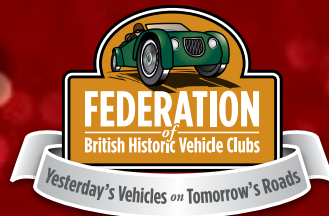


FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 6 · 2020

## *Life & times of* **WNO481** *The 1972 Wings Tour Bus*

**Plus**

SMART Motorways

SMART driving for historic vehicles?

Honey, I shrunk the cars

The world of miniature motoring

FBHVC's First Virtual AGM

Q&A's from our recent online event

[www.fbhvc.co.uk](http://www.fbhvc.co.uk)

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## Editorial Wayne Scott Communications Director

It has been a few weeks of change, of celebration and of realisation in the historic vehicle world. On the one hand, it was great to see another example of innovative change towards a more virtual basis for our hobby whilst the pandemic continues with a 'Virtual Version' of the NEC Classic Motor Show. For us, like our many clubs, it's the biggest event of the year and a chance to meet and hear from our clubs and discuss their concerns on a one to one basis. In a year like this, where we have the results from the latest National Historic Vehicle survey to announce, we would also normally be filling the palace of Westminster with motoring journalists, commercial leaders and MPs from the historic vehicle community to announce the latest set of crucially important figures. However, neither the show nor the unveiling was possible in their usual format this year, so instead Mike Brewer, presenter of the Virtual NEC Classic Motor Show cross-examined David Whale and Paul "the man with the scores" Chasney to announce the headline figures that way. You can still watch the video by the way, links available from the research pages of our website.

The unveiling of the figures has given us all cause for celebration because it shows, in no uncertain terms, that our community is in great shape – and growing! The figure of £7.2 billion contributed into the UK economy is one not to be ignored by the chambers of power nor the fact that the income is derived from vehicles that

travel so few miles, and thus contribute little in terms of carbon emissions.

The realisation that we still have much work left to do came however, when the Government confirmed their plans to ban the sale of new vehicles running on petrol and diesel by 2030. Whilst there is no need for us to become involved in the debate over whether electric cars are the future or not, our mission must be to ensure that not only do we continue to have a supply of petrol and diesel for our heritage vehicles (and coal) but also that we are allowed to continue our activities enjoying and sharing motoring heritage unhindered.

These represent significant challenges and ones that we must all meet head on together. As the AGM season for clubs gets underway, we are well aware that things can get a bit hot under the collar when discussing club politics. But we must all lift our heads and look wider now. Internal disagreements in clubs are akin to two rutting Stags fighting it out on a hillside for the does in the valley below. But whilst they are so wrapped up in locking horns, they've failed to realise that the hunters have come and shot all the does they were fighting over in the first place and that having finally settled their differences, they return to the herd only to find that they now no longer exist. Now is the time to come together, celebrate the successes that the National Historic Vehicle survey results have shown us and work together to defend and preserve our community.

President: **Lord Steel of Aikwood**  
Chairman: **David Whale**  
Secretary: **Emma Balaam**

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

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

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# *Life & times of* **WNO481** *The 1972 Wings Tour B* Words by Tom Jennings & Emma Balaam

***It started with a normal telephone call, but what would transpire from that call would change many enthusiasts within the historic vehicle community...***

During lockdown many telephone and email enquiries were received in the Federation office, quite substantially more than normal, but with no real surprise considering the state of the world being in flux due to the coronavirus pandemic.

This particular call came from Tom Jennings who is the current owner of WNO481, whose vast history is one Tom & I would love to share with you all.

## **THE BUS**

WNO481 was manufactured in 1953 and is a Bristol KSW/ECW Low Bridge bus. The KSW was developed from the 'K' chassis, 'S' for short and 'W' for wide, to meet the newly permitted dimensions of 27' x 8'. Her 5G chassis, from Bristol Commercial Vehicles, was designed for the Gardner 5LW 5 cylinder engine, and her ECW Body was from Eastern Coachworks of Lowestoft. She has 6 wheels, 2 axles, 62 seats, chassis No. 98173, weighs 7469.0 kg unladen and is 27ft long. She was one of 1116 built.

## **HISTORY**

WNO481 entered service on 3 November 1953 with Eastern National Omnibus Company Limited, Chelmsford. On this date she emerged as a shiny, brand new bus ready to begin, what was to be, her long journey carrying passengers safely from one Chelmsford bus stop to the next.

In 1965, Eastern National chose ten of their best Lowbridge KSW's to convert into open-toppers for coasting along the sea front at Clacton. WNO481 was one of those chosen and was given the designation of PO33/28R.

The conversion was carried out at the Chelmsford Garage. The Chelmsford design was renowned for its good looks with a superbly styled windscreen in keeping with the classic Eastern Coachworks lines. As they were low-bridge bodies, they had sunken gangways and four seats in a row but for the conversion these were removed, and the top deck seats converted to the normal two each side of a central aisle. The new open toppers were attractive and well liked and also quickly proved themselves popular at special events such as the London to Brighton Rally, Derby Day at Epsom, and winning football club tours.

In January 1968 she came out of service with the Eastern National Omnibus Company Ltd, Chelmsford and was sold into service to the Eastern Counties Omnibus Company Ltd, Norwich (LKO238) for service in Yarmouth and Felixstowe.

Syd and Tom apparently had several long conversations, one of which he related the story of how he was a conductor on WNO481 and the photo above at



Yarmouth with the cream and maroon livery was taken by him. He said, "I've got no proof I was ever a conductor on your bus but that photo was taken by me and if I could have taken a photo of me with the bus I would have done but that was in the days before 'selfies' and anyway the camera was too big and heavy!"

In April 1971, WNO481 came out of service from Eastern Counties Omnibus Company Ltd, Norwich (LKO238) and was purchased by Ben Jordan, who was a dealer from Coltishall, Norfolk.



# 1 Bus



## 1972 WINGS OVER EUROPE TOUR & WNO481

Later in 1971, WNO481 was acquired by Paul McCartney for the upcoming now famous 1972 Wings Over Europe Tour. Paul wanted the bus painted in a Magical Mystery Tour theme and tasked Tom Salter, the Tour Manager, Promoter and owner of the very famous Gear boutiques in Carnaby Street to do this.

Tom Jennings has recently been in touch with Tom Salter. He states:

*"Hello, delighted to discover this endeavour as I was part of the team in the beginning. I used to have shops (Gear Boutiques) in Carnaby St and Kings Rd back in the 60s and 70s, and was partners with John Morris of Woodstock and The Rainbow fame, and was on the (1972 Wings Over Europe) Tour for a while, and helped get it all off the ground. I've lived in the USA for a number of years but now back in London. Good Luck with the project."*

Tom thought it was a fantastic idea and enlisted the help of Neil Dean, the well-



known artist who was asked to come up with the magical mystery design for the bus. Also enlisted was his pal and fellow Ipswich Art College student Geoffrey Cleghorn, friend of Pink Floyd, The Who and The Rolling Stones to paint the bus with him. Georgina Dean, Neil's wife painted the outlines between the colours.

Charlie Smith made the wooden version of the Wings logo that was bolted to the back of the bus.

Coach seats were fitted downstairs with bunks for the children including one who was just under a year old at the time. The work was carried out over a period of three days at Uxbridge Transport Garage.

For those that remember, the 1972 Wings Over Europe Tour consisted of 25 concerts in 25 cities, in 9 Countries covering 12,072 km or 7,501 miles. Hotly pursued by the world's media WNO481 was deemed to probably be the most famous bus in the world.

## WNO481 AFTER WINGS

From 1975 to 1989 WNO481 was purchased, repainted in gold and operated by Tricentrol of Luton. Her many trips included Thorpe Park, Epsom Races, Amsterdam and possibly Berlin.

Owner, Tom Jennings has recently been in contact with Greg White of White's Coaches, based in St Albans, Hertfordshire. His Dad, Roger White, bought her from Tricentrol when he spotted the unusual location on the destination blind. Upon investigation he discovered it was indeed the famous 1972 Wings Tour Bus. >>>





➤➤➤ Sadly, Roger passed away in 2002 but his family say that if Roger hadn't bought her she would have been scrapped. We owe Roger a debt of thanks for not only spotting the unusual destination blind but also for putting his hand in his pocket to rescue her from being crushed.

Once she was safely in the care and custody of Roger White she was given a new lease of life in different guises with multiple makeovers. To paraphrase Greg, *"Arriving in the gold colours of Tricentrol, Dad then had it painted into Wings colours, then had to change to the red and gold for film rally (in Cannes), then back again for the Beatles Amsterdam Convention."*

Greg told us, *"On the way down to Cannes in the south of France we came to a steep hill. The bus couldn't climb it in second gear, she couldn't climb it even in first gear so guess what Dad, Roger had to do.... he had to turn the bus around and climb the hill in reverse gear!"*

In 1989, WNO481 was photographed at the Southend Bus Rally in a beautiful red and white livery. The Cannes destination shown related to The British Film Rally in Cannes that the bus featured at.

In 1992, Sotheby's recognised WNO481's provenance to Paul McCartney and Wings and also her heritage value.

▼ Roger White, wife Maureen, family and friends enjoying all the fun of the bus rally. Judging by the number of people around the bus she generated a lot of interest.



▲ 1993 saw Godfrey Davies, from St Albans restore her Wings livery.



▲ WNO 481 stars at The Adelphi Hotel in Liverpool for the International Beatle Week.



▲ WNO 481 stars at Arsenal's Highbury Ground at a Beatles Fan Event.







In 1994, she was sold to a private buyer in the Canary Islands who owned her for 16 years, with some of that time spent as a tourist attraction outside a rock café in Tenerife. She proved too big for the rock café, but the owner couldn't bear to part with her. David Marshall saw her and took this photograph (top left) in Torviscas Playa, Tenerife.

Years go by and WNO481 slowly deteriorates into a sorry state under the relentless blazing Tenerife sun. She resided in a private storage area in a ravine known only to very few, almost completely hidden from view. Vandalism was taking its toll with windows being broken and parts stolen. You couldn't call her a barn find because she didn't have a barn to shelter in. A positive note was that the desert conditions had actually helped to preserve the metal. A humid environment could have caused her to rust out and vegetation could have swallowed her. She could have been lost forever but our indomitable plucky bus, like a cat may have ticked off a few lives but she wasn't finished yet.

In 2010, she was purchased by Justin James from Oxford, who is a trustee of the **Arms Around The Child.Org** charity <https://www.armsaroundthechild.org/>.

In 2017 Justin rescued her, he hired a crane and she was lifted from her dusty slumber and out of the ravine. After 24 years living under the blazing Tenerife sun she was freighted to Algeciras in Spain.

She eventually arrived back in the UK at the port of Felixstowe to be then transported to her next home, Oxfordshire.

In October 2019, Tom Jennings heard that WNO481 was coming up for auction! It was the first news he'd heard of her in years. So many theories were flying around about what became of her that she became almost a myth like an albatross or a unicorn! He was really surprised and pleased, and made a mental note to have a look, just out of interest, to see what WNO481 sold for. Tom was later astonished to find out she had not even received one bid! It turned out the auction description, and what Tom knew about WNO481's history did not match. Upon more research on the internet, Tom was pleased to read about the enthusiasm of the bus preservation societies and restorers and their work to keep these buses alive for future generations to enjoy. The bus enthusiasts, Beatles fans, Wings fans, and the Paul McCartney fans all on various internet forums assisted

with help and advice. For Paul to tweet that he was looking for the bus 45 years after that tour, Tom took as a sign that if nobody else was going to preserve her history, then he'd step in!

So, in late October 2019, Tom contacted the then owner Justin James, and after various conversations and negotiations Tom found himself as the proud owner of WNO481.

In February 2020, Tom received messages of support from the great Denny Laine and his partner Elizabeth.

*"Denny was very glad to hear you're restoring the bus as it is a part of Wings early history. Denny has relayed some happy times on that bus. We only wish you the best of luck on restoring the bus and look forward to seeing its wonderful completion! It's exciting to hear the museums are interested to display the bus. It's possible that the Rock and Roll Hall of Fame (in USA) may be interested in it too, since Denny and Paul are inductees. Denny and I send our best to you. We look forward to seeing the progress."*

So, WNO 481's place in history is assured and almost certainly her future. ➡➡➡



## TOM'S BACKGROUND

Well, you've heard all about the bus, now it's time to find out more about Tom!

When speaking to Tom for the first time, like many enthusiasts I converse with, what shines through the most is the passion and dedication for wanting to restore and share the history of such a wonderful example of engineering and heritage. I can only assume, like most of us it's our memories which provide the drive and determination to take on such a project.

Tom shared many memories with me of his childhood growing up and I'd love to share a few with you.

Tom attended a grammar school in Chelsea, starred in the choir, loved singing and playing the guitar, which was most probably inevitable being born into a family with many musicians! Many of Tom's family were also builders. He grew up in Fulham and Chiswick in West London. Tom's Dad was a General Foreman for Higgs & Hills for many years. He worked on the construction of Cannon Street Station in The City back in the 1960s and also worked maintenance for Fullers Brewery. As well as his Dad being a bricklayer and cabinet maker his Uncle was a truck driver, who in the eyes of a young lad was his hero! He remembers his Uncle's first job driving an electric bread van which had a handle instead of a steering wheel which turned the wheels of the silent, yet exciting vehicle. Tom was even allowed to 'push the button' to start it! In addition to Uncle Barney delivering bread, he also delivered milk and stationery. Following in the footsteps of his Uncle, at the age of 21, Tom passed his HGV1 test and drove 40-foot articulated lorries, basically with his interest in driving he drove anything that moved!

In the early 1970s, he worked on the construction of the New Covent Garden Market, Tom, later bought, repaired and sold cars, trucks and motorcycles for a living.

As a child, Tom visited County Galway in Ireland. He vividly remembers riding as a passenger in the back of the car to the local garage, unable to see out of the windows. Upon arriving he remembers a 'giant' in blue overalls talking to him. "Hello", he said, "Come and watch what I'm going to do with your car". Tom stood in wonder and amazement as the car was lifted into the air and the 'giant' stepped underneath. He then went on to say, "I don't know everything about cars, but I know lots of little bits." This sentence has remained in Tom's memory to this day. It just goes to show how important our memories are and how they shape us for the future.

Tom states ... *"I'm a life-long motor enthusiast, used to run a garage, drive trucks and buses. Hold a car licence, HGV 1 licence and motorcycle licence. Singer, pro band leader for 10 years, songwriter, guitar player and of course a Beatles, Wings and Paul McCartney fan."*

*"It is a thrill to own Paul McCartney's bus and she is beautiful. Sailing along on the open-top deck in the sunshine is a very strong memory from my childhood. I was born in January 1951 and would have been nearly 3 years old in November 1953 when WNO 481 emerged from the garage for the first time. As a child I may even have travelled on the bus as Mum and Dad used to bring us on holidays to that part of the world; Clacton, St Osyth, Jaywick, Walton on the Naze. Romantic notions/memories that bring with them strong emotional attachments. Seeing the videos with Paul, Linda, the children and the band all happily cruising along in the sunshine just gladdens the heart."*

My hat goes off to Tom for taking the plunge with WNO481. Luckily, many other individuals and organisations are also very willing to get involved with the project. One contributor is Anna Salaman, who was WNO481's Lottery Heritage Fund Consultant. Anna assists cultural and heritage venues in the areas of interpretation, learning, audience development also worked for the National Lottery Heritage Fund (NLHF) as an Expert Advisor. Regrettably due to COVID-19, the National Lottery Heritage Fund grant application has been put on hold while the Heritage Fund focusses its efforts on providing

vital recovery grants for the heritage sector, but Tom and Anna are hoping to benefit from their support in the future. Anna says, *"I have been a committed Beatles fan from an early age. The music of The Beatles inspired me to do Music A level, which I loved. Understandably I am truly delighted to be a part of this project. Helping to get funding for the restoration, future-proofing, ongoing maintenance and setting up WNO 481 as a piece of significant heritage for everyone to enjoy and engage with will be a truly worthwhile task."*

Anna, like ourselves will be heavily involved with Tom and WNO481 in the coming months and years. One item of interest is a research project which we shall report on in a future edition of FBHVC News. The Federation has a group of volunteers who take part in the smaller research projects. If you wish to be added to this group please email **secretary@fbhvc.co.uk** to note your interest.

Also in future editions, we'd love to keep you all up to date with WNO481's progress and the people/museums/restorers she will meet along her restoration journey.

Tom will be creating a 'wish list' of items WNO481 requires, it may even have requests for assistance or recommendations of companies etc to use. More details will follow, however in the meantime you are welcome to send an email to **secretary@fbhvc.co.uk**.



## CULTURE, HERITAGE & RESTORATION

WNO481 is clearly an important piece of UK heritage, not only as a historic vehicle but also for its role during the development of 1970s pop culture.

Tom has set up the 1972 Wings Tour Bus Indiego Fundraising Campaign. Anyone can access the page, help the restoration and become part of its history. To donate, please visit this link:

**<https://www.indiegogo.com/projects/the-1972-wings-tour-bus/>**



We are pleased to confirm that an anonymous donation has kick started the restoration process and a video is now online showing the bus moving under its own diesel engine power which has achieved over 16,000 Facebook views.

WNO481 has lived many bus-lives and along the way had many adventures. After the planned restoration there will be many more bus-lives to live and tell. 2022 will mark the 50th anniversary of that 1972 Wings tour. It is planned to have the restoration completed by 2022 and one of the first outings will be on the 'Federation Village Green' at the Classic Motor Show in 2022.

As FBHVC members, you have the opportunity to share your views about what interests you particularly about WNO481 through an online survey. You can take part in shaping its future by completing a short survey, who knows you could be going on your own Magical Mystery Tour!

The weblink to the survey is here: <https://www.surveymonkey.co.uk/r/9PRWH8K> It should take ten minutes to fill in, and the survey will run until Thursday 31 December 2020.

## THE BUSKETEERS CLUB

Some time ago Tom started The 1972 Wings Tour Bus Supporters Club, known as The Busketeers.

In the style of Alexandre Dumas' The Three Musketeers the motto is, "One for all and all for the bus"

Everyone who supports WNO 481 through Facebook is made an Honorary Busketeer and receives a Certificate Of Appreciation. Donors receive a limited edition Busketeer badge. So far badges have gone out to supporters in the UK, Ireland, Scotland, Wales, Spain, Germany, USA, Australia, Uruguay etc.

## WEBSITE & FACEBOOK

To keep up to date with WNO481's journey in between FBHVC News, please visit the website: <http://www.1972wingstourbus.com/>

WNO481 also has her own Facebook page where you can view the latest news and history with lots of posts, photos and videos. Please visit <http://www.facebook.com/1972wingstourbus/>

In the first month the 1972 Wings Tour

Bus Facebook page reached over 25,600 people, 4,500 Engagements, 1,844 views, and 293 followers. Today the 1972 Wings Tour Bus Facebook page reaches approximately 25,000 people per month, has so far received 2,837 Likes, 2,886 Followers and one of the many videos has been viewed 26,956 times! The individual posts have too many comments and shares to count so Tom is delighted with the reaction. His personal friend count has jumped from the normal 80 to the maximum 5,000 friends, all thanks to WNO 481.

2,886 registered followers, fans and friends of The 1972 Wings Tour Bus. According to Sandra Lingard of The Cavern in Liverpool and Charlotte Martin of Liver Tours Liverpool "that's over 5 times more than the 500 revellers that crammed into The Cavern to see The Beatles the last time they played there in 1963, astonishing!"

*We at the Federation, including all our members and supporters wish Tom all the very best for the future and hope we can make a difference in WNO481's mobile heritage journey.*

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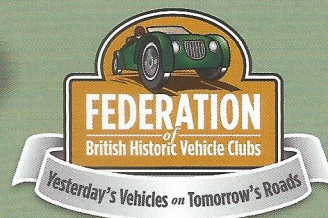
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FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 2 • 2021

*Inside*

## A Brief History of Car Crime

*Plus*

A Panda jogs my memory

An interesting distraction during lockdown exercise

Brooklands' famous events are back

Museum team are gearing up for an exciting year

Last Morris Minor built returns to Cowley

Restored back to its former glory

[www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The UK Member of FIVA





## Two new UK culture directors appointed to the UK National Commission for UNESCO

We are delighted to confirm the appointment of two prestigious Non-Executive Directors with responsibility for leading on heritage and culture for the United Kingdom at the United Nations Educational, Scientific and Cultural Organisation (UNESCO).

Dr Charlotte Joy and Kate Pugh OBE will join the UK National Commission for UNESCO ([www.unesco.org.uk](http://www.unesco.org.uk)) for a term of three years from March 2021. The appointment was confirmed by the Minister of State for the Foreign, Commonwealth and Development Office, Lord Ahmad of Wimbledon, in February 2021.

Professor Colin McInnes, Chair of the UK National Commission for UNESCO, said:

*"We are delighted to welcome Dr Charlotte Joy and Kate Pugh as Non-Executive Directors to the Board of the UK National Commission for UNESCO. They bring invaluable knowledge of the UK and international cultural heritage sector, and will be strong representatives for the UK at UNESCO."*

*"Kate's long-standing experience of working in the independent heritage sector, and her track-record of building*

*sector-wide consensus for policy development will prove invaluable in shaping UNESCO's heritage and culture mandate."*

*"Charlotte's background in heritage management in the UK, her fieldwork in Djenné, Mali and at UNESCO in Paris, alongside her background in cultural property protection will bring strong and relevant expertise to the Board."*

Dr Charlotte Joy said: *"I am very honoured to be joining the UK Commission at such an important time in the history of the organisation."*

*"The foundational principles of UNESCO are more resonant than ever at this time of recovery and rebuilding. I look forward to working with my fellow Directors to bring UNESCO's expertise and networks to the service of the UK's museum and heritage sectors and to support the UK's international heritage protection projects and ambitious participation in the UN's Sustainable Development Goals."*

For more information on Dr Charlotte Joy please see here: [unesco.org.uk/about-us/charlotte-joy/](http://unesco.org.uk/about-us/charlotte-joy/)

Kate Pugh said: *"I am looking forward to teaming up with my fellow Directors at*

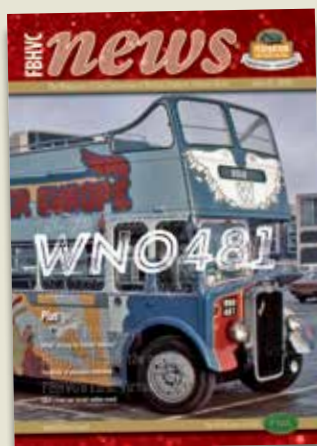
*the National Commission to strengthen the UK's commitment to UNESCO and to support the mutual benefits each brings to the other, particularly through the World Heritage dimension."*

*"Working with the UK's wonderfully wide range of UNESCO designations, celebrating their uniqueness and showing how arts and culture can contribute through the Sustainable Development Goals to a more sustainable, peaceful and equitable future at local, national and international levels is for me both a privilege and an exciting challenge."*

For more information on Kate Pugh MBE please see here: [unesco.org.uk/about-us/kate-pugh/](http://unesco.org.uk/about-us/kate-pugh/)



## WNO481 - WINGS TOUR BUS The results are in!



In FBHVC News Issue 6, 2020 we featured an interesting article entitled the *'Life & Times of WNO481, The 1972 Wings Tour Bus'*. I hope those of you with an interest have been keeping up to date with their Facebook page and website ([www.1972wingstourbus.com](http://www.1972wingstourbus.com))

Within the article we invited you, the historic vehicle community, to share your views about what interests you particularly about WNO481

through an online survey. The survey closed on 31 December 2020 and we thought you may like to be kept up to date with some of the results.

The overall responses shown were indicative to what was expected. 239 people responded to the survey request, which was welcomed. The historic vehicle community feel WNO481 is an important part of our country's motoring heritage, would like WNO481 to become accessible for viewing and rides whether it be at shows and events or at a museum. Also, whether it be interactive or a person providing the history and information to those visiting, would be a huge bonus.

Interestingly, over 91% of respondents indicated they were a historic vehicle enthusiast who already owned at least one historic vehicle. Just over 48% also declared their interest in being a Beatles fan and over 28% being a Wings/Sir Paul McCartney fan.

Not surprisingly 96% of those completing the survey were male and the age demographic indicated they were aged between 45 to over 65 years of age.

Some really positive comments were captured from the results, such as....

***'A milestone in musical and transport history'***

***'A motor vehicle milestone with much additional history it deserves to be restored and shown or displayed at a museum for future generations to enjoy.'***

***'What an opportunity it would be to see or ride this vehicle.'***

***'A very worthwhile project.'***

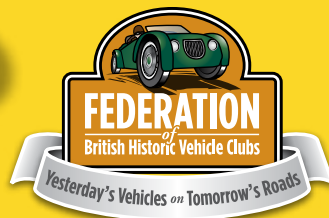
Certainly, the journey Tom Creaven-Jennings and WNO481 are on is a long one, but I'm sure I can say that it is certainly an important and interesting one for a vast number of historic vehicle enthusiasts and music fans alike. We will continue to support them on their road and will keep you updated.

If you missed FBHVC News Issue 6, 2020 you can download the edition and read the 6 page article by visiting [fbhvc.co.uk/newsletter-archive](http://fbhvc.co.uk/newsletter-archive) Enjoy!



FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 4 • 2021

## FLEETWOOD FESTIVAL OF TRANSPORT

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**Plus**

Wings Tour Bus

WN0481 is on the move

FBHVC AGM

News and information ahead of our 22nd Annual General Meeting

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## Editorial

Wayne Scott Communications Director

**W**e are finally allowed out after being 'grounded' by COVID. None of us really believes of course that it will all simply disappear overnight, but at least we can now start to learn to live with it and get the historic vehicle movement back on track.

For wider society, the pandemic has been a wake-up call to the fact that we can perhaps no longer continue to live in the way we did before. There is no doubt that the level of human consumption in the world must be reduced and our relationship with the natural world treated with more respect and care if we are to avoid repeating such disastrous episodes in the future.

Amongst all those changes though, it is perfectly possible and justified for the historic vehicle community to not just co-exist with the 'new normal' but actually thrive as an example of sustainable living and preservation of our heritage. Heritage that will be invaluable to learn from and reference as technology for transport develops.

On a level nearer to home, it is inevitable that it will be more difficult for some than others to get back to life as we once knew it. We are going to have to feel our way through the next few months and respect those who, for example, would rather continue with mask wearing and social distancing at shows, rallies and events.

The historic vehicle community also needs to continue to ensure we respond to forthcoming changes in society, attitudes and possibly even legislation

with one voice. The community risks getting confused and being seen externally as being out of touch and in dis-array unless we can make the roles of organisations within it clear and easy to understand, work together and avoid mis-information or sensationalism. It's going to be an on-going challenge with so many different stake holders in our community with different elements of it to defend. This means of course, it will be only natural that people will feel it necessary at times to fight for their own little corner of the community as things develop and society grapples with future changes and attitudes. But, united we stand – the friendships, collaborations and camaraderie that vehicle clubs and the historic vehicle community provide us with will get us through forthcoming challenges, especially if we open them up and welcome in new people from all walks of life.

The next time you hear from me, will be at our Annual General Meeting where I will be standing for election for a second term as your Communications Director. I hope to receive your support to continue to serve the historic vehicle community to the best of my abilities as we emerge into the post-COVID era. Much has been achieved and improved over the past three years, but there is still lots and lots left to do.

For whatever you have planned for the remainder of the summer season, enjoy your historic vehicle, cherish your time with it and above all else, share it and celebrate it with others. That's exactly what I will be doing.

President: **Lord Steel of Aikwood**

Chairman: **David Whale**

Secretary: **Emma Balaam**

Federation of British Historic Vehicle Clubs Ltd

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# 1972 Wings Tour Bus WNO481 Transported from Devon to Essex

On 4th July 2021 we travelled 250 miles from London, UK to near Exeter in Devon, UK. The Mission: To shadow the 1972 Wings Tour Bus WNO 481 and film it being transported to its next workshop near Clacton, Essex, UK almost 300 miles away.

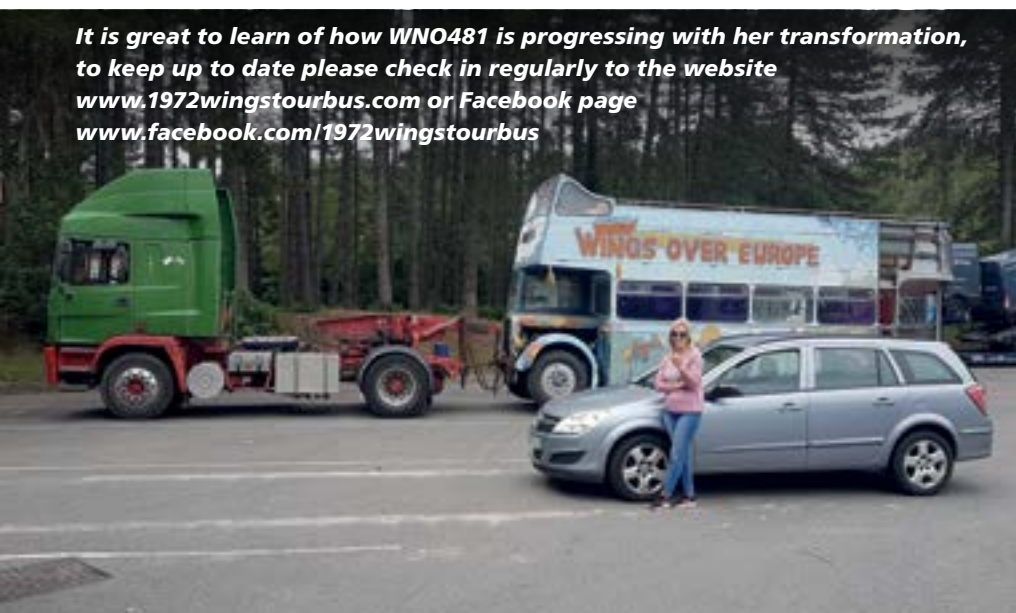
It was to be a Hard Day's Night 5th July 2021: After almost 300 miles of eventful driving and filming we arrived at our destination near Clacton. The bus was carefully driven into its garage and we headed back to London, tired but happy. Mission accomplished. Bus safely transported and lots of great footage in the can. Once back in London we totted up how far had been driven: 627 miles. It really was A Hard Day's Night!!! Well done Rose, well done Pete... Great driving made this video possible.

[https://www.youtube.com/watch?v=mw\\_3l3i77wA](https://www.youtube.com/watch?v=mw_3l3i77wA)

Hope you enjoy the video, we enjoyed making it.



**It is great to learn of how WNO481 is progressing with her transformation, to keep up to date please check in regularly to the website [www.1972wingstourbus.com](http://www.1972wingstourbus.com) or Facebook page [www.facebook.com/1972wingstourbus](https://www.facebook.com/1972wingstourbus)**





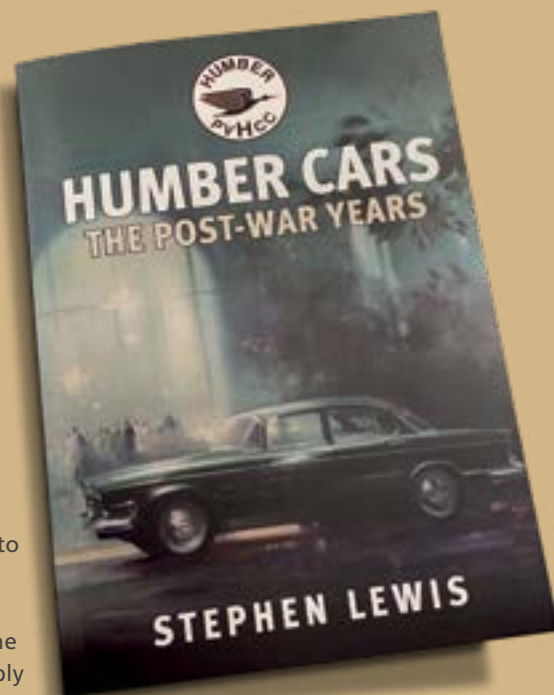
# HUMBER CARS: THE POST-WAR YEARS

By Stephen Lewis  
Amberley Publishing,  
Stroud, England, 2021.  
ISBN: 978-1-4456-9758.

The British are famous for supporting the underdog. Yet, whilst the famous names of the post-war British car industry are well-known and respected, with prestige products from Jaguar, Rover, Triumph and other makers revered and drooled over – how many remember Humber? Make a careful evaluation of the production standards of an early sixties Super Snipe and a large Jaguar of the same vintage, and you might find yourself surprised. Stephen Lewis's book might help to explain why.

Lewis sets the scene in a brief introduction, in which we meet the Rootes brothers and their inevitably Coventry-based factory. He tells how wartime brought enforced changes of direction for that factory, with chapter one revealing how Humber then reasserted itself in the years immediately following the conflict. One wonders how motoring history might have been different had Billy Rootes been offered not just the VW factory but the car as well after the war... Chapter two examines the 'Mark' cars, with prestige and ceremonial models featuring highly, alongside bizarre rubber-winged London newspaper delivery vans and pick-ups which were 50% bonnet. The 'Series' cars, American-influenced and now sporting a monocoque, form the focus of the book and are followed with a chapter describing the intriguing experiments with V8 power. 'Audax' and 'Arrow' platforms, along with the Sceptre, conclude the story, followed by a table of chassis numbers and a brief mention of clubs and support for the present-day owner.

This book is very well written and is an easy pleasure to read. Marque histories are not easy things to write without descending into a list of models, but Lewis keeps his story interesting and varied, each section being of the right length to inform



without descending into tedium. The PVHCC and the Rootes Archive have clearly been major sources and there is much new material, particularly images. Production is of a high standard, with just one minor caption hiccup and the odd misplaced word. Photographic reproduction is excellent, with the use of period promotional material helping greatly to set the context.

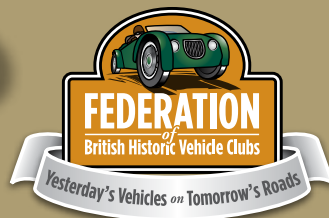
Due to a wager made at medical school, I have owned a Sceptre, Hawk, several Super Snipes and an Imperial over the years. I know how incredibly well-engineered these cars are, having once driven the mighty Imperial 350 miles home from Cornwall with a 1" diameter hole in the crown of no.6 piston, cruising at an easy 70 in great luxury all the way. Underdogs or not, these are truly great cars which do not have the following they deserve. Maybe the advent of the uncompromisingly European Rover P6 and, later, the XJ6 were the final nails in the large Humber coffin, as the influence of transatlantic styling waned: but this book rightly celebrates the sheer quality of engineering and build – and bemoans the sad demise – of a truly under-rated marque.





FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 5 · 2021

## MOTUL A PASSION FOR INVENTION

Introducing Motul as official Lubricant Partner



**Plus**

Graham Robson

Paying tribute to a giant of the motoring world

Heritage Skills Academy

Guests gather at Brooklands for official launch

Historic Vehicles in the UK

Research findings from the National Historic Vehicle Survey 2020/21

[www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The UK Member of FIVA





## Editorial

Wayne Scott Communications Director

To say it has been 'busy' here at the Federation, would an utter understatement! But, the volunteers who work so hard to defend the future of historic vehicles through their various crucial roles working on your behalf within the Federation, have taken on the various challenges of the past few months and excelled.

So, it seems, has the historic vehicle community also, because as quickly as COVID robbed us of our ability to meet and hold events did the community bounce back with many events reporting record numbers of attendees. One such event that really set the scene for the future of our movement was The Triumph and MG Weekend 2021. This event, held at the Three Counties Showground, Malvern saw three major clubs, TR Register, TSSC and MG Car Club collaborate to create one great event to celebrate two superb British marques. They did this by pooling resources, working together and putting on a varied event without losing the identity or traditions of each individual club. A true inspiration for a future in which more clubs will collaborate and work together I hope.

It's the subject of clubs pulling together that brings to me to my next congratulations and that is to all of you for supporting our new initiative for Drive It Day raising money for the NSPCC's Childline®. As previously mentioned, the money raised by your clubs and members purchasing our charity rally plates has been enough to fund the NSPCC's Childline® activities for a full 24 – hour period, which they celebrate as "One Unforgettable Day". This will take place on Friday 12th November and it is no coincidence that the day, of course, coincides with the opening day of the NEC Classic Motor Show. On the FBHVC stand at that show, you will also be able to come and meet representatives from the NSPCC to learn more about the amazing, and frankly lifesaving, work your generous fundraising has supported.

The NEC Classic Motor Show will also give us another opportunity to support this superb charity. The effect of the pandemic has been a shortage of fundraising opportunities for all charities, but the NSPCC's Childline® has been particularly challenged because as charity events were

cancelled due to COVID, abuse cases rose as families in difficult conditions were forced indoors. So, when you book your tickets to the season-ender for the Historic Vehicle community at the NEC, do take a moment to give what you can when the online booking system asks you to support the FBHVC in fundraising for the NSPCC's Childline® under the Drive It Day banner. It is presented to you when you book your tickets via the NEC's ticketing system as a stage in the payment process, so you can't miss it – give what you can and help the historic vehicle community to continue to benefit society as a whole.

Our commercial partnerships form an important part of funding and supporting our activities in lobbying and raising awareness around the future of historic vehicles. Our commercial partners not only support the work of the Federation financially, but also contribute resource, specialist knowledge and tangible benefits to member clubs. We are incredibly excited to welcome a new lubricants partner to Federation family of commercial supporters - Motul.

The company has a heritage that stretches back to the very beginning of the motor car. Motul has always favoured innovation, research and development. The company is also a leader in the motorcycle lubricants market in France. In the motorsports field, many manufacturers trust Motul for its technological developments in car/bike racing and they have been long associated with the 24 hours of Le Mans and more recently, Goodwood Revival. That approach to innovation and development is something that will be crucial to the future of combustion engine vehicles being able to run on modern roads, so we look forward to embarking on this exciting and important journey with Motul.

Finally, on E10 – so much has been written and said on the subject. Sadly, some of it has been utter scaremongering and hysteria. For the full facts on everything you need to know – consult the Federation website fuels page: [www.fbhvc.co.uk/fuel](http://www.fbhvc.co.uk/fuel). For those who might still be confused about what to look for at the pumps – we have created a handy guide in this issue of FBHVC News, read on.

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# LATEST NEWS ON WNO481

## *1972 Wings Tour Bus Restoration Workshop*

Following the last edition whereby WNO481 was transported from Devon to Essex to commence on some much needed restoration work, we can now confirm that both sides have now been de-skinned. The wood on the near side (passenger side) is a little worse than

the offside (driver's side), however all the wood above the windows appeared to be sound. The team have stripped the window recesses on the offside and removed half a skips worth of rotten wood and rubbish from the inside.

Her transformation continues....





# JAGUARS AT GAYDON



On Saturday 4 September a fabulous turnout of Jaguars were witnessed at the 'Jaguars at Gaydon' event.

The event was celebrating Sir William Lyons' 120th birthday and the 25th anniversary of the XK8.

A great turnout of cars, probably approaching 500 vehicles of varying types were on display but the addition of an XK8 exhibit at the show provided a real buzz!

During the day many owners were interviewed in the arena about their cars and the Jaguar Daimler Heritage Trust unveiled their 1993 Jaguar XK8 coupe which was the first mechanical prototype for the XK8.



## WIGTON MOTOR CLUB OPENS THEIR NEW HEADQUARTERS – THE MOTOR HOUSE

Wigton Motor Club have recently opened their new headquarters entitled 'The Motor House'. Local MP Trudy Harrison (PPS to the Prime Minister) visited to oversee the ceremony.

The building, after two years of hard work by a team of volunteers from the Club, was finally ready, even after being delayed by the pandemic by about twelve months. Other than the basic structure all the work had been undertaken by their dedicated members.

It will provide storage for all the club's equipment and caravan, has a multi-use space for meetings and events with a core kitchen, office and committee room. It also boasts a maintenance section for members to work on their cars and has plenty of parking spaces available. The building has four toilets including a disabled unit.

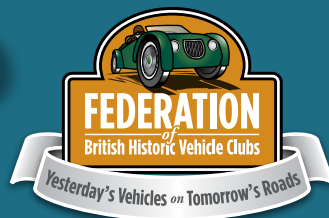
The Motor House will mean considerable savings for Wigton Motor Club in terms of storage and room hire while the equipment will be kept clean and ready for use when needed. Training facilities will be available to encourage the younger generations to become more involved also.





FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 1 • 2022

## ROUND BRITAIN RELIABILITY RUN GOES AHEAD AGAINST ALL ODDS



**Plus**  
Research

Key findings from the 2020/21 Trade Survey

Drive it Day 2022

All the latest news and how to get your fundraising plate

British Motor Museum

Massive schedule of events announced for 2022

[www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The UK Member of FIVA





## Editorial Wayne Scott Communications Director

It's truly amazing how fast things are changing. A decade ago, if I had taken up my editorial column with talk of planting trees to work towards a net-zero carbon future for the historic vehicle industry, I'd have raised more than a few eyebrows. Now though, not only is the scheme launched and a part of the Federation's activities to secure "Yesterday's Vehicles on Tomorrow's Roads" as our mantra goes – but you have supported it in droves. We are now in the situation where we have scores of historic vehicles' carbon being balanced every single day! The Federation advance funded the planting of 1,000 trees to coincide with National Tree Week in late November last year and since then, Tree-V's planting partner Forest Carbon has provided us with photographs of our trees, in the ground and already making their positive impact on the local ecosystem. To see the trees in place, and to learn more about how you can achieve guilt-free, carbon balanced motoring head to: <https://trees.fbhvc.co.uk>

Now is also an idea time to get those all-important carbon balanced stickers for your car's bumper and windscreen in readiness for **National Drive it Day**, this year held on **24th April**. Remember, this is our movement's national awareness day. It serves to remind the public that we are here and that transport heritage has a crucial place in UK life. It's a great opportunity to engage with the public, encourage interest in our vehicles and community and educate about what we represent. We are going to need support from the wider public in the years ahead.

Furthermore now of course, it is a significant chance to contribute to wider society through our support of charity partners for the event, the NSPCC's Childline®.

Supporting the charity is really easy, just get online to [www.driveitday.co.uk](http://www.driveitday.co.uk) and purchase your rally plate. If you're on two-wheels, don't forget our "Ride it Day" plates as well, we haven't left you out!

It's going to be a special Drive it Day this year because it feels like the first one since 2019 that should allow 'normal' activities to resume unhindered, with Government in England at least aiming to have lifted all Coronavirus restrictions by then – so let's make the most of it this year and celebrate being out once again to start what I hope. Will be a very special season of historic motoring ahead.

Finally, keep your eyes peeled elsewhere in this issue for an advert for a company called Genus. This highly experienced team of archiving specialists are our new partners helping to advise and assist clubs on how to manage and digitise historic artefacts and archives. I've recently been doing some work (as part of the day-job) with the Jaguar Daimler Heritage Trust and Aston Martin Heritage Trust to record and preserve the stories and memories of people from all walks of life within the motor industry related to their marque for future historical archives. That, driven by just how many obituaries I seem to have written recently, strikes me as an ever more urgent activity these days. There are podcasts, YouTube, Magazines and all sorts of other multimedia channels you can utilise to get the memories, stories and knowledge of your club members and those connected with your vehicles recorded for future posterity. We must act now before we lose these insights forever and as ever, happy to help and advise you on doing this through the Federation. We are always here for you and your club.

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# 1972 WINGS TOUR BUS



## LEGEND OF ROCK & ROAD

"To paraphrase 5th Beatle Abbey Road Producer George Martin, If you believe as I do that a bus, like a house, has an atmosphere and is capable of absorbing the personalities and emotions of its inhabitants you will have no difficulty in appreciating the unique quality of..."

Paul McCartney's 1972 Wings Tour Bus WNO 481"  
- Tom Jennings

**WNO  
481**

**25 CONCERTS**

**25 CITIES**

**9 COUNTRIES**

**12,072 KM's  
7,500 MILES**

*Band on the Run*

NORWAY

SWEDEN

FINLAND

DENMARK

UK

NETHERLANDS

GERMANY

Coming to  
**CLASSIC  
MOTOR  
SHOW**  
November 2022

"WOODSTOCK ON WHEELS"

PAUL MCCARTNEY  
**1972**



BEEP BEEP  
BEEP BEEP  
YEAH!

**JET**  
WO WO WO WO  
WO WO WO WO  
WO WO WO WO



"My ideal is to play off the back of  
"The Flying McCartneys".



www.facebook.com  
The world's biggest Beatles



www.1972wings.com

**"THE ROCKIN' & ROLLIN' ROAD TRIP  
FAMILY AND BAND ADVENTURE.."**



ARTNEY'S

# 1972 WINGS TOUR BUS

The invitation in the artwork "We come in peace, we come to play, we come to have a good time, we Come Together - Join Us"

carried Paul McCartney, Linda McCartney, Heather, Mary & Stella McCartney, Denny Laine, Henry McCullough & Denny Seiwell to 25 concerts in 25 cities in 9 countries across Europe racking up over 12,072 km's - 7,500 miles

"Doing this tour is like playing Hamburg 8 hours a day with The Beatles".

"THE  
SUMMER  
OF  
WINGS"

6

9th July  
to  
24th August  
1972

"LIVE AND LET DIE"

"MACCA'S  
MOTHER  
SHIP"



of a bus, like a travelling circus"

om/1972wingstourbus  
s-related collectible" - Steve Bradley



wingstourbus.com



ARTWORK INSPIRED BY



THE BEATLES

Yellow  
Submarine

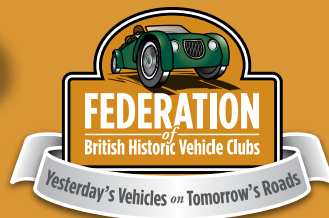


©Tom Jennings - 1972 Wings Tour Bus Ltd



FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 2 · 2022

## Practical Classics *Classic Car* & Restoration Show

Full feature report from this year's event

**Plus**

**Tree-V Update**

It's been a busy few months

**One Family's Passion**

Amazing fleet of classic British vans & lorries

**Motoring Jewellery**

Restoring the headlights on the 1972 Wings Tour Bus WN0481







## Editorial Wayne Scott Communications Director

I enjoyed some rare time off over Easter to take part in the historic Lands' End Trial, organised by The Motor Cycling Club, who must be one of the oldest Federation members we have.

They were formed in 1901 and ran the Lands' End Trial for the first time back in 1908 and although it no longer starts in London, much of the route remains unchanged. Indeed, this year one of the sections, known as Beggars Roost – just outside Barbrook above Lynton and Lynmouth in North Devon was celebrating 100 years as a trialling section this year, incredible!!

This year however, some of the most familiar sections were missing, due to a change of policy by land owning authorities that has prohibited this historic event using the forestry areas. Another stark reminder that we can never rest and assume that battles won in preserving our freedoms to enjoy transport heritage remain so. I understand the conversations will continue that front for future events.

If you've never experienced classic trials, you really must go along and watch or better still – compete or volunteer as a marshal. They are spellbinding and the overwhelming sense of being part of history is palpable at every turn.

The first goal of an MCC trial entrant is to win a Gold Medal, and this is done by climbing all the non-stop hills, including some tricky 'restarts' and keeping to the time schedule, regardless of the performance of the other riders and drivers. If you fail just one hill you receive a Silver Medal, if you fail two, a Bronze Medal.

The more competitive entrants in

an MCC event may also be trying to win a Class Award, or even the Overall Award, by posting the fastest times in a series of special tests, but first you must get a Gold Medal. Something I failed to do this year in the Triumph TR7 fondly known as the "Wedgie Warrior". Never mind, I'll be back again!

Getting out and about is what it has all been about recently with National Drive It Day once again raising the curtain on another season of historic vehicle enjoyment ahead. We are hoping to smash our targets on fundraising through the sale of rally plates this year – and judging by the number of journalists and club magazines I've provided information and content for over the past few months; the word is really getting out there. Don't forget dear friends on 2-wheels, that this is about you as well with 'Ride It Day' now very much a part of proceedings. This is a great opportunity to raise awareness for not only the NSPCC Childline's amazing work, but also of our entire movement, so I hope you had a wonderful time whatever you did and wherever you went and spread the word about our amazing community.

Finally, we have had a lot of great questions and interest in the Tree-V partnered scheme to carbon balance historic vehicle mileage through the planting of native woodland here in the UK. I won't spoil the surprise on just how well we are all doing on this, instead I'll leave you to read on and revel in your successes as shared in this issue of Federation News!

Keep riding and driving and most importantly – enjoy your historic vehicles!

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Chairman: David Whale

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# Motoring Jewellery

## *Restoring the headlights*

## *on the 1972 Wings Tour Bus WNO481*

by Tom Creaven-Jennings

**WNO481** is a true museum piece with many original parts needing restoration and preservation. Nowhere is this more important than the front or face of the bus. The headlamps are the bright eyes and when new, they were full of beautiful chrome and plated parts. Sadly, now in a bad state of disrepair they required a specialist to take on the mantle to restore them to their former glory. Enter Kam and Joe from Genius Of The Lamp both with a background in jewellery making, restoration and hand engraving. Previously Joe was a silversmithing lecturer in Malta and both parties originally planned to involve themselves in silverware. Around 20 years ago they decided to start their own business in the 'Jewellery Quarter' of Birmingham bringing their unique skills to the world of vehicle restoration. As you can imagine, it took off, and today their company has an impressive catalogue of successfully completed projects.

Following a long conversation with Kam about the process involved in the forthcoming restoration, his passion shone through, and so inevitably the lamps were entrusted to his care. In this interview we follow the process from start to finish and the philosophy behind their work...

### **Background**

**Kam:** "I started by making jewellery and hand engraving, then moved into restoration. That's how I met Joe. He was a silversmith lecturer in Malta and we worked together for some time when we were younger and we thought we'd start a business together. We weren't planning on working on headlamps, we

were planning to get into silverware but sadly we hadn't any work come in. Gradually we started doing a few bits and pieces on headlamps, the next thing we knew we got inundated with work and never looked back."

**Tom:** "So being a musician and a singer for most of my life the opportunity to own Paul McCartney's 1972 Wings Tour Bus WNO481 just tugged at my heartstrings. It's not just the opportunity to restore a beautiful museum piece but also to have the musical connection with my favorite band in the world ever, The Beatles with Sir Paul McCartney, one of my favorite musicians ever. So, there's such a lot of heart attached to this bus. And I could tell when you and I were talking that we shared this passion."

**Joe:** "I'm from Malta and I came to Birmingham, England to study. While I was here, I got involved in this industry. Kam was also involved and that's where we met. He was restoring headlamps for vintage cars. My studies went on and I completed three years of lecturing design and came back to the UK and started the business. My background was jewellery and silver plating and together with Kam with our combined experience we had a good foundation to start a business."

"When I came to the UK I understood all the equipment and technology, techniques were also familiar. We started in 2005 in a very small room, completing our own polishing and then our own electro plating - it developed from there. Lamp restoration became the core of the business, however as word got out people started leaving their radiator shells and we realised our plating tanks

were not big enough, so we started completing the plating ourselves. We had to expand the plating and polishing shop. We do chrome plating, brass plating, nickel plating and a little gold plating.

Silver plating was the first and is one of the easiest electro plating processes to understand. We then moved onto copper because copper is required for many restorations, and then chrome and lastly brass."

### **Working on WNO481**

"When we first knew that we would be working on parts from Paul McCartney's bus we were very happy to be chosen to work on the project. Kam is documenting the restoration of such an historic vehicle. When the headlamps arrived Kam inspected them, and discussed what work was required.

Firstly, the lamps were taken apart, including each component, then stripped of their old protective or cosmetic coating. If they were painted we'd put them in a chemical bath, and if chrome plated, we'd reverse the polarity of the electrolysis and strip the layer of chrome off and the layer of nickel under the chrome to expose the bare metal.

Once that stage had been completed, we re-treated the surface. If the material was steel and rust was present it would be blasted then dried. The pieces that required special restoration, for instance repairing maybe broken hinges, lining up catches etc, would all be done in the workshop by the technicians, using, as we explained before silversmith techniques, such as soldering, filing etc. Any detail that needed to be re-engraved, maybe







detail of branding or serial numbers would be re-engraved or restamped.

Then once all components lined up, the buffing process would commence. This is like a preparation of the metal, to highlight any hidden imperfections. Once that process had been completed and we were happy with the product we'd move to the next step. Once the buffing process had been achieved to the required quality the first layer of copper would be added to the items to be chrome plated.

This process would take between one and two hours in the tank depending on the size of the item. After that we'd polish the copper ready for the nickel and chrome deposit. Normally the nickel deposit process takes about 30 minutes and the chrome deposit about 5 minutes. Meanwhile the internal components would follow the same process, but instead of nickel and chrome they would go to be silver plated. Silver plating has the best reflective properties. That's why we still use silver. All holders would be silver plated, rewired, retested etc. to ensure everything was in full working order.

Once all components reached their finished stage final assembly could take place. In the case of WNO481 a few parts were left to be painted, which occurs when customers want to color code the parts with the body paint, so instead the item is prepped. Once assembled, it's tested again and is ready to go.

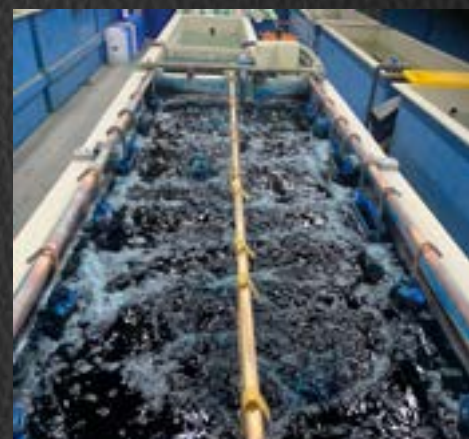
Tom notes "A lot of people don't realise all the processes that are involved. All the safety aspects that must be observed due to the hazardous chemicals used to strip and clean the metal as well as the care that must be taken. My father was a craftsman, he loved and appreciated other craftsmen and I grew up with that appreciation. One of the biggest compliments that he could pay someone would be to say that they could lose days talking about their crafts. We'd be driving along as kids and he loved architecture and he loved buildings and

building work. All of a sudden, he'd pull up and Mum would say to him, "We're supposed to be going somewhere, we're late." Dad would be looking over at some building and he'd say, "look at that, the architecture, those columns. Remember I showed it to you, remember you saw it here first." Mum would say, "Can we just get to where we're going? Never mind all that." But he loved it.

That's the way the bus restoration and preservation community is, also the historic vehicle community. They want to know every detail and they admire the work, and so to understand the processes is a great thing."

Joe adds "It's a combination of techniques. You are using your hands and hand tools and then you have the technology when it comes to plating and polishing. If everything is completed with passion you get great results and that's all it is."

As we approach the 50th anniversary in July and August of WNO481 living the dream of being chosen as the 1972 Wings Tour Bus, touring with Paul McCartney and Wings over 12,000 km's/7,500 miles, we are happy to announce we are approaching the final stages of our restoration. Still lots of challenges to overcome but to acknowledge that it could only have been achieved With 'A Little Help From My Friends' and thank everyone who supported and helped make the restoration dream a reality. I would like to unveil the design of the forthcoming Paul McCartney's 1972 Wings Tour Bus Restoration Roll Of Honour. The final version will hang in the bus and feature the names of those who were involved underneath the wording: TO THOSE NAMED AND THEIR TEAMS WHO GAVE OF THEIR TIME, SKILL AND PATIENCE WE SALUTE AND THANK YOU.



**Thank you to Tom Creaven-Jennings and Genius of the Lamp, we wish them continued success in completing the restoration.**

**To see WNO481, get a date in your diary for the Classic Motor Show at Birmingham NEC from 11-13 November 2022 where she'll be on centre stage with various guests!**