

HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 5 · March 2025

My **6** year
restoration
of a
Honda **C70**



Plus

National Historic
Vehicle Survey 2025

How you can get involved

The Car Collection of Nicola Bulgari

Roy Dowding takes us on a tour

Celebrating 50 Years Of The Honda 400/4

Event in Suffolk marks the occasion



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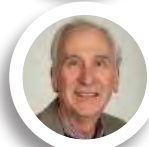
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A qualified barrister who spent over 30 years as a commissioned Legal Officer in the Royal Air Force, Lindsay continues to practice in a regulatory capacity. A car and aviation enthusiast from boyhood, owning a Riley RME for over 25 years. Counting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



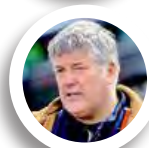
Wayne Scott - Communications Director

Enjoying a lifetime around classic cars, Wayne learnt to drive in a Triumph GTR4 Dove and has owned a Grinnall bodied Triumph TR7V8 for many years, which can be seen at shows and competing in regularities, hill climbs and endurance rallies. He is the founder of Classic Heritage PR, specialising in the historic vehicle and motorsport industry, working for both car clubs and industry brands alike.



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



Nigel Elliott - Automotive Fuels Specialist

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



Andrew Fawkes - Editor

Andrew is a member of the Classic & Historic Club of Somerset and a contributor to AstonOwners.com. He qualified as an advanced motorcycle instructor in 1982. His role as editor enables him to combine his passions for classic cars, motorbikes and apostrophes!



Mel Holley - Secretary

With a lifelong passion for all forms of transport, photography and books, Mel spent his early career in electricity distribution, before moving to publishing. He has an eclectic collection of cheap quirky cars from eastern Europe and the Midlands.



Chris Cartmell - Project Co-ordinator

Chris lives in Northants with his wife, Jane. Originally trained as an Agricultural Engineer, he spent almost 40 years with Mercedes-Benz UK in After Sales and as Warranty Technical Manager. Since retiring in 2011, Chris has focussed his passion for his two Rover cars and as Director of the Rover Sports Register Club. He has been a local councillor for over three decades, three times the Town Mayor and organises its popular classic car show.

HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

From the Editor

My role as the editor of *Historic* magazine mainly involves shuffling around the contributions gratefully received from our many volunteer writers, along with the regular features from the FBHVC's specialist directors. Having done that, I send it to Rob who sprinkles his magic to create the artwork now in your hands (or on screen). My role also involves writing this introductory piece that for some editions comes more easily than others! Inspiration to do so can come from many sources, such as Lindsay's brilliant illustration on page 8. His notes remind us that 'road pricing' is nothing new. They also reminded me that I live on a lane that evolved to avoid road charging in the days of horse-drawn transport. The toll house, a tiny building on a grass triangle, still exists and is occupied for most of the year. I'm reassured by Lindsay's comments and remain unconcerned that the toll house will be pressed back into service any time soon!

Once again, the year started with the Federation's Expo event at the British Motor Museum in January with around 200 people in attendance, representing clubs and trade supporters. There are flavours of the topics covered on that day in the directors' reports, not least Ian Edmunds' update on some terrific progress with the DVLA on page 11. Another is the National Historic Vehicle Survey 2025. Gosh, is it really 5 years since the last one? It will be interesting to see if and how the industry has changed during that time and its opinions about the future for the historic vehicle movement. Huw Davies explains more on Page 14.

As we look forward to the longer days on the near horizon and the awaking of many classic vehicles from their seasonal slumber (fettling, restoration, etc.) we also look forward to getting them out to share the value of the UK's historic vehicle business with an (usually) adoring public. Uppermost in the minds of many club organisers will be Drive It Day that this year has been moved back a few days to 27th April so that it doesn't clash with Easter. Buying your Drive It Day plates early (now?) not only helps the charity but also means promoting this valuable social contribution for more than the day itself (see Page 12). I love seeing photos from that day and publishing as many as possible in *Historic*, provided I can see the rally plate on display!



In this edition's mix of facts, recollections and opinions, is an interesting issue raised by our member club, the Gay Classic Car Group. Their magazine article on number plates and Inheritance Tax on Page 21 was highlighted to me by Michael Ware who thought it worthy of reproducing in full. As you will see, it also elicited some debate that resulted in the adding of a footnote from the Federation.

Without wishing to sound rude, I was surprised to be engaged by an article provided by the MR2 Drivers' Club regarding an audit of surviving Mk 1 models (Page 26). The authors not only make a potentially dry subject interesting but have also provided a template that fans of other marques may wish to emulate in their search for accurate records.

Unrelated to the content of this magazine is my following thought (rant?) about modern cars. Is the increasing introduction of so-called driver aids reducing road safety? As drivers are 'protected' by lane assist, adaptive cruise control, auto-sensing wipers, etc. is their introduction also freeing up the driver's mental capacity to think about things other than their driving, most notably their phone and other 'connectivity'? *"If my car will take care of it, why should I be worried?"* may be the subliminal reasoning. As the driver of an analogue car sharing the same road space, should I be worried that modern drivers need less brain power to concentrate on their driving? Perhaps 'defensive driving' has never been more important!

Finally, please remember that you can (should?) share the content of this magazine with your club members and reproduce any of the content for your own publications and website.



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

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

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Insuring Yesterday's Vehicles
on Tomorrow's Roads

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with FBHVC Insurance

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FBHVC Insurance By Dave Youngs

Hello! I'm Dave Youngs, Director of Partnerships at Peter James Insurance. At the NEC Classic Motor Show last November, we launched the new Federation of British Historic Vehicle Clubs insurance scheme. The announcement was made during the traditional Friday press conference and was followed up with more detail at Club Expo. The scheme has already received widespread media coverage, and Federation member clubs are signing up.

The scheme aims to help clubs and other membership organisations in the historic vehicle sector create compelling and valuable membership benefits. It is a vital tool for ensuring that vehicle club memberships remain steady and healthy.

We designed it with the FBHVC with three main aims. The first is to create a tangible benefit for enthusiasts to join and remain members of clubs and membership organisations in the historic vehicle world. The second is to protect historic vehicles and keep them on the road should the unthinkable occur. Finally, we want to offer clubs a way to provide insurance to younger drivers and support the next generation of people in preserving our transport heritage.

The scheme has been designed to appeal to the smaller clubs within the FBHVC family that might need help negotiating specific insurance

packages. FBHVC Insurance offers smaller organisations access to the benefits of a scheme usually reserved for larger clubs, using the strength of the combined Federation community.

Furthermore, commission payments fund the FBHVC's essential research and lobbying work to keep historic vehicles on the roads and invest in the support and resources for member organisations.

The scheme will accommodate cars, motorcycles, agricultural vehicles, buses, coaches, military vehicles, commercial vehicles, and lorries, except for steam-powered vehicles for the time being. It is also open to individual supporter members of the FBHVC.

We have designed the scheme to offer FBHVC member clubs valuable support in providing compelling benefits to help vehicle clubs of all sizes attract new members and retain existing ones.

We believe that clubs form the backbone of the historic vehicle community and are committed to doing our part to ensure their survival and to thrive in the future.

I will be running the scheme day-to-day and behind the FBHVC Insurance brand is Peter James Insurance, an expert in specialist vehicle insurance for many decades. We will administer the scheme in collaboration with the FBHVC and take into account feedback

from member organisations throughout.

Peter James Insurance doesn't operate call centres, just friendly and knowledgeable specialist staff who enjoy building relationships with fellow historic vehicle enthusiasts.

Your club can easily access FBHVC Insurance by registering as a participant via the simple form at **fbhvc.co.uk**. When approved as an FBHVC member organisation, clubs will receive a marketing pack with all the adverts, leaflets, logos, and other information they need to promote the scheme to their members. I look forward to telling you more about the benefits and sharing some handy hints and tips via this column over the following months and years.



Insuring Yesterday's Vehicles
on Tomorrow's Roads



ifndautoparts joins forces with the Federation

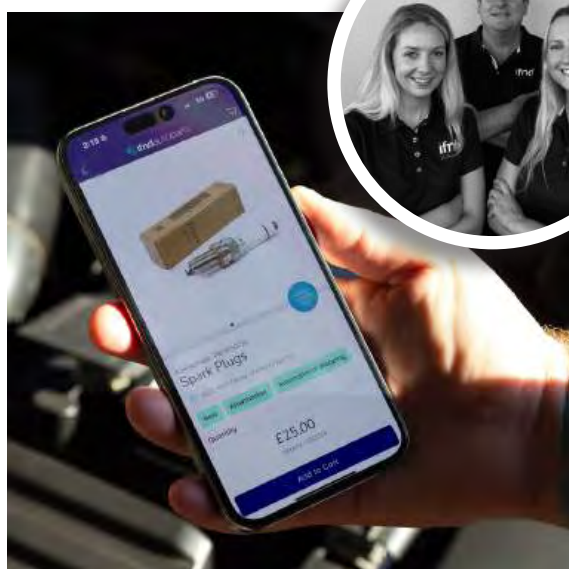
The FBHVC is delighted to welcome ifndautoparts as the latest business to join our ranks. A family-led initiative, ifndautoparts is a sales platform connecting buyers and sellers of automotive parts with a mission to transform how enthusiasts, DIYers and the trade find and purchase vehicle parts.

Founded in 2021 by Mick Lunn and daughters, Layla and Ruby, the inspiration for the platform came from a personal need to solve the everyday frustrations of sourcing the right car parts. Mick realised that there was a need for a marketplace dedicated solely to buying and selling car parts: *"Because buying and selling car parts shouldn't be hard."*

ifndautoparts' aim is to streamline the way people buy and sell parts through an innovative, specialised online marketplace. Users can easily buy and sell a wide range of automotive parts - new and used - with just a few clicks, from other users on the platform.

However, ifndautoparts.com is much more than just a marketplace, it's a community, and through this new partnership with the Federation, it is seeking both to establish its roots firmly in the Historic Vehicle sector and help members buy and sell hard-to-find parts to keep vehicles on the road.

www.ifndautoparts.com



Introduction

Ecce Romani!

Understandably readers will be skipping over this column to get to our DVLA Manager's update on the DVLA review! However, I will try and regain your interest by discussing the fairly important subject of the General Product Safety Regulations of significance to those clubs selling parts to club members in the EU. I will return to seatbelt enforcement (by public request), clickbait in the context of MOTs (by order of our DVLA Manager), Road Pricing (again)

and motor insurance of vehicles attending events or venues such as arenas. The latter topic particularly comes with the usual disclaimer on the need for individual specialist advice to be taken, the rationale for which I explained in the last edition.

Whilst the Romans were not big on motor vehicles, as I have sought to demonstrate with some appropriate Latin quotes in previous columns, their writers do teach us that modern problems often have

ancient parallels and even solutions. I was therefore disappointed that government support for Latin for the less advantaged in the state school system is called <https://bit.ly/4jCqwMT>, I will continue it however! So, as we look forward to another great year of motoring, the Federation will be ensuring that we are not victims of summum ius, summa iniuria (the more laws, the more injustices – Cicero) and guard against any unfair legislation curtailing our freedoms.

General Product Safety Regulations

You probably remember that we left the EU a few years back! Although we are not now bound in UK law by any legislative changes on the continent, that does not mean we are immune from the effects of EU legislative changes, particularly the effects of such changes on goods exported from the UK to an EU country.

First a little legal history. Once upon a time there were the General Product Safety Regulations 2005 (GPSR 2005) which provide the basis for ensuring the safety of consumer goods being supplied in or into Great Britain. You will actually be very familiar with these (probably from idly flicking through documentation or manuals that come in the box with products like cots, prams, highchairs and bunk beds, bicycles; household goods, such as crockery, cutlery and cooking utensils and gardening tools furniture and soft furnishings and clothing). It remains the basis for consumer safety in the UK.

The EU have gone further with revised GPSR 2023. For a fairly straight forward but official summary, try here <https://bit.ly/4aAReRQ>

The pursuit of a greater level of consumer protection particularly in relation to those "sold onto the market" online, means the need for greater compliance by responsible economic operators (REOs) which include manufacturers, importers or distributors, with some onerous requirements. However, the main problem for UK producers and exporters is that the regulations require there to be for each product an REO in the EU (which as well as a manufacturer, importer, or distributor can include an authorised representative or a fulfilment service provider). These are entrusted with tasks relating to the safety of the product. Such a requirement was not a problem when we were in the EU but is now.

The new Regulations will cover new, used, repaired and reconditioned products, *"available for distribution, consumption or use in the EU ('placed or made available on the market'), whether for free or against payment, which are not covered by other specific EU product safety legislation"*.

This much wider range of products includes stationery, hobby and arts material, recreational items such as board games, puzzles, playing cards(!), kites and Frisbees(!). Indeed, the exceptions are few but include products already on the market and antiques which are defined as items more than 100 years old. The Regulations came into force in December last year and they have plainly caused chaos with businesses particularly in the arts and crafts sector which traditionally sell in to the EU using online marketing sites. Many have simply given up the effort mainly due to the issue of the need for a REO in the EU.

From a Club perspective, the Regulations would appear to produce challenges in relation to the sale of parts and items to members in EU countries. Sales of brand-new items by large manufactures should be less troublesome as they (the manufacturers) may have an REO presence in an EU country. It is the inclusion of vehicle parts (including engines) unless type approved that has caused concern. Clearly there are no current manufacturers for many parts to bear the burden of compliance and for clubs to do so would appear potentially prohibitively expensive or impossible. Compliance is enforced by individual EU country Markey Surveillance Authorities represented mainly by customs officials.

The Government seems to have been taken a little by surprise about the effect of the Regulations on small UK businesses, and save for guidance on the .Gov website mainly about the consequences for NI

trading, there has been a paucity of specific guidance. The Federation has participated in recent seminars run by the Business Department who indicate that they will be providing additional guidance in due course.

Once a product within the scope of the Regulations is deemed to be "placed or made available on the market", then it appeared to us that compliance was a must. However, could the "mutual trading" within a members' club (as recognised by HMRC for tax purposes) be regarded as a closed and not open market? With the considerable assistance of a Federation Club which has a spares division of enviable quality and efficiency, I have been in contact with the Business Support Section of the Department for Business and Trade. I posed two questions to them:

- If a members club trades solely with its members and offers no items on the open market, are those interactions outside the scope of the GPSR and therefore exempt from strict compliance?
- If they are outside the scope of the GPSR, how is that notified or certified on the packaging so as to satisfy the Market Surveillance authority of the relevant member state that the items are not subject to the mandate of the GPSR?

The answers were more positive than we expected. In answer to a. the Department said:

As per the new rules and regulations of GPSR coming into play on the 13.12.2024. If a members club trades solely with its members and does not offer items on the open market, it could be considered outside the scope of the GPSR due to not selling directly to consumers on an open market.

In answer to b. they responded:

If the interactions are outside the scope of the GPSR, it is typically necessary to clearly indicate this on the packaging. This can be

done through a (CE) certification mark or a statement on the label, for example “Exempt from GPSR Compliance – For Member Club Use Only.” It’s absolutely crucial to follow any specific guidelines provided by the Market Surveillance authority of the relevant member state to ensure that the exemption is recognised and accepted.

As we know, legal interpretation or opinions are all very well but proof

is generally in the pudding. The aforementioned Club has been adopting the recommended labelling formula for spares sent to EU members as follows:

**Exempt from GPSR Compliance –
For [Club Name] Club Member Use Only**

Importantly this label must be translated into the language of the receiving EU country. The Club has been sending me the results from their

spares despatches since December and so far there have been no glitches.

Early days, and as with the immediate post Brexit issues over temporary and permanent importing and exporting of historic vehicles, it is often down to an individual official’s discretion. I will let you know if there is any further update on this important area.

Seatbelts (Again)

It was in Edition 3 of *Historic* (Sep 24) that I wrote on the topic of mobile camera units which can detect drivers not wearing a seatbelt or illegally using a mobile phone. Whilst the latter was uncontroversial, I noted that in relation to seatbelts, whilst the overwhelming majority of vehicles on the road are fitted with seatbelts which must therefore be used, there was an issue over HVs (such as my own 1954 car) which are not so equipped (nor are obliged to be so equipped). I further observed that seatbelt equipment is not on the list of vehicle details on the DVLA register and queried at what stage would it be identified that the driver is not in fact committing a moving traffic offence in the event of being photographed by such a mobile camera. I set out some authoritative feedback from the Chief Constable on the National Police Chief’s Council (NPCC) responsible for Roads Policing. Whilst he thought the age of the vehicle and lack of seatbelt requirement would not be picked up at force level and therefore a Notice of Intended Prosecution (NIP) would be sent which would need to be challenged, he thought the numbers would be extremely low. He undertook to consider a better way if numbers did escalate.

I received zero feedback to that piece until it was picked up by parts of the motoring media in a quiet spell over Christmas. Though our advice from the NPCC was not quoted, the research done by the media outlets came to the same conclusion. We have since had a number of concerned emails suggesting that those media outlets have a larger readership than my column which will be relief to them and an obvious disappointment to me! We do understand that readers will not want to receive a NIP and the demand for improved algorithms is understandable. However, our impression is that as this is new technology, unlike speeding fines, the Artificial Intelligence (AI) is simply highlighting potential transgressions and then a human looks at it. We do not think at this juncture the police will want to be undermined with ‘AI gets it wrong’ headlines. Further, the cancellation of a wrongly sent NIP by a Public Body should be more promptly done than the Notices issued wrongly by many private parking companies. We have our undertaking from the NPCC to look at it again if there is a growing problem.

To MOT or not MOT, that is the Question....

And during that same quiet Christmas period, the following startling headlines could be read in the mainstream media: **“Classic cars face MOTs for first time”**

The story arose from one question in the DVLA call for evidence (CfE) which was about the Registration of HVs and not MOTs, over which the DVLA have no jurisdiction. Nevertheless, a hare was set running that a return to MOTs for HVs was being considered. The problem seemed to stem from the way the analysis of responses was conveyed.

There was just one question in the CfE relating to testing:

Question 3.4 Should there be a new type of safety check in place which takes into account the age of a historic or classic vehicle?

The FBHVC response was:

“The existing periodic testing regime (MoT), with an exemption from compulsory testing for the majority of historic vehicles over 40 years old, but with the provision for voluntary tests if desired, is broadly satisfactory although there are issues with its application to historic HGVs. However, there may be circumstances, for example following major restoration or repair work, when a one-off safety check would be appropriate. This may need to be a more in-depth inspection than the MoT, possibly including some degree of dismantling to permit full access to all parts of the vehicle but, in common with the MoT, should assess the vehicle with reference to the technical standards applicable when it was new. Individual Vehicle Approval which requires modern technical standards is entirely inappropriate and not suitable in this context.”



The DVLA, indeed Government as a whole, is well used to receiving consultation responses from representative organisations, for example SMMT. It was clear from our recent discussions with DVLA (see Ian’s column elsewhere in this issue) that due consideration had been given to the fact that some of the CfE responses represented a large number of individuals. Nevertheless, the summary of the CfE results published in December appears to rank each response as ‘one vote’ and thus the percentages quoted are not necessarily indicative of the true situation. Thus, a quote from one of the newspapers that “[more] than two in five respondents to a Department for Transport (DfT) public consultation exercise agreed with officials that new tests should be introduced for cars more than 40 years old” was not entirely accurate. The ratio quoted did not take account of the numbers which the FBHVC represented, the question was not about an MoT as such and ‘officials’ from the DfT were not proposing the re-introduction of such a test. The summary of the CfE results is just that – a summary of results. It is not a statement of intent.

To conclude - the Federation is not aware of any impending changes to the MoT regime!



"Is this the best way to avoid Road Charges dear?"

Road Pricing

For the moment this topic has dropped out of the news headlines with the only New Year discussion I can see in *Girllracer* magazine <https://bit.ly/40CfBtX> which has a short but effective summary of the issue. My rather long and more detailed version is in

Edition 3/2022. As I stated in the last edition it did not feature in the now much discussed first budget of this government and this government had indicated previously that this was not a route it was currently looking at. Given the huge backlash in 2007 when

the measure was last brought forward, I can understand that the government is not keen for more bad headlines. If tax income remains squeezed and revenue from ICE vehicles begins to fall, we shall see if there is a change of mind.

When Is A Car Not A Car?

Please do not read the above as a comprehensive headline nor the following as authoritative legal advice on motor insurance cover! As ever you must confirm the position with your own broker or underwriter. However, this item arises from a couple of fairly commonly asked question about how far an owner's normal motor insurance policy covers them at show grounds, rallies and in arenas.

Without going into too much detail, UK law has traditionally required compulsory motor insurance in respect of the use of a vehicle "on a road or other public place" (section 143 of the Road Traffic Act 1988). The amount of such cover is unlimited by law.

The meaning of "road or other public place" has been the subject of some considerable debate in case law over many years mainly because the same words are used in drink driving provisions where it has been in the defendant's interests to argue he was not on a road (usually a pub carpark!).

Then came the case of *Vnuk* (Damijan Vnuk v Zavarovalnica Triglav (C-162/13)) in 2014 which pushed third-party liability coverage provided by compulsory motor insurance into new realms, specifically that accidents involving motor vehicles on private land should be covered by policies. For a while that interpretation of the Motor Insurance Directive applied in the UK until, post-Brexit, it was reversed by the Motor Vehicles (Compulsory Insurance) Act 2022. That left the position as it was before *Vnuk* and as it is set out in the Road Traffic Act.

This leaves open the question about what insurance might cover the use of a motor vehicle not "on a road or a public place". As already indicated, the decision on what is a "road or public place" for the purposes of the law is complex and much discussed but, based on the recent case of *Brown v Fisk and Others*, if the show is taking place in an exhibition centre or showground, it is not necessarily to be regarded as a road or

public place. However, there is a difference between what the law requires and what is included by an insurer in their policies and what they will cover.

So, whereas a driver must have cover for roads and public places, many insurers seem to take an expansive view of third-party liability and provided the holder is not in breach of his policy terms, will accept claims in respect of injury or damage from the use of the vehicle in public and private spaces such as an arena. That said others, along with the usual restrictions on racing and competitive rallying, are excluding "any loss or damage arising while any vehicle covered by this insurance is being...[used] in or on a restricted area." That said, the car park of a venue like the NEC for visitors and members of the public almost certainly would be regarded as a public place for the purposes of the Act, certainly while the showground gates are open and the public have access.

Regarding the requirement by car show

organisers to take out Public Liability Insurance (PLI) in respect of vehicles exhibited at the shows, we believe again this is linked to the above Vnuk case. In this case where the vehicle is a static exhibit, an insurer may argue that any claim will not arise from the "use" of the vehicle (the words in the Road Traffic Act) and therefore is a greyer area. Also, if the exhibitor has brought in any additional equipment and for example erected an awning or gazebo or any structure, that would not in any event be covered by motor insurance.

In addition, some event organisers and venues are making such PLI cover a condition of entry. This may be to reduce their exposure in the event of an accident and reduce their premiums but that is simply a commercial issue. They will almost certainly hold PLI in respect of their own or employees and agents' negligence, but their insurers will wish them to limit their liability

in respect of the negligence of an exhibitor. Our understanding is that venue operators are specifically concerned with damage and loss to their property and premises. We have seen conditions such as these:

"Exhibitors are fully responsible for any loss, damage, or injury to the management and staff of the Venue resulting from Exhibitors' displays or actions and are strongly advised to take out their own insurance to cover such risks. The Organisers reserve the right to charge an Exhibitor for any loss or damage to any part of the structure or fabric of the Venue caused by any actions of the Exhibitor or the employee partner or other associate of an Exhibitor."

Some insurers will include in their car insurance policy any liability to third parties arising out of the car being exhibited at a show, and therefore no separate PLI cover would be required. Those terms might look like this:

Rallies, shows and events. Participation in rallies shows and events is included under this insurance provided there is no involvement in racing, pace making, speed testing or time trials nor the vehicle is used for hire or reward.

As ever with such issues, the answer is not totally straightforward. It is by no means clear that all motor policies will cover "static" public liability as opposed to a moving vehicle and we think that conceptually that is understandable as the vehicle becomes an exhibit in a room rather than a vehicle.

In our view, there is no alternative but for an owner to CHECK with his own insurer as to the level of his or her cover or, if the vehicle is part of a club display whether Club Public Liability might cover it. And of course, I would be remiss if I did not remind readers of FBHVC Insurance which provides cover for the situations described here.

Events & Technical

Malcolm Grubb

Events

I started 2025 by launching a new edition of the FIVA Events Codes globally. These codes define the rules and guidelines for Event Organisers, Stewards, and the FIVA event categories. These codes are used by many UK Organisers who run events in the UK and around the world. A link is shown opposite.

I was due to attend the Brooklands New Year's Day event as usual. Everything was organised and ready to go when, sadly, the event had to be postponed due to a severe weather alert. The good news is that it was able to be rescheduled for the following Saturday – and was enjoyed by all who attended. A big thank you to all the marshals and volunteers who made it possible.

The following weekend was the New Year's Run Touring Assembly, and this event was also affected by the weather and some flooded roads. But once again the organisers, and the entrants, succeeded in making the event a success. As an event organiser myself, the risk of inclement weather affecting our 'outdoor events' means that route finding, especially for those on two wheels, needs to take this into account.

Our FBHVC Club Expo event was held at Gaydon on 18th January 2025 and was very well attended in terms of members and clubs represented. It was also valuable as we hosted a meeting with several National Motorcycle clubs representing 2, 3 and 4 wheeled vehicles. We discussed how they, and the FBHVC, could work together to lobby the authorities as we all share the same legislative challenges. Some excellent ideas were discussed so watch this space for further updates.

Our FBHVC Calendar already has over 40 Events listed in 2025, mostly in the UK, but also some from abroad. It's good to see that 'Drive It Day' and 'Ride It Day' are well represented and I have already ordered my Rally plates for both 4 and 2 wheels.

If you are interested in any of these events, please check them out on the FBHVC and FIVA Events Calendars. See links here.

FBHVC events calendar

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

FBHVC List your event

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

FBHVC Events questions and feedback email
events@fbhvc.co.uk

FIVA Events Code 2025

<https://www.fiva.org/en/services/documents#events-commission1>

FIVA Sustainability strategy

<https://www.fbhvc.co.uk/fiva-sustainability-strategy>

FIVA Events calendar

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

FIVA Events questions and feedback email
events@fiva.org

BMF British Motorcyclists Federation

<https://www.britishmotorcyclists.co.uk/>

NMC National Motorcyclists Council

<https://www.uknmc.org/>

GLASS Green Lane Association

<https://glass-uk.org/>

LARA Land Access & Recreation Association

<https://laragb.org/>

TRF Trail Riders Fellowship

<https://gamma.greenroadmap.org.uk/>

VMCC Vintage Motorcycle Club

<https://vmcc.net/>

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For the sake of completeness, I will start for this edition with an update on the Cabinet Office review of DVLA, although our press schedules unfortunately dictate that this is by now rather old news! In my last statement on this topic I said that we understood the report was completed but that it required the agreement of the then new Secretary of State before it could be published. That agreement was obtained from Louise Haigh shortly before she stepped down and on the eve of the Classic Motor Show last November the report appeared.

Given that matters relating to historic vehicles are a very small part of the activities of DVLA we consider the report fully recognises our concerns and provides as much as we could hope for, summed up in this section:

However, the review went further in assessing the experience of customers with more complex requirements and needs finding far lower levels of satisfaction, including from those with complex or changing medical conditions, from fleet hire companies and special interest groups representing sectors such as historic vehicles. DVLA must ensure:

1. All stakeholders have a genuine opportunity to engage, raise issues and review progress on actions being taken to address them.
2. A more innovative and focussed approach to service improvements.

The full report can be found on the Government website using this link -

<https://bit.ly/3Ee6XKG>

On the subject of independent reviews, we understand, as a matter of interest, that the corresponding report on DVSA has not yet been completed.

Readers with long memories may recall that around Christmas 2022 I was referring to hopes of a possible 'Christmas present' from DVLA. In practice this took the form of the announcement early in 2023 of a total review of vehicle licensing policy for the future. My comment at the time was that we had received a 'present' but were yet to see what was hidden within the pretty packaging. Well, now we know, or at least we have had a first glimpse. In my opinion it has been well worth the wait!

A Historic Vehicle User Group meeting was held in Swansea in December and Federation Chairman David Whale and I attended in person. All the key DVLA Policy people were present, and we were very impressed by the positive approach

shown by them all. The sole purpose of the meeting was for DVLA to convey their initial proposals following this long period of work culminating in the Call for Evidence issued last year. It was apparent that our points made over a long period had been heard, even if not acknowledged at the time.

In presenting their proposals DVLA wished to stress that this is all still work in progress and requested that the full details are not shared at this point.

The key objectives are a simplification of the registration procedures and the retention of the original registration wherever possible, or, if it is not known, the issue of an age-related registration. The suggestions are:

- A new category likely to be called 'Repaired' which will cover all normal repair, replacement and restoration activities. The original registration will be retained or an age-related registration issued.
- A second new category likely to be called 'Modified' and defined as a change of shape or dimensions of a vehicle, for example a coupé converted to a convertible. A DVLA VIN will be issued and the original registration retained or an age-related registration issued. Individual Vehicle Approval (IVA) will be required.
- The current 'Reconstructed Classic' category will continue but probably somewhat simplified. Club involvement in validating the vehicle is likely to continue.
- A very satisfactory solution is proposed to the long-standing problem of establishing the final manufacture date for vehicles supplied in CKD (completely knocked down) form.

Despite these intentions DVLA note that it is likely that there will always be a small number of awkward cases where the issue of a Q registration is unavoidable.

The Federation expressed satisfaction with these proposals but raised two concerns, both in the meeting and in a written response later. The first of these was that the wording used by DVLA left some doubt concerning newly constructed bodies on vehicles with a chassis. FBHVC have requested that any 'period typical' (in terms of style, method of construction and materials used) body should be accepted without prejudice to the identity or registration of the vehicle.

The second concern is more difficult. DVLA consider that any vehicle classified as 'modified' should be required to undergo some form of technical inspection before being allowed back into circulation. The Federation supports that position, but the difficulty arises because DVLA do not have the Regulatory power

to mandate a MoT on a 40+ year old vehicle. The only alternative available to them is IVA. FBHVC have stressed that IVA is the wrong tool and as it requires modern vehicle technical standards is unattainable by many historic vehicles.

Despite the two issues noted above it was felt that the proposals put forward were constructive and helpful, supported by the extremely positive approach shown in the meeting. David observed as we left that the meeting 'had exceeded his expectations'.

As always, further details will be shared as soon as we are able.

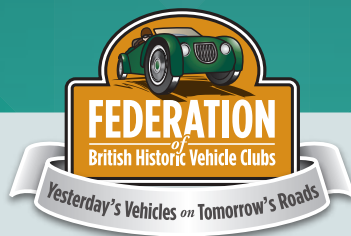
The final topic for this edition follows a heart-felt plea from a member club with regard to what appears to be a growing practice with some of the auction houses. As we are all very aware historic vehicles for many reasons are not always accompanied by all the requisite documents. This simple and unavoidable fact is no less true of high value vehicles nor of those offered for sale by the auction houses. Apparently, there is a growing trend for vehicle sale descriptions to note this sparsity of paperwork and to state that the appropriate specialist club will be able to resolve any issues for the prospective purchaser.

If or when a resolution proves impossible, the new vehicle owner then tends to place the blame with the club.

Whilst details will differ from case to case there is a certain minimum of information and evidence without which DVLA are not able to register a vehicle. That is not DVLA being difficult, they are given certain criteria which they have to meet, and neither is it the fault of any club trying to the best of their ability to assist.

The Federation has been asked if it can assist with this matter and the unfortunate truth is that we can't directly. We obviously have no jurisdiction over the auction houses and indeed only three choose to be Federation Trade Supporters. Fundamentally, as with other aspects of a vehicle and its condition, it has to be a case of caveat emptor (buyer beware). If a vehicle does not have a valid V5C some enquiries prior to the sale might be prudent. First and foremost, does the vehicle have a clear legible chassis number/frame number/VIN (as appropriate)? Do adequate records survive to provide evidence of date of manufacture?

Absence of this information is not necessarily a reason for not buying but the prospective purchaser should be aware that registration may prove difficult or even impossible and if that does prove to be the case it is not necessarily the fault of those attempting to assist.



FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

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The path to net zero?

Since my presentation “Solving the Fuels Challenge Now and in the Future” at the 2024 FBHVC Club Expo we have had a change of Government and a renewed enthusiasm for meeting early compliance with net zero targets.

The previous Conservative Government was starting to realise the difficulty and high cost in meeting the net zero target and had deferred the end of internal combustion engine vehicles to 2035, in line with the rest of Europe.

The new Labour Government is currently consulting on returning to the 2030 date. This consultation seeks views on delivering the commitment to end the sale of new cars powered solely by internal combustion engines by 2030 and supporting the UK's transition to zero emissions vehicles.

The consultation is split into 2 parts and closes on the 18 February 2025: Part 1 is about phasing out sales of new petrol and diesel cars from 2030 and supporting zero emission transition. It is conducted solely by the UK government and seeks views on:

- options to end the sale of new cars with internal combustion engines from 2030
- potential requirements for new non-zero emission vans to be sold from 2030 to 2035
- consideration of approach for small volume manufacturers
- demand measures to support the uptake of zero emission vehicles

Part 2 of this consultation is about the ZEV Mandate, delivered through the vehicle emissions trading schemes (VETs). It is conducted by the UK Government, Scottish Government, Welsh Government and the Department for Infrastructure (NI) and seeks views on:

- the existing flexibilities within the ZEV mandate, and consideration of further flexibilities
- other technical updates to the ZEV mandate to ensure its efficiency

Evidence from Part 2 of the consultation will inform potential future amendments to the ZEV mandate and CO₂ emissions regulation.

With respect to home heating, the Government appears to be back tracking on a gas and oil boiler ban in 2035 but is considering very stringent high energy efficiency requirements that will make fitting gas and oil boilers to new builds very difficult and will have an emphasis on installing low-carbon heating alternatives instead, such as air source/ground source heat pumps and biomass boilers.

Electric Vehicle and heat pump mandates will put a huge demand on the UK National Grid and in recent weeks the grid has come very close to enforcing power cuts at peak times during the evening on very cold days, with little wind and no solar power available. As I am writing this article in the early afternoon, I checked the current situation on the National Grid and found the following breakdown of power generation:

Description	Power (GW)	Percentage of demand
Demand	39.8	100
Power Generation	33.5	84.2
Fossil Fuels (Gas)	23.81	59.7
Solar	1.09	2.7
Wind	0.54	1.4
Hydroelectric	0.9	2.3
Nuclear	4.02	10.1
Biomass	3.19	8.0
Interconnectors	5.05	12.7
Storage (pumped)	1.25	3.1



These weather conditions are not unusual during the winter where there can be several days in a row of high pressure causing low wind. When this happens the importance of backup power generation for intermittent renewables is highlighted. Contrary to what many politicians say, wind and solar power is not cheap, it is actually very expensive as backup generation is required to cope with the intermittent nature. Battery storage has been proposed but it is very expensive and cannot provide reliable backup power for any useful amount of time. The world's largest batteries would only support the UK grid for a matter of minutes rather than the days or even weeks required during these high pressure, low wind periods. Hydrogen is frequently proposed as a back-up energy source, but producing hydrogen from renewable power via hydrolysis is very inefficient and would require very high levels of investment to be a reliable backup energy source with the necessary infrastructure.

There continues to be a massive difference between net zero ambitions and commercial and scientific reality. This will be further stressed by the Donald Trump presidency in the USA where he has quickly cancelled the various renewable energy and EV mandates and is actively promoting an increase in fossil fuel production. I suspect the UK Government will have to back track on the current net zero plans as industry and consumers continue to struggle with high energy costs and stagnating growth or even recession. Personally, I think it would be better to stick to sound science and stop the market distorting subsidies for renewable energy and let the market sort out the best ways to reduce CO₂ emissions going forward, as it is always dangerous to predict winners. This approach would result in energy security with a diverse energy mix, with nuclear for baseload and wind and solar where it is cost effective and natural gas as a back-up.

In terms of road fuels, increased ethanol and biodiesel contents are possible with existing hardware. However, there is a limit to feedstock availability and issues with competition with food and indirect land use change that will limit their volumes. In terms of e-fuels the technology exists and works and produces good quality fuels that are compatible with all vehicles. The problem is that they require high levels of renewable energy and suffer from the hydrogen production hydrolysis efficiency issues mentioned earlier in this article. Of course, as fossil fuel feedstock depletes in the future there will be more focus and development of alternatives, such as e-fuels, as liquid fuels will always have an energy density benefit over batteries and have the benefit of an existing distribution system. I suspect the internal combustion engine and gas turbines will be around for a long time yet.

The 2025 National Historic Vehicle Survey

Since 1997, and roughly every 5 years, the Federation conducts a major market research programme to assess the state of the Historic Vehicle movement in the UK. The survey has proved immensely useful in providing hard evidence for political and economic debate about the industry we love.

At the recent FBHVC Club Expo, our plans for the 2025 National Historic Vehicle Survey (NHVS) were explained.

There are three major considerations that have occupied my mind as Research Director and influenced how we will approach this year's survey.

Firstly, the need for continuity and comparability between surveys. This means that the 2025 survey will be a refinement of the 2020 work rather than being entirely new.

Secondly, given the recent change of UK Government, the FBHVC Board has committed to delivering the results for the parliamentary session commencing September 2025.

Thirdly, we need to increase the segmentation of data collection and the reporting of results by socio-economic background, age, disability and health. All of these can be helpful to clubs in understanding how to attract and retain members and supporters.

At the FBHVC Expo, I took the opportunity to introduce our new partner for the 2025 NHVS, Turquoise Thinking Ltd. The appointment of Turquoise Thinking to undertake this important work, resulted from invitations to tender from several agencies. We are grateful to the previous incumbent, JDA Insight & Strategy, for doing such a terrific job last time. Under my direction, Turquoise Thinking will undertake the planning, fieldwork, analysis and reporting of the 2025 survey, work that is now well underway.

There are more details about this year's survey on page 15 which also shows the website links for enthusiasts, clubs and trade/museums. In the meantime, you can access previous survey results on the **FBHVC.co.uk** website.

I hope that you are as excited as I am about seeing the results of the 2025 NHVS and learning more about how our historic vehicle community contributes to the UK, both socially and economically.



Turquoise is an independent Market Research Agency specialising in a number of industry sectors of which, Automotive is a key sector. The Company has over 38 years of research experience.

"We are looking forward to working in partnership with the FBHVC, its member Clubs, owners and enthusiasts and the trade, and, with the support of all parties, delivering the most successful NHVS to date."

Mark Harvey,
Joint Managing Director

turquoise

Essential Guide To Parts & Services - Joseph Lucas Ltd

Since the birth of motoring and vehicle production, the Joseph Lucas company has been manufacturing all manner of auto electrical equipment. Of course, given the passage of time, some of these items tend to fail in one way or another and need repairing.

Some Clubs/Owners may already be aware of the following information. However, in the late 1950's/60's, Lucas Technical Service department produced a series of distant learning books on how to strip, test and repair their range of auto electrical products. These nine booklets (275 pages) are no longer available in print format, but there are a number of free to download links that can be found on the internet as PDF files. An example of one is: **www.mgaguru.com**. The subjects they cover are:

- Section 1 – Battery**
- Section 2 – Starter Motor**
- Section 3 – Coil Ignition**
- Section 4 – Dynamo**
- Section 5 – Dynamo Control**
- Section 6 – Wiring**
- Section 7 – Lighting**
- Section 8 – Wiper, Horns**
- Section 9 – Overdrive**

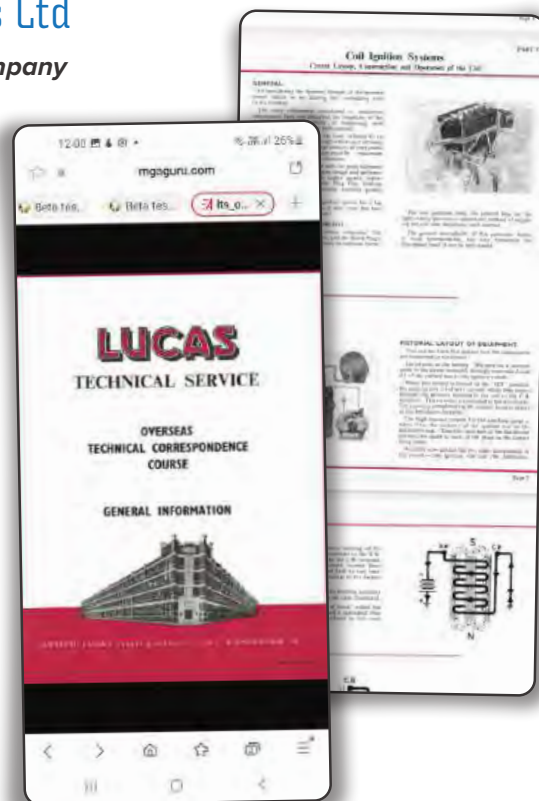
Please note that free downloads from this site are permitted only on a non-profit making basis.

We trust that this very detailed technical information on early to mid-term Lucas auto electrical products will help to assist owners in both diagnosing and rectifying any problems with their vehicles.

In the next issue of *Historic* we are looking to publish information about the re-casting of various items like cylinder blocks and other metal castings.

We have also revised the A-Z Directory of 'Parts & Services' companies. This updated version of the Essential Guide to Parts & Services, should be available shortly, with many more companies listed.

If you are aware of any such company who we could perhaps add to the current listing, please contact Mel Holley – **secretary@fbhvc.co.uk**



Please participate in the crucial NATIONAL HISTORIC VEHICLE SURVEY

And keep our Transport Heritage on the roads

Crucial survey for the future of historic vehicles needs you

The Federation of British Historic Vehicle Clubs represents more than 500 clubs, museums and individual members who have a passion for historic vehicles more than 30 years old, which could be cars, motorcycles, buses, coaches, lorries, agricultural, military or steam vehicles.

We first conducted research in 1997 and have repeated the process at least every five years since then. The government values this research for its consistent approach, which shows true traceability and the development of the historic vehicle movement over that time. Such transparency generates trust within government and ensures that the 1.9 million historic vehicles recorded on the DVLA database are treated fairly and appropriately.

This survey represents the most important market review in the past twenty-eight years, as recent work has been impacted by the pandemic and changing socioeconomic factors.

The impact of historic vehicles is mitigated by the Federation's "Tree-V" sustainability programme, which plants trees to carbon balance the average vehicle mileage of just 1,200 miles per annum. Trees planted by our partner Forest Carbon, and subject to government regulation, have already carbon-balanced more than 6 million miles of motoring.

Employment in the historic vehicle sector is also important. More than 34,000 people are employed in this sector, and our Federation Skills Trust has more than 200 apprentices in training in two UK locations.

The Federation's primary focus is to protect our freedom to use yesterday's vehicles on tomorrow's roads.

The Federation must argue even more strongly for historic vehicles to retain their current access and freedoms on our roads as we navigate the most challenging period in our history.

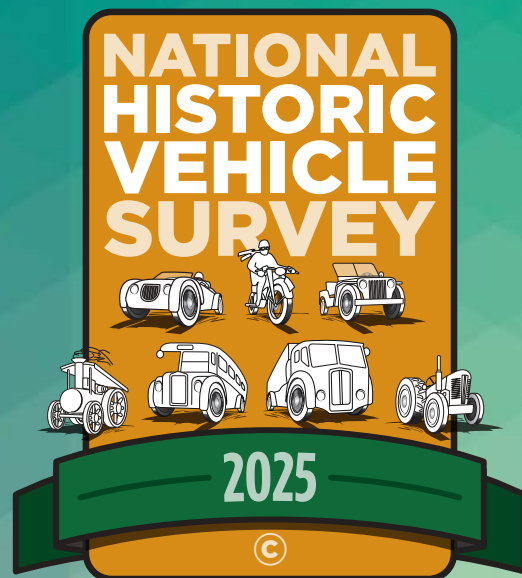
We need your help completing this crucial survey to defend our freedom to use yesterday's vehicles on tomorrow's roads.

More than 15,000 enthusiasts responded to our last research. Please help us again and share this message with your club members.

The survey is now live and will remain open until 23:59 on 31 May 2025.

The results will be published in the autumn.

Complete it now at: **www.fbhvc.co.uk/survey**



Conducted by FBHVC

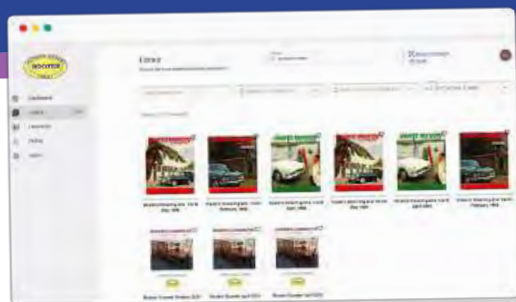


At Club Expo we launched a new FBHVC initiative FOCAS in conjunction with our scanning & IT partners Genus and J & L.



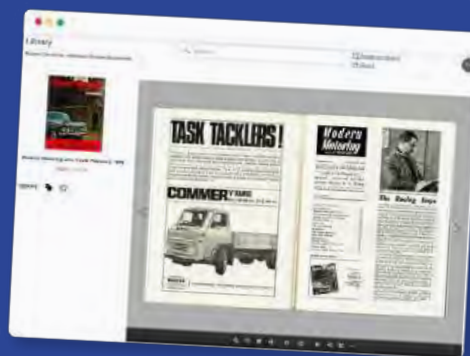
FOCAS- Federation Online Club Archive System

Does your club have archive material it would like to show to members?
Do you want to add to your member benefits?
Do you have overseas members who need more engagement?
Have you looked at sharing your archive content online and been frightened by the cost and security?



FOCAS – The Federation Online Club Archive System offers you a professional and cost-effective solution by providing:

- # An easy-to-use digital archive system.
- # Personalisation to your clubs branding.
- # Easy searching of your digital records - photos, scans and PDFs.
- # Uses latest indexing technology to quickly find articles and references.
- # Will index and search all the text content in your PDF magazines and brochures.
- # Easy importation of meta data.
- # Easy uploading of scanned material.
- # Easy, flexible tagging system for identifying files.
- # Scalable storage options from small magazine back issues to large scale photo archives.
- # Options to integrate with your existing website.
- # Options to control access to your archive.
- # A ISO27001 certified data centre meaning your data is always secure.
- # Consultancy support in preparing data can be provided.
- # Scanning services at FBHVC preferential rates provided by Genus.
- # Optional premium support services.
- # The system is provided and managed by FBHVC partners Genus and J & L digital.



Costs per annum :

Small Club Archive	£400 + VAT offering you circa 5,000 documents visible
Larger Club Archive	£600 + VAT offering you circa 10,000 documents visible
Initial setup, configuration and initial bulk data upload	£500 + VAT
Subsequent data uploads	£350 + VAT
Ongoing technical support packages starting from	£50 + VAT

What to do next

Tell us you are interested in creating an online archive and we can arrange to talk you through the next steps and help you create a launch timing plan.

Register your interest with us at secretary@fbhvc.co.uk

No of documents visible is dependent on archive material and scan file sizes.



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www.genusit.com

The Federation Online Club Archive System (FOCAS) was launched at Club Expo in January, in response to increasing demand from clubs to simplify the modern archiving of historic documents.

This great new benefit for clubs, enables everything from photographs, documents and technical information to club magazines and even scanned 3D items to be stored safely and, more importantly, easily viewed by your members.

Your members will be able to access your archive from the comfort of home. This will be especially beneficial to those based overseas.

FOCAS provides each club with their own secure branded site. Access is totally controlled by individual club officials and single sign-on, via your members' area of the website, is possible.

Your archive items that have been hidden away for years will suddenly become visible... a great new benefit for your members.

Put this subject on your next club committee meeting agenda and join the other clubs who are already offering this service to their members.

Digitise Your Archive



Genus are specialists in digitising historic documents

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Our skilled digitisation team are experienced in the handling of culturally significant materials and have received training from industry experts in the best practices of content handling.

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The Car Collection



A taste of the cars at Sarteano



L-R: 1944 Cadillac Series 60 and 1942 LaSalle Model 52



L-R: 1951 Buick Eight Series 50 Estate, 1936 Hotchkiss 486 Cabourg



Man of Nicola Bulgari

By Roy Dowding

The name Bulgari is most readily associated with fine jewellery, watches, fragrances, accessories, high-end hotels and resorts, generally written in the stylised form BVLGARI. But Nicola Bulgari, the company's Vice Chairman and grandson of Sotirios Voulgaris, who founded the luxury brand in 1884, has another passion. Cars – not just any cars, or even the 'usual' elite machines favoured by the rich and famous – but those made during what he holds to be the golden age of American automobiles.



These mostly date from the late 1920s to the 1940s, although his collection does have several examples from later years and a few from other countries.

Nicola Bulgari loves America, its movies, its jazz but uppermost its cars. He, along with some friends and his chief mechanic Keith Flickinger (to whom he refers as his collaborator), has built up an astonishing collection of cars that reflect the technological and aesthetic advancements made since around 1929.

All the cars have been immaculately restored and – most importantly – each one is immediately available to be turn-key driven and enjoyed. To quote the man himself: *"Cars are sculptures that should be seen, be touched and be driven."*

The collection forms the nucleus of the NB Center for American Automotive Heritage and currently numbers around 280. They are dispersed between three locations, one in the USA and two in Italy. Some 200 of them are housed at Allentown, Pennsylvania, in a specially constructed 'hangar', alongside a repurposed former drive-in movie theatre, which now incorporates an exercise track for the cars. Those awaiting or undergoing restoration are contained in another building nearby.

A smaller premises in Rome caters for a further 50 that includes a 'sub-collection' of limousines formerly owned by the Vatican while, at Sarteano in Tuscany, dozens of Bulgari's favourites are contained within two ex-industrial units. One of these has been transformed by local architect Andrea Gobbi into a striking modern 'temple' to the automobile.

In addition to the cars, it includes a display case running the entire width of the building featuring model cars. Among these are examples of virtually every 1:43 scale model made by the English company 'Brooklin' (another of Bulgari's interests), while overhead is a very smart glass-fronted apartment on a mezzanine floor which overlooks the cars.

There are undoubtedly those who would prefer the view from its windows to be of the Bay of Naples or Big Sur, but to see such perfect examples of iconic cars spread before you, is a petrolhead's idyll.

All the cars are cared for by a curator and teams of highly skilled mechanics under the auspices of the Fondazione Nicola Bulgari, located in Rome.

During a vacation last year in Tuscany, my wife and I were granted access to view the exhibits at Sarteano. Kindly arranged by Gianluca Ciminiello from the Fondazione, we were also offered the opportunity to visit the Rome facility, but time constraints prevented this. However, we were able to gain an appreciation of the cars based elsewhere from the several high-quality Foundation publications on view at Sarteano.

Gianluca is very keen to encourage car clubs or groups to include a visit to the Italian sites as a part of a continental tour, with the unique opportunity to take some of the cars for drives around the local vicinity. Of course, there would be a fee payable, but this would go to the furtherance of the Fondazione's charity work and maintaining these magnificent vehicles.

Contact: info@fondazioneNB.com, telephone: (+39) 0686 32 80 22



1928 Buick Master Six and '38 Special



Roy Dowding

President of the Gordon-Keeble Owners' Club and Chair of East Anglian Practical Classics, Roy's had a lifelong passion for all modes of transport, especially automobiles. He owns two of his childhood dream cars, a Gordon-Keeble and a Reliant Scimitar SE4 Coupé.

Celebrating 50 years of the Honda 400/4

By Mark Wilson

Launched in 1974, the Honda 400/4 was (and remains) an immensely popular 'super sport' motorcycle. It bridged the gap between the 'learner' 250cc machines of the period and the bigger 4-cylinder 'superbikes' of 750cc and above. Its in-line 4-cylinder engine and 6-speed gearbox meant it was a genuine 100mph machine: big enough for touring and small enough for commuting. Its most famous feature was the snaking 4 into 1 exhaust pipes that started out as an engineering requirement (to clear the oil filter housing) but became an iconic design feature.

I run the Essex Section of the Vintage Japanese Motorcycle Club and so an event celebrating 50 years of the 400/4 was a must for me. I had prepared everything I needed to take to the show. My lift arrived at 6.08 am (thanks Andy) and after a slight misdirection from the satnav, we arrived at our host venue, David Silver Spares in Suffolk, a couple of hours later. David Silver is the well-known – in the world of classic Japanese motorcycles - success story as the UK's premier provider of spare parts for over 35 years. We were greeted by event organiser, Roger Etccl, and were soon joined by the Norfolk and Suffolk sections of the VJMC. We were in safe hands as Roger has wide experience of both the motorcycle industry and in events organisation for clients such as the RAC, the BDRC and the London to Brighton Vintage Car Run, to name a few. Our day involved the enjoyment of a range of over 50 bikes, from a crate fresh, unregistered example with only 2 miles on the clock, to a Mocheck Harrier race bike. There were well used, 'despatch rider' examples and many shiny 'pride of ownership' models in all colours. All loved by their owners. As with all such events, it was a good opportunity to meet like-minded people, share stories and hand out leaflets, etc. There was even a 400/4 celebration cake that also celebrated that famous exhaust system!



A pair of early models in the original colour choices of red or blue



A rare Mocheck Harrier version



The 400/4 was also a popular club racing project



The cake says it all

CHERISHED PLATES: AN IHT RISK

GCCG member and private client solicitor, Richard Roberts of Gedye and Sons, writes:

Like many of us, I enjoy the car chatter on Twitter (I refuse to call it X) and for the most part, it is all good-humoured banter. Just occasionally, someone's comment provokes a stream of important thought where there appears to be misinformation or misconception.

Recently, there were various comments about ignoring the value of personalised or cherished numberplates, and it being an accepted way of avoiding inheritance tax. Of course, we're not talking about the basic sub-£1,500 plates, but the increasing sums spent on plates of significance. A quick glance at any of the plate sales sites reveals a lot of choice if you have more than £10,000 to spend - and plates for £125,000 or £150,000 are not uncommon.

The argument of those seeking to ignore the value of the cherished plate was that you only have to value the car it's on. If it's on a 'banger' you get away with it.

A car is not its number plate, the two are separately tradeable assets. Just as a diamond necklace reflects the wearer, a personalised number plate reflects the owner's character and personality and, it is therefore a personal chattel of value.

If the owner of that plate dies then their executors will have to complete and submit to HMRC a form (Form IHT400) setting down all their assets at death and, where any asset is likely to be worth more than £1,500, it will

need it to be valued and declared to HMRC.

Part of Form IHT400 is the very specific Form 407 which asks for the registration plate of a vehicle where relevant. Thus, where the executors have reason to believe that the plate may be worth more than £1,500, they must have it valued and declare it.

IHT400 also contains the clear warning that the executor may be liable to prosecution "if they deliberately conceal any information that affects the liability to Inheritance Tax arising on the deceased's death or include information in the account which they know to be false."

HMRC assume that a reasonable executor will make the fullest enquiries that are reasonably practicable to identify all the property forming part of the deceased's estate. You can hardly ignore a cherished plate when looking at a vehicle, but you might, for instance, only discover the valuable Ming vase in the attic, when eventually clearing the property.

If the executors do not disclose the plate, then HMRC have the option to charge

penalties up to an equal amount to the amount of tax actually payable. If the plate has a value of £20,000 then the Inheritance Tax due ordinarily is £8,000 but the penalty could be up to an additional £8,000 – 80% of the value of the plate.

I nearly got caught out once for failing to remember that HMRC can and do talk to the DVLA. This was a case of mirrored plates (say RAR100 and 100RAR) where we had disclosed the husband's plate only. HMRC came back to us and asked why we had also not revealed that the wife had the mirror plate. HMRC wanted both valued as a pair and then halved the result for the husband's plate. It's like trying to argue that the husband only owned 4 dining chairs out of a set of 8 - HMRC will not wear that! Luckily for us no tax was payable – and so no prospect of a penalty, but it was a lesson we haven't forgotten.

I know none of us like paying tax but never risk ignoring the value of a cherished plate when the owner dies – or you might pay double!

The Federation's View...

This topic often appears in social media threads with varying degrees of 'expertise' expressed. However, the following aspects may be of interest to readers.

There are various constraints on the transfer of registrations (see: Private (personalised) number plates: Overview - GOV. UK). However, none of these would necessarily prevent a transfer in the circumstances referred to above.

Amongst these is the requirement that both the donor and recipient vehicles must have a current MoT, even if normally exempt. An owner of a Historic Vehicle with a valuable plate and no MOT or likelihood of getting one due

to the state of the vehicle, can't transfer the plate anyway and the costs of getting the vehicle to a satisfactory state may reduce the value of an otherwise cherished plate.

Another factor to bear in mind is that a significant proportion of our members believe, with great passion, that a registration is an integral part of the vehicle's history and that it should never in any circumstances be removed.

Whilst it remains important that expert advice is sought in each individual circumstance regarding IHT and the responsibilities of executors, concern about IHT liability relative to number plates is likely to affect only a tiny portion of historic vehicle owners.

Mary Walker 1923-2023

It's clear that when the Cambridge Austin 7 & Vintage Car Club dedicated the whole of its December 2024 magazine to the late Mary Walker, that she was a very special friend to many and a great stalwart of the club. As editor, Mike Dyson said in his introduction: "We are dedicating this magazine to the memory of Mary Walker. She not only lived to the great age of 101 but her involvement with the club goes back many, many years and as President, she carried out her duties with wit and good humour.

I wonder if any other car club has had such a stalwart, particularly one who continued in office at such a great age."

The magazine featured many photographs and stories from the 1960s onward, including a recent account of her delivering her final (witty and well prepared) President's speech in 2023 aged 100.

Mary will clearly be greatly missed by her family and the many friends she made through her association with the club and the classic vehicle world.

My 6 year restoration of a Honda C70



Words and Photos by Alan Draghi

The Honda C70 was introduced to the UK in February 1972. I'd always wanted the earliest C70 that I could get my hands on and had been looking for over 15 years for one that was solid and had some paperwork.



Original equipment is always important, if it can be found



The finished article



Ready to join the 'Ton-Up Boys' at the Ace Café?



Almost ready to ride

In August 2017, on dear old eBay, was a 1972 K reg in yellow, so I put in a very high bid, as you do, and won it. A couple of days later I was off to hire the van and set off to drive to sunny Frinton-on-Sea, Essex, to pick it up. There was another thing that caught my eye, it had a Northeast London number plate because it was first registered by Kenistons of Romford, Essex. That's very rare.

I contacted the first owner, in Spain, to ask if there was any other paperwork. They replied that it had been in Spain for some years, but they had nothing else, sadly. At least that explained why the frame and swinging arm were so solid, and that also confirmed it was only a two-owner bike.

However, it still needed a full restoration as most things were seized and there was a fair bit of cargo damage to the handlebars and under cowl. The front forks and bottom half chain guard had to go, and the left side of the frame had a walloping dent in it which took me weeks to bang out, fill and prime.

The engine was a runner but was dirty and corroded and so I acquired new crankcases and also found some new left and right engine covers on eBay. Following dismantling, it was time for the blasting, priming and painting, etc. of various parts. The cylinder head was vapour blasted, and the cylinder barrel was blasted and painted.

Re-wiring the electrics was the most complex and hardest part of the build for me. My main tools for the job seemed to be a hairdryer and hand cream!

The wheels, hubs and brake plates were ground down and polished. I was very lucky to find two new genuine wheel rims on eBay. I found a supplier of spokes and employed a professional to rebuild the wheels. I bought a donor bike for its seat cover and bought a new genuine seat at a whopping price.

My top tips are to do as much as you can indoors and make sure that you have good earthing contacts, especially between the yoke and handlebars.

I had been collecting parts for many years from various suppliers. The very last part that I required was a front mudguard in yellow. A couple of weeks later I could not believe my luck when one Sunday morning I was raking through pages and pages on eBay and saw a brand-new genuine mudguard in yellow. It even had the holes in it for the front number plate bracket. It was a bit on the pricey side, but who cares when it is the last part after spending the last six years on a restoration?

Then 'Sod's Law' came into play and I didn't have enough money in my bank or PayPal account that weekend. It was also a bank holiday so I could not get it on Monday either. So, on Tuesday morning I was in the van and off to Winchfield in Hampshire

to Moto Classic to see David to pick it up. David asked if there was anything else I needed. I just jokingly replied "I could do with a rear 225/17 Bridgestone tyre". He said, "Follow me" and so I walked down the aisle of a huge warehouse to a big rack of tyres and there it was, a 225/17 Bridgestone made in Japan in original packing. I nearly collapsed in amazement. I still had a new Bridgestone front tyre from a miss order during the previous restoration of my Honda C50 in 2021.

Finding the dealer sticker was just luck. I saw a Honda CB125 for sale on eBay and it had on it a dealer sticker from Kenistons. I messaged the seller who sent me a close-up photo (top man). My recreation was the perfect finishing touch for the bike.

The moment of truth was of course firing it up and a test ride. Having finished the bike in early February and not touched it again until July, I was a bit apprehensive about what was going to happen.

Fingers crossed, I turned the key and was greeted with a nice green neutral light. Petrol and choke on, and the third kick she started and ran like a dream. The ride was good with no cutting out and all electrics and lights working, what a relief! It was all worth it in the end.

Now on to my next restoration, a Suzuki RV 125...

The (Second?) Biggest Car company in Ellesmere Port



WEY 253V Ray Irvine in Shetland



Creased colour photo WEY 235V

by Andrew Fawkes. Images: Rob Callister

When Jane Miller of the Cavalier and Chevette Club contacted us to ask if we'd include an article about DRK Cars, our reply was "who?" No doubt some of our readers are far more knowledgeable, but finding out a bit more was an interesting learning experience for me.

It transpired that Jane is friendly with Robert (Rob) Callister who is one of the three initials that make up Derek, Robert and Keith who created some 59 DRK 3-wheeler sports cars between 1986 and 1998.

What started out as a private fun project resulted in demand for their 1930's inspired, Renault-powered kit cars, most of which were built up to near finished state for customers who saw the first version at the Cheshire Kit Car Show in 1986.

Rob already had a good reputation in the industry, having been running Callister & Roscoe body repair workshops in Ellesmere Port, whose customers included major vehicle fleet operators such as British Gas and Cheshire Police.

Their fun commenced by taking a Renault 6 donor car, creating a ladder chassis on the workshop floor (with no drawings) and then working out how to fit all the bits to make a retro-styled modern two-seater. This process also involved switching from a four-wheeled idea to a three-wheeled creation to overcome problems in suspension geometry. It was proper 'men in sheds' stuff!

The finished versions ranged from being powered by the 845cc engine of the Renault 4 up to the 1300cc Gordini turbo motor. Being low, light and open, all

were fast enough for fun and a rewarding challenge to drive near their limit. They were also apparently 'fun' to reverse.

Jane said, "Rob's joke is that he was part-owner of the second-largest car manufacturing firm in Ellesmere Port! My quip back to him was that he was actually running THE largest, as the Vauxhall plant is and has always been, nearly half over the boundary in Hooton. It was dubbed "Vauxhall Ellesmere Port" by General Motors since, as you can imagine, the potential for confusion between "Hooton" and "Luton" plants was horrendous."

I'm grateful to Jane for making me aware of DRK and, of course, to Rob for kindly providing the images you see here... not to mention adding another chapter to the UK's historic vehicles story.



Lineup of DRKs at Frodsham Show Cheshire in 2010



Chassis
Rear suspension
swing arm spring
and damper still to be fitted
Renault rear hub and brake



Rob with Jane Miller and DRK brochure (photo: Jane Miller)



CL 09N interior



DRK workshop, July 1994
Gordini engine fitted to car

A review of Toyota MR2 Mk

The Toyota MR2 MK1s rolled off the production lines between 1984 and 1989. This compact, mid-engined, two-seater has been providing delightful motoring to enthusiastic owners ever since. The earliest examples, reaching 40 years old, qualify for classic car status in the UK.

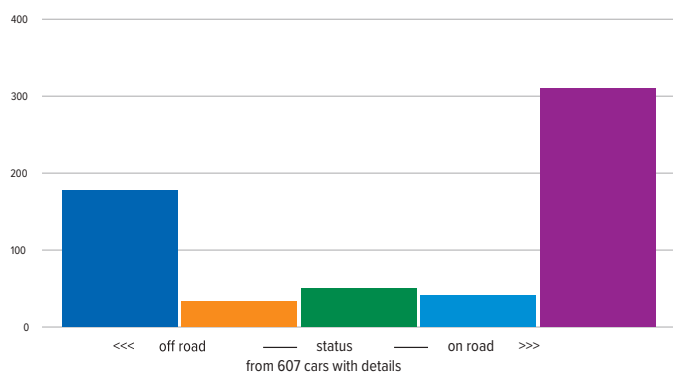
One of the pillars of the MR2 community is Neil Jones, from South Wales, who specialises in dismantling and providing spares to keep other MR2s MK1s in running order. As a result of his work he comes across many MR2 Mk1s some dilapidated and some in perfect running order but many in between. The question he most often receives is **"How many other MR2 MK1s are still on the road?"** In order to answer this question, he reached out across his social media channels, dug deep into his notebooks and compiled a list of known MR2 MK1s. Myself as an owner of an MR2 had previously collected a large number of photos of other MR2s mostly from shows and social media. Nik at the MR2 Drivers' Club provided a list of registration numbers for 141 MK1s listed with the club. Using these consolidated sources along with galleries of photos from the MR2 National Show (years 2022, 2023, 2024) an even longer list was compiled. The official MOT and car tax check services were used to confirm the road status and year of manufacture of some individual cars. Finally, raw MOT data was extracted from DVLA to cross-check some results against the post 2005 population of MR2 cars.

Production numbers from the French MR2 Club have about 15,000 MR2 Mk1s coming to the UK where another source shows just over 18,000 UK registrations at the 2002 peak. The survey lists about 650 cars which are mostly UK registered cars, but not all information is available for all cars. This survey covers a significant sample of the total MR2 Mk1s in current active ownership.

The cars on the survey list are distributed across the mid 80's to early '90s. The year of registration is used, if known, or else the registration letter is used to date the cars. There are some anomalies, not all information is available for all the 650 surveyed cars, some have been fitted with vanity plates, and foreign registered cars do not indicate the registration year. It does appear that the bulk of survey cars (160 + 176 = 336 out of 629 = 53%) were registered in the 1988 & 1989 registration periods towards the end of the production run.

Survey Consolidated Age

	Car in Year	Combined Year & Letter	Cars with Reg Letter		
1983		6	6	A	August 1983 to July 1984
1984		16	16	B	August 1984 to July 1985
1985	18	49	31	C	August 1985 to July 1986
1986	29	85	56	D	August 1986 to July 1987
1987	50	111	61	E	August 1987 to July 1988
1988	79	160	81	F	August 1988 to July 1989
1989	96	176	80	G	August 1989 to July 1990
1990	19	19		Mostly G	
1991	1	1			
1997	1	1			
1998	2	2			
1999	2	2			
2000	1	1			
2001	1		13	Foreign Registered & Jersey	



176	34	50	41	306	607
Long Time Idle	It's Been A While	Recently Active	Just Resting Between Adventures	Out & About	Cars in Survey with Status Data
Off	ON22	ON23	ON24	On	
124	25	32	18	123	
SORN	SORN22	SORN23	SORN24	SORN25	
52	9	18	23	42	
				Mot & Tax	
				135	
				Tax	
				6	



Toyota MR2 Mk1 1989 - Photo Credit Clive England

1, in the UK, at 40 years old

By Clive England with Steve Earle

The main reason for compiling this survey was to answer the question, "How many cars are still on the road?" The answer is not so simple. There are specific legal needs to have a car on the UK roads. Mostly the survey has relied on the declaration of the owners as to the on/off the road status. Any car that showed up at a recent MR2 Drivers' Club national show is assumed to be on the road at that time. These are listed as ON22, ON23 and ON24 in the data. The minor complication is that some roadworthy cars are stored off the road in an untaxed SORN, state saving on costs over the winter. Some race and rally cars have MOT but no tax. A very few pristine cars have neither tax nor MOT but are in showroom condition. It was decided to go with the total of cars in "near road" status as the answer to the question. The entries SORN22, SORN23 etc. are the ones that are SORned but last had a recent MOT. For example, SORN24 cars would have had their last MOT expire anytime during 2024. The blank and "not found" entries are assumed to be off the road as the car may either have been scrapped, exported or have a different registration number.

We can see from the above numbers that out of 607 cars listed ($50 + 41 + 306 = 397 = 65\%$) are either definitely on, or very close to being on the road. Those reported as SORN cars were all checked to see if the most recently passed MOT was within two years of the current date. A further 34 cars last had valid MOTs in 2022 or were seen at the national show that year and could be considered to be "close to being on the road". The cars of some preservation concern are those SORned with the last MOT results a Fail before 2022.

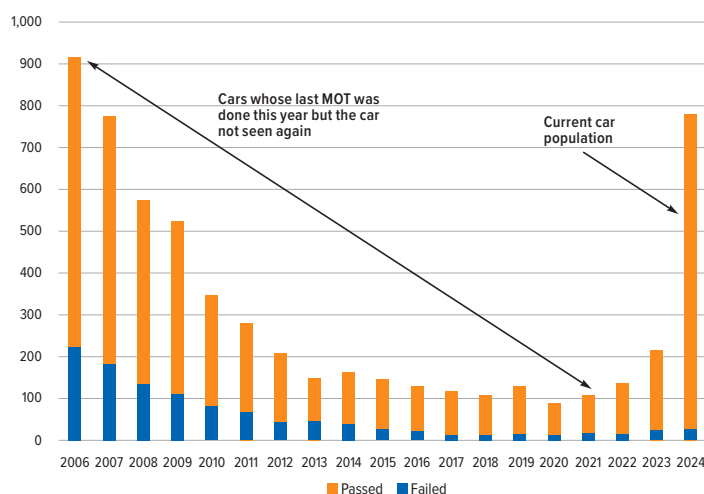
Features, mileages and condition



The colour distribution of the survey cars shows that red is the most popular, 35%, followed by White, 31% and all the different shades of blue 21%. Black, silver and others making up the rest. The official blue cars were either known as Helios Blue, Mica Blue and Sky Blue Metallic, however DVLA listings just have 'blue'. There is a fairly even split between sunroof (223 cars) and T-bar cars (209 cars) with just 23 examples having neither and 149 unknown. Amongst the survey 45 supercharger (unofficial imports) equipped cars and 5 special editions were discovered.

Count of Grouped Last Known Mileage

On Road Stat	0-50,000	50,000-100,000	100,000-150,000	150,000-200,000	200,000-250,000	250,000-300,000	Grand Total
MOT & Tax	4	35	34	9	2		84
Off	4	22	42	6	2		76
ON	11	23	34	5	2	1	76
ON22		1	1				2
ON23	1		1				2
ON24	1		1	1			3
SORN	5	6	14	5			30
SORN22			4				4
SORN23		1	5	4			10
SORN24		3	4	1			8
SORN25	4	10	10			1	25
Tax	1	2	1				4
Grand Total	31	103	151	31	6	2	324



Trying to access the condition of the remaining MR2 Mk1 population is based around two factors. Traditionally mileage is seen as an indicator of car condition, but mileage makes the assumption that all cars deteriorate at the same time rate proportional to distance travelled. That may hold true for newer cars but by the time cars get to over 25 years old the storage and maintenance are bigger factors. The MOT results being a somewhat standardised test provides a better indicator for older cars.

Looking at the survey mileage distribution we see that $151 / 324 = 46\%$ are in the 100,000 to 150,000-miles band. A further 31% are between 50,000 and 100,000 miles with an interesting 31 cars having done less than 50,000. A couple of "long legged" verified examples have over 250k on the clock.

Only MOT data from late 2005 onwards is available electronically and from that we can see the date and result of the last recorded MOT tests. Each car is only represented once on this chart. The graph shows a rapid fall off of cars up to about 2012 then around a 100 cars per year parking up not to be seen again; many seeming to retire with an MOT pass. The last numbers from 2024 show 750 cars passing the MOT and 22 failing. These "MOT'd in 2024" cars are the bulk of the surviving road-going population moving forward. Restoration work will bring back older previously failing examples, but time and corrosion will fell a few more. The earliest Mk1 examples are now reaching 40 years old, the point at which an MOT test becomes optional but as most of the on the road cars are from later in the production era 1988-89 there will be a few more years of data to track cars this way. >>>

MR2 MK1 by the numbers, from the Full MOT data supplied by Steve Earle

- 751** Mk1s with a current MOT certificate in Dec 2024
- 478** Mk1s not on the survey list
- 1,118** Mk1s whose most recent MOT was a failure
- 4,209** Mk1s whose most recent MOT was a pass but has since lapsed
- 7,319** Mk1s on the MOT database but with no MOT history (scrapped pre-2005?)
 - 1** Mk1s converted to LPG
 - 1** Mk1s converted to Electric
 - 6** Cars DVLA has listed as Diesel (probably actually 0)
- 294,302** Miles on the odometer of the highest mileage Mk1 still on the road
- 545** Miles on the odometer of the lowest mileage car still on the road
- 704,8088,579** Total miles covered by all cars in the full MOT list
 - 5** Mk1s still on the road with below 2,000 miles on the clock
 - 14** Mk1s still on the road with over 200,000 miles on the clock
 - 70** Mk1s with odometer readings in KM, (Possibly Japanese direct imports?)
 - 4** Mk1s on a "Q" plate
- 352** Giga Bytes of MOT data analysed

There are 5 cars with over 200,000 declared miles. The car with the highest MOT mileage of 294,302 miles is F87 PYR as of 14th March 2024. The second highest recorded mileage car is owned by Nic Milford of the MR2 Drivers' Club.

F87 PYR

Toyota MR2 Mk1 at 40 years conclusions

The survey and MOT data show the bulk of cars in the 100k-150k mileage range. The completion of that mileage and being nearly 40 years old, meant that most cars would need some mechanical and probably bodywork attention. However, from the examples seen at shows and events, many owners are willing to put in the investment needed to keep their examples on the road. One advantage of having an active online and show owners community is that many of the wrinkles and foibles of the MR2 Mk1 are well documented. The 750 Motor Club MR2 race series also keeps a pool of expertise and enthusiasts engaged with the MR2 even if most have moved on to the Mk2 and Mk3 Roadster.

This survey does favour active cars and club members. We conclude that 65% of surveyed cars are or have been recently on the road. However historically 13,392 cars listed in the full MOT data, of which 1,070 had recent passed tests, being a possible overall 7.9% total survival rate since the 1980s.

The Toyota MR2 community is flourishing from a social point of view with a very active nationwide drivers club and other well attended gatherings. To celebrate the 40th anniversary in 2024 there were three notable gatherings of cars. One event at Neil Jones's South Wales retreat, the annual MR2 Drivers' Club annual mid-year show at Ricoh Arena and another at the Silverstone Classic Festival where a track drive round was included. With a very active drivers club and people dedicated to providing spares and support, we all look forward to many more years of active ownership. In the media there have been a couple of *CAR SOS* and *Wheeler Dealer* appearances along with Eurovision 2023 (Australian song from Voyager).

Every year the historic vehicle community is joined by more vehicles crossing over the 40-years historic vehicle threshold. This survey has shown that, while not all cars survive to that age, there are many enthusiasts engaged in keeping what are now historic cars roadworthy.



Jim Whyman by Ian Edmunds

We are very sorry to learn of the death of founding FBHVC Secretary, Jim Whyman. Apparently, it was Jim's wish that his demise did not generate any fuss and indeed he did not even want people to know. Whilst we obviously respect that wish, which is entirely typical of Jim, it would be a travesty if the Federation did not acknowledge the immense debt owed to him for his sterling efforts in those sometimes-difficult early days. The FBHVC would not be the force it is today without the groundwork that he put in.

Jim in fact served two stints as FBHVC secretary, firstly from the founding of the Federation in 1988 until the workload became too great to accommodate along with his other responsibilities. Then later when the Federation found itself in something of a crisis he stepped in and picked up the reins as if he had never been away. He then continued until his eventual retirement. His successor, Rosy Pugh, recalls *"When I took over from him there were no questions that were too silly or too difficult – he always found an answer for me. He was always encouraging and seemed to have limitless patience."*

It is very hard to capture what a remarkable person Jim was, quiet and self-effacing yet knowledgeable and respected. Having been Vintage Sports Car Club Competition Secretary and a long-time contributor to *Motor Sport* magazine (in the tradition of that publication, known only as PHJW), aided by an amazing memory, Jim brought a deep insight into the world of old vehicles and the people involved. His knowledge was invaluable as the Federation worked to establish its position as the voice of historic vehicle users.

He would sit in meetings apparently writing very slowly with a fountain pen, yet his meeting minutes unfailingly captured the essence of the meeting. His years with *Motor Sport* had honed what must have been an innate skill and Jim had the enviable ability to readily convert an inept jumble of words into eminently readable prose – an attribute for which many of us had cause to be grateful!

Jim was always most ably supported by his charming and knowledgeable wife, Matte, who survives him and to her we offer our sincere condolences.



Loan Project Becomes 'Borrow A Classic'

After 8 successful years of encouraging the next generation of classic enthusiasts, 'Borrow a Classic' emerges from the Classic Car Loan Project (CCLP).

Borrow A Classic was launched at the FBHVC clubs Expo event at the British Motor Museum on January 18th with the invitation to become involved now extended to more clubs.

Over the past 8 years the CCLP has given over 100 selected drivers a whole year with a classic car. Borrow a Classic (BAC) will continue to offer classic cars, on loan, from a range which has grown to 25 cars... and is still growing.

In addition to the current loan facility, BAC has a small team of volunteers, each a classic car nut, able to support classic car clubs in their efforts to recruit younger followers using the experience gained in the CCLP.

CCLP/BAC Founder Bob Wilkinson said, "Around 25 of the 100+ participants have gone on to buy their own classic as a result of their experience. With great support from owners and clubs, the CCLP had proved itself, and thus it seemed logical to ditch the word 'project' - the new title being suggested by the current young drivers.

"From recently being a one-man band, we now have an enthusiastic team to deliver greater numbers and to be able to support clubs looking for their own initiatives. Encouraging the next generation is a high priority for all clubs... we can help.

"The initiative was launched in 2016, at The British Motor Museum, and so it was appropriate to relaunch at the FBHVC's Expo '25 and to acknowledge the support from the FBHVC, clubs and generous spirited owners."



Loan Project Reaches 100 Drivers!

The Classic Car Loan Project (CCLP) which gives young enthusiasts a classic car for a whole year, has just reached the 100 driver mark.

At a handover, held at the British Motor Museum, Neil Ross Hamilton, became the 100th recipient of a classic car when he received the keys for a 1955 Sunbeam Talbot sedan.

The British Motor Museum has been a sponsor from the outset, along with Peter Jackson Insurance Co. Ltd. It was fitting that this event took place at Gaydon where it all started.

This Sunbeam Talbot was generously offered into the CCLP by owners Greg and Lynne Gibson and supported by the Sunbeam Talbot and Alpine Register (STAR).

Making this a memorable event, the Sunbeam Talbot was fitted up alongside loan car number one in 1929 Ford Model A (Princeton) with driver number one Richard, who has family too. Owner Peter Garrett, was there too to celebrate the occasion. Driver number 2 of the Ford, Sara Jervis, was at the show having driven there in her own Ford Model A (Princeton), one of the early success stories for the CCLP.

CCLP Manager, Bob Wilkinson, chaired the day with the crowd watching the event. He said, "Encouraging the next generation of owners is vital for our survival as a classic car activity. This is a proud day for all the drivers, owners, club and sponsors. We aim to continue to encourage more to take part".

More info and cars at www.classiccarloanproject.co.uk

James Lynne and Greg Gibson with daughter Sophie, the day, with 1929 Ford Model A. Photo: Richard Jervis

Bob Wilkinson on the right, with Sara Jervis

HONDA March 1st - September 30th 25



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BORROW A CLASSIC

Jump start your classic car journey

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- The vehicle remains your property
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- You state conditions of use
- Car must be in a roadworthy condition
- Over 100 loans to date
- Regular communication with the borrower

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SCAN ME

More details of how to apply for a car, or offer one, can be found at www.borrowaclassic.co.uk

Welcome

We're delighted to report that the Federation continues to welcome new members.

In this issue we offer a very warm welcome to our newest **Club Members**.

We now have 513 clubs in Federation membership, helping to strengthen our voice, while we also provide assistance, guidance and benefits for them:

Capri Mk1 Owners' Club

www.caprimk1ownersclub.com

The club has a wealth of knowledge, know-how and information available to Mk1 owners provided by personnel who have owned, researched and restored vehicles since the marque's introduction in 1969.

Isuzu Piazza Turbo Owners' Club

www.iptoc.com

This UK-based club is for all Isuzu/Holden Piazza/Impulse owners and enthusiasts worldwide, dedicated to preserving the history of these rare and innovative vehicles.

The Rover 75 & MG ZT Owners' Club

www.the75andztclub.co.uk

Devoted to the 75 and ZT "one of the finest examples of British automotive engineering ever to hit the executive market" its aim is simple; to help owners and enthusiasts keep them on the road, and meet fellow members.

Tyne Tees Heritage Transport CIO

www.ttht.org.uk

This registered charity, founded by a passionate group of enthusiasts, is dedicated to celebrating, restoring, and showcasing the vehicles and stories that shaped the region's transport legacy. From vintage trams and trolleybuses to classic cars and motorbikes, it aims to bring history to life for future generations.

Viva Drivers' Club

www.facebook.com/groups/375810755862899

"A small but growing club with a big heart, we cater for any Viva or variant" says the club which is part of the Vauxhall Bedford Opel Association, the official Vauxhall Motors recognised coordinating body.

Details of all FBHVC member clubs can be found in our searchable online directory at: www.fbhvc.co.uk/member-clubs

We also welcome our newest **trade supporters**:

Classic Collective

www.classic-collective.co.uk

Its 12,000 sq ft facility in Bicester caters for cars from post-war to the early 2000s; for the latter, finding innovative solutions around parts availability and electronics were possible.

Ellis and Son (Vehicle Builders Ltd)

www.ellisandson.com

Established in 1943, this long-standing family business specialises in commercial vehicle body building and repairs. With a team of skilled welders, metal fabricators and vehicle body builders, it can take on most restoration and build projects.

Ifndautoparts

www.ifndautoparts.com

A specialised online marketplace dedicated to car parts and accessories, designed to connect buyers and sellers effortlessly. It focuses on simplifying the buying and selling process, ensuring access to parts for all types of vehicles, including classic and historic models.

R&D Precision

www.randdprecision.co.uk

Operating across the full spectrum of precision engineering including Formula 1, aviation and rail industries, it is happy to work on specialist items which are small in number but require the highest level of skill.

RR & B Garages

www.rrbgarages.com

One of the leading independent Rolls-Royce and Bentley motor car specialists, it specialises in Bentley GT servicing but has experience of all models from vintage through to modern classics.

Details of all **trade supporters** are in our interactive Trade Supporters Directory, which is searchable by name and type of product/service:

www.fbhvc.co.uk/trade-supporters

We also welcome our newest **museum members**:

Mimbridge Fire Station & Museum

www.longacres.co.uk

Adjacent to the family-run garden centre, the museum is open on Tuesdays and hosts classic car meets on the first Sunday of every month.

MINI Plant Oxford, Plant Tour Collection

www.visit-bmwgroup.com/en/experience/plant-oxford-tour/

The heritage collection includes vehicles built at Cowley from 1914 onwards, with around a dozen on public display. It is open to the public as part of the plant tour where visitors witness MINI car production.

Also receiving a very warm welcome are our new **individual supporters**:

Ka Akwuba, Nick Arkell, David Arme, Peter Bennett, Ian Dunning, Jonathan Hubbard, Carl Hughes, Ian Jago, John Martin Long, Murdo Macpherson, Alan Rawsterne, John Symes, Richard Usher, Darren Vine, Christopher Wade and Graham Woods.

Spam Attack



It's the scourge of the modern age – scammers sending emails promising things they can't (and don't intend) to deliver. These things go in waves (often around the times of the NEC show) and we've been made aware of a number of scam emails, purporting to sell FBHVC membership lists.

These are all fake. **We do not sell or otherwise release our data, and our database is very secure.**

The scammers do not have any 'lists' to sell. Or if they do, they are either fiction, basic lists and/or full of 'junk'. They are crudely constructed using existing web sources, such as online exhibition listings.

If someone responds to the scam, they will be asked for money, and when sent, they will probably not receive anything at all.

We report all scam emails to the National Cyber Security Centre, where there is also much information about scams and how to stay safe www.ncsc.gov.uk/collection/phishing-scams

Incidentally, the NCSC says that as of December 2024 it had removed 205,000 scams from 372,732 URLs (websites or links).

Club Expo Sets New Record...

Returning to the British Motor Museum, Gaydon, Warwickshire on Saturday 18 January, FBHVC Chairman David Whale welcomed 103 clubs and 185 delegates – the largest number ever at Club Expo. The furthest travelled were Mick Lunn and Rick Sercombe from Australia (of iFndAutoParts.com).

Reminding the audience that motorcycles are an important part of the historic vehicle community, with 29% of the DVLA historic vehicles comprising motorcycles, David Whale welcomed senior representatives of motorcycle organisations who wouldn't ordinarily be at Club Expo, and had responded to our invitation to attend:

- British Motorcyclists Federation
- Green Lane Association (GLASS)
- Motoring Organisations' Land Access & Recreation Association (LARA)
- National Motorcyclists Council
- Trail Riders Fellowship
- Vintage Motor Cycle Club

Explaining that they would join a little hosted lunch, David said: *"As activities of many types, whether it's cycling, running, horse riding or indeed, mechanised propulsion, compete for space to promote events in the countryside, it's important to ensure that we actually get our fair share, amongst all of us, of that space."*

"So that's what we're going to be talking about over lunch today."

Club Expo saw five topics presented in detail that are covered elsewhere in this issue: **FBHVC Insurance**, the launches of the all-new **Federation Online Club Archive System (FOCAS)** and the Federation's five-yearly **National Historic Vehicle Survey**, plus **Drive It Day** and a **DVLA update** from Ian Edmunds.

Updating clubs about the Federation's **Tree-V** initiative, Tom Worthington explained that the scheme to plant trees to balance vehicle emissions has now planted 7,903 trees in dedicated new woods in Yorkshire and on the Isle of Arran.

These new woodlands support local biodiversity and improve habitat in the surrounding area. The trees are mixed, with species native to the areas: Alder, Birch, Wild Cherry, Goat Willow and Sycamore in Yorkshire with Alder, Aspen, Birch, Hazel, Holly, Oak, Rowan and Scots Pine in Scotland.

Significantly, these plantings have now balanced 6,072,101 miles and captured 2,680 tonnes of carbon.

We have now tasked our tree planting partner, Forest Carbon, with finding

another site of around two hectares for planting the next batch of trees.

Tom explained how emissions are calculated – for all types of vehicles, including 'moderns' – and the various schemes that have been created for clubs that wish to capture carbon for specific activities.

The importance of bringing new motoring history books to print, that wouldn't otherwise be published, was explained by Peter Card of the **Michael Sedgwick Memorial Trust**.

Since 1983, the trust has helped to bring to market more than 150 books.

There are two methods: Trustees provide technical source and advice, layout and printing guidance, and/or financial assistance. The latter includes aspects from paying royalties for picture reproduction, or language translation of a book.

The key is to help publish books that would never normally be commercial, with either short runs or on a very specialist subject. The trust is seeking to assist books that contain fresh research, or an area not previously explored. The trust is very keen to encourage books from clubs, which hold so much knowledge and information.

The Classic Car Loan Project was re-launched with its new name and brand as **Borrow a Classic**, as Bob Wilkinson introduced the new team that will take the project forward. Now with more than 30 cars to choose from, so far the scheme has hosted 100 people, of which a number have gone on to buy their own classics as a result.

During the lunch break, Bob's team was available for further discussion around a display Morris Minor (courtesy of the museum). Also in the gallery were a mixture of trade supporters and others, with Drive It Day rally plates on sale, and demonstrations of the FOCAS system, plus the opportunity to speak with FBHVC Insurance, Tree-V and others.

After lunch, tackling a topic raised by a number of clubs, FBHVC accountant Barbara Whale explained the pros and

cons of different club structures and why an incorporated body might be a route to consider. She also noted that Companies House is introducing verification of directors later this year, which will be a "challenge" for directors who are not IT literate or do not hold a passport or driving licence.

A solution for clubs trying to produce small runs of spares was presented by Alan Hicks of **igus UK**. The long-standing German firm has a UK base and already produces many parts for today's automotive industry and beyond.

Its 3D printing is in a variety of materials, and designs can be uploaded to its website. Importantly, you can design simple parts online using its powerful web tool, such as gears for speedometer drives. All you need to know are the gear's dimensions and number of teeth, and the system will create a drawing.

An expert section of the website will tell you whether the material you've chosen is suitable – by putting in technical requirements of its planned usage – and it will produce a lifetime calculation.

Importantly, parts are cheap, with quantity discounts, and should you need assistance, igus provides a drawing service and can reverse engineer parts. Alan also showed a range of parts that the firm has produced.

In a practical demonstration, he created a 3D drawing for a bearing bush in just a couple of minutes.

An audio recording of Club Expo, along with the slides presented on the day, agenda and text of Barbara Whale's and Ian Edmunds' presentations are available in the members area of the website

<https://www.fbhvc.co.uk/members-area>

If you have already registered, login in with the email and password you created (you can reset the password if you've forgotten). Registration is free – and encouraged – for all committee and members of clubs and other bodies in the FBHVC here:

<https://www.fbhvc.co.uk/register>



Dates for your Diary!

Following the success of Club Expo, we have already set the date for next year, to help clubs avoid clashes. This follows the announcement of our AGM in the last issue.

Also, we've published the forthcoming Drive It Day events for the next few years; there's nothing like planning ahead!

Please do let your committee (including your events officer) know these dates and note them in your diary.

Saturday 18 October 2025 –

FBHVC AGM and Conference,

British Motor Museum, Gaydon, Warwickshire

Saturday 17 January 2026 –

FBHVC Club Expo '26,

British Motor Museum, Gaydon, Warwickshire

Sunday 26 April 2026 –

Drive It Day '26

Sunday 27 April 2027 –

Drive It Day '27

Sunday 23 April 2028 –

Drive It Day '28

Sunday 22 April 2029 –

Drive It Day '29

Sunday 21 April 2030 –

Drive It Day '30



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Let us start with something that is interesting and most unusual. Tony Russell writing in the magazine of the **Surrey Vintage Vehicle Society** tells us of “*Nellie the 10hp elephant*”. He starts by listing some of the many uses that the Ford 10hp side-valve engine has been put to. Cars and specials of course, also farm tractors, cricket pitch rollers, speedboats and even the bomb hoisting jack on an Avro Vulcan bomber was 10hp Ford powered. In the early 1950s Frank Stuart, an expert in making theatrical props and hydraulic developments, made use of hydraulics in traction movement by designing and constructing three full-size mechanical elephants named Nellie, Potsy and Jumbo. The power plant was a 10hp Ford engine. The very complicated mechanism is too long to explain here. Terry goes on to say: “*No motive power was actually applied to the wheels that were inside her feet. Nellie comprised some 9,000 components and stood over 8 feet tall, 12 feet long and weighed over 1 ½ tons.*”



Amazingly it all worked rather well and required a very comprehensive operating manual. The driver sat in a small seat behind the beast's head, controlling everything with an array of levers and foot pedals.” Nellie was actually road licenced RVX7. It is thought a total of seven were built, some going overseas. Nellie had a chequered career ending up in a poor condition in a Christies sale, after which she was restored, appeared in a Jeremy Clarkson programme and then went to Florida. Do any survive? [In my early days at the Montagu Motor Museum, Lord Montagu hired one for a season to give rides in the grounds. I remember that it went well and was very popular. I now suspect this might have been Nellie]

Rumcar News is the magazine of the **Archive of Microcars**. Jan de Lange has written a piece entitled “*A Fuldomobil in India*”. The Fuldomobil was a 3-wheeled coupé with a single rear wheel driven by a single cylinder engine.



It was built in Germany from 1950 to 1969. It was, however, licenced to be built in many other countries. In India it was called the Scootacar and built by Scootacar Private Ltd. Whilst the fibreglass S-7 shell came from the German factory it is interesting to see where some other bits were derived from: “*The 175cc two stroke single-cylinder Villiers engine that was already used in the Royal Enfield Fantabulous scooter. The wheels were from a Bajaj autorickshaw, the glass from a AtulTuf, headlamps from Lambretta, the number plate light from Hindustan Ambassador and electrical switches from Anchor, so the company used as many local parts as possible.*” It was not successful. A batch of test cars was made in 1972, but they never went into production. One of the test cars was found in 2015 in a sorry condition and has been restored. It is now in the Gedee car museum in Combatore, in the southern part of India. It's rumoured that two more may exist.

Members of **The British Two Stroke Club** recently visited The Garage Museum at Rochester Airport. Simon Rotgans wrote about it in *The Independent*, the club's magazine. He writes: “*What an Aladdin's cave of curios and memorabilia. It was more than a collection of fuel dispenser pumps and old oil cans. Handbooks and brochures adorned a wall. One corner was filled with paraffin heaters... (when did you last see one?)... Various period cycles were on display including one with a Horex mini motor mounted on it... and who remembers those medal collections garages used to have to commemorate the football World Cup or the moon landing?! The Curator, Trevor, was most amiable and knowledgeable, forever happy to indulge us all with our questions. Admission is free but worth a donation.*”

The magazine of **The Pre-1940 Triumph Owners Club** included a piece on the Kithead Trust which is part of the larger Bus Archive situated in Droitwich Spa. Graham

Shipman and Martyn Dennis were continuing research into pre-war Triumph registrations. “*It had been a year since our last visit and the first to their new building and wow what a great facility they now have. All their archives are stored in state-of-the-art conditions in a fireproof climate-controlled room with reinforced concrete floor which they refer to as the 'Pod'. To maximise the space in the large 'Pod' they have installed many floor-to-ceiling shelving units mounted on tracks that can be moved to create an aisle to walk down to a particular box of archives. This is done with little effort by turning what looks like a ship's wheel located at the end of each unit.*” [Whilst most of the Bus Archive collects material from the road transport industries, the Kithead Trust is dedicated to other aspects of transport, mainly motor vehicle registrations]

A very well produced magazine is *Belting Along*, the organ of the **DAF Owner Club**. Recently, it published an article by John Simister entitled “*The magazine is a club's key communication tool*”. Apparently, this first appeared in *Practical Classics*. John Simister had been a motoring journalist for more than thirty years but had just taken over editing the magazine of the **Singer Owners Club**. The previous editor, Gifford Wright, had been doing the job for over 40 years. After writing about production, he goes on to say: “*Car club members often have interesting stories to tell for the magazine, but they are not professional writers. So, their copy sometimes needs a lot of editing... This is the most time-consuming part... My maxim for a magazine item is: will people want to read it? Many car club magazines, for example, have pages of reports from various regions. They seem to be there simply because they always have been, but they can be very dull. Club members should appreciate their editors and the work they do, but the editors themselves should never forget the rule that applies to every magazine, amateur or professional. If an item does not inform or entertain don't run it!*” [Many clubs have a national (sometimes international) membership. I have always thought that it is the magazine which glues the club together and that makes the editor a very important member of the team.]

David Whyley is the author of “*The Austin Pedal Car Story*”, a thoroughly well researched book on the Austin J40 pedal car. The book recently won the top award in the best motoring book awards. Writing in *County Council*, the magazine of the **Austin Counties Car Club**, he says: “*I spent time researching the percentage of new cars (such as Austins) that were permitted (by the UK Government) to be sold on*”



the home market [immediate post war years]. This government directive insisted that 75% of all output was devoted to Dollar earning countries (North America) with the remaining 25% devoted to non-Dollar countries and the home market. Steel for car manufacturers would be issued to motor companies only if these targets were met and adhered to... In the years 1945-1955... availability of new cars [on the home market] were restricted to those deemed to require them for their jobs. So, doctors, nurses and government officials (amongst other stated groups) were all permitted to join the waiting list for new cars and were given preferential treatment." In case the recipient of a new car decided to cash in on his luck, all new car owners had to sign a legal deed of covenant which stated that the car could not be re-sold within a period of twelve months or there would be a financial penalty. The covenant stated that this was to avoid over-inflation of prices by profiteering.

One of the joys of our hobby is that it has so many facets away from the vehicle itself. Collecting advertising and sales brochures being one. Writing in the magazine of the **6/80 and MO Oxford and Cowley Club** John Weir gives a detailed look at the Morris Oxford and Cowley that were introduced by BMC seventy years ago; it's conception and its launch including publicity, brochures and adverts. A lot of the brochures are illustrated, including the front page of one I had not seen before. It was headed "Morris Cowley Facts for salesmen - a walk around sales guide". There was an illustration of the car, and the walk around showed five places the salesman should stop at and point out features to the customers. For the front page, which is illustrated, you should start at "left hand side front door handle, we walk around the car in a clockwise direction pointing out the features as we go". The points

featured at stop one were: The excellent performance and economy. Ample room for the whole family. Accessibility through wide doors. Pleasing appearance. Double weather seals on all doors. I wonder what was on the other four stopping off points.

Eddie Foster, Chairman of the **Cambridge-Oxford Owners Club**, writes a chairman's report in each issue of *Rosette Recorder*. Recently, he mentioned the great pleasure he gets in receiving emails and phone calls from people outside the Club. "One such was a phone call from the owner of a manufacturing company whose predecessors had made switches and trim pieces for BMC back in the 1960s. He had been clearing out some cupboards and found three unused gear knobs from the column change sticks used in the pre-Farinas. He wanted to donate them to the club... a package arrived with me a few days later and I really did marvel at the design and engineering that must have gone into making these transparent knobs." He posted details on the Farina Forum asking who would like them and asked for pictures of the tatty ones that they would replace. "Having distributed the knobs, I asked for pictures of them installed and sent to the gentleman who had donated them. He was over-the-moon to see them in use."



Flutenews the newsletter of the **Vauxhall Owners Club (1903 – 1957)** carried a short piece by Richard Horton concerning a Vauxhall E Series which had appeared as a small tin. "A present from a long-lost friend back in the early 1980s. It was actually a tin for a bar of soap that was one of a series of similar items. I have seen Rover, Hillman, Morris and even a F Type Vauxhall Victor. They are all called English CARlectables and must have been produced in large numbers".

Andy Main of the **Specialist Applications Register** within the **Ford Sidevalve Owners Club** writes in their magazine *Sidevalve*. He reminds us of the slightly strange three-wheeled vehicles produced by Thompson Brothers in the 1930s. These were mobile tankers for use on airfields and were marketed as T-B Refuelling Unit. "During WW2 the improved and slightly larger model, the Mk V was ordered in quantity by the

Air Ministry for military use, and at flying training airfields. The Mk V was powered by the E93A 10hp engine... After the war, up to the 1990s many saw use in civil airfields and airports in the UK. A few are known to have survived and are seen on display, one at the South Yorkshire Aircraft Museum near Worksop and one at the Imperial War Museum at Duxford. There are at least three on show overseas." The photograph shows a preserved example in private hands in Denmark taking part in the Timewinder Rally.



Still on an aeronautical theme, Kent Stewart writes in *The Gazette*, the magazine of the **Dellow Register**: "As you crest a hill in your Dellow during a trials event, have you ever had that 'almost airborne' feeling? Wonder if the old Ford power plant could be made to fly if placed in an aeroplane? Then you lift the bonnet and see nearly 200kg of engine and gearbox and wonder how that could ever be lifted into the air by around about 36 bhp. So in an aircraft application you would eliminate the gearbox, the fly wheel, and bell housing and you could enhance the power output with mods."

One business was built up around the Carden-Ford light aero engine. According to a letter from Ken Hyde of the Shuttleworth Collection: "The Carden-Ford engine was designed by Sir John Carden based on the Ford car engine which "was lightened (stated weight 145 pounds, dry) and fitted with dual ignition for this application". Mr Hyde then listed aircraft which used the Carden-Ford engine: "BAC Drone deluxe, Chilton DW-1, Broughton Blayne Brown, Carden-Baynes Bee (used two Carden-Ford engines, supercharged and mounted on their sides, in a 'pusher' configuration), Flying Flea, Kronfeld Monoplane and Watkinson Dingbat."

David Wright wrote an article in *MPH*, the journal of the **Vincent H.R.D. Owners Club**, on the alternative uses of Vincent engines. In it he mentions some uses outside that of three- and four-wheeled bikes or cars for road or track. "We know of the Vincent powered ski-tow of early American importer Gene Aucott. It was located on Mount Washington in New Hampshire and could pull three skiers at a time. Gene was also looking to use a Vincent engine to power a large air conditioner, while John Waltham knew of a Somerset saw-bench powered



by a Stevenage product. In the early 1980s an engine was being put to similar use in Papua New Guinea". Then there was the Ski-doo. "The plan for it was to make its debut at a race meeting on a snow-covered lake near Quebec. This fearsome device lapped so much faster than the opposition during practice that the organisers found a reason to ban it from competing." There was also an engine being used for the more sedate purpose of powering a glider winch. "In the 1950s much company time and effort was spent on producing modified engines for use in a pilotless target plane known as the Picador. It was a product that did not meet expectations on output and it also had a serious downside for Vincent motorcycles. Philip Vincent [a founder] had remarked: "Concentration on the Picador accounted for the almost complete lack of change and development of the standard motorcycle models between 1951 and 1954".

Writing in his forward to the December copy of *The Albion Magazine*, Malcolm Fleming, Chairman of the **Albion Club**, wrote: "Happy Birthday! This month marks 125 years since Thomas Blackwood Murray, and his brother-in-law Norman Osborne Fulton, set up the Albion Motor Car Company Ltd using funds from a bond secured on Heavyside Farm, Biggar... To mark the anniversary, we are pleased to enclose with this magazine a free copy of an excellent new booklet 'A History of Albion Motors' compiled by Ian Maclean, Paul Adams and Roy Milligan." The enclosed fourteen-page booklet is extremely interesting and very well illustrated. Quite by coincidence in the magazine itself is a short piece about a "handsome wallet, inlaid with text 'John Lamb Murray, Heavyside Biggar, 1876,'" that had been spotted on sale on eBay. John Lamb was the father of Albion co-founder Thomas Blackwood Murray. Heavyside Farm, as mentioned above, was used as a bond to raise initial funds. The final sentence reads: "We [the Club] managed to secure the wallet for a modest amount and it is now in the Albion Archive. Sadly, no money was inside!"

Military vehicles from a number of clubs made their way to the Normandy beaches for the special displays on 7th June last. Writing in *Imprint*, the magazine of **IMPS, The Invicta Military-Vehicles Preservation Society**, Neil Huband gives a write up with excellent pictures. "The traditional warm welcome from the people of Arromanches and many visitors, was very much appreciated by the 350 or so vehicle crews who had made sometimes very long journeys to get there." But there is a warning. "For many of us this traditional

Gold Beach gathering, which was only able to go ahead this year after an intervention at the highest level of the French Government, was a real high point of an outstanding IMPS Normandy Tour enabling all of us to pay our respects to those who made the ultimate sacrifice 80 years ago. With increasing opposition from activists, who prevented other beach displays this year, we wonder if this spectacular event, our traditional salute to those who served on the 6th of June 1944 and afterwards during the lengthy Battle of Normandy, will be possible at all in 2029".



Take Five is the magazine of the **Rover P5 Club**. One issue included a photograph taken in the 1960s spread over two pages. It showed a Rover P5 in mid-air being hoisted aboard a ferry from the mainland to Islay. Hugh Sutherland who submitted the photograph captioned it "I am the wee nipper watching the car being hoisted on to the Lochiel in I think 1967 or 1968". [I looked up the Lochiel, it started on this service in 1939 and concluded in 1970. Reminding us that the Roll On/Roll Off came late to some of the more remote parts of the British Isles. Contrast that with the first drive on, drive off facilities across the Channel from Dover to Calais were in place in 1959].

Overdrive Monthly is the magazine of the **Strathendrick Classic Sports Car Club**. Recently, it printed an item, without mentioning the author, who had bought his first car in 1963, a 1947 MGTC. There was a long waiting list for driving tests, so quite often he took off the L-plates and drove the car locally. He goes on to say: "In those days I played an electric guitar in a jazz quartet and one Friday night I return home around 1 am in the MG, still without a full licence. As I was unloading my kit, I heard running footsteps and a dishevelled stressed

guy came running round the corner... and vanished into the distance... A few moments later more loud running footsteps and round the corner came two burley sweating cops who stopped abruptly beside me. 'Gie's a lift to catch that eejit'. I jumped into the MG, one copper squeezed in close to me on the MG's bench seat, the other managed to get one buttock onto the seat and sat with one leg on the running board, holding the door open with his left hand... we zoomed off in pursuit catching up with the felon who darted into a lane. I screeched to a stop and the cops scrambled out shouting "thanks pal". No driving licence, probably no insurance, as I was driving illegally, but of great assistance to Glasgow's finest in upholding the law; little did they know".

Finally, for something a little different, again taken from the **Strathendrick Classic and Sports Car Club** magazine: "Specialists at Rolls-Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at a maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields." This gun was most successful and some engineers in the USA were interested to test the windshields of their high-speed trains.

A gun was sent to them but they were astounded when it was fired: "as the chicken hurled out of the barrel and crashed into the shatterproof shield, smashing it to smithereens, blasted through the control consul, snapped the engineer's backrest and embedded itself in the back wall of the cabin... the horrified Yanks sent Rolls-Royce the disastrous results... and begged the British scientists for suggestions. Rolls-Royce responded with a one-line memo 'Defrost the chicken!'. [This story rang a bell, so I contacted my friend John Passmore who earlier in his career was Marketing Services Manager at Triplex Safety Glass. He told me: "At Triplex we used a gun at the Hawker Siddeley works aerodrome at Hatfield. I did two sessions with Raymond Baxter for 'Tomorrow's World', one firing dead (not frozen) chickens at Concorde windscreens to simulate bird-strikes, the second firing bricks at highspeed train front screens to simulate kids throwing stuff over bridges".]



Michael E Ware

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

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