

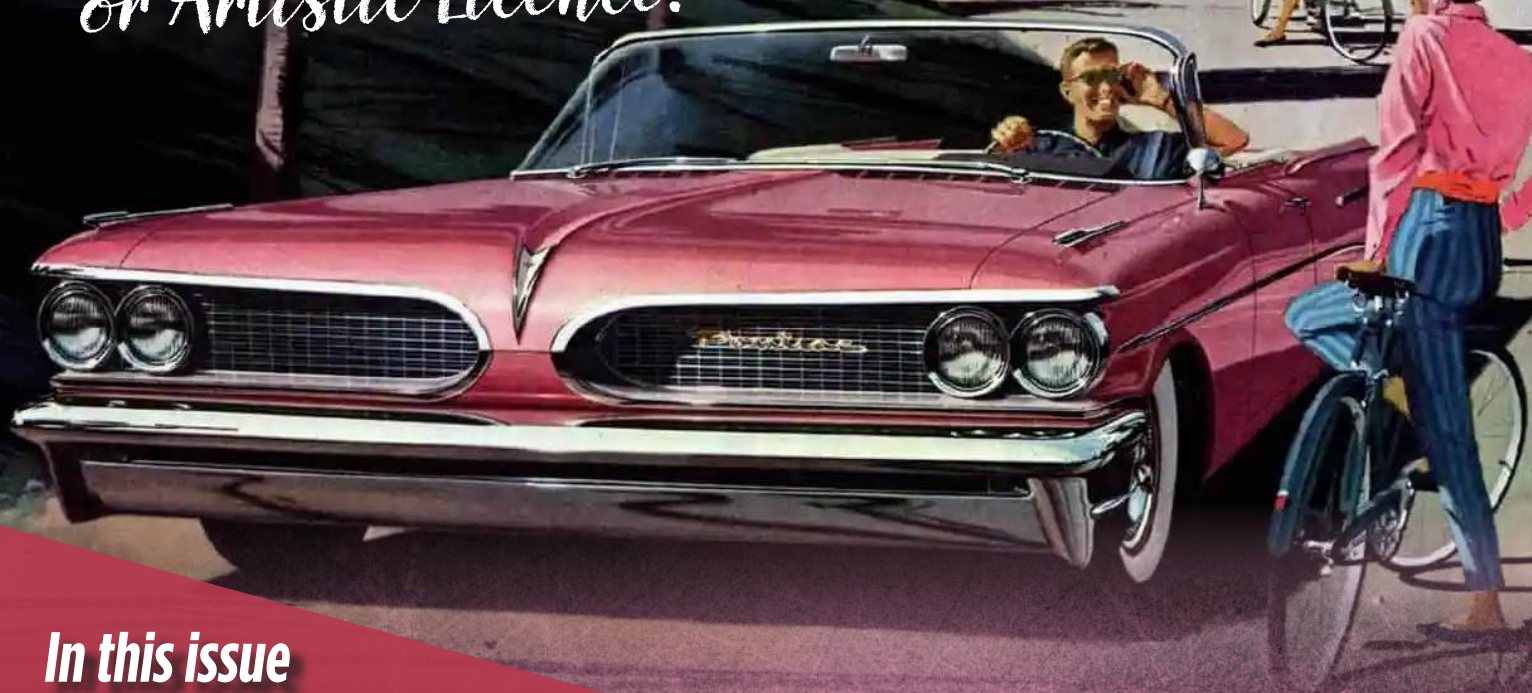
HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 6 • June 2025

Stretching a Point *or Artistic Licence?*



In this issue

ifndautoparts

The parts sourcing solution for enthusiasts by enthusiasts

Drive It Day 2025

A roundup of this years event

Vauxhall Chevette & Mk.1 Cavalier at 50

Celebrating half a century of two iconic 70s vehicles



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Formerly Director of Quality & Customer Relations for PSA Peugeot Citroën. After retiring from his career in the Automotive Industry, Andy became a trustee of the Rootes Archive Centre Trust and helped save the Rootes engineering archive.



Karl Carter - Deputy Chairman & Skills Director

Karl has led the development of the Heritage Engineering Apprenticeship Scheme and works closely with the Heritage Skills Academy. He is also a member of the Alvis Owner Club.



Dr HC Davies - Research Director

Huw grew up with an Austin Seven before starting a career in automotive engineering. He now focusses on transport policy and practice, specifically in developing and setting the technical requirements for current and future vehicle technologies. His role in the Federation enables him to combine his profession with his hobby, that currently includes a 1932 MG Midget.



Malcolm Grubb - Events & Technical Director

With 10 years as a government scientist before specialising in Business Systems and IT on a global basis, Malcolm now runs his own business systems consultancy. In parallel, he has been an active competitor, organiser and marshal, holding many committee and director roles within UK based motoring organisations and clubs.



Lindsay Irvine - Legislation Director

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.



Ian Edmunds - DVLA Manager

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 - Projects 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

Those of us based in the UK will now be remembering with affection a glorious March and early April that banished the winter blues in a quick fell swoop. For many of us, that will also have meant the early on-road realisation of the success of those winter jobs we were so much looking forward to at the back end of last year. In my case, my old V8 was away during the darker months, having some improvements attended to by professionals. It returned with me from the NEC Restoration Show, and so the 'winter jobs' became late March jobs. That process, and the ease of doing such work with longer daylight hours and milder temperatures, has left me thinking if March is the new winter... at least in that context!

The work I had done will horrify some of our readers, but here goes. I've replaced the 1960s Chrysler 'Torqueflite' 3-speed automatic gearbox in my 5.3L V8 with a modern 6-speed 'box. Purists and concours judges will by now have turned over the page in disgust (sorry about that). I like to use my historic cars for touring around Europe and, when crossing the Alps this coming June, I will be dropping into a lower gear and engine braking down the other side. That's something I've been unable to do until now; what a revelation. 'Man maths' tells me that if I cover enough miles, the work will be paid for by fuel savings, as I now need only 1,850 revs for 70 mph, rather than c.3,000 previously. Of course, my driving emissions will be offset by a donation to (investment in) Tree-V.

Since Edition 5 of Historic was published, there have been three major events that we are covering in these pages. I've mentioned already the NEC 'Resto' Show that was clearly enjoyed by our friends at ifndautoparts (see page 23).

A few days after the NEC show, I attended a meeting at Bicester Heritage to celebrate the Heritage Skills Academy (HSA) that is now in its 8th year. This valuable organisation that supports the future of historic vehicles is explained more fully on page 11.

Lastly, but not least, the 20th anniversary of Drive It Day and Ride It Day has once again seen our passion hit the roads. We feature a tiny few of the many excursions, events, tours, etc. that celebrate the day by



Our very own Malcolm Grubb's Midget proudly displayed at Brooklands

demonstrating to Joe Public the immense variety and inherent joy in seeing, hearing and smelling old vehicles being used 'in anger' (very politely). It seems that the delay of one week to avoid an Easter clash paid weather dividends for most UK-based owners. Thank you to everyone who kindly submitted stories and photographs, especially if we were unable to include your contribution this time around.

AI – artificial intelligence – is not something you would normally expect to feature in the pages of *Historic*. However, I mention it in the most tangential way. Our regular contributor, Roy Dowding, has submitted a feature on how car advertisers of yesteryear stretched (literally) both the imagery and the facts (see page 18). The indirect language used in some cases reminded me of a recent experience putting something quite mundane up for sale on eBay. In creating the listing, a button popped up "Use AI to write the description". In doing so, I was presented with the style of prose that perhaps the writers referred to in Roy's article would be proud of. Needless to say, I reverted back to my own sales description!

On a more practical note, you will see on page 24 a short explanation of TWAM (Tools with a Mission). After receiving the article, I contacted the organisation and have since divested myself of some unnecessary tools, a process that also helped to tidy my garage (another of those 'winter jobs' completed). Perhaps you too will find something useful in these pages, either personally or for the club you represent. I do hope so.



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Chairman: **David Whale**
Secretary: **Mel Holley**

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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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For more information please contact secretary@fbhvc.co.uk or by post to

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Insuring Yesterday's Vehicles
on Tomorrow's Roads

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Add value to your club membership
with FBHVC Insurance

FBHVC Insurance is provided by Peter James Insurance, and is designed to offer clubs and their members access to the benefits of an insurance scheme usually reserved for larger clubs only by using the strength of the combined Federation community.

Your members will receive the following policy benefits at no extra charge:

- ✓ Exclusive club member rates
- ✓ Free salvage retention
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- ✓ Free agreed value
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- ✓ Multi-vehicle policies available for classic collections
- ✓ Laid-up cover
- ✓ Reinstatement cover
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FBHVC Insurance By Dave Youngs

Whether you call it a heatwave or just pleasant weather, the collective enjoyment of Drive It Day was followed by some superb late spring sunshine, so I do hope you have been giving your historic vehicles a good airing after the winter lay-up.

We are proud supporters of the FBHVC's National Drive It Day as it has such immense importance when it comes to raising support for the historic vehicle community on our one big national awareness day, not to mention the tens of thousands raised for the NSPCC's Childline service as well.

It's often said that you only know whether insurance is good value when you have to use it. To a large extent, that's true, and we often hear from people in the car community who have been taken by surprise when they need to claim and realise how much mainstream coverage works. This is why it is essential not only to insure your two or four-wheeled vehicle with a specialist but also to make certain they cover your vehicle in a way that will see it preserved and returned to the road. This is why we work so closely with the FBHVC: to make sure that your scheme offers precisely the type of coverage you need. After all, we are all here to preserve our transport history!

One example of how we have worked with you, the member, to ensure that our cover 'does what it says on the tin' is around **FREE** salvage retention. I emphasise the word **FREE** because, amongst others in the wider world of insurance, you'll often see that quoted when it is not what we would consider to be truly free. Let me explain...

Firstly, we should define what it means when your vehicle is a write-off, or, as it is called in the insurance world, a total loss. This is where your vehicle has

been damaged beyond economic repair or deemed unsafe to be driven again. The engineer who inspects the vehicle after the accident determines this.

A reminder also of the four categories of insurance classification following an accident. These have been updated in recent years:

Category N (Non-Structural):

The vehicle has minor damage and is repairable, but the cost of repairs is more than the vehicle is worth, including any reinstatement cover included. This may also apply if it was stolen and then recovered after the insurance company settled the claim.

Category S (Structural): As per above, but also includes structural damage. Despite this, the vehicle could be safely repaired and can go back on the road, but the costs exceed the value.

Category B: This category refers to a vehicle that has sustained major structural damage, and the costs of repairs are more than the value. The vehicle is not safe to go back on the road. Parts may be salvageable from the vehicle, but the DVLA will not issue another registration document, and it can, therefore, never be resold.

Category A: This is the worst case of accident damage, and there are no salvageable parts, often because they have been contaminated by fire or flood damage. Sadly, the vehicle will have to be crushed according to the law.

With our insurance, your policy includes **FREE** salvage retention, which means that you retain the vehicle should it be deemed a 'write-off'. In this case, you would receive a full settlement and retain the vehicle's salvage with no deduction, other than policy excess. This could provide a valuable supply of parts, which might keep another vehicle on the road,



or you might even be able to rebuild the car yourself if you have the skills and available parts. The important distinction is that we do not deduct anything from the settlement to cover the cost of the car, like many insurers do, and as long as the vehicle is not Category B or A (very rare cases) then we will always return that salvage to you if you want us to, with no quibbles. So, next time you read the small print, look out for that one on insurance policies and rest assured that with us, salvage retention is always free and an option, ensuring you have the very best chance of getting that vehicle repaired to live for another day, should the unthinkable happen.

Your club can easily access FBHVC Insurance by registering as a participant via the simple form at insurance.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 your 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

DVLA > Ian Edmunds

In the last (March) edition, I reported on a very encouraging HVUG (Historic Vehicle User Group) meeting held in December 2024 and noted the Federation's responses to the generally very positive proposals from DVLA. For this edition I have nothing further substantive to report.

The HVUG scheduled for March was cancelled and the next is planned for June.

We remain optimistic that DVLA are working towards a mutually beneficial position on historic vehicle registration and are happy to support them in taking the time to get it right. As always, we will share any news or developments at the earliest opportunity.

Introduction

Tempus fugit is about the extent of your Latin lesson in this edition. As reflected in the illustration (with thanks to the original illustrator, John Burningham), time has indeed literally flown since the children's novel, *Chitty Chitty Bang Bang* was first published. 60 years in fact, just after the demise of its famous author, Ian Fleming. Readers of the original James Bond novels will recognise that Fleming liked his cars and portrayed them accurately in the narrative. The exciting cops and robbers plot of *Chitty Chitty Bang Bang*, later radically altered by Roald Dahl for a Hollywood musical, is in effect an homage to a historic vehicle, the original "barn find". Even if you could not persuade your historic vehicle to take to the skies or the road this April, I hope you purchased your 2025 Drive It Day plate and added to the coffers of the Federation's partner charity whilst enjoying a magical day out in your HV.

I have outlined previously that the legislative threats to our movement largely come under three headings: Environmental, Technical and Social & Economic (my AGM summary in Edition 6 of 2023 expands upon this theme). In the Federation's early days, we focused on Technical concerns, to ensure

our vehicles were not put off the road by their failure to comply with ever developing construction and use regulations. We have all benefitted from past campaigns that have ensured our vehicles can operate, so long as they conform to their original specification and are not restricted on mileage or use.

Latterly, our operations shifted to the Environment. The UK and international focus on man-made climate change heralded legislation mainly stemming from International and EU law on emissions which has led to, *inter alia*, the inception of CAZ and LEZ and the journey to "Net Zero". Again, we have successfully lobbied for and obtained suitable "carve outs" for HVs and benefitted from a favourable VED regime.

As evidenced by the topics raised below, the new threats/risks emerge increasingly under Social & Economic. Regulation is not always the antithesis of freedom, but it can result in extra costs and burdens which in turn restrict operations and growth. Thus, in this edition, I discuss the Online Safety Act which was highlighted on the Federation's webpage and Ofcom's increased jurisdiction. In previous editions I have raised the potential effect of Martyn's Law (Terrorism (Protection of Premises) Bill) on club activities

and the General Product Safety Regulations which regulate precisely what the title describes. None of these are concerned with the regulation of motor vehicles as such. All are intended by Government to have social and safety benefits for broader society. They have cross party-political support. The downside is they all have potential adverse effects on the operation of our member organisations. None are designed to undermine unincorporated mainly volunteer organisations but may have that effect incrementally. Our job is to try and mitigate the downside of any new provisions (as we have had some success in relation to Martyn's Law) and secure a lighter touch in relation to enforcement on clubs.

One final issue covered under the Social heading, is the growing call for tightening of medical (particularly eyesight) checks for "older" drivers following a series of fatal accidents. I have also added a short reminder about seatbelt law re: children.

As I have said before, curtailment of our freedom to use our vehicles is likely to be incidental to other policy aims, unintended and so imperceptible as to be almost unnoticed. We remain watchful, of course.

Fly It Day 2025



How To Avoid The Oxford's Low Traffic Neighbourhoods

Online Safety Act 2023

My apologies to those who have already read the article on this topic pinned on the FBHVC webpage early in March as this will resemble a repeat. However, most readers will have been at least dimly aware of this Act's genesis and inception but may not have seen its relevance to Federation Clubs. Indeed, during its debate, we had not fully cottoned on to its effect on organisations beyond the big social media companies. Indeed, as I go on to state below, we expect the effects will be extremely slight on our member clubs – however as Jack Reacher (look him up!) says, *“hope for the best, prepare for the worst!”*

Firstly the UK's Online Safety Act (OSA) which passed into law in 2023 and is now being implemented in stages is not specifically directed at Clubs or else we would have responded at the consultation stage. However, as its implementation began in March 2025, it was something to which we believed they needed to direct their attention if they hosted online services such as a forum.

I will start with a recap on its intent and provisions. With the first parts of the OSA having come into effect in March 2025, its aim is to protect children and adults online and creates a range of new duties on social media companies and search services, making them more responsible for their users' safety on their platforms. The OSA gives relevant providers new duties to implement systems and processes to reduce risks that their services are used for illegal activity, and to take down illegal content when it does appear. Illegal content includes content related to child sexual abuse, controlling or coercive behaviour, extreme sexual violence, extreme pornography, fraud, racially or religiously aggravated public order offences, inciting violence, illegal immigration and people smuggling, promoting or facilitating suicide, intimate image abuse, selling illegal drugs or weapons, sexual exploitation and terrorism. In relation to protection of children, they must be prevented from accessing what is termed Primary Priority Content and should be given age-appropriate access to another category, Priority Content. Primary Priority Content includes the most serious content, pornography

and content that encourages, promotes, or provides instructions for either self-harm, eating disorders or suicide. Priority Content includes bullying, abusive or hateful content, content which depicts or encourages serious violence or injury, content which encourages dangerous stunts and challenges; and content which encourages the ingestion, inhalation or exposure to harmful substances.

The fulfilment of these duties will be overseen by the Regulator, Ofcom. The OSA also creates a range of offences including encouraging or assisting serious self-harm, cyber flashing, sending false information intended to cause non-trivial harm, threatening communications and intimate image abuse.

Readers will certainly be thinking that these provisions must simply be aimed at the big online operators and indeed these are significant targets. However, Clubs can be swept up in the provisions and this is how. The OSA's duties apply to search services and services that allow users to post content online or to interact with each other (user to user). This includes a range of websites, apps and other services, including social media services, consumer file cloud storage and sharing sites, video-sharing platforms, online forums, and online instant messaging services. In summary, Clubs which host forums on their websites are therefore potentially covered by the Act's provisions.

We had a close look at exemptions in the OSA. These included internal business services, only accessible to employees (or volunteers/contractors), email services, SMS/MMS/one-to-one voice services and “Limited functionality services” such where users can only post comments on the provider's published content, not on user-generated content such as product reviews. Also exempt are services provided by public bodies.

Some clubs will have thought that exemptions will have included forums which host no pornographic or similar content but that is not how the Act works. It is the risk of such content being uploaded and seen by children that the Act seeks to mitigate hence club forums being drawn into the ambit.

However, the government intends that the safety duties imposed on providers are proportionate to factors including the risk of harm to individuals, and the size and capacity of each provider. While safety measures will need to be put in place across the board, small services with limited functionality are not required to implement measures or take the same actions as the largest corporations. Ofcom is required to take users' rights into account when setting out steps to take. Providers have simultaneous duties to pay particular regard to users' rights when fulfilling their safety duties.

The ability to assess the effect on smaller providers and forums has been difficult to assess until Ofcom guidance was available. However, it has now been drafted and is set out here <https://www.ofcom.org.uk/online-safety/> Within that link is an online checker to confirm whether the OSA does apply to a particular Club's services (almost certainly will to online forums) and a guide to compliance including risk assessments.

There are a number of significant dates in the implementation of the Act; the next and significant one for online forum hosts is 16 March. By this date, providers of the online service should have completed a risk assessment for dealing with potentially illegal content. The Ofcom guide and risk assessment specimen are here <https://tinyurl.com/42ejnac6> This will give an indication of the scale of effort needed for other compliance steps such as content moderation, transparency, and age verification, if appropriate.

The legislation does look intimidating for small operators, and we hope that Ofcom abides by its promise of a proportionate approach. We anticipate some of the mandatory compliance requirements are already adhered to in some form as part of operating the existing club forums (moderating and dealing with inappropriate posts and behaviours, adherence to forum rules and processes for joining and identification) which should mitigate the burden of the new rules.



OSA & Social Media Sites - Facebook, Instagram, etc.

We are grateful to those clubs who have already written to us about the legislation. We have also been asked about the application of the OSA to club responsibilities for Facebook Groups/Pages (and other similar social media sites, such as Instagram, TikTok etc), and those individuals who are such groups' 'Admins'. None of what I say below constitutes or is intended to constitute formal legal advice but only as a guide to appropriate official sources. If in doubt, clubs should obtain their own legal advice.

As advised above, the first step should be to use Ofcom's 'check if the OSA applies to you' tool here: <https://tinyurl.com/4rhcs4w>

Our reading of the OSA is that a distinction can be made between a club hosted forum and a club page on, for example, Facebook. In the latter case, it would appear that Meta (Facebook's owner) would be regarded as the 'provider' of the user-to-user service, so carrying the primary responsibility regarding content hosted on its site. Indeed, it might be considered that this responsibility was one of the primary drivers for the OSA in this country and elsewhere in the world. However, any user of Facebook, including a club's Group/Page creator/admin, will have ticked a box accepting Facebook's T&Cs which will include conditions relating to conduct, standards and behaviour which outlaw most, if not all, of what is regarded as illegal content under the OSA.

Facebook provides Admins with various tools, such as limiting a group/page member's posts, requiring moderation, etc.

Obviously, you should have a policy in place as to how you run your Facebook page - such as to delete posts, ban and report those posting - and be monitoring your group/page regularly (e.g. daily) in case illegal material (which includes bullying and hate speech) is posted. Whilst we are unclear as to what liability may arise for Admins/moderators specifically under the OSA, our understanding from other cases is that liability of such individuals (e.g. in relation to allegations of defamation) has arisen when there has been a failure to act such as not removing content when notified of the inappropriateness of the content. The expectation is that the major providers will have resources and technology to monitor content and remove it as appropriate. Individual page moderators do not appear to have such pre-emptive responsibilities but should act when made aware of such contents as they are obliged to under the platform's terms and conditions.

General Product Safety Regulations

I won't rehearse in full the detailed account of these provisions I gave in the last edition of *Historic*. For those new to the topic, the title is for once a fairly accurate clue to the intent of the regulations. Such provisions have been around for a long time and these latest EU regulations extend the mandate to a wider category of products and bring online marketplaces within their ambit. Although we are no longer in the EU and not bound in UK law by any legislative changes on the continent, that does not mean we are immune from the effects of these Regulations specifically in relation to goods exported from the UK to an EU country.

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". We considered that the Regulations could produce challenges for clubs who sold 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 a Responsible Economic Operator (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 Market Surveillance Authorities represented mainly by customs officials.

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. The solution which we sought from the Government's Business Department and on which we obtained official assurance was whether the "mutual trading" within a members' club (as recognised by HMRC for tax purposes) could be regarded as a closed and not open market? Based on official advice, we suggested that clubs exporting spares to members in Europe should adopt a recommended labelling formula 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. I am happy to report that so far this labelling solution has been conducted with success.

However, as we know from the investment sector, past success is no guarantee of future performance, but again we hope for the best and will provide further updates on this important area as and when we have information to convey.

Highway Code Changes North of the border

Whilst we cannot provide an update on every Road Traffic law amendment applicable to ALL vehicles as opposed to just HVs, I thought it might be useful to bring to your attention the following changes to a couple of paragraphs of the current Highway Code in Scotland. The "changes" are in effect making rules which are currently of an advisory nature into legal requirements in Scotland, enforceable through criminal prosecution. These rules are in the section of the Code concerning Parking and Waiting and relate to dropped kerbs and pavement parking. First **Rule 243** which among other things says:

DO NOT stop or park:

-
• where the kerb has been lowered to help wheelchair users and powered mobility vehicles

except when forced to do so by stationary traffic.

This now reads additionally: "In Scotland you **MUST NOT** double park or park anywhere the kerb has been lowered to help pedestrians or cyclists. Exceptions are allowed in limited circumstances."

The legal requirement is in the Transport (Scotland) Act.

Secondly, **Rule 244** which bans pavement parking entirely in London has been amended to add "or Scotland". Elsewhere in the UK, pavement parking remains a "should not" rule.

Terrorism (Protection of Premises Act) 2025 (Martyn's Law)

I have written quite a lot on this topic over the last couple of years and for a detailed summary of the background please see Editions 5 of 2023 and 2 and 4 of 2024. With a draft Bill laid by the last government following the Manchester Arena terrorist bombing with the aim of enhancing safety and security mainly at entertainment venues, readers may recall that we responded to the consultation.

The most significant duties and responsibilities for venue operators would attach to those venues with a capacity of 800 or more; there would be a need to contemplate and institute measures not only to reduce harm after a terrorist incident occurred but also prevent it. Whilst the latter duty did not extend to smaller (standard) premises, we had concerns about the training and procedural burdens which would be placed on those responsible for smaller venues such as village or church halls, the sort of locations used by clubs for meetings and other activities. Whilst the Bill proposed to exclude entirely venues with a capacity of 100 or less from the duties under the Act, we argued that many village halls would still remain in scope and requested that the capacity limits should be reviewed and increased to at least 200. We also expressed reservations about how larger (800+) venues used by, for example, a small club might work in terms of the applicable duties.

The Bill did not pass before the election but as I reported previously, it was included in the King's Speech. We were pleased to note that in line with our suggestion, albeit to be calculated in a different way, the new Bill's provisions did indeed exclude venues where the reasonably expected numbers were less than 200 albeit the other provisions remained very similar. The legislation received Royal Assent on 3 April albeit it will not come into effect for a period whilst secondary legislation and guidance is developed.

Although our earlier concerns on smaller venues have been assuaged, our attention is now focused again on larger venues used by member clubs, particularly non-permanent sites such as farmer's fields for larger gatherings and how the "enhanced duties" including preventing incidents might work. So can I make a request to those club officials who will be contemplating historic vehicle events particularly at bare sites and anticipating numbers of attendees of 800 and above – could you have a look at the factsheets on the Act including <https://tinyurl.com/evdspjh5> and <https://tinyurl.com/mws4788w> ? Please then feed back to us what issues and challenges you identify to assist with any submissions to those developing the guidance on how to implement this. Clearly the aim is that the procedural and cost burdens attaching to any event because of the legislation are as low as possible for organisers given the other pressures on organisers.

Medical Standards for Drivers

And now for the final topic under the "Social" Pillar. As is contained in most political manifestos, this Government had a generic promise to improve road safety and that a review is underway seems to be confirmed in its response to news features on a particularly controversial topic. One such topic featuring prominently in the media recently (April) was that of fitness to drive, specifically older drivers. Given the "age dynamic" of our movement, this is a relevant issue and I have covered it a number of times previously, most recently in Edition 6 of 2023 concerning a then government consultation on medical examinations. That consultation had been prompted by a series of fatal accidents where the medical condition of the elderly drivers was found to have contributed to the collisions. The latest media coverage is of a coroner's recommendations following inquests into a number of deaths where age related medical conditions played a role. <https://tinyurl.com/4xcpnxad>

As you would expect, campaigning groups have renewed demands for increased driver testing, arguing that in the UK once a driver has their B licence, and subject to any intervening events, no renewal takes place until aged 70 and even then without any medical scrutiny, particularly eyesight. The UK is criticised for being one of only a few countries which does not require more regular or thorough medical tests during a driver's career behind the wheel (again excluding HGV or PSV, etc.) and because the renewal at age 70 is based on self-certification.

Up to now Governments and campaigning organisations for older citizens such as Age UK, have resisted more medicals for "private" motorists, relying on drivers and GPs to report unfitness as they are required to do in law.

Indeed should you ever have any question on the topic, there is a detailed manual available here <https://tinyurl.com/4cccd4pss> targeted at medical professionals detailing the conditions which should keep us off the road. This risk-based system has arguably worked sufficiently well that governments have not sought to change it. The UK for many years maintained a number one slot for road safety well ahead of countries which had more regular medical testing.

However, there is a growing impetus for some change. Firstly, we are no longer in top spot for Europe's safest roads. This report provides the most recent statistics <https://etsc.eu/18th-annual-road-safety-performance-index-pin-report/>. UK road deaths have not risen but two Scandinavian countries have improved their positions considerably. Secondly, we have a growing cohort of drivers over 80 and over 90, a situation which simply did not exist 40 or 50 years ago. (The statistics are lacking on over 80s, but in 2016 the number of drivers over 70 was 4.6 million and today it is 6.2 million. Of that, 1.65 million are over 80). Some of those will be reading this and I should say that age itself is not the determinative factor on fitness to drive. However, medical science is clear that our physical and cognitive powers decline with age albeit largely compensated for by skill and experience and older drivers tend to tailor their driving ambition accordingly. In the aviation world, the airline pilot must gracefully give up Commercial passenger flying at 65 but can continue general aviation much longer.

It is also the case that in the most egregious reported cases, the drivers concerned had been "tested" but were deliberately ignoring advice not to drive hence the long prison sentences for unlawful killing.

Seatbelts (yet again)

In the last Edition I wrote on seatbelts in the context of enforcement and in particular how detection cameras used by the authorities would discriminate between non-wearers in vehicles where seatbelts are fitted and non-wearers where no seatbelts are fitted or required. This topic led to a debate in some motoring journals about the merits of retrospective fitting of seatbelts.

Based on some subsequent correspondence received by the Federation, I realised that in supporting the concerns of those who wish to maintain the originality of their vehicles (me included) and reinforce their legal entitlement to do so, I should have drawn attention to a major restriction where a vehicle is not fitted at all with seatbelts. Notwithstanding certain exemptions in the Road Traffic Act 1988 and Motor Vehicle (Wearing of Seatbelt) Regulations which allows HVs without seatbelts to be "legal", it is specifically prohibited to carry children under 3 in vehicles not fitted with seatbelts. See: <https://www.gov.uk/seat-belts-law/if-your-vehicle-doesnt-have-seat-belts>

The Path to Net Zero

In my last article I talked about the Government consultation to seek 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 Government has now published the outcome of the consultation as follows:

2030 phase out of new ICE cars and CO₂ requirements for vans

- Reconfirmation of the commitment to end the sale of new purely ICE cars by 2030, with all new cars and vans being fully zero emission by 2035.
- A technology definition to permit the sale of hybrid electric vehicles (HEVs) and plug-in hybrid vehicles (PHEVs) post-2030, alongside zero emission vehicles (ZEVs).
- A non-ZEV fleet-wide average CO₂ cap for new cars sold post-2030, with a 10% improvement against the 2021 baseline, and no vehicle level cap.
- No technology definition for new non-zero emission (ZE) vans after 2030. Therefore, allowing the continued sale of new Internal Combustion Engine (ICE) vans, HEV vans and PHEV vans post-2030, until 2035.
- A non-ZEV fleet-wide average CO₂ cap for vans post-2030 with no further required improvements against the 2021 baseline and no vehicle level cap.
- The exemption of all micro vehicle manufacturers (MVMs), small vehicle manufacturers (SVMs), special purpose and kit vehicles from the requirement to end the sale of pure ICE cars by 2030. SVMs will need to apply for a bespoke derogation to reduce their emissions across their fleets on the pathway to 2035. All new cars and vans must be zero emission by 2035.

ZEV Mandate

A series of flexibilities will be introduced to enable multiple pathways to support manufacturers in the transition, whilst maintaining the existing headline ZEV targets, including:

- Existing borrowing mechanism will be extended out to 2029 with new caps proposed for 2027-2029. All borrowed allowances to be repaid by 2030 at the latest, for both cars and vans.
- Ability to transfer CO₂ savings from non-ZEV to ZEVs will be extended to 2029, with caps for both cars and vans. The 2025 and 2026 caps will be increased to provide additional short-term flexibilities, with new caps following the same pathway.
- Introduction of a new bidirectional car-van transfer mechanism, with an exchange rate for ZEV car to ZEV van of 0.4; for ZEV van to ZEV car of 2.
- There will be no new bonus credits at this stage, but the government will consider extending credits to vehicles with 'vehicle to grid' charging capabilities in due course.
- The creation of a Utility Factor flexibility, allowing PHEVs to use the current CO₂ value for the purpose of Vehicle Emissions Trading Scheme (VETS) compliance, for the duration of the ZEV Mandate.

Other issues

Reduce existing compliance payment levels to £12,000 for every zero emission car manufacturers fall short of the target after all other compliance routes have been followed, and £15,000 for every zero emission van they fall short of the target, again after all other compliance routes have been followed from 2025. This will be confirmed following engagement with stakeholders.

Regulations will be brought forward to allow UK derived or EU derived WLTP specific emission reference targets to apply from 2021-23 in the UK and in 2024 in Northern Ireland.

So, the Government has decided to stick to the 2030 date for the phasing out of internal combustion engines with a 5-year reprieve for hybrids and ICE vans to 2035.

There is also an exemption of all micro vehicle manufacturers (MVMs), small vehicle manufacturers (SVMs), special purpose and kit vehicles from the requirement to end the sale of pure ICE cars by 2030, however SVMs will need to apply for a bespoke derogation to reduce their emissions across their fleets on the pathway to 2035.

After 2035 all new cars and vans must be zero emissions.

It now remains to be seen if the Government's plans can be delivered without destroying what is left of UK car manufacturing. Alan Johnson, a senior Nissan executive, has warned MP's that the UK is "not a competitive place to be building cars" due to high energy costs and other factors. He highlighted that the Sunderland factory "pays more for its electricity than any other Nissan plant in the world". The warning comes just weeks after the manufacturer reduced operations at its Wearside plant, which could be a further blow to the UK automotive sector.

For historic and classic vehicle owners, petrol and diesel will continue to be available for the foreseeable future, however UK refining will have to adjust to meet market demand. The UK will also still require large volumes of jet fuel as there is no viable high-volume alternative as Sustainable Aviation Fuel (SAF) is limited by the availability of waste cooking oil feedstock. The danger is that with high energy costs and anti-fossil fuel policies, that refineries become unprofitable and are shut down and turned into import terminals thus endangering UK security of supply. The future is certainly going to be interesting.

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Apprentice of the Year: Jack Taylor

We are pleased to welcome a new club who are supporting the Heritage Engineering Apprenticeship that is being offered by The Heritage Skills Academy.



Jack Taylor, centre, receives his award from Susan Akrill, National Liaison Officer, MMOC and Karl Carter, Skills Director, FBHVC

The Restoration Show at the NEC in March was the backdrop for the presentation of The Apprentice of the Year Award, sponsored by The Morris Minor Owners Club. This year's winner of the Morris Minor Owners Club Jack Daniels Shield was Jack Taylor who is an apprentice at Mathewsons, now famous as the home of the 'Bangers and Cash' TV programme.

Jack was chosen as Apprentice of the Year by the team at The Heritage Skills Academy in Bicester who commented that: *"Jack is always positive and is always grafting positively. He has shown real initiative with his car rallying and is highly committed and very independent."*

Jack, as one of nearly two hundred apprentices in training at The Heritage Skills Academy, is undertaking the mechanical module.

In addition to the shield Jack also received a cheque for £200.

Classic Vehicle Apprenticeship hits new heights and new facilities too

Where are tomorrow's classic vehicle engineers going to come from, and how do we keep skills alive?

That's an often asked question and one that the Federation has been answering consistently over the last twelve years.

The result is that now more than 300 apprentices have either graduated from, or are in training, through the Heritage Skills Academy (HSA), which is ensuring that vital skills are passed on, and a new breed of engineers is ready to step forward.

HSA is the 'delivery body' that provides the teaching to apprentices, alongside their recruitment and employer engagement.

But the early days were full of learning for the Federation itself when we established in 2014 a classic car restoration scheme at Bicester. Francis Galashan was one of the original investors in the former RAF Bicester airfield to develop the skills required to work on classic cars. Banbury and Bicester College were keen to work with us and so the course started at Bicester College also utilising one of the units at Bicester Heritage. Francis Galashan used his trust to fund the early stages of the development of the course, but the quality of delivery of the course was not at a level that employers wanted, and the course started to struggle and eventually failed.

The government had announced that all apprentice courses needed to be moved to a new 'Standard' and I received a phone call from John Pitchforth after he spotted that my name was on the original apprentice 'framework'. John was working at one of the largest independent training providers, London Garages, and they had been asked

by Rolls-Royce and Bentley specialist, P & A Wood, to help train apprentices. That was the start of my journey working with John, and I continue to work closely with the highly motivated HSA team.

John's passion for classic cars and teaching those skills was paramount in him starting HSA. Seven years ago, working with the FBHVC, Bicester Heritage and The Galashan Trust, we helped HSA secure Building 90 at Bicester Heritage and fitted it out for the first eight apprentices to start on The Heritage Engineering Technician Apprentice Course that we had registered with the government with an agreed funding band of £26,000.

The course was a success from the start and as the number of apprentices grew the need for more space became the limiting factor. HSA rented Building 103 at Bicester Heritage and again FBHVC, with the Francis Galashan Trust funding, fitted out the new building.

Then Covid-19 struck and the teaching went online within days and, more importantly, the number of apprentices actually increased during the pandemic.



New Engineering Hub with Lotus Europa in the foreground



Owain Johns, Development Director, HSA telling visitors about the new engineering hub

The potential for more increases in apprentices and the need for additional funding led to The Federation Skills Trust being set up as a Charitable Incorporated Organisation with Francis Galashan as its first Chairman and with myself and David Whale, our Chairman at the FBHVC, being two of the first trustees. I now Chair FST but Francis and David are still trustees with three new trustees contributing to an organisation focussed on delivering high quality training.





HSA Apprentice, Robert Hicks of Coleman Classic Cars, testing the brake discs on an MGB

The HSA was now continuing to deliver the mechanical course but also identified the need for a coachwork course but lack of cost-effective space at Bicester Heritage was a limiting factor. A phone call by John Pitchforth in the midst of the pandemic to Tamalie Newbery, the Chief Executive at Brooklands Museum, received an immediate response. John and I met with Tamalie to learn that the Flight Shed Workshop could be made available. The offer was too good to miss. John was keen to move forward and FST was again asked to fund the fitting out and again the Francis Galashan Trust agreed the funding.

The Brooklands Museum workshop was transformed into a new facility to train coachwork skills and soon filled up the capacity.

Many readers will be familiar with training delivered to apprentices attending local colleges one day each week. This was a key learning of the original programme... the HSA course is all block release with apprentices attending nine weekly sessions each year for three years. Those nearby can travel each day during their training week at the HSA but those living and working further away have to stay in accommodation locally. 16 to 18 year-olds have to stay with a registered family during their week as part of the duty of care for younger apprentices. The major benefit is that block release means the course is available to any classic vehicle business anywhere in the country. It does have the cost of travel and accommodation but that is more than offset by the quality of training delivered when you have the whole group at the training centre for an intensive week.

The Heritage Skills Academy works with over 140 different businesses who wish to develop an apprentice, and they help them find the best candidate, decide which course is appropriate and then have development coaches who monitor the performance of the apprentice, both

at the training centre and back in the workplace. The final part of the course is the End Point Assessment which is the test of the apprentice both in the workshop and a review of their written portfolio. Once passed, the apprentice is then a qualified Heritage Engineering Technician trained to work on vehicles from before WW1 to modern day classics.

In March this year, we were able to celebrate a new milestone and also recognise a new charity that has funded the latest expansion. March 25th saw the official opening of a new workshop in Bicester, just a short drive from Bicester Heritage. Previously used as a bathroom and kitchen showroom and store, the

building needed significant work done to convert it to a teaching facility. Trustees of The Armiger Foundation had experienced our facilities at Brooklands. The Armiger Foundation was established in memory of Adrian and Hannah Berry to promote the education for the public benefit in the field of classic and historic vehicles, principally by promoting the knowledge and understanding of their maintenance, repair, restoration and operation, and assisting in the provision of apprenticeships. This was a perfect fit for the Trustees, and they agreed to work with the FST to convert the building which would allow for further growth of the mechanical course. The new facility has been named The Armiger Foundation Heritage Engineering Hub.

Another recent milestone was reaching 200 apprentices in training, which after seven years is a fantastic achievement. The new building will allow that number to increase to 240 and, you've guessed it, we will need additional capacity if we are able to increase the numbers still further.

So, what do the apprentices think about the new facility? Well, it does not have the character of the Bicester Heritage site where many historic vehicles are routinely tested, but it is within walking distance of McDonalds, Greggs and Lidl so it gets their approval!

The success so far has been down to the HSA team which has also grown as the numbers increased. However, there is one problem that is not going away, and that is funding.

I mentioned the £26,000 funding band earlier which was awarded seven years ago. That is the total amount to train an apprentice for the whole three years and finance the End Point Assessment (EPA). With 20% of the £26,000 usually needed for the EPA that leaves nearly £7,000 for delivering the nine course weeks each year. Funding by government, past and present remains impacted. Funding bands have not increased; the promise of the Apprentice Levy, which is 0.5% of payroll for businesses over £3m only being spent on training, has been broken and last year £800m, which is 20% of the levy, was given to the Treasury. Allowing for inflation, the award of £26,000 seven years ago should be £35,000 today but it seems unlikely that the new government is going to do anything different. There has to be a fundamental shift in the funding of apprentices by this government if it wants to develop the skills that would be needed for further growth, not just within the classic vehicle movement, but anything that needs manual skills. We all hope the current government reviews the funding bands for apprentices, as it is likely to have a major effect for all sectors and will ultimately limit growth. Just ask a builder if he can get a bricklayer, and we are supposed to be building 1.5 million new homes!

Karl Carter



The New Machine Shop in the Engineering Hub



MGB being worked on by apprentices at the New Engineering Hub



Michael Barton, Trustee, Armiger Foundation, addresses the visitors

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.

It's been a full-on series of events since my last report, including multiple Touring Assemblies, Regularity Rallies and Concours Events – and a track day for historic motorcycles, plus of course our amazing Drive It Day. And these were just my UK events.

Internationally, I have been the FIVA Steward on the Rally Maya Mexico, a 900-mile regularity Rally in Mexico held in temperatures of 40°C. These temperatures put a significant strain on the cars and the crews. Vehicles ranged from 1927 Ford Model A to a Monteverdi High Speed 375L. Despite the heat almost everyone finished, which is a testament to both careful car preparation and crew stamina. The organisers are very proud that bicycles and wheelchairs brought along for the purpose, are handed out to those who need them during stops at small villages along the route.

Still to come this summer are myriad club run events and shows all over the UK, and it's the same picture abroad with more events than ever on the FIVA Events Calendar. One of note is the Frazer Nash club who are reprising the 100th anniversary of their team success at the Boulogne GP. The old (public road) circuit is still there and so it will be quite a nostalgic sight as these cars parade around the 'old track'.

Between now and my next report - on 2 wheels, I will be taking part in the FIVA World Motorcycle Rally in Tuscany, and on 4 wheels I am looking forward to the Capel Car Show, a club Rally to the Eagles Nest in Austria, and a Concours Event in Slovenia. For the Motorcycle event we will be running some of the bikes on Sustainable fuel to raise awareness amongst bikers internationally and promote sustainability – which is always a key message for the FBHVC, FIVA and the FIM.

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

The two cars opposite were photographed at the Maya Rally. The yellow Iso Griffo (upper) was called-up as a late replacement. The BMW (lower) is a rare styling exercise model that is well loved and regularly used by its owner.

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 calendar

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

FIVA Events questions and feedback email

events@fiva.org

FIVA Sustainability strategy

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

FIM

<https://www.fim-moto.com/en/fim/commissions/international-sustainability>

Drive and ride safely and help us promote the responsible use of our vehicles.



Essential Guide To Parts & Services

Following our theme of highlighting useful and interesting market sectors of the automotive scene, we made a joint visit to W.H.Tildesley Ltd. one of our most recent recruits as a Trade Supporter who is the UK's oldest remaining producer of quality drop forgings.

You will no doubt have heard the phrase "Did thee feel the earth move?" from Ernest Hemmingway's novel, For Whom the Bell Tolls. Well, if you've been stood next to a 5-ton drop hammer, the earth certainly moves for you, as Andy and I found out!



W.H.Tildesley was founded by William Henry Tildesley in 1874 and remains at its original location, Clifford Works, in Willenhall, West Midlands, UK.

In the early days, the company quickly established standard product lines to meet market demands, most notably producing vermin traps and horse grooming equipment, including curry combs, tail combs and sweat scrapers. Additionally, a comprehensive range of horseshoes was developed, initially to support the first Boer War.

Today, the company continues to invest in forging technology, specialises in exotic materials, and has developed applications for a wide range of markets, including aerospace, petrochemical, subsea, defence, lifting gear, rigging equipment and motor vehicles.

WHT occupies a unique position in markets that require small to medium quantities of specialised parts, often with short lead times. Their capacity to produce small batches efficiently has become essential to their market position. Continuous investment in capital equipment, materials technology, training, and information technology enables them to provide a crucial service to today's key industries.

WHT has recently completed a two-year project to preserve and digitise its extensive archive of original forging and engineering drawings. This archive encompasses a diverse range of components produced over time, dating from 1908 to the present day. Each drawing includes original customer part numbers linked to their respective unique heritage accounts.

Their heritage is well-documented in archives that include over 5,000 forging drawings for more than 300 unique customer accounts, covering a century of drop forging production. All the drawings were professionally bound and archived, with the oldest dating back to 1908 for Albion Motors Ltd, which marks the beginning of the archive.

WHT was an original equipment supplier to many British companies such as:

- **Aston Martin Lagonda Ltd**
- **Burman & Sons Ltd**
- **Enfield Cycle Company Ltd**
- **Ford Motor Co Ltd**
- **Henry Ford & Sons Ltd (Fordson)**
- **H.M Admiralty**
- **Hardy Spicer**
- **Matchless Motorcycles Ltd**
- **Morris Motors Ltd**
- **Pressed Steel Co Ltd**
- **Rolls-Royce Ltd**
- **Maudslay Motor Company Ltd**
- **Triumph Company Ltd**
- **Triumph Engineering Co Ltd**
- **Vauxhall Motors Ltd**
- **Veloce Ltd**
- **Armstrong Siddeley Motors Ltd**
- **John Marston Ltd (Sunbeam)**
- **Leyland Motor**
- **Riley (Coventry)**

As the original equipment manufacturer for many iconic brands and with access to an extensive archive, they have the capability to reproduce components originally made and supplied using closed die drop forging processes.



Of interest to our community is their new heritage division, which is dedicated to finding and identifying suitable opportunities for reproducing forged components for the sector. Their comprehensive manufacturing service ensures that they can deliver components that not only meet but also exceed the original specifications.



Also, in cases where original drawings are no longer available, WHT can replicate from original part samples. They utilise advanced reverse engineering techniques, including 3D scanning and 3D printing, to analyse original samples to create accurate 3D models and detailed production drawings.

- **Specialist Materials**
- **Complex Forging Shapes**
- **Small Quantity Batches A Speciality**

WHT is well known in the heritage automotive sector, producing both forged and machined parts for many vintage and classic vehicle applications. They work with small businesses, micro-businesses, individual traders, owners clubs, and individual enthusiasts to help restore and maintain many vehicles every year.

We would like to thank Richard Lee and Phil Hobley for our very interesting visit to their factory and for showing us the drop hammers in action.

For further information on W.H.Tildesley Ltd. – Heritage Drop Forging Division, please see their dedicated website: heritageforgings.com or corporate website: whtildesley.com

Please let our Secretary, Mel Holley, know of any further market sectors you would like us to investigate and report upon.

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50 years of the Vauxhall Chevette Mk.1 Cavalier

With thanks to Jane Miller and the Cavalier & Chevette Club



Chevette 4-door

Chevette & Chevanne

In 1974, Vauxhall Motors publicised news of an exciting design project that was based on a restyled Opel Kadett platform which had been launched in Brazil in 1973 with a later hatchback added to the model range. This hatchback-only body style was launched in Britain in May 1975 as the Chevette three-door hatchback in base and L model variations. Both had an improved version of the 1,256-cc OHV engine from the Viva, with a similar four-speed gearbox, rear-wheel drive, independent front suspension, rack-and-pinion steering, and servo-assisted, dual-

circuit brakes. Initial standard equipment included a two-speed heater fan, radial tyres, reversing lights, heated rear window, and reclining front seats.

Initial production was centred at Vauxhall's Luton factory, but Chevette assembly was later moved to the Ellesmere Port plant in Cheshire to allow production of the larger Cavalier and Carlton models to be run at Luton as well as the Opel plants in Belgium and Germany.

The vehicle was intended to fit into the Vauxhall range below the Viva, and was initially available in its hatchback version. With its Pontiac-

inspired 'sloping nose' and inset headlamps, the UK version looked very different from the Opel Kadett and was very well received by the motoring public.

It went on sale on 1 May 1975, priced at £1,593 and from 1975 until 1978 the Chevette was the UK's best-selling hatchback.

The Chevette's spritely 1.3-litre engine, small bodysell, light steering, clutch and gear change, as well as good visibility, allowed for good performance.

More conventional two and four-door saloons, and three-door estate variants joined the Chevette line-up from June 1976. A van version, based on the

estate and called the Bedford Chevanne, was also built, and badged as part of GM's Bedford commercial vehicles marque.

Following the introduction of the Astra in 1980, the Chevette line-up was gradually slimmed down in terms of both trim options and body styles. By the time of the Nova's launch in 1983 only the four-door saloon and the three-door estate versions (in two trim levels) remained on sale until the end of production.

Production of the Chevette finally finished in 1984. A total of 415,000 Chevettes were sold in Britain.

Cavalier Mk 1

Vauxhall decided in the early 1970s to replace the Vauxhall Viva HC with an upmarket new model which was to be bigger in size and although more expensive, would be capable of holding its own in the highly competitive mid-range sector of the market and be capable of challenging the Ford Cortina for fleet operators – well, that was the dream!

Vauxhall wanted to increase its share of the growing company car market and saw this new model as a prime contender to help it do so. The target launch date was set for the autumn of 1975 and a new name was planned - Cavalier. By replacing the Viva and increasing the size of the new mid-range car, Vauxhall would

have the perfect complement for the new Chevette.

In February 1974 Vauxhall's previous model plans were merged into the U-Car project, a decision that saved the firm 2 years of development and £50m. Luton's Design Department set about adapting the Opel version of the U-Car to produce a hugely distinctive superb new Vauxhall model, the Cavalier, a true icon of the 1970s.

The car was unveiled to dealers in Studio 6 at the Elstree Film Studios. After the dealer launch, the cars were put in the underground car park at Elstree Studio for a few days before being taken in secret to Earls Court Motor Show where they were destined to make a sensational impact.

The initial UK model range was made up of a 1600L 2 & 4 door Saloon, a 1600GL 4 door Saloon and a GL 1900 2 door Coupé which featured a deep front spoiler. The 1900 engine was an option on the GL Saloon and not initially a model in its own right. Initial demand outstripped supply very quickly and soon GM were having to look to increase production.

Originally, all Cavaliers were built in Belgium, at GM's huge plant in Antwerp. UK production of the Cavalier at Luton commenced with the first car coming off the line on 26 August 1977, driven by Eric Fountain, Vauxhall's Manufacturing Director. The early Luton cars were a new variation on the Cavalier theme,

using the Chevette's 1300 engine and gearbox, though Luton eventually built saloon Cavaliers of all engine sizes.

Following its launch in October 1975, the original Cavalier began to make an impact and gain ground in the British market, with 30,000 sales placing it as the 13th best-selling car for 1976. It climbed to eighth place the following year with more than 41,000 sales, peaking at seventh place in 1978 with over 55,000 sales. It was still the seventh best seller in 1980, though sales for that year had dipped back to just over 41,000 as the economy entered recession. Over 248,000 were sold in total over a six-year production run.



Cavalier Mk 1 Sports Hatch and Coupe - September 6, 1978



Vauxhall Cavalier GLS Coupe September 1976



Chevette Estate



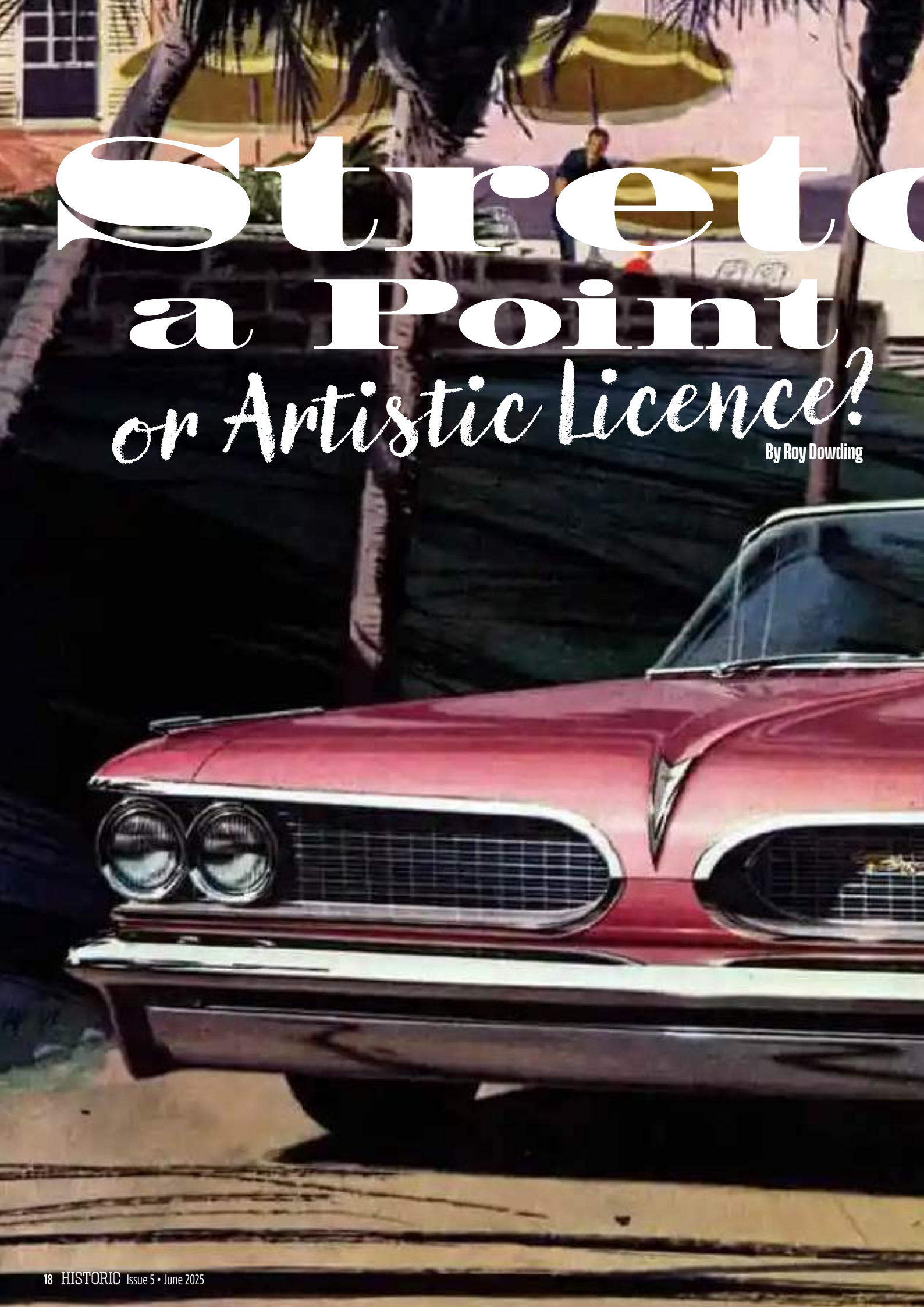
Vauxhall Cavalier Mk 1 GLS interior September 1976



One of the oldest surviving Cavaliers will be driven by its owner from Buckie to Derby as part of the club's 50th anniversary celebrations



This is believed to be the oldest remaining Chevette

A painting of a red classic car, likely a 1960s Ford Mustang, parked on a sandy beach. The car is shown from the front quarter view, highlighting its distinctive grille and headlights. In the background, there are palm trees, a yellow umbrella, and a person standing near a building. The overall style is that of a mid-20th-century artistic painting.

Street a Point *or Artistic Licence?*

By Roy Dowding

thing



I never thought that the venerable publication *Punch* (or *The London Charivari* to use its alternative title) would ever have been of particular interest to a 'car buff' but clearly, I have missed out on something.

One of my colleagues in the East Anglian Practical Classics, my local car club, has recently been devouring back-numbers of *Punch* from the late 1920s and early 30s.

He has discovered some amazing advertisements for motor cars from now-defunct makers, featuring what were their 'pride and joy' models of the time.

They make fascinating reading, not only in the wonderful illustrations, often by famous painters, that frequently make the car look both taller, wider and longer than reality, but sometimes the prose waxes lyrically (it would be too cruel to say 'waffles on') without really giving any useful information about the car itself.

This is amply demonstrated in the first of those advertisements, for the Humber Snipe 80 in *Punch*, 5th April 1933, painted by H.W. Shrimpton.

The text reads: "She is the car that sets out in the fitful light of morning before the world is properly aired, and proceeds to shake off the dust of five counties before lunch time. She is the car behind the long pencil of light that searches the street of some sleeping village near a channel port. She is mostly owned and driven by a man who has been motoring longer than nine out of ten car owners. She is the new Humber Snipe 80 – this year smoother, faster and even more comfortable than ever before."

The advertisement conveys almost nothing about the car, other than it is fast, comfortable and will appeal mainly to older men who like driving long distances in the early hours.

But why is the driver and his passenger depicted as 'Chicago gangsters' who appear to be crouching down low? And is the driver staring out of the door window because his forward visibility is so poor?

In stark contrast, the advert below right, featuring a newsprint photograph of the Star Comet, from *Punch*, 17th June 1931, digs deep into the car's technical specification but fails totally to convey what it is like to drive. Is it fast, smooth and capable of long journeys in the dark?

Here we are advised that "the Jackall four-wheel jacks built into the car raises any individual wheel, or all four wheels, by a simple operation. Tecalemit one-shot chassis lubrication lubricates the whole of the chassis by simple pedal pressure from the driver's seat.

Patent signalling window, silent third-speed gearbox, Bendix Perrot brakes on all four wheels, Luvax hydraulic shock absorbers, Splintex safety glass, etc. Two years' guarantee and two years' free periodical inspection."

Can we deduce that, from the driver and bystander shown in the picture, this car would appeal more to ladies? It is interesting that, in spite of its seemingly superior equipment, at £495, the Star was 10% cheaper than the Humber Snipe at that time.

Perhaps the most intriguing of the adverts is this one, above right from *Punch*, 13th July 1927, drawn by Bryan de Grineau, a regular illustrator for *The Motor* magazine, and a contemporary of the famed artist F. Gordon Crosby.

Why is the girl measuring the width of the bodywork? Does she wish to ensure it will pass through her gateway? If so, let's hope she realises that the car is wider lower down, across the rear mudguards!



The text that accompanied the picture does not enlighten us:

"A girl recently entered a showroom and, producing a tape-measure, took great pains to secure the dimensions of the car she fancied.

It was an Armstrong Siddeley 18hp "Stirling" saloon, and its roominess, wide doors and windows, comfortable seats and ample accommodation for luggage, maps and small personal belongings strongly appealed to her.

When she tried it on the road, its top-gear climbing and general convenience decided the matter. She bought the car."

It is possible that the girl's concern with the car's size was spurred on by an illustration in the Armstrong Siddeley catalogue for the 30hp Landaulette, shown below.



Last seen travelling fast..

She is the car that sets out in the fitful light of morning before the world is properly aired, and proceeds to shake off the dust of five counties before lunch time. She is the car behind the long pencil of light that searches the street of some sleeping village near a channel port. She is usually seen travelling fast. She is mostly owned and driven by a man who has been motoring longer than nine out of ten car owners. She is the new Humber Snipe 80 – this year smoother, faster and even more comfortable than ever before.

HUMBER

SNIPE 80
Sports Saloon £550

THE MOST COMPLETELY EQUIPPED CAR ON THE ROAD

The STAR Comet

With the Jackall four-wheel jacks built into the car, which raises any individual wheel, or all four wheels, by a simple operation. Tecalemit one-shot chassis lubrication which lubricates the whole of the chassis by simple pedal pressure from driver's seat. Patent signalling window, silent third-speed gear box, Bendix Perrot brakes on four wheels, Luvax hydraulic shock absorbers, "Splintex" safety glass, etc. Two years' guarantee and two years' free periodical inspection.

THE STAR MOTOR CO. LTD.
WORKS — BUSHBURY, WOLVERHAMPTON.
THE COMET
COUPÉ OR SALOON MODELS
£495

VISIT THE LONDON SHOW ROOMS, 27, ALBEMARLE ST., PICCADILLY, W.1.

Painted by the French artist Guy Sabran, it appears, to say the least, to be rather tall and long! Or is the driver, enjoying his pipe while admiring the view, very short?

Such exaggerations in car illustrations were, of course, commonplace, and would extend well into the post-war period.

The picture far right by H.W. Shrimpton was used on a 1934 cover of *The Autocar* as part of an advert for the Hillman Minx. While the width and height are fairly realistically proportioned, the length, and in particular the bonnet, does look a trifle 'stretched'.

The 1950 Hudson Commodore, shown right, from an advert in the *Pittsburg Post Gazette*, perhaps over-emphasising the low build and thus better road manners of Hudson's unique 'step-down' design.

It would seem that Humber, Hillman and their successor, the Rootes Group, were fond of making their cars look bigger than reality.

That can all too obviously be seen in this illustration below of a LHD Singer Gazelle by an unknown artist which appeared in a U.S. magazine back in 1961.

Given the Gazelle and its Minx stablemate were roughly the size of a 1970s Ford Escort, the people do look rather small inside. Thus, the overall proportions and appearance

give a passing resemblance to a mid-fifties Studebaker Champion, to which it actually bore a tenuous link via the US designer Raymond Loewy, whose studio worked for both companies in the early post-war years.

But then the Americans were used to car advertisements that distorted their appearance. Perhaps the greatest exponents of this genre were Art Fitzpatrick and Van Kaufmann, who worked mostly for General Motors' brands from 1954 to 1973, and especially their years at Pontiac.



Greatest Hudsons in History
Only Cars with "Step-Down" Design

MOST ROOM!
BEST RIDE! SAFEST!



The main image overleaf is a 1959 Catalina, while below left is a '61 Bonneville.

Looking at the Catalina, scaling up from the bicycle, the car looks to be little more than the height of the bike's wheel (less than 30") while its width is extraordinary. Art and Van were notorious in creating a picture of a car and then simply stretching it out as far as they dared!

By the mid-1970s, using artistic impressions in vehicle advertising had almost universally been displaced by photography. But it didn't stop some of the more creative studios from continuing to "stretch a point".

On the right is an advert for an Iveco 7 ton 'Daily Massimo' Flatbed truck from 2010, which states: "Carrying what you need and what you can even imagine".

Talking of which, just imagine trying to tie down that load securely!



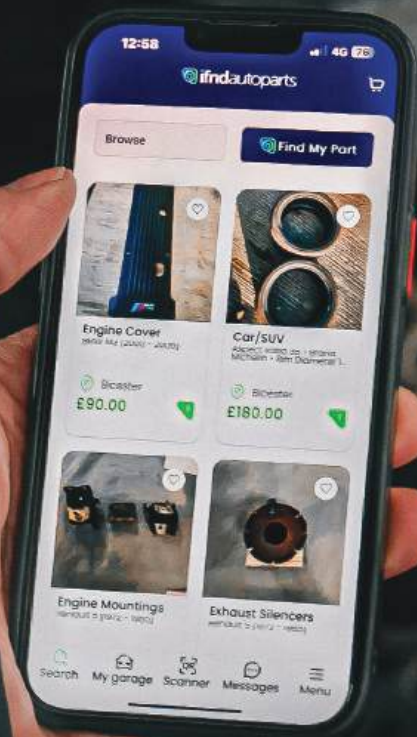


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Classic Car Enthusiasts



Secure Transactions & Verified Listing



ifndautoparts.com

The Parts Sourcing Solution for Enthusiasts by Enthusiasts



Anyone who cruised the Federation's stand at March's Practical Classics Classic Car and Restoration Show, might well have noticed the ifndautoparts counter, which was making its public debut at the show.

Background

Mick Lunn, a businessman with a passion for buying, driving and working on his cars, found himself facing a constant problem in his native Australia: finding the parts he needed to keep his various cars on the road.

Like most of us, he tried the different resources available to source parts: manufacturers, specialists, owners clubs, ebay, etc. - and not just in Australia, but all over the world. His frustration led him to the conclusion that it was a great shame there wasn't a market place that was dedicated solely to people wanting to buy or sell automotive parts.

Most people would get back on the phone or internet to find what they wanted and would park the conclusion on the "what if?" shelf, but Mick thought about it and the more he thought about it, the more he believed there really was an opportunity to actually create the solution. Hence, the idea for the ifndautoparts business was born.

Mick was in the fortunate position that his daughters, Layla and Ruby, had the skills and experience - together with a love of cars they share with their Dad - that would prove directly useful for bringing the project together, and also that they had the dedication and resource, literally in-house, to bring the concept to reality.

Now, more than three years later, that reality is here with ifndautoparts up and running. It's by no means been a straightforward journey, as Mick explains: *"It's all very well having the idea, but when you are blazing a new trail, you have to expect lots of hurdles. In fairness, we have probably made some of the hurdles ourselves! - because as we progressed, we kept thinking of new things that would make ifndautoparts better, more user-friendly, more practical and even more fun to use, and we felt we had to have these sorted and incorporated for the launch."*

"Also, when you are new, the companies that you deal with - some of them huge corporations - have to get to know you and realise how serious you are... and it all takes time. It's frustrating sometimes, but here we are and I'm very proud of what my family has achieved in actually making ifndautoparts live."

So, what exactly is ifndautoparts and what has it brought to us?

ifndautoparts - KEY FEATURES

From streamlined bidding processes to exclusive trade pricing, no other marketplace offers, crafted tools that make buying and selling more efficient and effective.

First of all, ifndautoparts is really easy to use, whether you are a buyer or a seller.



Layla, Mick and Ruby

Simplicity is also built into the pricing structure. Listings on ifndautoparts are free and the company makes its money as a fixed percentage of sale price.

My Garage aims to make the platform ideal for businesses, mechanics or enthusiasts managing multiple cars and many, many parts. Users can save multiple vehicles to a virtual customer garage for quick, efficient searches. Users can also add items to a Wishlist for future reference. Saved items can be organised by vehicle in 'My Garage' for easy access and management. In My Garage, Wishlist items will be organised under the relevant vehicle, making it easier to manage and sort parts.

If you can't find the part, the Match Me feature can be employed by users to alert them when a matching item becomes listed. Users will receive notifications via app and email based on their stated search criteria. Match me enhances the user experience and ifndautoparts hopes it will help attract users and businesses.

Ifndautoparts made the decision to incorporate Click & Collect into the system, with its convenient in-store pickups. This avoids shipping hassles and thus sellers can list items with this option, and buyers can arrange pickup with a confirmation code.

Make an Offer enables buyers to offer an amount of their own choosing on either single or multiple items. Sellers set minimum acceptable amounts and Make an Offer means that buyers can negotiate and purchase items at prices that work for both parties. This also makes it ideal for incorporating the flexible pricing necessary for bulk purchasing.

ifndautoparts users can also create Auction listings - with durations of 7, 14, 21, or 28 days. Buyers can place bids, set maximum limits, and enjoy extended auction times to prevent



The team enjoyed hosting their stand at the NEC Classic & Restoration Show

last-minute 'sniping'. The feature ensures a fair bidding process and maximises final sale prices.

In seeking to make the system as attractive to businesses as to private individuals, ifndautoparts also offers Inventory Management. With this important feature, business account holders have access to a streamlined inventory management system. They can quickly view, edit, and manage stock, duplicate listings, and generate QR code labels for efficient stock updates. Business accounts can also generate and print labels with QR codes for inventory management. These QR codes can then be scanned to update listings or stock levels quickly via the app.

Messaging allows direct communication with buyers and sellers through ifndautoparts's integrated messaging platform to ensure seamless transactions.

The Saved Search feature allows ifndautoparts users to save their searches in order to avoid repetitive typing. People can quickly access saved searches to view new listings matching their given criteria.

At the NEC, ifndautoparts was delighted and even a little surprised at the high level of response to what it had to offer.

Mick Lunn sums up, *"We had a steady stream of interested people throughout the show. I think visitors quickly appreciated our commitment to transparency and community. ifndautoparts isn't just a marketplace, it's a hub for automotive passion and performance, dedicated to improving the lot of everyone who works on cars – whether for business or for pleasure."*

ifndautoparts is keen to work with individual clubs to look at how they can help keep parts in circulation and alleviate parts supply issues.

You can find out more about ifndautoparts by going to **www.ifndautoparts.com** or by downloading the mobile app.

Tools With A Mission By Mark Wilson

Aside from riding my motorbike and messing about in my workshop, making and repairing things, I also enjoy helping people.

I recently received a call from a dear friend, Badger, who is well-known in my local horticultural club for giving talks. He asked me if I knew anyone who would help a neighbour of his with some items after a gentleman had passed away. Don't worry, it has a good ending!

He had a Japanese motorcycle that needed a new home, plus tools, lawnmowers, etc. The motorbike was easy to sort out, but what about the tools?

In 2003, I met a clergyman who worked for a charity called 'Tools with a Mission', known as TWAM -

they send tools to communities in Africa to create livelihoods and help tackle poverty. I contacted the charity. They put me on to a local man who collects such unwanted hardware for TWAM for onward transmission to their end customers.

The purpose of writing this item is to ask if you have any tools, gardening, woodworking or mechanical, or have an interest in sorting or refurbishing tools. If so, Tools with a Mission would be interested! - <https://www.twam.uk/>



FIVA event at EU Parliament sets out regulatory recommendations to MEPs

From April 1st to 3rd, 2025, the Fédération Internationale des Véhicules Anciens (FIVA), in collaboration with the Historic Vehicle Group (HVG), co-hosted an exhibition 'The Cultural Heritage of Historic Vehicles for the EU' at the European Parliament in Strasbourg during the Plenary Session.

The exhibition also served as a strategic platform for FIVA to share its Roadmap for the Future – a set of regulatory recommendations aimed at guiding the new European legislature.

"The Roadmap has been designed to offer a structured policy framework for EU lawmakers, not only urging recognition of historic vehicles' cultural significance, but also calling for their protection amid shifting legislative landscapes," explained FIVA President Tiddo Bresters.

The event marked both the 25th anniversary of the HVG – founded and chaired by MEP Bernd Lange (pictured, speaking at the launch) – and a milestone debut for FIVA at the European Parliament.

FIVA, has 79 country organisations in its worldwide membership of which the FBHVC, representing the UK, is its largest member.

To bring the exhibition to life, FIVA invited its national member organizations from across all 27 EU Member States to *"tell us the story of a vehicle that had a significant impact on the people in your country."* This served as the starting point at the request of Lars Genild, Vice President of FIVA's Legislation Commission.

The result was a vibrant and diverse collection of historic vehicles – from family cars and mopeds to tractors – each representing a unique chapter in Europe's social and cultural evolution.

A standout moment of the exhibition was a lecture by Professor Paolo Tumminelli, Design Concept Professor at the International Design School in Cologne, who spoke about *"the profound relationship between humans and vehicles, where we need to recognise the roots that go back to Europe's early innovations in both cars and motorcycles."*

FIVA, as the global authority for the preservation, protection, and promotion of historic vehicles, has long supported the HVG, helping to position it as a crucial advocate for heritage-friendly legislation within the EU.



DRIVE IT DAY[®]

2025



John Worth of NSPCC with his 1926 Morgan Family 3-wheeler and four-month-old cocker spaniel, Blue



Mercedes Unimog was a literally big attraction at Castle View this year



Brad Van-Cliff's A40 is 66-years old and known as 'Florence'



Credit: Albert Schofield

This year we sold **3,732** Drive/Ride It Day plates online & face-to-face, up by **9%** on 2024 (**3,421**)



Credit: Bob Fletcher



Our President, Sir Greg Knight, was out and about on Drive It Day, pictured with his 1965 Gordon Keeble before a drive around East Yorkshire. A case of GK in a GK!



Jane Miller of the Cavalier & Chevette Club shows off her Drive It Day plate at Tattenhall near Chester



Credit: Barry Hack



This was the 125th Anniversary of the Panhard's participation in the first St George's Day Run on 23rd April 1900 which was the first day of the 1,000 Mile Trial that Drive It Day now commemorates.

In 1900, few people believed that this invention would be suitable for public use and most people had never even seen a car, as it was estimated there were at the time only about 800 in the UK. The 'Trial' started on St. George's Day, 23rd April 1900 and cars were limited to the then legal maximum of 14mph.

Organised by the Royal Automobile Club, the trial followed a route through Bristol, Birmingham, Manchester, Derby, Kendal, Carlisle, Edinburgh Newcastle, Leeds, Sheffield, Nottingham and back to London. There were 83 entries but only 65 actually started. By Edinburgh, 51 cars were still running and 35 vehicles eventually made it back to London on 12th May 1900, including this car. It is thought that the Panhard is the only one of the 5 known survivors of the 1,000 Mile Trial of 1900 to be running on the road.

This 8hp Panhard was originally owned by the Hon. Charles S. Rolls, but having purchased a 12hp Panhard & Levassor, he sold it to Lt. Col. Mark Mayhew for £1,200 (about £125,000 in today's money). Mayhew is pictured above in the driving seat.

The Panhard now belongs to the people of Norfolk and is in the care of the Gressenhall Farm and Workhouse Museum of Norfolk Life. It is pictured below being driven in the grounds of Holkham Hall by Andrew Curtis with Museum Curator Rachel Kidd on board.

A very special car on a very special (carbon balanced) day.



The 1899 Panhard & Levassor on the North Norfolk Classic Vehicle Club's annual St George's Day Run on Drive It Day

Flying the



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 Coupe.

Union Flag Overseas

By Roy Dowding

The saga of British-designed cars (some of which, it must be said, were somewhat unloved at home) that found more, or at least longer lasting, favour abroad.



While back, mention was made in an online newsletter of some of the cars of UK origin that were to be found abroad – frequently even being built in other countries, nearly always with a different name and sometimes lasting in production much longer than their original British counterpart. This prompted me to explore a little deeper, as it represented quite a turnaround since, in the earliest days of motoring, some of the vehicles made by our proudest names were copies of, developments of or licensed-built examples of cars that had originated in Europe, usually France.

The first products of many famous makers, including Wolseley, Napier and even Henry Royce evolved from vehicles obtained from Leon Bollée, Panhard-Levassor and Decauville respectively, while Daimler began in the UK by assembling cars supplied by its German namesake. And many other start-up manufacturers would utilise the engines made by de Dion Bouton.

Given the murky depths to which our motor industry plummeted in the Seventies, it came as a surprise to see a large number of our cars, many of them from that period, being bought by or built in other countries. Time has shown some of them to have been well liked, while others proved to be as unpopular as they were here and one or two were nothing short of a marketing disaster!

This 'reverse flow' can first be detected in the 1920s with the humble Austin Seven, which was copied by BMW to form their first car, the Dixi, also made under licence by Rosengart in France as the LR2 and in Japan as the Datsun Type 11, which was regularly updated and continued in production until 1952!



The Rosengart LR2, made from 1927 until 1939

Subsequent Austin models have engendered widely differing levels of interest. The 1100 range was particularly well received, renamed the Austin America for the USA, the Glider in the Netherlands and the Innocenti IM3 in Italy. All told, some 2 million examples were exported.

Its big brother, the 1800 (aka the Land Crab) did fairly well too, with versions named Kimberley and Tasman manufactured in Australia with a 2.2 litre transverse straight six engine. These were also marketed under the Morris badge in New Zealand.

The 1100's successor, the Allegro, did not meet with much enthusiasm abroad,

to such an extent that Innocenti, charged with marketing it in Italy as the Regent, pleaded with BL after the first year to be permitted to terminate the arrangement.

The Maestro, on the other hand, enjoyed success for some years after its discontinuation in 1994 in the UK. Following an abortive attempt with CKD kits supplied to Bulgaria, it became the Etsong Lubao, made in China, later adopting the front end of the Montego.



Etsong Lubao. Credit: chinacarhistory.com

Its final fling was as a light van derivative produced by the Chinese bus company Yema until 2010.

The Morris Marina was exported from 1972-75 to the USA badged as an Austin. Leyland Australia made the tooling to manufacture the saloon and the coupé from 1973, initially as a Morris before changing to the Leyland badge. The coupé gained a local 2.6 litre 6 cylinder engine in 1974 to try to combat the superior performance of Ford's Cortina and Japanese cars.

But they failed to address the car's archaic suspension, which left the Marina trailing behind the opposition, to the detriment of sales.



Leyland Marina

These aspects, along with Leyland Australia's escalating financial problems, led to all Marina tooling being despatched to South Africa in 1975, where the car would now be made in lieu of ex-UK kits, and would wear the Leyland badge.

But not for long. By late 1976 sales were on the floor, and production was brought to a halt.

Contrast this with the Morris Oxford Series III, made at Cowley from 1956 to 1959. The entire design was then shipped to India, where the Hindustan Company created an icon. Highly popular, its main customers were Indian Government departments and taxi drivers, ensuring a huge and sustained market.



With virtually no sheet metal changes, bar a few latter day tweaks to the radiator grille, the so-called Ambassador soldiered on until 2014. Admittedly, its original BMC engine was binned in 1990 in favour of an Isuzu 1.8 litre unit, but a life of 58 years for the basic design makes this car a serious rival to the VW Beetle (also 58 years) and leaves the Model T Ford (22 years) and Morris Minor (23 years) looking like upstarts!

Having dealt with Austin and Morris models, from BMC days through to the trials and tribulations that were manifest under the BL banner, there is one other 'member' of that unhappy conglomerate worthy of mention in terms of 'soldiering on'.

Rover surprised more than a few with the unveiling of the SD1 range of fastback executive saloons in 1976. With styling attributed to David Bache and Spen King, it resembled a Ferrari 'Daytona' at the front, while the remainder was suspiciously similar to the 1967 Pinin Farina Aerodynamica submitted to British Leyland as a revamped 'Landcrab', but rejected by them. This design eventually saw the light of day subtly tweaked by Robert Opron as the Citroën GS.

The SD1 would prove to be the last 'home-spun' Rover when production at Solihull ended in 1986. But the Indian Standard Company very readily snapped up the rights and the tooling, to produce the Standard 2000, utilising a locally-derived 2 litre engine.



This car was made until 1989 in relatively small numbers, as it was not warmly received. Its workmanship was questionable and with only 83bhp, performance was meagre; prospective buyers felt it did not justify its high price. When production ceased, the remaining parts were bought by Rimmer Bros. and returned to the UK.

The once-proud Rootes Group experienced mixed fortunes with their products abroad. The Hillman Hunter, one of the 'Arrow' family of cars, first announced in 1966 and made in the UK until 1979, was available as the Dodge Husky in South Africa for some years after Chrysler bought Rootes.

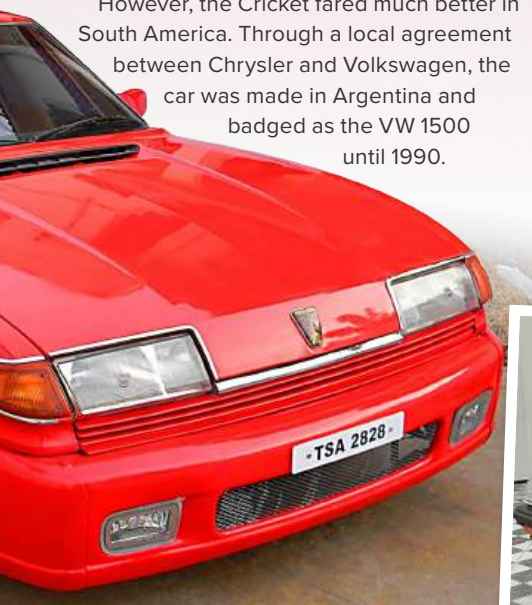
Few other British 'expats' can compare to the enthusiasm shown by Iran for the Hillman Hunter, known there as the Paykan. Initially supplied as CKD kits from the UK, by the mid-1970s it was being manufactured in Tehran by the Iran Khodro Industrial Group.



It continued in production largely unaltered until 2005, barring the swap to a Peugeot engine after 1978 – a lifespan of nearly 40 years.

The Hillman Avenger, during its life from 1970 to 1981, became a Chrysler and eventually a Talbot, following firstly the Chrysler takeover and later PSA Peugeot Citroën. Made available in the USA from 1971 as the Plymouth Cricket, it was a shambles. Unreliable, quoted in period as 'shoddily assembled' and, by US standards, underpowered, it was unceremoniously withdrawn in 1973.

However, the Cricket fared much better in South America. Through a local agreement between Chrysler and Volkswagen, the car was made in Argentina and badged as the VW 1500 until 1990.



Meanwhile, the Roy Axe-designed Horizon, originally a Simca model, briefly a Chrysler but later badged as a Talbot after the PSA buyout, was an attempt at a 'World Car' by Chrysler. Introduced in 1978, it was made until 1987 at Ryton in the UK, in Finland by Saab, and by PSA at Poissy (France) and in Madrid.

In the USA, the Chrysler plant at Belvidere, Illinois, and the AMC factory at Kenosha, Wisconsin, continued manufacturing the car until 1990, using a 2.2 litre engine and badged as the Plymouth Horizon (below) or a Dodge Omni respectively.

In Canada, it was marketed as the Plymouth Expo.



Today, the Horizon is a rare sight due to its proneness to corrosion, with no more than 20 survivors in the UK.

The former British colonies were always a popular destination for our cars, and as already mentioned, this often led to local production – nowhere more so than in South Africa. It had been a long-time stronghold for Opel designs badged as Chevrolet, usually fitted with larger engines. As the principal market was the Johannesburg area, at 6000ft above sea level, the extra capacity was required to deliver reasonable performance.

For a short while, Vauxhall made inroads, the Mk I Cavalier becoming a Chevrolet Chevar (below) with the Vauxhall 2.3 litre 4-pot engine.



Incidentally, a similar model was available as a street-legal machine in Australia, called the Canam (below).



But diminishing sales in South Africa would see the Chevrolet brand phased out during the early/mid 1980s.

Just 4,650 examples of the front wheel drive, mid-engined Lotus Elan were built in Norfolk from 1989 to 1995 in two phases. Perhaps the most outstanding FWD car ever made in terms of roadholding and handling, it nonetheless struggled to sell in viable numbers, mainly due to its high price.

However unlikely it may seem, the embryonic Korean car company Kia decided to take it on in 1996, dropping the Lotus Isuzu engine in favour of a DOHC 16 valve 1800cc engine of their own. Performance suffered a tad, but the faultless driving manners remained. So did the poor sales – just 792 examples were made in 4 years.



And finally, perhaps the most audacious move to market a British vehicle abroad has to be the 1989 model Land Rover Discovery. At the height of the various interchanges between BL and Honda, from 1993 the 'Disco' was supplied to Japan as the Honda Cro\$\$road.



The Honda Cro\$\$road, fitted with the Rover 3.5 litre V8 engine, was the only V8 vehicle then available on the Japanese market. It was heavily penalised by Japan's road tax regime and, with occasional unreliability issues, sales were understandably slow until its withdrawal in 1998.

Welcome

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

This issue we offer a very warm welcome to our newest **Club Members**, who are helping to strengthen our voice, while we also provide assistance, guidance and benefits for them:

Classic Car Club of Bury St. Edmunds

www.cccbse.com

A club for car enthusiasts, with a focus on enjoying driving and meeting like-minded people.

Club Marcos International

<https://clubmarcos.net>

The club provides a social network for members to share their enthusiasm for the Marcos marque, and for those fortunate enough to own a Marcos to make ownership even more enjoyable.

Ford Cortina MkII & 1600E Owners Club Ltd

<https://mk2cortina-1600e.co.uk>

The club is for all variants of the Mk II Ford Cortina and not just the 1600E. Founded in 1977 it was incorporated in 2003. One considerable advantage of membership of the club is the ability to buy its spares. .

Ford Nutz

<https://www.facebook.com/groups/fordnutzcarclub/>

Founded in 2016 this very family-oriented club welcomes all Fords - and has everything from a 1937 Model Y to a Focus RS in its membership - with an equally wide range of ages of members.

Green Lane Association (GLASS)

<https://glass-uk.org>

A national user group protecting our heritage of ancient vehicular rights of way and promoting sensible driving in the countryside. The national not-for-profit organisation was founded in 1995. Since its inception it has been dedicated to promoting inclusive countryside access for all users through education, physical works, and legal action. Its core belief is that everyone has a right to access the countryside and share multi-user public rights of way without prejudice to ability or method of travel.

Swindon Classic Car Club

<https://sccc.loopybunny.co.uk>

A group of local car enthusiasts whose cars are a mixture of classic British and European.

Wisbech and District Historic Vehicle Club

<https://wdhvc.com>

A small, but perfectly formed, club of enthusiasts of all old vehicles of all shapes and sizes. Members own everything from bikes and scooters to tractors, lorries and buses.

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**:

Westhouse Garages

westhousegarages.co.uk

MOT testing Class 4, 5 & 7, service, repair, restoration, welding/fabrication, inspection, recommissioning classic American and British vehicles, engine building, American auto transmission repair.

Classic Car Mechanic

www.classiccarmechanic.co.uk

A family-run garage business, with a team of passionate, experienced engineers and technicians who will keep you on the road safely in a car that brings you pleasure and that you can be proud to drive. Its services include MOT, servicing, repairs, inspections, and restoration on all cars, not just the classics.

Cornwall Classics.

www.cornwallclassics.co.uk

Specialists in showcasing the most scenic driving routes, historic venues, and unforgettable experiences tailored for lovers of vintage and classic cars. From vintage car shows to breath-taking scenic routes, we offer something for everyone, whether you're an owner, enthusiast, or just passing through.

Le Jardin Privé

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Dates For Your Diary

A gentle reminder that we have set the dates for our two annual gatherings, to help you avoid event clashes.

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



Can you fill the gaps in our map

Many thanks to everyone who kindly responded to our request (Issue 4) to add details of classic-friendly MoT stations.

It means there are now slightly fewer 'gaps in our map'.

Our online listing has a handy interactive map so you can zoom-in to your local area to see what's available

www.fbhvc.co.uk/historic-friendly-mot-stations

However, you'll notice that some parts of the country, particularly Wales, northern England and Scotland still have sparse coverage.

Typically, classic-friendly MoT stations are family run, located outside of major towns and often are part of a garage (and occasionally) filling station business.

Mainstream MoT centres that only see 'moderns' don't have the knowledge of historic vehicles so can be left baffled, and incorrectly fail your vehicle, due to the tester's lack of knowledge.

There's no charge for a MoT site to be listed on our website, and the garages are all based on personal recommendation – that means you!

Indeed, we were delighted to hear from Dave Tennant, who contacted us to add Bitz Garage in Nairn, which becomes our most northerly entry to date.

He tells us:

"I founded the garage business in 1993 after leaving the RAF. I am still a director and work there usually three days a week although the business is now run primarily by my son, Kris."

"As the owner of three MGBs, a Mini Cooper S, and a Mk5 Spitfire (amongst others) we appreciate older vehicles."

The garage itself is modern and looks after all types of vehicles so you wouldn't suspect at first glance that it has this heritage angle.

If you know of a classic-friendly MoT station, please email the details to us secretary@fbhvc.co.uk



Books > Ian Kerr

Honda - The Golden Age, TT 1959 -1967 by Matthew Richardson

You may think that given the number of books that have been written about the Isle of Man TT races and Honda there is little information that is new or capable of making a new book worth adding to the bookshelf.

However, take an author who is the Curator of Social History at Manx National Heritage, and you get someone with a different approach to the whole subject. In this hardback tome from publishers Pen and Sword, author Matthew Richardson, has gathered information from Manx residents who were present when Honda made their historic debut in 1959.

In addition, he's gathered quotes from riders such as Mike Hailwood, Jim Redman, Tommy Robb and most importantly Japanese rider Naomi Taniguchi, one of the Japanese riders who made the trip in '59. (It is believed to be the first time a personal account by a Japanese Honda rider has been published in English!)

The research has travelled the world and likewise many of the images have come from outside the normal sources for racing and TT books, private shots that have never been published before!

In 165 pages split into five chapters using first-hand reports and quotes from those who were there and part of racing, Richardson tells how Honda changed the world of motorcycling and helped change people's perceptions of the

Japanese after the atrocities of the war that was still fresh in some people's minds.

It should also be remembered that when the first Japanese riders reached the island, they experienced a culture shock when they encountered western lifestyles for the first time. However, while they were not successful in gaining a podium place, they did return to Japan with the 125 Team Prize in the Ultra-Lightweight race.

Honda had paved the way for Suzuki to follow in 1960 and Yamaha in '61, but by then they were on a winning spree using the mountain course as a test bed for their products, making them the most reliable bikes in the world championships.

The company was also attracting the biggest names in the racing world who were queueing to ride their machines, and the rest as they say, is history. When they walked away from Grand Prix motorcycle racing in 1967, Honda had won everything there was to win on two wheels at the Isle of Man TT.

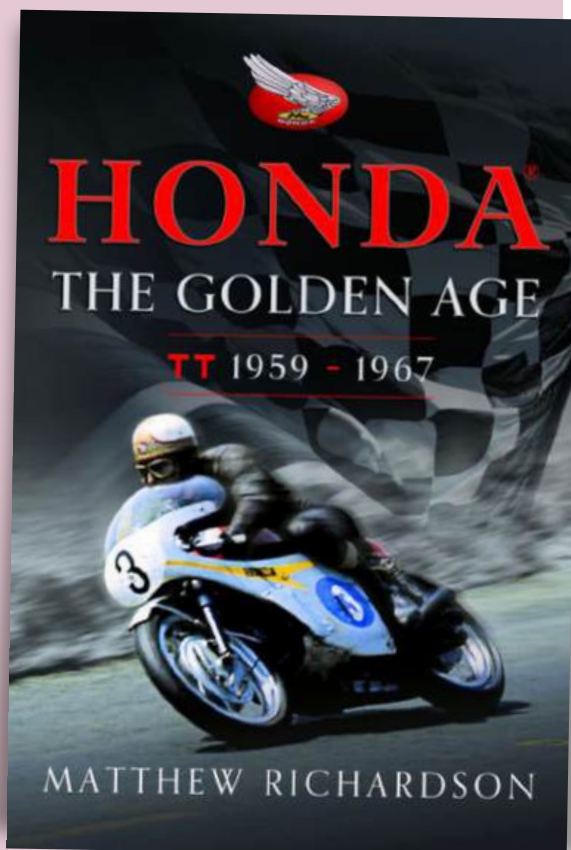
I only intended to peruse this book when it arrived and ended up totally immersed in its pages for hours. The first chapter majoring on Soichiro Honda himself and the desire to be the

best, and how he always remembered the TT even when he owned a global company, was particularly fascinating.

Overall, a superbly engrossing book not only about racing and motorcycling but social history, and one that deserves a place on anyone's bookshelf.

ISBN 9781399051477

www.pen-and-sword.co.uk



Let us start with a teaser. What on earth is this wonky looking wheel? The picture was published on the front page of the monthly newsletter of the **Vauxhall Owners Club**. The caption explanation read: "Mentioned in Ian Coomber's reminisces last month was the new engineering and styling centre at the Luton works AJ Block. He commented: "The whole building is currently being demolished, but at least one of the stained glass windows is being saved, a noted piece by one of the vehicle stylists". The photograph first appeared in *Vauxhall Mirror* in January 1965.



I suspect I could fill these pages with details of the various scams doing the rounds. However, Peter Rowlands writing in **The Austin Ten Drivers Club** magazine recounts his experiences of one. "There is a person targeting wanted adverts on car club websites. He offers to supply parts at quite reasonable prices. He asks for money up front and either fails to send them or you can collect from his address. Peter was interested in a car trailer but would only pay on collection. The seller's name was Charles Williams, and his address was given as Dumfries, and so Peter went to collect. "Having travelled 205 miles, I knocked on the door of the cottage at the address and explained I had come for the trailer. The owner of the cottage said: "I hope you have not paid for it as this scammer is using my address. I have had at least six people visit, including one chap who had paid a lot of money for Mercedes parts". Buyer beware.

Tim Reynolds, Chairman of the **Morgan Three-Wheeler Club**, asks a couple of questions of its members. "There are a number of aspects currently being debated [by the Committee]. The need for membership cards being one - these are frankly an administrative burden that the membership team could do without. Do you see them as redundant or treasured proof of membership? Memberships being renewed using cash or cheque as opposed to standing orders creates enormous work to cater for them, and increasingly we are being charged every time we set foot in an

actual bank. So, an appeal here, please use the upcoming renewal to change your method of payment to standing order..."

Again, an extract from the magazine of the **Morgan Three-Wheeler Club**. Jake Alderson is their Archivist. He had been sent a fascinating picture by Steve Walkinshaw of a Morgan three-wheeler dressed up as a biplane complete with propeller and wings.



He says: "It would be nice to think it was a development Morgan built by the factory for HFS [Morgan] to test the market for the ultimate Aero, with the lower wings also acting as mudguards in the true HFS 'multiple role' manner!" The plane had been built by Bernard Cuttriss, the Morgan agent in Doncaster, as an advertising vehicle, presumably for a carnival or something similar. The thought is that it was built in 1927 on an earlier Morgan family model. The photograph had been hanging on a wall in the house of a neighbour of Steve Walkinshaw's. It turned out that Sue, the neighbour, was a family relative of Bernard Cuttriss and had a number of papers about the firm, which were new to the Morgan Club.

Most enthusiasts will be familiar with the BSA folding bicycle and the war time Welbike for use by paratroopers. Jeff Allen writing in *The Star*, the magazine of the **BSA Owners Club** asks: "How many have come across the BSA powered folding car for airborne troops? Well, it did exist, at least in experimental form." In 1959 BSA provided six DA10 engines to Hunting Aircraft in Bedfordshire.

Jeff Allen wrote: "It became clear that the Hunting engines were for the Hunting Percival Harrier Folding car. This was a military project to provide a vehicle to carry four airborne troops. It was intended to be air-transported into theatre to provide troop mobility but be smaller and lighter than the standard Land Rover ¼ ton truck. The resulting prototypes were less than a quarter the weight of a Land Rover and when folded for transport, less than one tenth the volume, allowing potentially more to be carried in an aircraft or to allow smaller aircraft to be used. The A10 motor is fitted at the rear of the machine above the rear



axle... drive is through various chains to the axles below, there is no differential". In 1958 the Fighting Vehicle Research and Development Establishment conducted a series of tests and concluded that: "...some improvements were needed to gearing, suspension, handling and ground clearance and the exhaust was too noisy". They also mentioned that it was a bit lively above 10 – 15mph and there was instability above 45mph. It was the small wheels which resulted in the vehicle getting stuck on uneven ground and the brake drums filled up with mud. [Ground clearance and small wheel was also the comment when the Mini Moke was tested around the same time] Jeff mentions: "The company did produce a sales brochure to promote the machine. It seems that at least four were built, it does not look as if the concept ever got beyond those first few vehicles... there is one in the REME Museum at Lyneham in Wiltshire and one in the Saumar Museum in France. There may be a third survivor in Rome".

Big End is the magazine of the **Gay Classic Car Group**. Recently, Jim Perriam wrote about a visit he had paid to a hill climb at the delightful Wiscombe Park in Devon. He had picked out one car for special mention: "One of the more exotic entrants was the Wellesley Special. Built in 1937 by a Mr. Wellesley when he was only sixteen. It consists of two BSA three-wheeler V twin car engines put together on one chassis which he made from one inch steel tubing. The front engine drives the front wheels, and the back engine propels the rear. The two engines are mostly controlled by a single throttle pedal, however, there is a rocking pedal for the left foot which enables the front engine to be accelerated more, or the rear engine more, by heel and toe movement. It must need quite a little practice to actually drive it! Unfortunately, when I saw it ascending the hill, one engine was running well, but the other was most certainly not and seemed to be in rather a bad mood!"

Most enthusiasts will be familiar with the ex-John Cobb Napier Railton that holds the Brooklands ultimate record at 143.44mph and is now in the Brooklands Museum collection. It is also well known that in later life the car was used for parachute testing

by the G.Q Parachute Company. An article on the parachute testing was recently published in **Railton Owners Club Bulletin** prefaced by: "The Napier Railton belongs to Sir Raymond Quilter who uses it for testing parachutes. His method is to charge across an aerodrome and release the chutes at around 130mph from a sort of winch arrangement mounted at the tail of the car"

The magazine quotes from an article first published in *The Aeroplane* of May 1954: "A braking parachute that does its appointed job of decelerating the aeroplane to which it is fitted and then promptly repacks itself ready for further use would seem to be very much an ideal solution to one of the main problems associated with this type of equipment... The current trend towards increased aerodynamic clean lines – even with "everything down" – coupled with the higher touch-down speeds associated with increased wing loadings has added considerably to the problem of keeping landing runs of modern aircraft within reasonable limits. Normal braking methods have had to be supplemented with other devices and braking parachutes have come to be accepted as one relatively simple and efficient means of adding the extra drag that is required". If an aircraft does not jettison the parachute after it has slowed down, it

will have to be towed along the ground until the aircraft stops and very probably gets damaged. If it is jettisoned at low speed, it can often get tangled with an aircraft landing behind. What the Napier Railton was being used for was testing a way of refurling the parachute by drawing it back into the plane before surface damage occurs. The article goes into detail as to how this problem could be solved. *The Aeroplane* reporter attending a demonstration wrote: "in the case of that demonstrated, the car, which weighs some 4,500 lbs, was slowed up on the parachute alone from around 95mph down to about 50mph in something like 200 yards. The parachute was then drawn into its container after the deceleration".

Writing in *Leading Link* the magazine of the **Greeves Riders Association**, John Henry tells us what to do, and importantly what not to do, when importing an historic vehicle registered in the Channel Islands. John had been told that BVX 45G, a Greeves motorcycle and sidecar once owned by founder Bert Greeves, was up for sale. It was rumoured the owner might split it and sell the bike separated from the sidecar. A number of people insisted that John buy it! He soon found that the bike, after having been sold in a Bonhams auction, had gone over to Guernsey and was road registered there but

had never been used on the roads of the island. John then tells of his experiences of buying the outfit, getting it back to the mainland and then getting it registered for the road in the UK whilst retaining its original UK number. The story takes up five pages, far too long to repeat here, but I am sure the editor of the club magazine would send a scan to anyone wishing to do something similar. John finished his article: "Job done, and it only took about a year off my life, what with all the stress. Take heed, dear readers, don't do as I did, do as I have just advised, and you will succeed with hopefully the minimum of fuss."

Colin Grant writing in the 'Looking Back' series in *Safety Fast*, the magazine of the **MG Car Club**, chooses three books from the Club Library: "What caught my eye was a trilogy of books written by Alfred Edgar Frederick Higgs who wrote under the pseudonym of Barrie Lyndon, namely 'Circuit Dust', 'Combat' and 'Grand Prix Racing', covering exploits of MG on the track. Lyndon had exceptional writing skills, being able to transmit the excitement and emotion of an event as if you were there spectating track side. The books cover the early 1930s and the heyday of famous MGs such as the K3. Lyndon was also an acclaimed playwright



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and screenwriter. If you have never read this trilogy of books, please take time to do so, you will not be disappointed”.

Mike Dickinson, writing in *Marques and Sparks*, the magazine of the **Lakeland Historic Car Club**, raises an interesting point. He believes there is becoming a conflict between classic and performance cars. He highlights the Leighton Hall Show put on by the Great British Motor Shows company based in Workington. Their website tells us that they promote “Classic and Performance events”. He writes: “...the Leighton Hall Show where performance cars such as a 23 plate McLaren 720S and a Mercedes SLS AMG and three other high-performance cars, all for sale and promoted by a firm called Luxuria - Cars of Distinction, won at least two classes in the ring. These cars were in the same class as a couple of our cars and our members, quite rightly so in my opinion, were not pleased. I also do not take kindly to having to pay a £10 entrance fee for a trader to use the event as a sales expo in the show ring... Perhaps the FBHVC should be encouraged to take an interest in this fast-developing situation before it gets out of hand”.

I am sure most of us are familiar with shepherd's huts, used by farmers at lambing time and now often converted to provide upmarket holiday lets for tourists. The mobile huts used by road men on steam rolling duties were similar. What about elephant huts? Andrew Craske in *Rolling* the magazine of the **Road Roller Association**: “...my son and I were on our way to our winter quarters in Dalton, near Thirsk, with our Fowler 10-ton roller no. 15589 and living van, both ex-Davis Wood and Co. of Yeaddon. Suddenly my son who was driving shouted “Is that an elephant hut over the hedge?” I had not seen one for years but remembered North Riding County Council had a number of them. Basically, they were made out of WW2 gun carriages as the chassis with Anderson-style air raid shelter of curved and corrugated sheets for the roof and sides”. Sometime later they called in on the farm and they talked to the owner. It still had a NRCC enamel sign over the door. The farmer had bought it in the 1960s to rear pheasants. Originally these were used more as stores and daytime shelters, rather than living vans, on large road projects such as road widening and bridge building. It is assumed they were called elephant huts due to their size.

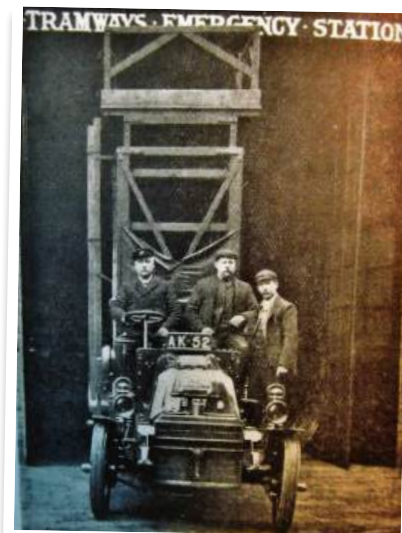
The Chairman of the **Hare and Hounds Classic Vehicle Club**, writing in their magazine, reminds us that the Ford Transit is sixty years old this year. “Yes, February 1965 saw the launch of the Ford Transit and its many subsequent iterations and

formats. It was the van that changed the world. There had been no van like it before, and despite many attempts to copy the format, it could be argued that there has not been a better one since. Notorious for giving us ‘white van man’...it is now so famous, that like Hoover and Biro, the name has become intrinsically linked with all vans... If you look at a 1965 Mk1 Transit today, it doesn't look old or out of place and it could still do the job intended of it”.

Trials events do not use artificially difficult sections – only farmers tracks, forestry commission roads, green lanes and byways, some owned by local councils. The MCC Weekly digital newsletter recently carried the following: “Are some of our sections under threat? What does the future hold? Devon County Council has a new toy. A rock crunching lane levelling machine. Last weekend saw the Exmoor Trial happen, and competitors arrived at High Bray expecting a tough climb of this iconic section but were met with a smooth surface. A couple of motorcycle failures and a clean sheet for all cars. The Council had been out elsewhere with another lane that was once a tricky climb with rock steps and used by a number of North Devon Clubs – it now has a smooth surface.” Some may ask if these trials are still popular events. 2025 sees the “Lands End” trial celebrating 101 years. The newsletter carried the news: “The Lands End entries opened three days ago, and we already have 287 entries signed up”. [In my teen years I keenly anticipated watching the “Lands End” and “Exeter” trials, organised by the MCC (Motor Cycling Club - also caters for cars). Later I went on to compete in them in a number of different cars. M.E.W.]

Conrod, the magazine of the **Lincolnshire Vintage Vehicle Society** ran an eight-page article by Stephen Dodsworth entitled “Wartime Bus Services”. A short extract: “Imagine driving through pitch dark rural Lincolnshire with your already dim headlight, hooded so you could only see a few feet of road in front of you... The driver would only recognise some stops by feel.” He illustrated the point by reproducing a war-time poster which read “In the blackout, to hail a bus or tram shine a torch onto your hand.”

Trams and trolley buses usually used to obtain their electric current from an overhead wire. These wires had to be inspected and repaired on a regular basis and the tower waggon was developed for this purpose. At first drawn by horses, early lorries were later adapted and then designed for this purpose. Richard Peskett illustrates three such examples in a short piece in *Historic Commercial News*, the magazine of the **Historic Commercial**



Vehicle Society. I was impressed by the c. 1904 Milnes Daimler converted for use on Bradford's tramways and given its own garage with very high doors over which was the name 'Tramway Emergency Station'.

In 2001 and 2002 I was allowed to lead a small number of group visits around the huge Science Museum Stores at Wroughton in Wiltshire (just off the M4). These were mainly for the **Friends of the National Motor Museum Trust** and readers of *The Automobile*. These tours stopped when it was decreed that one hanger was no longer safe for visitors. In my opinion this hanger contained the oldest and most interesting exhibits! Since then, only pre-booked single research visits have been allowed.

Brian Gooding, Editor of the **Historic Commercial Vehicle Club** magazine was allowed a preview visit to the Science Museum's new Hawking Building at Wroughton: “The building is a vast and innovative facility where the Science Museum Group is caring for the nation's science collection. Over 300,000 historic objects have been carefully studied, digitised and moved into a new purpose-built building which is now open for guided tours, school and research visits”. Brian picks out just a few of the commercial vehicles he saw, from the Trans-Antarctic Sno-cat, to a 1969 Morrison milk float which holds the record as the world's fastest milk float. He mentions many types of lorries, single and double deck buses, including: “A Foden S21 six-wheeler lorry that was donated along with the fire appliance behind it by a private individual. Apparently, he used to piggyback the fire appliance on the back of the Foden until stopped by the police for being overweight!” From photographs, the car and commercial vehicle section looks huge with cars from the earliest days of motoring. Pre-booked tours resumed in March and cost £27.50. Concessions £15.50. No children under 7 but 7 to 12 go free. Tours are booking up fast. www.scienceinnovationpark.org.uk/visit-us.

Chairman's Chat is a regular feature in the Newsletter of the **East Anglian Practical Classics**. Roy Dowding discusses a number of interesting topics. Recently, when researching for something else, he came across the Scottish firm of car makers, Galloway. "Manufacture began in 1921 in a new factory at Tongland in Kirkcudbright. It had one remarkable (for the time) selling point: they were 'Made for Ladies by Others of their sex.'" The Company had been established by Thomas Pullinger in 1916. It was his daughter Dorothee who had become the first female to have been accepted by the Institution of Automobile Engineers. She was awarded an MBE for her valuable work overseeing female munitions workers during WW1, these effectively took control of Galloway shortly after hostilities ended. The plant was promoted as a thriving 'University for Women Engineers' and recruited well educated middle class 'gentlewomen' who learned on the shop floor and attended on-site classes, though many of them became skilled in manufacturing during the First World War". The Galloway was conceived to be a cheap simple motor car and was based on the Fiat 501... It possessed several features intended to appeal to lady drivers, such as a rear view mirror, storage space in the doors, fewer controls on the steering column/wheel, a height adjustable driver's seat and a clearer view over the dashboard and simplified engine maintenance".

Galloway ceased production in 1928. Throughout her life Dorothee supported women in work spurred on by an episode early on in her work life. "As an accomplished apprentice at Arrol-Johnston, her original application to join the Institution of Automobile Engineers had been rejected on the grounds that the words person "meant a man not a woman".



The Riley Record is the journal of the **Riley Motor Club**. In it, Norman Hamer reveals the fascinating story behind the Ogle One-Point-Five, a re-engineered and radically restyled derivative of the Riley of the same name: "David Ogle Ltd of Letchworth has as its objectives to design, develop and build a series of special bodies for British cars and to offer design services

to the motor industry in general. ...The car was conceived as a compact, four-seater for a businessman's personal transport, having an individual appearance with a high-quality finish, together with ease of servicing thanks to the use of unmodified Riley mechanical assemblies". The article goes on to describe the car in detail. "The price of the Ogle was £1,623.6s.3d including Purchase tax... Considering the price of a standard One-Point-Five was only just over half of this, it would have taken some commitment to have an Ogle. In fact, it would appear only eight people took the plunge..." The author comments that he has yet to find any reference to an Ogle One-Point-Five that has survived. He asks if anyone knows of such a car still extant.

The hobby of collecting cigarette cards must have reached its peak in the 1930s. There had been a number of sets issued which featured cars. Writing in the magazine of the **North of England Classic and Pre-war Automobile Club**, John Ward mentions one such set which may be quite rare these days: "W.D. and H.O. Wills produced a set of 50 cards with the motoring theme of 'Safety First', which could be mounted in an album whose cover stated: "An album to contain a series of cigarette cards of national importance"". Whilst the first Highway Code had been published in 1931 under the auspice of Minister of Transport Herbert Morrison, John Ward thinks the cards "...must have been issued around 1933 or 1934. Their purpose was to reinforce the rules of the newly published Highway Code in a more pictorial way, perhaps to those drivers and/or pedestrians who had not read it or who could not read". The cards illustrate bad driving techniques accompanied by text telling you how to do it correctly. He concludes by saying: "It is a revealing insight into the road safety messages of the 1930s... much of what is being said is still applicable today". The one I liked the best and aimed at pedestrians was entitled: "Do not read while walking in the street..."

Over the years there have been hundreds of different motor clubs in this country. This illustration recently appeared in *Transverse Torque* the magazine of the **Ford Y and C Model Register**.

Sam Roberts wrote: "For a number of years I have had a Ford Enthusiasts Car Club badge in my possession and wondered if the Club still existed. I have never heard mention of it, nor seen references to it in any



club or classic car magazine. Comments can be forwarded." In the same vein the Editor of *Dormobile Digest* published a photograph of a car badge for Butlins Car Club asking if anyone knows about the club and "When this was formed and what was it all about?".

The magazine of the **Hillman Imp Club** is entitled *Impressions*. In it, Les Human remembers his part in the well-known Mobil Economy Runs. We often hear from drivers on such events, but not often from the observers. "In 1959, 1961, 1962, 1964 and 1965, I took part in several Economy Runs as a paid observer, there being one in each participating and press car. Observers rode in a different car each day to ensure it was driven without breaking the Highway Code and that there was no cheating, e.g. freewheeling, lingering over gear changes, etc. The event usually took place over three driving days where competitors had had to average at least 30mph on a variety of roads and a 50mph average on race circuits or motorways, there being mpg penalties for being late... The runs must have cost Mobilgas a fortune as the night stops were all in large hotels, e.g. The Majestic in Harrogate. All the car occupants were provided with packed lunches and the observer got coach travel to the start and home again at the end. We were also paid. I cannot remember the amount but it was significant for an apprentice".

What does your garage look like? On the cover of the **Talbot Owners Club** magazine was a photograph of a Talbot resting in what was described as a "luxuriously appointed abode". What struck me was that it was standing under a beautiful chandelier. A garage accessory many of us may have overlooked.



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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