jaguar, and more, Great Britain has produced incredible cars over the past century, and Duckhams Oils have been at the heart of many of these classic vehicles.

William Morris (later Lord Nuffield), the British pioneer of family car mass production, became a personal friend of Alexander Duckham, the founder of Duckhams Oils. Duckhams collaborated with Morris on suitable lubricants from their earliest days.

By the 1930s, Duckhams' New Process Oils were specified by the makers of more than 90 per cent of British cars, including all Austin models, Bentley and Invicta; New Process Oils also enjoyed 'approved' status from Rolls-Royce, Humber and Rover.

In 1959, (in fact, today -26th August - is the anniversary) British Motor Corporation launched its ground-breaking new £500 family car, the Morris Mini-Minor. The car's radical design placed the transmission beneath the crankcase, with the gearbox effectively operating in an extension of the sump. While this was fine for space-saving, it caused problems for the engine oil, which, in addition to suffering the usual contamination from combustion deposits, was suddenly called upon to act as a gear oil as well.

Not surprisingly, there were issues. Probably the greatest of these was the 'shearing' effect of the high pressures involved in the gears, which quickly broke down the polymers in ordinary oils, causing loss of viscosity and lubrication properties.

Duckhams came to the rescue. While monograde NOL had been the manufacturer's original recommendation for the Mini, Duckhams **Q20-50** proved to be in a class of its own in this type of engine, maintaining viscosity and reducing the oil leaks that had started to plague the Mini.

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The Mini became a Duckhams icon itself, with the Duckhams 'Q car' (*photo above*) proving a big attraction wherever it went. The car was built on Mini underpinnings.

Today, Duckhams continues to provide the lubrication needed to keep much-loved great British classics in tip-top condition. Their range includes a 10W/40 and 20W/50, as well as traditional monograde SAE 20

includes a 10W40 and 20W50, as well as traditional monograde SAE30 and SAE40 engine oils, specially crafted for vintage and classic vehicles that require a single-grade lubricant. These oils help preserve the authenticity and mechanical integrity of older engines while delivering reliable protection and smooth operation during regular use.

Products like Duckhams Classic [Q] 20W-50 – the original green multigrade motor oil – are widely recommended in many original owners' handbooks and are suitable for use in older, higher mileage petrol and non-turbocharged diesel classic car engines. Using updated additive technology and high-quality virgin base oils, Duckhams Q meets specifications, provides reliable protection for modern cars, and is suitable for classic cars predating 1950.

Is Ford Considering A Cheap Rally Car?

CEO Jim Farley says Ford is 'excited about our rally direction,' and he believes the brand should offer an affordable rally car.

Jeff Glucker, of US magazine 'Motor 1' thinks the motorsport division at Ford wants to conquer seemingly every form of racing. There's a hypercar in development, Raptor trophy trucks in Baja, and the wild T1 that takes on the Dakar Rally. You even have GT3 and GT4 Versions of the Mustang, as well.

But he also thinks Ford has fresh designs on the World Rally Championship. And that could lead to a new production car that would make any rally fan smile.

Speaking to Top Gear, Ford CEO Jim Farley says that Ford wants "to democratise the rally car." He specifies that notion for both Ford and Europe, but Ford has shifted toward making many more of its cars

available for the global market, as of late.

So could Ford be cooking up a modern version of its Ford RS200 ? Or would a "democratised rally car" be something more akin to a pumped-up Escort or Puma?

"Either way, talk like this gets us excited," says Jeff Glucker. Homologated, or even rally-inspired, production car options are typically quite entertaining machines.

Farley goes on to say that there's also a new supercar in the works, but that it needs to stand apart from what he views as an already well-served segment.



Learning about motorsport engineering

New editions of informative books on motorsport engineering have been announced by writer (and Fellowship member) Andrew Livesey.

Two new 2nd editions of his books are out - Basic Motorsport Engineering and

Advanced Motorsport Engineering. These books are used on a wide ranges of courses, both in the UK and abroad.

Andrew also told us that he is currently working on a book about Land Speed Record Cars. Although my main interest is 1927, when the breaking of the 200 mph barrier is celebrated.

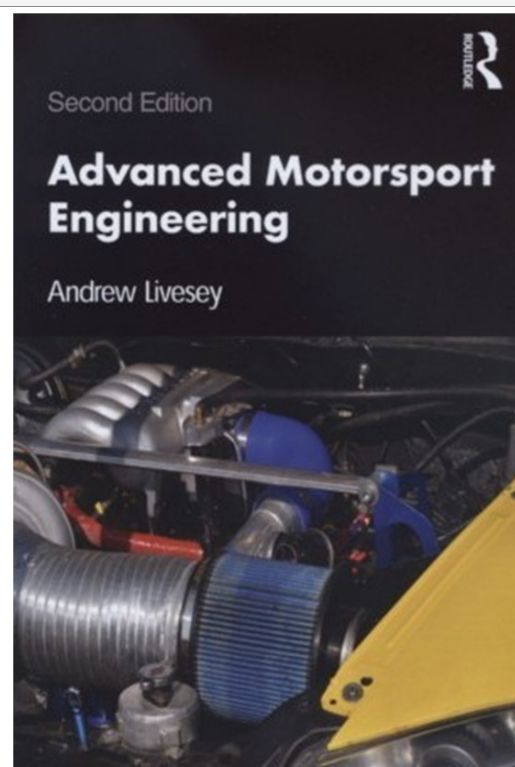
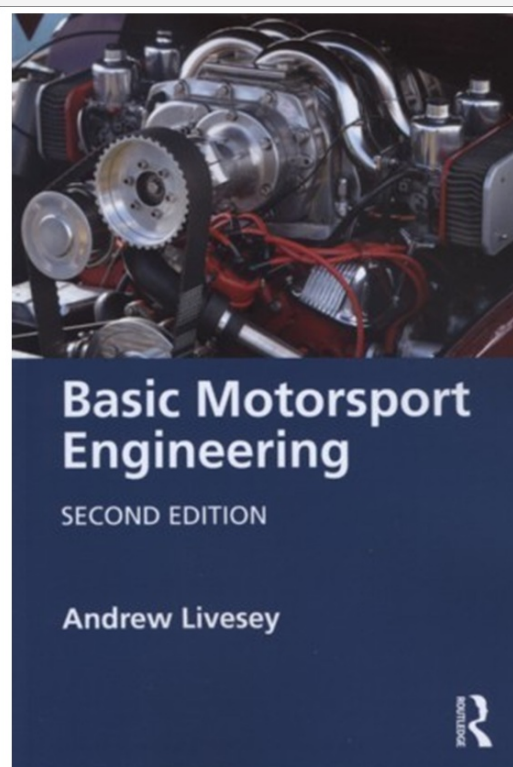
Andrew says he would be delighted to hear any stories or anecdotes about these cars, or related cars, and to see any photos that may still exist. There may be ex-employees of Sunbeam, The Routes Group or others who have photographs that he could see.

His contact details are:

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As well as being Fellowship member, Andrew is a member of The Guild of Motoring Writers, and you can see more about his books on Amazon.

Your views matter - We would love to hear what you think of this newsletter.
You can email your feedback [HERE](#)



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OF THE MOTOR INDUSTRY

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