

HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 7 • September 2025



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Two enjoyably contrasting events

To Restore, Renovate or Fettle?

That is the question

We Are Only The Custodians For Our Lifetime

Federation Online Club Archive System



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Regular Contributors



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Chairman of the FBHVC since 2012, David has served on various historic vehicle international committees. His vehicle interests include a pre-production Morris Mini Make, a 1938 Rosengart coupé, a 1904 Curved Dash Oldsmobile and a 1973 Range Rover. David was inducted into the CMS Hall of Fame in 2024.



Andy Bye - Museums & Archive Director

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, until recently Lindsay practised 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

Goodness me, what a summer we're having (in the UK) and long may it continue (please). For my own part, I drove the Aston V8 with its new 'paddle shift' gearbox across the Alps to Italy and back in June. Not only did it fly up there, despite a bit of engine 'altitude sickness' at 3,000m, it whizzed down with little or no effort from the brakes as the engine braking took most of the strain. With my old 'slush-o-matic' gearbox, and without using the brakes, it would have accelerated down those slopes in second gear up to 130mph!

Speaking of speed, part of our journey was on the autobahns in Germany. Whilst I was whizzing along at around 100mph it occurred to me that I was concentrating on only two things; what was in front of me and what was behind me. That may sound rather obvious, but what was not occupying my mind was the speedometer. Consequently, the driving was much more relaxed, and I suggest safer, despite the speed. With variable speed limits and cameras, we are forced to expend so much mental effort in avoiding fines and licence points that our focus is distracted from the importance of hazards ahead or approaching from the rear. Sadly, I doubt this country will ever experiment with 'limitless' speed, despite my Google search revealing the following: "...while the UK sees a higher number of fatalities per mile travelled on its motorways compared to Germany..." That said, I have also noticed on my autobahn journeys that motorway road manners seem better over there. Could that be because Germans like to stick to the rules or that they are free to concentrate and prepare for the hazards rather than the cameras? I doubt we'll ever find out.

Another aspect of my c.3,000 miles road trip was a weekend at the Mugello Racing Circuit to watch the MotoGP races. If you like racing and haven't yet been there, put it on your list. It's a beautiful location in the midst

of the Tuscan hills. In the previous month, I had driven the same car to the MotoGP weekend at Silverstone (less picturesque). I mention this because whilst we were there, George Beale wheeled out his replica 1967 Honda RC174, 6-cylinder race bike. The press gathered and some of the riders and mechanics stood by to witness the unbelievable noise this little bike emits. Cacophony is the most appropriate word. Unbearable without ear defenders.

By coincidence, a book review submitted for this edition of *Historic* is about that very author and his machine (see page 25).

Turning to matters FBHVC, if you haven't yet explored the benefits of 'FOCAS' for your club and its members, I urge you to look at Andy Bye's article on page 14 and follow up with an enquiry to discover more. Time really is of the essence when it comes to preserving our heritage.

On page 9 our multi-talented legal eagle, Lindsay Irvine, has delighted your editor with his illustration to support the Legislation Committee's views on driverless cars. That's one of many topics that the Legislation Committee has been considering of late.

Our fuels specialist, Nigel Elliott, tells a story of fuel contamination and offers tips on how to avoid that problem on page 12.

Looking ahead, now is the time to buy your discounted tickets for this year's Classic Motor Show at the NEC (7-9 November). Please see page 6 for more details.

Finally, a reminder that most of the content of *Historic* is copyright free for member clubs/supporters to use in their own communications. If you don't already, please share your copy of *Historic* with your club's magazine editor and webmaster/social media person. Your members will appreciate it and understand a little more about why their club is a member of the Federation.

Thank you.



President: **Sir Greg Knight**
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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on Tomorrow's Roads

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FBHVC Insurance By Dave Youngs

Summer is well and truly upon us, which joyfully brings with it increased usage for historic vehicles as many of us get out and about on the roads both in the UK and abroad.

However, that can also mean a slightly higher risk of breakdowns – but with FBHVC Insurance supplied to your Club via the Federation, we have you protected against all eventualities here as well.

You'll be relieved to know that regardless of whether your historic vehicle is on two wheels or four, you are fully covered for up to 35 days with your Club insurance scheme for European travel as standard, but we can extend that upon request for longer trips. Furthermore, you are protected by breakdown insurance both here in the UK and also across Europe, should the worst occur.

Breakdown cover is included in all our policies and allows you to be recovered home or to a place of repair, whether in the UK or abroad.

Typically, when you call the service, you will undergo an assessment to determine your needs and note any other emergency service assistance you may require. If you have an issue that cannot be fixed at the roadside, then you will be recovered. It is rare these days for any breakdown company not to use a flatbed to transport the car. Because they will have had that initial conversation with you at the point of calling for assistance, they will be familiar with the special needs of a historic vehicle.

Suppose you are far from home, or even in Europe. In that case, if you cannot be repaired at the roadside, we will arrange for your car to be transported home and for you to be provided with a hire car, so that you can continue your holiday and onward travel, safe in the knowledge that your stricken pride and joy is being carefully transported home. If you are being recovered from Europe, then we will organise all the repatriation paperwork, ferries and onward transportation either to return your vehicle home or to a place of repair.

We often receive enquiries from members who feel they may not need breakdown assistance because they already have it provided elsewhere. Firstly, if you have dedicated breakdown cover, it is likely to be relatively expensive compared to what is included in your Club's insurance policy and may also not cater to the specific needs of a historic vehicle. Secondly, if that cover is free with, say, a bank account or another such benefit, these are often the cheapest and most basic options. They frequently only cover UK roadside assistance and/or recovery to the nearest repairer. They almost certainly do not include onward travel, repatriation from Europe, hiring cars, accommodation, or recovery to a nominated destination, such as home or a trusted specialist. In extreme cases, they sometimes impose an age limit on the types of vehicles they will attend to! So, as with all things insurance, ensure you read the small



print and verify that you are, in fact, covered for what you believe you are. We have, of course, collaborated with the Club to make certain that you are – nobody wants to consider their pride and joy stranded forlornly in a lay-by!

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

Obituary – David Hurley

We are saddened to report that the Federation's Vice-President, David Hurley, died aged 82 on Sunday 6 July.

David joined the FBHVC in 1991 as its commercial vehicle representative, and prior to his retirement he worked at a senior level in the insurance industry.

Following the Federation's incorporation in 1999, he joined the board as Legislation Director, until his retirement from the role in 2013, aged 68, when he was presented with a painting of his 1951 Harrington-bodied AEC Regal III coach (pictured). This was commissioned to recognise his untiring service to all who own vintage vehicles.

He then took on the role of Vice-President for the Federation. At the time FBHVC chairman, David Whale said: *"David Hurley's experience and encyclopaedic knowledge of vehicle legislation*

is too valuable for us to lose so we are delighted that he has agreed to continue to serve as a Vice-President. I am sure all the Directors will benefit from his wise counsel."

Until September 2024, when ill-health forced him to stand down, David Hurley was chairman of the Working Omnibus Museum Project (having been on its board since 1996). A life member of the Historic Commercial Vehicle Society (HCVS), he was also a member of the Albion Club. Amongst his many talents, David was an expert in London Transport's Routemaster refurbishment programme.

We send our condolences to his wife, Jenny, their two adult sons Chris and Michael, and their own families.



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Introduction

I hope that between the thunderstorms you have enjoyed a generally warm and sunny summer season and exercised your HV to your heart's content. My columns have been longer of late and this is no exception! I hope that you appreciate that I have spent my sunny days on legislation issues which may affect our community. You will note that on that latter front, I have short updates on the Terrorism (Protection of Premises Act) 2025 (Martyn's Law) and the Online Safety Act (which is proving more controversial than first anticipated) and notification of the Department for Transport's (DfT) Call for Evidence on the implementation of parts of the Automated Vehicles Act 2024.

Away from specific statutory issues, I return to everyone's favourite topic, GDPR, and a couple of interesting topics concerning their application. On overseas HV issues relevant to ourselves, I cover the recent update to Spanish Regulations on HVs and the French Assembly's decision to repeal laws which empower cities in the French Republic to establish clean air Zones (Crit Air). And after a swift return to the topic of seatbelts, finally I pass on some unhappy news about bus construction in my native Scotland. Not law, but this interested me in my former coach driver guise.

SIA regulator Martyn's Law

The Terrorism (Protection of Premises Act) 2025 continues to receive extensive coverage in the press. For a detailed exposition on this legislation and its relevance to the HV movement and specifically club events, see Edition 5, June 2025. The purpose behind the Act is to "ensure the public is better protected from terrorism by requiring certain public premises and events to be prepared and ready to keep people safe in the event of an attack". As ever, part of the "ensuring" process is done through regulation and therefore one needs a regulator. The purpose of this update is to announce that this will come in the form of the Security Industry Authority (SIA). Currently they regulate the private security industry (think bouncers and security guards). That industry (amongst several public authorities to be fair) was found wanting in the Manchester arena tragedy, the prompting event for this piece of legislation.

That Regulator, the industry and those who provide venues will be looking to be consulted in the drafting of secondary legislation to implement the Act together with associated guidance which is promised over the next 2 years. Whilst the final version of the Act avoided the excessive burdens on small premises that we feared, our concerns remain for ad hoc "bare base" sites which host large events where more than 800 attendees are expected. Current larger venues and those who may come within the provisions are being encouraged to have a look at the potential implications. A useful summary of the current state of play is on the Protect UK (a joint public/private sector counter terror initiative) website here: <https://www.protectuk.police.uk/martyns-law/martyns-law-overview-and-what-you-need-know>

This and other useful links are on the FBHVC website here: <https://www.fbhvc.co.uk/martyns-law>

We will be looking at how the implementation of this Act proceeds and would welcome any input from clubs who have experience in or are intending holding larger events.

GDPR Scenario One

The General Data Protection Regulations are proving to be a "non-Marmite" topic; there is no tension between those that like them and those that don't, as no one seems to be a fan! Nonetheless, I thought you might be interested and a little enlightened by a couple of topics which have arisen recently under the GDPR banner.

Please also accept my customary disclaimer that what guidance I offer on this or any legal topic is not intended to constitute formal legal advice but is intended as general guidance and based on official sources and guidance as far as possible. If I express a view it is by way of a pointer but is not formal advice.

The first topic in terms of chronology relates to some questions we received from a club related to the publication primarily of pictures of vehicles in their club magazine and also people appearing in the photographs. They had received advice that vehicle number plates (official acronym VRN) constituted personal data and as a result were blurring VRNs and faces in photos in their magazine. They essentially had 3 questions:

- Did they need to have had permission of the car owner to show a picture of a car?
- Did they need to blur/pixelate the numberplate?
- Did they need to blur/pixelate peoples' faces?

As ever with such complex Regulations, the context is everything. The questions raise issues around whether and how far the photos can be regarded as **personal data** and whether their use is **processing** by a **data controller** if published. It is always useful to remind oneself of the general purpose and principles of GDPR including some of the definitions of the phrases I marked in bold above and the responsibilities of organisations that collect and wish to process "personal data" <http://bit.ly/4mmHMX7> and <http://bit.ly/4IXV4tk>

Much seems to depend on the origins, type and purpose behind the use of the photographs. For example, were the photos supplied by the owner themselves in the expectation of being published? Were they taken and then stored by the club under

member records for one purpose and then subsequently published for another purpose? Are they random pictures of cars and people taken at shows or perhaps historic ones plucked from club archives?

That photographs of individuals can certainly constitute personal data is fairly well known such as for ID cards, passports, or security systems where the individual is clearly identifiable. Photos taken for marketing and promotional materials and photographs in educational settings constitute personal data where consent is important.

However, photos of people in public settings are generally not subject to such strict rules even though the Information Commissioner (ICO) keeps the option open. That VRNs can constitute personal data (albeit not sensitive personal data) is a principle based on a now rather old ICO ruling <http://bit.ly/46GckyB> This is further confirmed on the ICO website <http://bit.ly/4mkAEua> If the vehicle is registered to a company other than a sole trader, the VRN is not personal data.



However, given my stress on context, I would note that this ruling and guidance are given in the context of public authorities (or companies) collecting VRNs and storing them for certain specific purposes (e.g. parking or law enforcement). It must be remembered what the scope of GDPR encompasses. The opening paragraph of Article 2 states as follows:

1. This Regulation applies to the processing of personal data wholly or partly by automated means and to the processing other than by automated means of personal data which form part of a filing system or are intended to form part of a filing system.

Such authorities have ready access to the DVLA database as confirmed in several recent media articles. Such a facility is not open to the majority of the general public and the ability to identify an individual solely by reference to a VRN by a reader is constrained by the “reasonable cause” element of DVLA rules. This means that, essentially, only the types of firms I named earlier and of course the police have such ready access to identifying details.

Thus, in many instances, photographs of cars published in club or other magazines would not have been collected and filed in the structured manner anticipated in Article 2 above and there is no way an individual or an individual owner could be identified simply from the photograph of the car. A test of this would be if an individual submitted a Subject Access Request (SAR) to the club for any personal data held on them. Clearly, a random picture of their car or even them unless tagged would not flag up in any

search. However, if as some clubs will do, a photograph of a member’s car is held under a structured system with details of their address etc, then the publication of the photo might be a breach if their consent to such use has not been obtained. It would depend on the purpose of publishing the photograph; if it was an article about them and their car then for the reasons set out below this might amount to processing. However, publication might not amount to processing personal data if it is not intended to relate to any individual or to learn or decide anything about an individual but they or their car may be in the background of a photograph being used for an entirely separate purpose: <http://bit.ly/4me6Yig>

If technically some instances of publication of photographs could be regarded as processing of personal data, the ICO site offers options for justifying that processing. One of them which I have already mentioned is consent (expressly obtained) and I suppose if there is any doubt about whether someone is likely to object to the full picture with VRN, it is the one which should put matters beyond doubt.

The other grounds which are often used by publishers is **legitimate interests** which is described here: <http://bit.ly/4l6eISD>. This certainly seems to be the basis for many clubs processing details of members providing the balancing exercise set out in that guidance is done. Taking the above justifications into consideration, whilst it would certainly be avoiding risk to obscure registration numbers or faces in published photos as a matter of routine, it might be

the case that the essential *raison d’être* of a club and its legitimate interest would be undermined unnecessarily by such redaction. It may prove more distracting or disturbing for members for such obscurity to take place without an express request or reason.

In summary, consent is clearly the most cogent basis for ensuring that items such as VRNs which could be deemed personal data can be used without risk, but dependent on the purpose, other justifications are available. One might also consider giving a general note to members in the magazine that pictures of members cars may be published with VRNs visible as part of the normal production of the magazine but their name will only be associated with the car with their consent. That said there is no limit to what a person might complain about even outside GDPR! So, blurring faces/VRNs under the precautionary principle could be regarded as proofing a club against a GDPR complaint particularly if the photo comes from membership records without consent (which could be obtained relatively simply). Indeed I expect many clubs have had advice suggesting this course of action. On the other end of the scale, the use of random pictures of cars with their registration numbers still visible is unlikely to be a breach for the reasons stated earlier.

Note that this is only guidance and not formal advice! For example, I have not dealt with other exemptions from being personal data such as the likelihood of an individual in an old photograph no longer being with us. If you are concerned, consult an expert!

GDPR Scenario Two

In the second GDPR example, a club has raised concerns over the loss of a vehicle’s mechanical and service history through possible overzealous application of GDPR principles by a motor dealer. With the change of DVLA policy on providing details of previous owners of a vehicle following adoption of EU GDPR in 2017, it was hoped that at least the history of a vehicle could be preserved through alternative means. Whilst this would not be problematic on a private transfer, if a dealer refused to transfer or even destroyed the “service history” of a vehicle citing GDPR, this would be historically damaging and potentially spoil the value and provenance of a vehicle.

As I have said with Scenario One, there will be subtle issues which make a straightforward

answer problematic. However, as indicated earlier, since GDPR concerns itself with the control and processing of personal data, clearly a dealer who is a data processor has duties in relation to any customer personal information and data. Service documents and histories will invariably contain personal data and dealers are entitled to keep and file it under the “legitimate interest” heading in GDPR as it goes to the value of the vehicles. It would also be legitimate to transfer those documents to a new owner, but the “balancing interests” test required in relation to legitimate interest would almost certainly demand the redaction of at least names and addresses from the bills, records etc.

I think the problem here is that the redaction process is a time, cost and risk

burden which many dealers may try and avoid unless they can be persuaded that this could significantly affect value. In the case of rare vehicles, the consent of the previous owner to pass on their personal details could be obtained albeit again that is a burden to a dealer. For very old vehicles beyond a certain date, the previous owners are almost certainly deceased (the national Archives have guidance on this) and therefore GDPR does not apply to their data.

I fear dealers may already have had their hands burned as for every historic vehicle enthusiast there is a grumpy litigant! See: <http://bit.ly/3H8KZuq>

I would be interested in hearing any dealer experiences or suggestions in relation to this area.

Automated Vehicles Call For Evidence

In what I am sure was pure happenstance, the Government's latest push on vehicle automation in the form of a fresh Call for Evidence <http://bit.ly/4IVLg36> came out shortly after some defenceless driverless taxis were torched in riots in Los Angeles. These were extreme events that their AI bots had not been programmed to deal with!

In various guises, automated vehicles is a topic I have covered in this journal over the past few years. A transport minister in the previous government was inspired to consult the public in 2020 on the launch of cars fitted with Automated Lane Keeping Systems (ALKS); these would allow suitably equipped vehicles (cars only, initially) to be driven hands-off on motorways at speeds up to 36 mph. You will find our response to that consultation on our website and the topic covered here: <http://bit.ly/3U8pzk0>. A launch date of 2021-22 has come and gone, the concept having proved more difficult to implement or perhaps sell, than anticipated. However, in the same period, the legal framework to prepare for a driverless future was examined exhaustively by the Law Commission with their final report forming the basis for the Automated Vehicles Act 2024 (AV Act) now on the statute books.

In accordance with the Law Commission recommendations, the Act sets out, inter alia, legal liabilities and responsibilities related to driverless cars and what standard of driving an automated system should achieve (by reference to the standard that a human driver needs to achieve to be in line with the law).

Spurred on by some home grown driverless bus and "closed circuit" trials, now completed, and with various specifically US experiences to examine, this government wants to move more rapidly to the stage beyond ALKS (which still involved a driver ready to resume control) and start to implement the AV Act provisions albeit in stages. Akin to the US experience, the first stage is essentially the introduction of automated taxis (automated passenger services (APS)) through the passing of appropriate regulations. As the government publicity puts it:

"This will provide businesses with the regulatory confidence to invest in testing and deploying these innovative services on our streets, reinforcing the UK's position among the world leaders in tech deployment. It will help facilitate commercial pilots of services with paying passengers and no safety driver to be deployed from spring 2026."

"Private" driverless vehicles are much further down the line. Having a licenced body (termed an "authorised self-driving entity (ASDE)") deploying the vehicle and a separate entity (No User in Charge (NUIC)) operating the vehicle, is intended to give the Government and the public an additional level of confidence in the safety of the vehicle until operating experience develops. Again this follows the US model.

As a first step, the AV Act requires the Transport Secretary to prepare a Statement of Safety Principles (SoSP) which will be applied to the pre-deployment phase, the in-service phase to ensure regulatory compliance, and during annual assessments to check on overall performance. The call for evidence is to ask contributors to provide views to support the Government's understanding of how the safety principles might be used, the safety standard might be described and the safety performance can be measured; see link <http://bit.ly/3IY3S3D>. Should you wish to have a view, by the time you read this article you should have a couple of weeks to respond.

There are over 40 questions in the call for evidence which the Legislation Committee is currently considering. >>>



Driverless taxis - a Licence to Thrill

However, the fundamental issue for the Secretary of State to resolve is the philosophical and jurisprudential (smart word for legal) question of establishing what standard of safety is to be demanded from our AI driver. The Law Commission had stated in their report that this was primarily a political decision but the SoSP must secure “a level of safety equivalent to, or higher than, that of careful and competent human drivers”. This standard ultimately reflects that the Law Commission had been faced with a lack of public consensus on the safety standard to be reached. Some were content that the system need only achieve that of the careful and competent driver as this presupposes that the AI machine will never tire, be distracted or intoxicated which are major causes of accidents. Others thought that the automated vehicle should be subject

to a much higher standard in order to be acceptable. The latter is problematic in that if too high a standard is set, it would be very difficult to deploy the system at all.

Connected with the above there are many questions of a technical nature to be considered which are better answered by specialist Road Safety organisations who have greater experience in the production and analysis of statistical data, specifically that related to road traffic. Our aim in responding to this Call is to ensure the following:

- a. The safe interaction of driverless vehicles and historic vehicles (all shapes and sizes) and
- b. The continued freedom of HVs to operate without restriction.

In relation to a. above, you will see from our response to previous consultations on

automated vehicles that we required that such vehicle systems had sensors which were able to recognise and respond to HVs, some of which, in contrast to their more modern brethren, may be small, slow and constructed of non-metal materials and indeed cloth covered. In relation to b. this is a new concern which did not arise in relation to ALKS given its limited sphere of operation. We wish to discourage any consideration in the implementation of the new system of a form of segregation of HV and other human controlled vehicles from AVs with the aim of providing an extra level of safety.

Whether it be within the Government's intended timescale or not, we are going to see the appearance of driverless taxis at some stage on the roads. This should not affect our freedoms, and we will be alert to ensure that is the case.

Online Safety Act 2023

Hopefully, readers of the last edition of *Historic* may feel they have had a sufficiency of detail on this new statutory provision. As I indicated with a degree of confidence, the OSA is not specifically directed at Clubs but was something to which we believed they needed to direct their attention **if they hosted online services such as a forum**.

As the Chairman of Ofcom, Lord Michael Grade, has reiterated recently, the intent and aim of the legislation is to protect children and adults online, with the range of new duties principally directed at multinational social media companies and search services, making them more responsible for their users' safety on their platforms.

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.

I explained in the previous edition how this legislation might apply to clubs; they can be swept up in the provisions as 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). In summary, clubs which host forums on their websites are therefore potentially covered by the Act's provisions. 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.

We have been asked for guidance on the risk assessment process, namely how best to mitigate the 17 risks identified by Ofcom. I hesitate to try and simplify the process and would advise clubs to use the template provided by Ofcom <http://bit.ly/4IRKAvj> and their guidance <http://bit.ly/4I4iHyU>. In my view, in the unlikely event that any small club forum is looked at by the Regulator (or if something untoward happens and a complaint (perhaps even mischievous) is made to that Regulator) having the paperwork in proper order can reduce the subsequent stress. As we learned with the HSAWA, whilst not all accidents can be prevented, liability is often dependent on the right processes having been followed.

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.

Seatbelts (yet again)

I have covered the subject of seatbelts in the last two editions of *Historic*. In the last edition, when I drew attention to the fact that 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> This led to a question from one club about the carriage of pets (well, specifically dogs) in such vehicles.

Whilst unlike the provisions in relation to children, this is not specifically covered in the Motor Vehicle (Wearing of Seatbelt) Regulations. Carriage of animals is dealt with in the Highway Code. Rule 57 states:

When in a vehicle make sure dogs or other animals are suitably restrained so they cannot distract you while you are driving or injure you, or themselves, if you stop quickly. A seat belt harness, pet carrier, dog cage or dog guard are ways of restraining animals in cars.

A failure to follow this rule is not a specific offence. However, a policeman could regard the situation as amounting to driving without due care and attention (careless driving) with appropriate consequences for the driver.

Fertilior seges est alenis semper in agris

At a recent Federation Board meeting, our Chairman mentioned recent changes to vehicle classification regulations in Spain with the aim of encouraging the preservation of more historic vehicles in Spain where, by international standards, numbers were regarded as low. I examined the documents he had retrieved from a conference he had attended and confirmed the impressive improvements being instituted. In particular the cost of registering an HV would be considerably reduced, road worthiness testing would be less onerous than that for younger vehicles, and there would be no requirement to change the original number plate for a "new" historic one. Although there would be slightly different requirements for vehicles already registered in Spain compared with imported HVs, advocates for a change of definition of an HV in the UK will be enthused by the 30+ years qualification in accordance with the FIVA definition.

Regular readers will know the Federation's position on the UK definition. We accept the international position and would like it to be adopted here but accept that it cannot be a priority. For detailed discussions see my columns in Issue 2 of the 2023 *FBHVC News* and Issue 2 of 2024 of *Historic*. Apart from the broader economic arguments about extending the net, a major issue for government is that in greatly increasing the numbers of younger HVs, the more likely they would be used for regular commuting and not as historic artefacts. An often overlooked section of the FIVA definition of an HV is the phrase "which is not used as a means of daily transport" i.e. the quid pro quo for the 30 year definition. Thus in Spain, the quid pro quo for the more favourable rules is that you can only use your HV for 96 days in the year, effectively preventing their use for normal business. Other countries such as Greece limit the use of HVs to attendance at shows and events.

Although 40 years must pass in the UK before a vehicle can be registered as historic, there are no legal limitations or restrictions on use. I note that the Spanish media recognise that enforcement of the restrictions on use are likely to be hard to police outside urban areas which have CCTV. In the UK, which is plastered with ANPR, you may agree that a relaxed position if restrictions were brought in would be unlikely!

Hence whilst the new Spanish regulations look enviable perhaps a closer look conforms more closely to my Latin homily for this edition - *Fertilior seges est alenis semper in agris* loosely translated as "the Grass is greener on the other side" or "be careful what you wish for!"

Crit Air

The French Crit'Air air quality certificate will be a familiar concept to many readers. The Initiative, akin to our CAZ and LEZ, started in 2017 and was adopted by a growing list of French towns and cities. Until recently the schemes which required owners to purchase stickers with colours varying according to the emissions standard were generally enforced in the old fashioned way; wardens or officials reading the stickers on parked cars. Camera enforcement has gradually been rolled out. The problem for many HV owners, particularly those from the UK, was that their vehicles did not qualify for any of the stickers and the HV exemptions did not apply uniformly throughout France. It was also not crystal clear whether "foreign" i.e. UK vehicles qualified for the exemption, success probably being dependent on the positive attitude of a local official.

In a surprising move, the French National Assembly has voted to repeal the Crit Air provisions <https://www.bbc.co.uk/news/articles/c0mrpl2208no> which were widely unpopular, especially as they had spread beyond what were regarded as the most polluted areas in Paris and Lyon. However, please be aware that the zones persist, for now, as the potential change in the law has to pass through other constitutional processes before any action is seen on the ground. Sois patient!

Alexander Buses

It would be an exaggeration to say all the buses from my childhood were equipped with bodies made by Alexanders of Falkirk but a high percentage were. Aberdeen Corporation Transport were good customers of the company in the 1960s which meant I travelled on many of their products in the following decade from home to Union Street in the centre of the city. It was sad therefore to note in a BBC article <https://www.bbc.co.uk/news/articles/c39x8l8dvmpo> that its successor company was likely to cease operations in Scotland and concentrate on other sites. Whether one cites the "green revolution" or the costs of manufacturing in the UK as contributory causes, it is nevertheless of regret that another site close to the HV community's heart is at risk. Long live Alexander-bodied AEC Regent Vs!

DVLA

Ian Edmunds

The eagerly awaited details from DVLA following their review of registration procedures for historic vehicles were shared with stakeholders in a rescheduled Historic Vehicle User Group meeting on 15th August. At the cost of a new printing plate, and a certain amount of scurrying around, that just enabled me to revise my copy to bring you a brief outline in this edition of Historic. As I type the full provisions are embargoed but I can share a couple of headline revisions -

- like-for-like repairs and restorations will no longer require notification to DVLA, providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C)
- vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.

By the time you read this all the information will be released and available at www.gov.uk/vehicle-registration supported by new forms and explanatory booklet.

The Federation are very pleased, not only with the revised policies but also with a clear change to a more sympathetic and pragmatic approach to the registration difficulties sometimes faced with elderly vehicles. We also acknowledge the considerable time and effort Agency staff have obviously devoted to this matter.

I will provide a deeper insight in the next edition and of course updates as these policies are implemented and start to take effect.

Fuel Quality

I attended Wiscombe Hillclimb on the weekend of 27/28 July to watch a round of the British Hillclimb Championship where a competitor friend of mine experienced a fuel contamination issue with Super Unleaded Petrol purchased from a major retailer.

The heavily turbocharged racecar experienced a bad misfire and lack of power. After the usual ignition system checks, attention moved to the fuel system where the small aluminium competition fuel tank was drained into the only available clear receptacles, empty and dry lemonade bottles! The fuel was found to show signs of oxidation (indicated by the medium straw colour) and was contaminated with red coloured water (see photograph). The tank and the fuel system were flushed with fresh fuel and then refilled and full engine performance was immediately restored.

It was determined that a good proportion of the fuel was several months old, and it had been topped up with fresh Super Unleaded the day before from a service station that he had not used before. It was early morning, and the fuel can was filled first, followed by his racecar trailer towing vehicle. The tow vehicle did not experience any problems en route to the Hillclimb.

Petrol these days is typically water white in colour when manufactured, and any yellowing indicates oxidation or possible contamination. Without laboratory analysis it is difficult to identify the source of the red water contaminant in the fuel, but it is unlikely that it originated from the racecar fuel system and tank, and the service station tank and/or pipework may be the source of the contamination. The service station could have had a water contamination issue and used water finding paste on the tank dipstick. The water finding paste turns bright red on contact with water and this then may have turned the water bottom in the tank red in colour.

UK service station fuel dispensers suck the fuel from the underground tank with non-return valves in the line to prevent drain-back to the tank. This means the fuel line to the tank is under suction

and any leaks can result in dirt or other contaminants being drawn into the suction line. I experienced this many years ago in a service station that had regular complaints of vehicle malfunction issues from certain pumps first thing in the morning but nothing during the rest of the day. We eventually found a corroded fuel line that was allowing dirt and water ingress overnight that was swept into the first vehicle fill of the day.

Super Unleaded is a low throughput fuel grade so it is possible that this early morning fill-up could have been the first of the day and picked up some of the service station tank water bottom. You can generally tell if this is the case if the dispensing pump takes some time to prime and start dispensing fuel when the nozzle is actuated. It is therefore likely that any contamination would have gone into the fuel can rather than the vehicle. As a general principal it is a good idea to purchase Super Unleaded from a high throughput service station site and avoid early morning fill-ups to make sure that you don't run the risk of fuel contamination.

This incident is a timely reminder for classic and historic vehicle owners to periodically check the fuel tank for any water contamination. The ethanol in the petrol will mop up small amounts of water (up to approximately 0.25% for E5 depending on fuel temperature) but higher levels will cause the petrol/ethanol mixture to phase separate with the ethanol partitioning to the water phase resulting in an acidic corrosive mixture that can damage fuel tanks and carburettors. E10 petrol can tolerate higher levels of water contamination up to around 0.5%, again depending on temperature. The loss of ethanol to the water bottom will also reduce the octane of the petrol and could result in knocking (pinking) and engine damage.



Photograph of the fuel in the bottom of the lemonade bottle

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Events

In my last report I mentioned that I would be taking part in the FIVA World Motorcycle Rally, which is based in Tuscany for 2025. The event was oversubscribed and so the entry list was capped at 150 historic bikes, many with pillions, and a significant number of sidecars. Bikes ranged from 1913 to the FIVA HV threshold of 30 years, so it was an extremely impressive showcase for the motorcycle fraternity within Europe.

Entrants came from 18 countries, so it was very interesting to see how each shared a common passion but were subject to different national regulations and restrictions. As this event was in Italy, we had excellent support and traffic management by the Italian Police team who shepherded all the rider groups throughout the whole event – so no need to stop at red lights, roundabouts, etc. This was a great help to the oldest bikes, where stopping the bike also means stopping the engine, and restarting means push starting the bike and jumping on at the right moment. That's OK on the level or downhill, but uphill was a real challenge and they fully deserved the congratulations from the other riders. The other key item to mention is that we had arranged for 3 of the bikes to run on biofuel throughout the event. The fuel was supplied by Coryton in the UK (this biofuel is branded as Sustain in the UK market) and it demonstrated that it worked as expected.

I also took part in a touring event from the UK to Austria and back, in my 1990 Porsche 911 Targa. The roads and scenery were awesome and the 911 was brilliant in all conditions – especially the derestricted autobahns and on the mountain passes.

Next on my agenda is the annual touring event my wife and I organise, and this year it will be in North Wales, an area we know well and with some classic roads, amazing scenery and places of interest to visit. The event is running under an MSUK Certificate of Exemption, and I am pleased to report that getting the permit in 2025 was far simpler than our experience in 2024

when MSUK were implementing their new system. Hopefully, if you are also needing MSUK event authorisation, it's now a straightforward and reliable service for you and your club.

And finally, I wanted to let you know that I will not be standing for re-election as the FBHVC Events and Technical Director at the forthcoming AGM. This has nothing to do with any problems or concerns with the FBHVC, quite the opposite in fact. My role within FIVA continues to expand and I now manage an expert team of FIVA Stewards, located in 30 countries around the world. Along with my Chairmanship of the FIVA Event Commission and my role as a FIVA Vice President I simply do not have the time to do justice to the FBHVC role. So, if you are interested in applying to take on the Events Role then please contact Mel Holley (**secretary@fbhvc.co.uk**) and he will be able to advise you on the process.

To keep up to date on FBHVC and FIVA events please use the links below.

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>

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We are only the c for



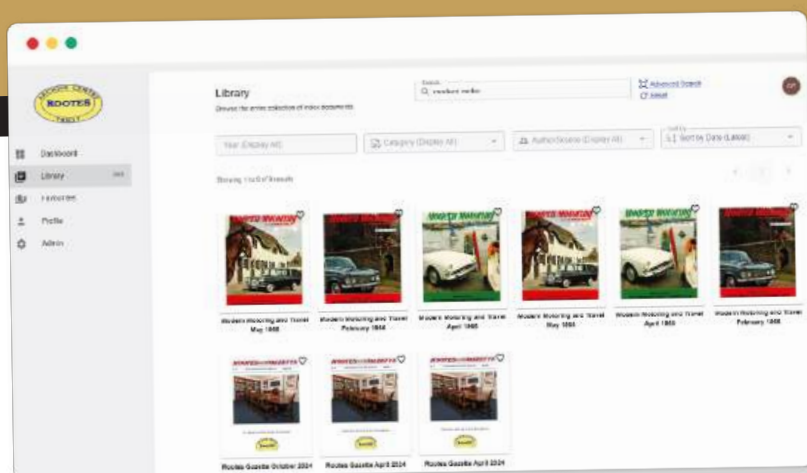
FOCAS- Federation Online Club Archive System

Does your club have archive material it would like to show to members?

Do you want to add to your member benefits?

Do you have overseas members who need more engagement?

Have you looked at sharing your archive content online and been frightened by the cost and security?



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

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- Will index and search all the text content in your PDF magazines and brochures.
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- Easy, flexible tagging system for identifying files.
- Scalable storage options from small magazine back issues to large scale photo archives.
- Options to integrate with your existing website.
- Options to control access to your archive.
- A ISO27001 certified data centre meaning your data is always secure.
- Consultancy support in preparing data can be provided.
- Scanning services at FBHVC preferential rates provided by Genus.
- Optional premium support services.
- The system is provided and managed by FBHVC partners Genus and J & L digital.

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What to do next

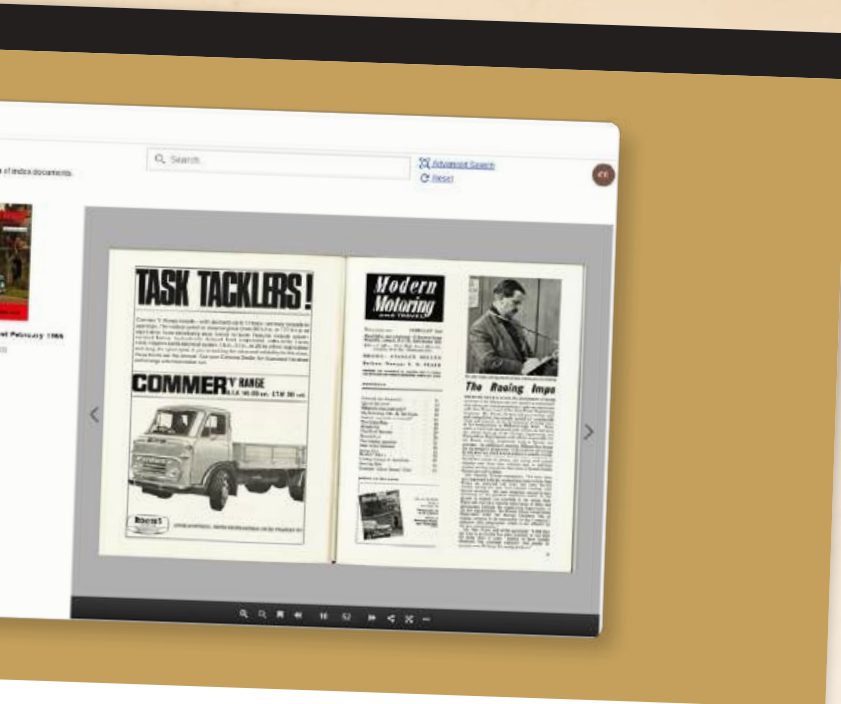
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At Club Expo and at every other possible opportunity, I have been talking about the need for preserving the archive material you have, either as a club or even as an individual, to ensure it both survives for future generations to use, and is also readily available for those who need to see it now rather than having it hidden away in storage boxes or filing cabinets.

Many of the forward-thinking clubs now realise it is sensible to make their archive material visible to their members and by doing so offer added value to being a paid-up member of the club rather than being, say, just part of a free Facebook group. They are therefore actively talking to us about their best course of action to achieve this in an efficient and cost-effective way.

Clearly, we have been encouraging you all to focus on scanning and cataloguing your club archives over the last few years and many of you have put a great focus and a lot of effort into "preserving the past for future generations."

The scanning and cataloguing exercise is a great first step and I appreciate the time and effort many of you have put into this task which, whilst interesting, can be quite daunting and very time consuming (addictive) if you want to do it well.

Now that progress is being made, I feel the time is right to remind you that the FBHVC has developed the tool to help you share your archive with your members.

The solution is called **FOCAS** (Federation Online Club Archive System)

The Federation has been working on this solution for the last 2 years in conjunction with our scanning & IT partners, Genus and J & L, and you will recall it was launched earlier in the year at Club Expo.

FOCAS allows clubs to display photographs, scanned documents, technical information, club magazines and even scanned 3D items, all with the latest indexing technology to help quick location.

Each club will have their own secure branded site, and access will be totally controlled by individual club officials, and single sign-on via your 'members area' of the website is possible. It is both cost effective and easy to use and is scalable to suit any size of club so don't be put off if you only have a small amount of archive material.

The principal benefits to both clubs and members is that archive items which have been hidden away for years will suddenly become visible.

This can be developed into a great member benefit and will also be greatly appreciated by overseas members.

Clubs are adopting FOCAS, so put this subject on your next club committee meeting agenda for discussion and start to move your club to the next level.

If you want to discuss this further, or options for your club, then please drop me an email to: archives@fbhvc.co.uk

Chairman's Travels

David Whale



On arrival at Dunkenhall Hotel



Drummond Black, Vice President presenting the hardback book written about the Jowett Car Club Joan Javelin

'Variety is the spice of life' is a well-known proverb that emphasises the importance of change and different experiences in making life more interesting and enjoyable. Such are my recent driving experiences with a 1952 Jowett Javelin and my own 1964 Morris Mini Moke over the past three weeks.

The Jowett Car Club, who are great supporters of the Federation and the Classic Motor Show, invited Barbara and me to spend the late May Bank Holiday weekend with them at their International Jowett Rally in Clayton-le-Moors, a town which rose to prominence due to the textile industry and with the construction of the Leeds to Liverpool canal. To make the experience even more interesting, Chris Spencer suggested we should arrive and depart using the Club's Javelin! Driving 250 miles over a bank holiday weekend and avoiding motorways was interesting!

In complete contrast, we were invited to participate in 'Dinard Elégance' based in Dinard in Brittany; in true French tradition, celebrating the Concours d'Elégance created centuries ago using horse-drawn carriages. The first motorised event in Dinard was held 104 years ago.

Firstly, the **Jowett Car Club event...**

Dunkenhall Hall was built in the late 12th century and, now in the ownership of the Mecure Hotel Group, proved to be a perfect venue for a club rally. The hotel was partially refurbished five years ago retaining many of its architectural features but incorporating contemporary facilities and a spa. It's set in 17 acres of grounds but conveniently located just a couple of minutes from a motorway junction.

The Jowett Car Club is proud of its accolade as 'the Friendly Car Club' and from the moment we drove our trusty Javelin into the car park and were escorted

to our parking place, we were treated as established club members. Chris had said just come along and we'll ask you to do a few things. Being the Federation Chairman that usually translates to speaking at a formal dinner. Barbara was invited to assist in judging costumes with Chris's wife, Sharon (a BAFTA and Oscar winning costumier) as her mentor that was a pleasurable undertaking for both. Barbara was also asked to judge signwriting on the many commercial vehicles... a new but greatly enjoyed experience.

Of course, I had reasonable knowledge of the Javelin and knew of the Jupiter successes at Le Mans in 1950, 1951 and 1952, but I welcomed the opportunity to become better acquainted with the vintage and pre-war Jowetts. I knew of the Bradford utility vehicles in various body styles but was amazed to learn production of these numbered c.40,000!

Finally, we must acknowledge the generosity of Debbie Hindle and Ken Ross in donating their Javelin to the Club whilst they are living in Montana. So that they are able to maintain contact with the UK historic vehicle scene whilst residing in the USA, the Federation has extended access to our web pages to them.

Dinard Éléance...

Let's turn our attention to our trip to the Dinard Éléance, Concours d'Éléance event in Brittany, France. This event has been recreated by Denis and Juliette Cohignac and their team in recognition of the first concours held in Dinard in 1921, aimed at presenting traditional French concours values. The event is held every two years and two years ago we were invited to enter our 1974 Zagato Zele which is powered by electricity.

The organisers asked if we would take a different vehicle this year and we chose our 1964 Morris Mini Moke. This car is unique as it is the sixth of ten pre-production cars and when we restored it eleven years ago, we ensured it represents exactly the car that rolled off the production line on 6th July 1964 in accordance with its British Motor Industry Heritage Trust certificate.

Historic vehicles tread a broad path from multi-million pound motor cars which arrive on articulated transporters from, in this year's case, Germany, to our single vehicle arriving in our Renault transporter, or even a Pebble Beach winning Alvis driven there by its passionate owner, Jim Sprague. Within our community there is a place for all!



Saturday 14 June was the principal day of activity, and we started with a 50 kilometres tour to a beautiful venue, Domaine du Montmarin in Pleurtuit, where we enjoyed an excellent lunch. Afterwards we returned to the Esplanade in Dinard to present our cars to enthusiasts of all types and not just motor cars, I spotted veteran-cycles too!

The more I learned about the history of this event the more impressed I became. For example, a century ago, Madame Georgina Citroën, the wife of carmaker André Citroën, chose to present her husband's latest model in the roadster category. The unveiling of the new model was at the Concours d'Éléance de Dinard, but the general public didn't get to see the car for the first time until the Paris Motor Show the following month. >>>



Concours entries on Dinard Esplanade in 1921

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That evening we adjourned to the Manoir de Port Breton for the formal presentation of the Concours d'Elegance entries and judging.

The following day was far more relaxed in the park and included the presentation and judging of motorcycles, and enabled us to have a little fun and present the Mini Moke as if it were attending a picnic! We showed our Brexton picnic set, only acquired a few weeks ago from the dispersal sale of Moretonhampstead Motor Museum in Devon and a battery powered Bush Gramophone record player. We played a record or disc recorded by our President, Sir Greg Knight, a retired Member of the UK Parliament with other politicians on his 'Lord Bug' record label.

All in all, two most enjoyable events with significant contrasts!



The crowds inspecting the Concours entrants on the Esplanade, Dinard, as they did 104 years ago



David & Barbara Whale present their Mini Moke on stage



Credit Dinard Élegance



Credit Dinard Élegance



Success in 1921 – the Delage D6 70 Sauterelle



To RESTORE RENOVATE Or FETTER? *That is the question*

By Andrew W Fawkes

Being asked by my grandad when I was a kid to climb up there with a spanner was exciting... it seems less so now!

At some point in the ownership of a historic vehicle, there comes a time when something major needs doing. If you've owned your car from new, you probably know exactly what and when that might be. If you've purchased second hand, third hand or more, you may have been harbouring niggling doubts about what exactly the vehicle is like 'under the skin'. Only a complete body-off restoration will address those concerns, but that's a bit drastic and will take up a lot of time (and money) when you could otherwise be driving it.

The next level down from 'restoration' - using my definition - is 'renovation'. This remains a major piece of work but won't require removing the vehicle's body and may be focussed on specific areas, such as engine bay, interior or bodywork. This might also be termed a 'rolling restoration', just to confuse my definitions!

Finally, there's 'fettling'. This is everything from your simple pre-drive checks to more complex jobs/repairs that might need the attention of a specialist.

Irrespective of the definitions, this article focusses on the biggest investment, 'restoration', although any specialist work may require a similar approach. It offers a few tips/ideas on what to look for if you're planning a potentially huge cash outlay to keep your beloved historic, or get it back where it belongs, on the road.

1. Deciding What to Do

The fact that you're reading this article in *Historic*, probably means you're already a member of a specialist or single-marque club. That's a great place to start. Chatting with other owners of similar vehicles will offer several advantages. Firstly, they may have done similar work on their car a few years before and can offer all sorts of tips and hints. They may also have access to manuals, parts, etc. This can be of great help for those items that are regarded as 'unobtainium'. Their connection to local suppliers and specialist will also be of great help.

Most clubs have an on-line forum where you can post a question and get back almost instantly the answer from an expert who shares your passion. This is also true, perhaps to a lesser extent, of social media channels, albeit you have to be wary of scammers and so minimise the amount of personal information shared. YouTube can also be useful.

My own experience of rebuilding a 1970s Honda motorcycle engine included finding the (apparently) last 4 bearing shells of that particular size through a simple post on the appropriate forum. Long gone are

the days when we could nip to the local scrap yard and be given a spanner to remove whatever part we needed, usually on the car balanced on top of four others!

Tip

Think in terms of what must be done, what should be done and what could be done. That will help you prioritise the work when the cost estimates start arriving.

2. Specifying The Work

It's important to have a clear idea of what you're looking for in the finished work. Such clarity will help your decision-making process when the inevitable snag pops up that has budgetary implications.

Are you looking to win the next Pebble Beach Concours or go trans-Saharan rallying? Is originality important to you, such that you would only consider original parts? Do you want to retain the patina of your vehicle so that the minor lumps and bumps made by your grandad are retained? It's worthwhile putting down in writing your 'brief' to the supplier so that you, they and any sub-contractors are clear about what they're doing to justify receiving your money. More on this later.

Tip

If the work includes an engine rebuild, insist on running-in the engine on a dynamometer so that when it goes back into the vehicle, that's one less thing to worry about.

3. Choosing Suppliers

There are many hundreds of specialists in the automotive sector. Some have worldwide reputations (and usually prices to reflect that!) whilst there are also good, honest local people that only 'come out of the woodwork' when a friend or fellow club member discovers you're looking for their type of service.

Whoever and wherever they are, a visit is an absolute must. My own experience of looking for an engine builder, resulted in me seeing three reputable specialists, but one was ruled out quickly due to the messy state of their workshop. I didn't fancy any of the swarf, etc. on the floor and working surfaces finding their way into my engine's oilways.

Following the visit, you should receive a very detailed estimate/quote for the work involved, including both itemised costs and timescale. It should also include a breakdown of all the major components, how they will be

sourced and the phases of the work. This latter aspect will determine the payment schedule to help your budgeting.

Tip

Investigate to see if the specialists are listed with trade bodies and are perhaps Trade Supporters of the FBHVC.

4. Budgeting

I cannot recommend too highly creating a spreadsheet that lists every single aspect of the work and combines all the details from all the quotes. Not only will it be a single central information source, rather than having to cross-check each supplier's quote as the work progresses, but it will also show that all-important 'total cost' at the bottom. You can also track progress as invoices come in, so that you can see at a glance whether you're under or over budget at any point in the process.

The estimates from your chosen suppliers should include any applicable VAT, labour rates, rate scales (e.g. if there's an apprentice on site, you shouldn't be paying the business owner rate for the apprentice's work), overtime rates if applicable, etc.

Can you source some of the parts? You may be able to find parts through your club/forum contacts, often at minimal cost when compared with new items from specialist mainstream suppliers.

It will be necessary to have a 'contingency pot', usually 10 to 20 percent, because, despite everyone's best intentions, the estimates will rarely reflect reality. It's only when the paint comes off that you can tell how much body work needs replacing. The same is true for stripping an engine that will hopefully not reveal any internal cracking that requires major surgery. If you can come out of the project with a tiny fraction of your contingency budget intact, you will have done very well. The opposite is having to sell the vehicle to pay the restorer's invoice!

Clearly, having the money in the bank and easily accessible is a must. Failing to pay your specialist's invoices on time will at best eat away at good faith. It may extend to leaving your vehicle untouched, perhaps left outside, and ultimately invoke legal fees... all can and should be avoided!

Tip

Share your spreadsheet with a friend who can question/validate your assumptions and perhaps spot missing items.



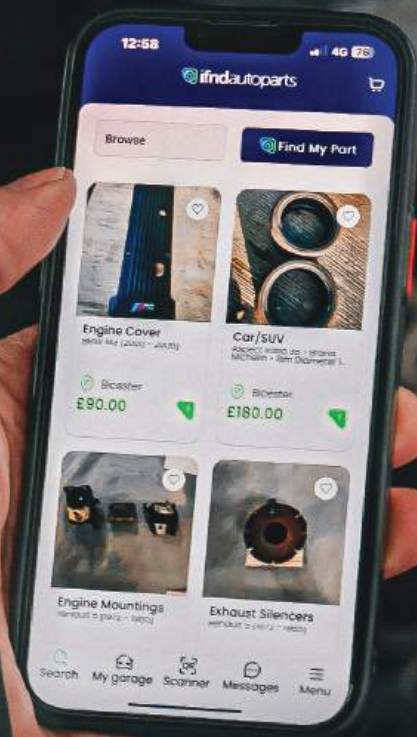


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5. Discoveries

The process of completely stripping a vehicle down can reveal all sorts of secrets, not all bad. Clearly, there may be evidence of old 'bodge jobs' that your expert will have seen before and will repair easily. However, you might also find some hidden gems, like the hand-written notes of the original maker, or the race-spec fittings that mark your vehicle out as a one-off.

I'm aware of a Jaguar owner who discovered his was a factory racing test mule worked on by Tom Walkinshaw. A friend of mine discovered his Lotus Elite was a spare Team Lotus car for Le Mans that was converted to road spec but retained all its racing fittings unseen for half a century.

Unfortunately, the discoveries can also be bad news, such as the cracked engine block already mentioned. It's for such 'unforeseen' eventualities that both your contingency pot and your initial brief will help your decision making.

Tip

Modern LED head torches are cheap and very powerful and will help you make those discoveries.

6. Relationships

If you've known your specialist for some years, you are at less risk of falling out over some detail as the project progresses. This is less so for new suppliers and has been the cause of many fallings-out over the years, some of which have ended up in court!

It's also been known for specialists to fall out with their suppliers, leaving you the customer in a difficult position of having a half-completed job with no sign of progress. It's important that you read and understand the small print of your suppliers' contracts.

There are numerous legal implications that are easiest avoided by maintaining a good relationship with your specialist.

I'm aware of someone who, living abroad, employed an agent in the UK to have his

car restored. Due to various difficulties in briefing (lack of clarity), relationship (limited time to develop proper understanding and trust) and financial control (having a budget and sticking to it based on formal quotes) the job took two years longer than was planned! The costs and relationships were also badly affected.

The opposite is true where some additional work is unexpectedly 'thrown in for free' simply because you're a good customer. That's human nature.

Tip

Prevaricating when a decision is required can be frustrating for all concerned. That's where your written brief at the beginning of the work will help.

7. Keeping Abreast

In addition to the regular, usually monthly, invoices for work undertaken, you should expect (and should request) regular updates that include photographs and possibly video footage. Capturing 'milestone events' such as the video of a rebuilt engine being started after refitting in the vehicle, will be heart-warming for you and help you share the story with others.

If you are commissioning work as a museum, you will have additional and very specific requirements to satisfy trustees or other interested parties from both a budgetary and historical accuracy perspective.

Visiting the premises to see the work in progress and/or having occasional telephone conversations will be interesting and valuable to both parties, e.g. when interim decisions are required.

In some cases, you may be able to don your overalls and help stripping the body, painting the chassis, etc. However, my experience suggests that the specialist will usually do it quicker and better!

The modern world of social media can be useful for early warning of any difficulties experienced by other customers. Whilst being wary of individual's motivation in posting negative feedback, it does no harm to remain vigilant about potential supplier problems on the horizon.

Tip

If you have friends who also use the supplier, e.g. for regular servicing, they too can 'spy' and send you progress reports and photographs of your vehicle.

8. Insurance

You need to be assured, in writing, that your vehicle is properly insured for all eventualities when in the care of a specialist. That includes ensuring that all parts are covered when, for example the chassis is in place A, the body in place B and the engine in place C. Transportation between such locations is also a factor to take into account.

Your specialist should have the necessary cover and be able to show you their policy (and that it's been paid up to date).

Some clubs recommend taking out legal expenses cover.

Tip

Like contracts, insurance is something to fall back on when all else fails.

9. Summary

After perhaps years of nagging doubts, it can be quite cathartic to 'bite the bullet' and finally decide to have a vehicle restored or renovated. At that point, the worry turns into excitement about what will come back to you after perhaps 18 months of work and being without your treasured vehicle. Ultimately, that expectation is realised as you drive away in something that will hopefully not need such attention again for 30 years or more.

As I write in late July, the 25th anniversary of my historic car ownership is a few weeks away and represents 8 years since I undertook a renovation that lasted 18 months. Any budgetary worries I had at the outset have long since been replaced and repaid by European tours and over 12,000 miles of on-road enjoyment.

Tip

Usage is the best payback. Don't spend the money on restoration if you don't intend to keep the vehicle!

I'm grateful to Michael E. Ware for his inspiration and input to this article.



Perhaps not a 'restoration', using this author's definition, but a pretty serious renovation! Credit: author

Welcome

Once again, we are 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:

Lincolnshire Rover Club

www.lincolnshireroverclub.co.uk

As a group for all things Rover in Lincolnshire covering all Rover models, the club welcomes every model produced by the Rover company in its various forms. Members have everything from pre-war running-board Rovers to some of the last 25/45 and 75 models produced in 2004.

The Leyland Society

www.leylandsociety.co.uk

The registered charity aims to preserve the heritage of Britain's largest commercial vehicle manufacturer for future generations. With access to the extensive BCVM archive and numerous photographic collections, it has the most comprehensive collection of materials relating to Leyland's heritage. It is accumulating a significant collection of Service Manuals and Training Course Notes that cover much of Leyland's production. The plan is to scan these so they can be made available digitally and this process has started.

Yorkshire Dales Classic Car Club & MG Owners Club

www.lydccc.co.uk

The club is open to anyone with an interest in classic cars of any make, model or condition and all MG owners. We hold Club Nights on the first Wednesday of each month in Northallerton.

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**:

Clarion Hotel Charlecote Pheasant

<https://charlecotepheasanthotel.co.uk>

The 3-star hotel, full of character and historic charm, is a stone's throw from Charlecote Park, near Stratford-upon-Avon, Warwickshire. The former farmhouse boasts its own landscaped gardens, plus exquisite period furnishings.

Iconic Alloys

<https://iconicalloys.co.uk/>

Located in Somerset it endeavours to be the best retailer and distributor of classic, retro and racing era alloy wheels. It stocks some of the most iconic and desirable wheel designs (be it OEM style or re-imagined) from the 1950s to 2000s.

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

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

John Coupland, Malcolm Cutler, Chris Diotaiuti, Kevin Dodd, Steven Fairbrother, Bob Flint, Julian Garrish, Stephen Higgs, Ken Hopkins, Keith Jaggard, Michael Kershaw, Jennifer Maidman, Andreas Nasstrom, Izzy Nelson, Peter Ogden, Gary Palmer, Emrys Parry, Keith Powell, Michael Radburn, Charles Kevin Shaw, Arthur Vowden and Neil Warrington.

Thanks for filling the gaps!

Many thanks to everyone who kindly responded to our request to add details of classic-friendly MoT stations. The result is that we've smashed the 100 mark, and now have 139 MoT stations (generally linked to a classic-friendly servicing/repair business that is family-run).

But, we're not stopping there. We know there must be many more places we haven't got listed – so can you help us to reach 150 MoT stations? All the places listed have been recommended to us by drivers – and the listing is free for the garages.

Not only does it help fellow enthusiasts looking for somewhere that understands and is sympathetic to your classic, but your patronage will help keep them in business!

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.

Have a look at our map (use the + button to zoom in) and see if your preferred MoT station is listed. If it's not, please email the details to secretary@fbhvc.co.uk

A recent recommendation is from Josef Gluyas who suggested Fred Henderson, just outside Durham, and (surprisingly) Durham County Council's test station at St John's Road. "They've done MOT tests on my late '60s Triumph for many years. The founder of Henderson's did his apprenticeship on Standard 8s and early Heralds, and for my last test by the council, the tester owned a Triumph 2000 among other classics."

Stuart Bankier of Northumberland writes: "I would like to nominate our village garage (BHP, Norham) as a classic friendly garage and MOT station. I have no connection with this garage but have been a customer for 20 years."

"I've owned a number of classics over the years and currently have an Austin A40, Riley Elf and MG Midget. Whilst I usually maintain these cars myself the garage is great at helping me out with tricky problems and they 'understand' classic cars when it comes to an MOT. They have a staff

of three and are very good at repairing things rather than just replacing parts."

Howard Perks has been taking his cars to a local garage (Neil & Thompson, Plymouth) for many years and in recent times that includes his 1962 MGA for a MoT test. "They not only tested my MG but offered advice and expertise to help me keep it in tip-top mechanical order. I cannot recommend them highly enough."

Finally, David Shadbolt of Northamptonshire tells us: "I have used Rob Price Automotive Services of Kettering, for servicing, repairs and MoT testing throughout the six years that I've had classic cars."

"I have always found them to be fair, honest, diligent and totally 'above board'. I have recommended many classic-car-owning friends locally to them, and all seem equally satisfied."

"I own a 1967 MG 1100 and a 1951 Standard Vanguard Phase 1. Neither 'needs' an MoT but I always get them tested annually. I believe it is invaluable to have an independent safety check once a year and that it demonstrates responsible classic car ownership."



You've raised almost £250,000 through Drive It Day

The results of this April's Drive It Day have been counted and this year we raised £37,580, with more plates sold than in previous years. It's very close to what we raised in 2024, despite increased postal charges (we didn't increase the price of the plates).

Significantly, over the six years of our partnership with NSPCC, you've raised a total of £245,350, which all goes towards running Childline. The vital 24/7 service offers free, confidential advice and support for young people, via online and the phone.

It's not quite a quarter-of-a-million pounds, but within touching distance of this landmark figure, and well worth celebrating. Especially as this year marked the 20th anniversary of 'Drive It Day' (and 'Ride It Day for motorcyclists').

So, a hearty and very deserved 'thank you' to everyone – individuals, clubs and many others - who have supported Drive It Day's fundraising by buying a 'rally plate'.

Next year's Drive It Day is on Sunday 26 April 2026, and dates until 2030 have already been set. To find out more about the event and its intriguing history, have a read here:

www.fbhvc.co.uk/drive-it-day



Books

Ian Kerr MBE

Honda Six - Recreating a Masterpiece

If you were to rate motorcycle coffee table books, then George Beales' book *Honda Six - Recreating a Masterpiece*, has arguably got to take the top spot. Every one of the 236 pages, containing nearly 300 images, just oozes class. It's the story of one of the greatest engineering journeys in motorcycle grand prix history, told by the man who took on the challenge to recreate and build 10 replicas of what is universally acknowledged as the greatest motorcycle racing machine ever created, the 297cc RC174 Honda Six.

It was made for and ridden to victory by Mike Hailwood at the 1967 TT, just three years after Honda stunned the world by producing its forerunner, the RC164, a 250cc in-line six, complete with a 20,000rpm redline. Only six of these were made and then just two of the bored-out versions, the RC174, giving just 297 cc, but enough to compete in the 350 class, were produced.

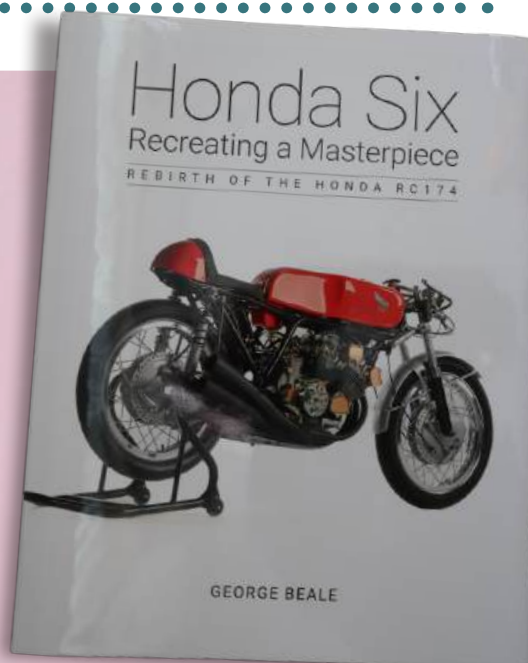
History shows that Hailwood obliterated Giacomo Agostini's effort by winning the TT by 3 minutes, having already beaten him at the West German TT, and by the fifth race at the Czech GP he had clinched the World Championship on the machine. The actual Hailwood TT bike is owned by Japanese collector Terry Murayama, who traded 43 bikes plus cash for it, and the other is kept in the Honda Museum.

When Murayama discovered his bike at a dealer's in a not too healthy state, he set about restoring it and his quest for information led him to become friends with Masahiro Satoh the one-time manager of the Honda Museum and it was through him that Beale was able to obtain Honda's permission to attempt to recreate the RC174 after becoming friends with Murayama.

If you think that Honda would then supply all the drawings and help with parts you would be wrong. So, Murayama generously shipped his bike to England where it was totally dismantled to serve as a template for the new machines. Originally the idea was to create four, but in the end 10 were produced.

Although Beale had plenty of experience in recreating race bikes as well as running his own race teams, what followed was 25 years' work and thousands of pounds to recreate perfect replicas. The book describes how it took French Formula One engineer Julien Charnolé four-and-a-half years to complete the first replica engine. Every single component had to be re-manufactured from scratch, including the carburettors.

The description of the engineering work involved is first class and the images are good enough to have them



framed and, as you work your way through the book, you just have to marvel at Beales' perseverance (and bank balance) to complete the project, because nothing was straight forward.

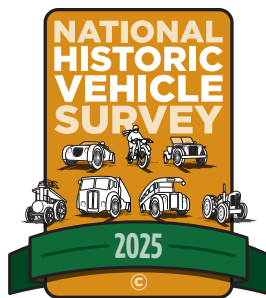
Obviously, Honda went on to produce many more race winning bikes, but this is still widely regarded as the jewel in the crown and a tribute to the engineering genius and dedication of Soichiro Honda to win and become the best in the world.

If you love racing, love history and engineering this is a must have book and a fitting tribute to George Beale as well as the bike itself. Not cheap at £65.00 but quality never is, as Honda proved!

ISBN 978-1-3999-4565-3

Available direct from George at info@georgebeale.co.uk or via Charterhouse Auctions.

NATIONAL HISTORIC VEHICLE SURVEY



Conducted by FBHVC

As we go to press, Turquoise are processing the masses of data received, for which a big 'thank you' is due to everyone who contributed as a club, individual or other interested party.

The presentation date for the report will be aligned in due course with the parliamentary calendar, as is our norm, and an announcement of dates will be made shortly.



Clubs Engaging with ifindautoparts.com

You'll recall reading about ifindautoparts.com in recent issues of *Historic* and online. Since then, things have been moving apace.

Federation Chairman, David Whale says: "I know that the good folk at ifindautoparts.com have had some positive conversations with several clubs since our recent email went out and that is very encouraging.

"The Scottish Austin Seven Club, for example, has committed to featuring ifindautoparts.com in their newsletter, while the UK DAF Owners Club and members of the Riley and Austin Clubs have expressed interest in working with ifindautoparts.com to get their vehicles listed, enabling members to begin trading parts on the network.

"If you haven't thought about getting in touch, then I would highly recommend giving it serious thought, as it is likely to be of benefit for your club, its members and the vehicles we love.

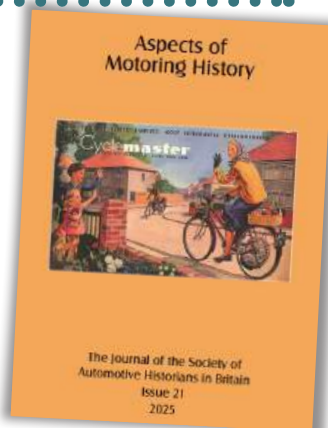
"The more parts we have in circulation the more we can keep those vehicles roadworthy!"

SAHB Publication

The Society of Automotive Historians in Britain Ltd (SAHB) is proud to announce the publication of *Aspects of Motoring History* No. 21.

The softbound publication contains 84 pages, with 32 black & white illustrations and 22 full-colour images.

This annual publication is an authoritative source of truly original research into different aspects of motoring history. It is published with financial assistance from the Michael Sedgwick Memorial Trust.



Credit: SAHB

More From The MSMT



Moulton on a Moulton
(source: MSMT)

The Michael Sedgwick Memorial Trust is a charitable organisation that exists to encourage the recording and publication of motoring history. A not-for-profit organisation, it was established in 1983 in memory of Michael C. Sedgwick, one of the world's most respected motoring writers and automotive historians.

Twenty-five years ago, the trust commissioned a series of recorded interviews with the 'backroom boys' of the motor business, including:

- **Roger Menadue** –
Right hand man to Donald Healey
- **Alex Moulton** –
Collaborator with Alec Issigonis on the design of the Mini's Hydrolastic suspension and later inventor of the eponymous bicycle.
- **Theo Sherwen** –
Engineer and draughtsman who worked on the Squire sports car 1935-6.
- **Ken Smith** –
A key figure in Citroën's UK production, including development of the DS model.

The above are available, free of charge, as file attachments on application to msedgwickmt@gmail.com.

WHAT DID THE FBHVC EVER DO FOR US?

Editor's intro: I wrote the following article for my own local club's magazine. Someone suggested it might be useful for other clubs to customise for their membership magazines.

In the Monty Python film 'Life of Brian' the question, "What have the Romans ever done for us?" results in a list including the viaduct, sanitation, roads... wine! It somewhat undermined the protest being fomented by John Cleese's character. It's a similar question that's sometimes raised by car clubs and members when their annual subscription is due for the Federation of British Historic Vehicle Clubs (FBHVC).

Firstly, what does it cost?

For most clubs the fee is 71p per member, and so for a club with 350 members, that works out around £250 p.a.

What does that buy us?

There is a page on the Federation's website that lists Free Entrance to the Annual Club Expo; Free Listing of All Events; Access to FBHVC Insurance; Access to the Club Liability Insurance Scheme; Access to Expert Advice; and the Right to use the FBHVC Logo and attend/vote at general meetings... and, of course, *Historic* magazine.

But what's the real benefit?

Did you know that it's thanks to the FBHVC that you pay no road tax on your car if it's 40 years old or more? Did you know that the same applies to your MOT exemption? Did you know that Drive It Day was created by the Federation? There is more, and the reason for these is the *raison d'être* of the Federation: to maintain the freedom to use yesterday's vehicles on tomorrow's roads.

To achieve this, the Federation has two aces up its sleeve: 1) a unique and influential relationship with the All-Party Parliamentary Historic Vehicles Group, and 2) a board of expert volunteer directors who scour the political, social and economic landscape for trends that might affect or disaffect our passion. The Federation has specialists in law, fuels, research, events, trades, skills, museums, archiving, communications, finance, the DVLA and

special projects. All these people give their time freely and share our passion for historic vehicles (that includes military vehicles, motorcycles, buses, coaches, steam powered vehicles and of course classic cars).

All the above are referenced or illustrated in each edition of *Historic* magazine, as exemplified in this quote from the Legislation update in the last issue: "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."

There is more, much of which can be found at fbhvc.co.uk.

So, what has the FBHVC ever done for us? Apart from the law, tax, influencing, Drive It Day, fuels, research...



I start on a serious note, a subject which will already occupy the minds of many club officials. The following comes from *R. Memoranda*, the magazine of the **Riley RM Club**. The Secretary had reported to the Committee "...that he had held some sensitive conversations with members or relatives concerning the disposal of cars and/or spares when medical issues or bereavement had become involved... that some members' widows and/or children are daunted by the need to move cars and parts on". The magazine printed the following: "The Club will assist, by impartially assessing and advertising, [for] those who find themselves in that situation. It would, we think, help them to feel that they were being dealt with honestly. We are prepared to advertise and where possible visit to look at parts depending on how far-flung they are. There are countless incidences of this having been done in the past, but as our membership turnover brings a change in understood values, we think it is important to inform those not steeped in the ethos of the [RM] Club e.g. perusing relatives."

The Star, the magazine of the **BSA Owners Club**, carried an item from the Editor: "I have had a couple of requests recently, regarding the value of machines which members wish to advertise in the Bazaar [sales column]. As a reminder, the Club's policy is not to value machines. However, nearly all auction houses are online. You can search for sold prices to give you a good idea of value." [This is a problem on which clubs are often consulted - the above seems a sensible approach and avoids disagreements later.]

Many clubs have local pub meets; one such was described in **The Austin Ten Drivers' Club** magazine. It was said to have been a good evening and a "time to reflect on motoring topics". One member mentioned: "...a gentleman who built a Model T Ford in his loft in Malton. After his demise new owners of the property apparently had to have the roof removed to have the vehicle extracted." George Brown also recalled: "In 1970 shortly after I was married ... I took over one of the spare rooms to rebuild my 1930 Humber motorcycle. This was ideal as I could work in a good light in warm surroundings, whereas the garage was dark and cold. I had completed the rebuild and then carefully managed to bring the bike down the stairs. The handlebars had to be removed because they were too wide to pass through the front door. ... My wife was extremely tolerant at the time and thankfully still is".

The **Wolseley Hornet Special Club** is seventy-five years old this year and its

magazine has reproduced the very first Newsletter of the club (then known as the **Wolseley Hornet Special Register**). Newsletter April 1951. "The Wolseley Hornet Special Register, which officially came into being on 1 October 1950, owes its existence to the Editor of "Motor Sport" who kindly published in full in that journal's October issue a letter on my behalf, bewailing the lack of "club" or similar facility for Hornet Specials. The support for the scheme was immediate, before the newsagent had delivered my copy of "Motor Sport" twenty enthusiasts had written to me, and the letters continued to roll in as the weeks passed". [As an aside, I imagine the enthusiastic editor, Bill Boddy, was responsible for the formation of quite a few of our clubs.]

Old Stager, the magazine of the **Historic Rally Car Register**, carried a piece by Phil Cheek under the title of "Towing the Line", but there was more to it than that. He describes a road accident which involved two vehicles which were both written off and four occupants who all made a claim. One couple's insurer refused to pay out "on the grounds that they had failed to declare a 'modification' to the car, namely that it was fitted with a tow bar. At the time of the accident they were not towing and the tow ball had been removed." After a long wrangle pressure was brought to bear on the insurers by The Daily Telegraph and the insurers backed down and met the claim in full. Phil Cheek goes on to ask: "All this raises the question as to what constitutes a modification. We know about performance enhancing changes like bigger carbs, hotter camshafts, etc., but would you have considered fitting a tow bar to be a modification? What about practical and perhaps safety related mods such as extra lights, winter tyres, flashing indicators. The list could be endless. Clearly the onus is on each of us to take care to declare any changes to our vehicles when taking out insurance."

In *Triumph Roadster Review*, the magazine of the **Triumph Roadster Club**, there is an article by Mick Pepper headed "Bergerac is Alive and Well". He starts his piece with: "Bergerac was a famous TV detective who resided on the Island of Jersey and his principal mode of transport was driving his TR1800 Roadster around the highways and byways of that beautiful island." The series ran from 1981 to 1991. Now a new television company is in the process of making a new series. Mick describes how the film company tried to find the original Bergerac car but

failed. An approach to the club resulted in the film company being put in touch with David Brownrigg who owned the principal car (there had been three) that had been used in the original series. David and Mick were invited to watch some filming on location in South Devon – this location was chosen "due to its similarity to the island of Jersey". Mick recalls: "It was fascinating to be an outsider watching the very slow process of making a movie. Ninety percent of the time hanging around, interspersed with little bits of action involving so many people with earpieces talking to goodness knows who. This August, 200+ people move to Jersey to do the island scenes".



Although nothing to do with sports cars, an item in *Revcounter*, the magazine of the **Austin Healey Club**, rather amused me. It illustrated a rather complicated looking bilingual road sign in English and Welsh. The story goes that an official from the Highways Department emailed the English wording to the translator and after receiving a reply, proceeded to have the sign made and installed. "Unfortunately, a few weeks later, Welsh speaking drivers began to call up to point out that the Welsh reads 'I am currently out of the office. Please submit any work to the translation team'".

The same magazine, but a later month, had another example of translation difficulties from *The Autocar* of 7 June 1963. The English part of a bilingual Le Mans car park ticket: "For to be valid in the garage, the cardboard ought to be entirely glued on the windscreen. It cannot be sold under punishment of immediate shrinking and judicial pursuits."

George Penfold recounts in *Wanderer*, the magazine of the **Historic Caravan Club**, about his lucky experience in finding a Winchester caravan. "About 12 years ago I saw on Pinterest a photo of an old Winchester parked up near a group of trees in the Yorkshire Moors area. The poster said it looked as if it had not been used for a while". No one knew who owned it. "Fast



forward to May 2024 when I had an email from a lady in Yorkshire enquiring if I would be interested in saving an old caravan the family had used for decades as a holiday home. She said that it was in danger of being sent to the scrap yard." It was of course the same caravan, and George was able to purchase and save it. "I found out that the Winchester had been purchased by her parents in 1974 and placed in its spot overlooking the moors. They used it most summers for family holidays. It was an idyllic spot with breath taking views over the moors. George, armed with all sorts of tools and equipment journeyed from Cornwall to collect it. The caravan was on supports, the wheels having been removed and stored under it. They were able to re-wheel it and

pump enough air into the tyres to enable it to be towed from its resting place and put onto the trailer. "All in all, it took us two days to sort her out and load her plus a day up and a day back. But it was worth the effort". No history is known but the club's Winchester expert, Don Cathie, believes it to be later than at first thought. It was manufactured in 1953 and as it had lots of mirrors in it, perhaps it was for a showman.

"A Jowett Gymkhana" is the heading for a short report in *Jowetteer*, the magazine of the **Jowett Car Club**, which had been found by Noel Stokoe in *The Autocar* of 15 June 1923. Over 200 owners and their cars took part: "A varied programme included obstacle racing, a balloon chase, tent pegging, a tug of war and tilting in the ring. Before the proceedings opened a parade of decorated cars was held, and prizes given for vehicles decorated on the most novel lines. A novel and much appreciated event was a musical ride in which four two-seater cars went through a series of manoeuvres, similar to those of a cavalry ride, to a musical accompaniment."

The **Austin Counties Car Club** magazine carries an archive section. Recently it mentioned the 30mph limit suggested by

manufacturers as the running-in speed for new cars. New cars were supplied with notices to be affixed to the back window warning other motorists that this car was being driven more slowly than usual. The article then drew attention to a different notice: "So concerned was the Austin Motor Company becoming over new car delivery drivers blatantly exceeding the prescribed 30mph limit that in 1954 they issued a warning: all new cars on delivery were issued a white, red and black notice which had to be stuck in the centre of each back window. It read: 'If you see this car exceeding 30mph please report it to the Austin Motor Company, Longbridge, Birmingham. Priory 2101'. The magazine wonders if any of these stark notices still exist. Delivering new cars individually was the normal practice at the time.

In *Morris Monthly*, the magazine of the **Morris Register**, is a beautifully clear photograph of a 1928 Morris Cowley fitted with a Roy Brigden jacking system. "The system consists of tubular telescopic jacks attached to the vehicles axles at points convenient to the wheels, a pump in which is incorporated the distributing



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device, a fluid supply tank and special hydraulic couplings to convey the operating fluid to the jacks. The advantage of the system when nails from horses' hoofs were still littering the roads causing punctures is clear, but this comes with additional weight and cost, and the need for periodic maintenance of the jacks and pumps". This device was eventually taken up by Smith's Motor Accessories as the 'Jackall' system.

Neil Cairns writing in *The Bulletin of the Octagon Car Club* was running a stand on behalf of the Leighton Buzzard Railway at the Milton Keynes Museum. Looking around he found: "...a rather dusty framework hidden behind some sectioned engines in the Transport Hall. What I had seen was the Salmons 'sunshine roof' hood-winding mechanism, designed by their foreman Tommy Dalby-Balls in the early 1920s." Salmons had been carriage and waggon builders on Tickford Street, Newport Pagnell since 1841. In the car era they made coachwork from early years right through until 1943. Besides coachwork they fitted their very own 'sunshine roof,' which was a full-length hood, to their own and customers' cars. He goes on to say: "The major selling point of the Salmons hood was that it could be easily erected or wound back out by just one person. It was a system where with just a cranked handle, which was inserted into a hole at the rear of the body just above the rear side rear mudguard, the roof could be opened or closed. The roof folded out until it 'locked' with the canvas taught, ready to be pulled down a few inches onto the windscreen's top bar and locked down. It would wind back neatly to hide behind the rear seat."

Richard Peskett and Stephen Curry take us to the seaside in *Veteran Car*, the magazine of the **Veteran Car Club**. Have you ever thought about what happened to an early car after it had outlived its usefulness and before the car enthusiast came along? "During the Edwardian period photographers were quick to realise the business potential for visitors to the seaside to have their photographs taken in a motor car – be it a real car or a

studio prop. The demand lasted well into the 1920s. For a great many the annual day trip to the seaside was the highlight of the year." Beach photographers would push the poor car out each day onto the beach. The resulting photographs were either posted home as a post card or taken as a souvenir.



Richard has a large collection of these cards. A day trip in an open charabanc was also popular. Again, in steps the man with the cameras to photograph the crowded vehicle before it leaves. He is back there with the printed photographs to sell when the trip returns. [Such post card sized photographs can still be found at postcard fairs, autojumbles and other similar sales – they are a lovely reminder of a period past]

In the newsletter of **East Anglian Practical Classics** there is an item from Roger Brown, on non-slip chains. "As motoring conditions were far worse during the winters of 1930s, 1940s and 1950s, and more and more vehicles were being driven through the cold months, there became a need for better wheel grip to enable drivers to deal with the extreme road conditions. Companies that produced chains commercially recognised the need for easy to fit snow chain sets for both private and commercial transport. One such company was John Griffiths who produced the "Griff" non-skid chain set. There are three pairs of dual chains per tyre and when the chain is fitted over and behind the tyre, the reverse side of the chain has a leather strap fitted to it, the leather strap is then passed through the Easi Clean wheels. On the outside of the tyre the chain end link has a buckle which

the leather strap is then passed through and tightened. This securely holds the snow chain in place". [When collecting for the National Motor Museum and visiting long established garages, one was often offered many boxes of new old stock chains which had been bought in but never sold].

In a different issue of the same magazine, Roy Dowding writes a four-page article on the first car numberplates. The following are the first few paragraphs: "Nobody today gives a second thought to their car needing registration (or number) plates, but initially this was a very unpopular imposition. In 1900 The Automobile Club stated, in a reply to an article in the County Council Times: 'We cannot understand, except on the assumption that autocarists are less amenable to the law than all other of her Majesty's liege subjects – which is absurd - why they alone should be chosen for having numbers painted on their vehicles. Why should they, above all users of the highway, be subjected to the indignity of having to bear, as it were, upon their forehead the mark of Cain? 'Later it goes on to say: "... it would lead the public to believe that a man who prefers to use a vehicle propelled by an engine to one drawn by a horse, in the eyes of the authorities, a person who is likely to misconduct himself. The stigma implied would prevent gentlemen from purchasing motor cars". [Number plates became law in the Motor Car Act of 1903].

Most of us can remember Murray Walker (irreverently known as 'Muddily Talker') who for years commentated on many types of motor sport. Baz Staple writing in *Club News*, the magazine of the **Sunbeam Motor Cycle Club**, recalls Murray's father, Graham Walker: "He was a man of many parts; motorcycle despatch rider in the First World War followed by a successful racing career with Norton, Sunbeam and Rudge, becoming race manager for the latter. Riding at various tracks in UK and abroad he managed fifteen Isle of Man TT contests with six podium finishes, with one win in the 1931 250cc TT on a Rudge. He became President of the Isle of Man TT Riders Association as well as holding the Sunbeam MCC's Presidency from 1929 to 1936. He rode his veteran Rudge in the first Pioneer Run in 1930 and went on to ride several more. In 1935 he was employed by the BBC as a motorcycle race commentator, with his son Murray joining him in 1949. He held the editorship of *Motor Cycling* from 1938 to 1954 and recruited despatch riders in the Second World War. He became the first Curator of Motorcycles at the Montagu Motor Museum." [Graham died in 1962 and is buried

at Beaulieu. The Sunbeam Motor Cycle Club organises a Graham Walker Memorial Run every year starting and finishing at the National Motor Museum, Beaulieu.]

Windscreen is the magazine of the **Military Vehicle Trust**. There is a long and excellent article in it about a 1940 Ariel motorcycle captured and used by the Wehrmacht during the last war. In 1940 the French Government placed an order for 500 Ariel NG motorcycles. These were shipped to France via the British Expeditionary Force. At the time of Dunkirk, the bike was captured by the Germans. (it may have still been in its original crate). Christian Rohr, who now owns the machine, told the magazine: "In 1940, the Joseph Goebbels propaganda machine convinced most people that the German army was fully mechanised when in fact it was an estimated 30% only, with everything else being transported by trains, horses and bicycles... After the Germans captured the bike, they sprayed it Panzer Grey over the original khaki green and assigned it to the 2nd Army Group who were formed for the invasion of France." Later it was involved in the German offensive with Russia. "In February 1943 the German hierarchy issued a directive stating that all new vehicles and any existing vehicles requiring a respray were to be painted Dunkelgelb (translation - dark yellow)". Two coats of this colour are still on the bike. The machine then had various adventures and when spares were required it was fitted with German ones. "Towards the end of the war when, in Czechoslovakia, a German soldier was riding the Ariel through the small village of Dubenec when he had a problem with the bike. He approached a local farmer and said he needed to leave the bike at the farm. The soldier and the farmer pushed the bike into the barn – the soldier never returned". The farmer left the bike in the barn until 1992 after which it was purchased by a collector who put it on show in his house. In 2022 Christian Rohr was able to buy the Ariel and has brought it back to the UK. He said: "A piece of wartime history that took 82 years to return home."



Writing in the 'Dear Editor' column of the *Bulletin* of the **MG Octagon Car Club**, Martin Gibbons expresses views which are possibly echoed by many motor club members. He was answering a question posed by the editor in a previous magazine, who had asked how important was a hard copy of the magazine? Here is part of his reply: "I cannot explain why but receiving my copy in the post seems somehow to bind me with other members. I take part in various online forums but there is no sense of community with them... When arguing the advantages and disadvantages of online and hard copy magazines, some will say that many of the MG Octagon Car Club members are, let's admit it, old and not totally au fait with computers. Yes, that is true up to a point, but I'd bet that even the techiest of our club would prefer the printed version every time."

The Austin 7 was a very versatile car. It's been turned into specials of all sorts, spawned a racing formula and its engine has powered many moving and immovable machines. Writing in the magazine of the **Austin Seven Clubs' Association**, Andrew Neale tells of one in a very remote location: "The well-known two-foot gauge Festiniog railway was built in 1832 to carry slate from the quarries around Blaenau Festiniog to the harbour at Portmadoc... however its years as a slate carrier ended in 1946. There was an extension of around three miles from Blaenau Festiniog across the mountains to serve several slate quarries of which the largest was Rhiwbach. This quarry was completely isolated with no road access so many of the workforce lived on site. Traffic on this mineral extension was originally drawn by horses and later by petrol and diesel locomotives. However, around 1935 a simple locomotive was built in the quarry workshops utilising an early 1928 Austin 7 mounted on the frame of a side tipping skip built by J and F Howard of Bedford. The locomotive employed the complete Austin chassis, radiator assembly, engine, gearbox and prop shaft with a sprocket on one end of the cut down rear axle taking the chain drive to one axle only. Rhiwbach quarry closed in 1953, and the homemade locomotive was left derelict in the boiler house." It would appear that a local man stripped it of many parts around 1961. The remains of this locomotive were saved for preservation in 1969 and

after several changes of ownership ended up in the Moseley Railway Trust collection in the Museum at Apedale, near Stoke-on-Trent. We are told that: "Restoration has now reached an advanced state".

Many club magazines carry articles about members' restorations. Some are quite scant whilst others are very detailed indeed and often run over several issues of the magazine. Keith Yates writing in the magazine of the **Hare and Hounds Classic Vehicle Club** tries something a little different. He is restoring a Jaguar Mk2, 2.4 litre saloon, nothing unusual in that, but this is a Corgi model first introduced in March 1957. He tells us: "Corgi produced model cars [note, he does not call them toys] that were accurate, high quality, in desirable colours and above all were packed with innovative features (e.g. windows, interiors, steering wheels, opening doors, bonnets, boot lids, sprung suspension, steerable front wheels, detailed engines, etc.). The detail Keith goes into is most interesting: "Anyway, and on close inspection, the rivets used on this Jaguar weren't quite right: the rivet heads were holding the base plate onto the body casting, but only just. I decided that it would not be necessary to drill out the rivets (the usual way) but that I could gently ease the baseplate (via a wheel arch) and using upwards pressure against each rivet head. This worked a treat ... At the end of the dismantling stage – a similar process to restoring a real car but in a much simpler way ...the next stage is the inspection and getting the bodywork back to bare metal." The next episode will be in the following month's issue of the club magazine.

Ian Mason, writing in *Kabinews*, the magazine of the **Messerschmitt Owners Club** gives us details of a little-known stunt: "Major Christopher Draper, known as the 'mad major,' flew an Auster light aircraft under fifteen Thames bridges. In 1959 he attempted to drive a KR200 Messerschmitt bubble car around the statue of Eros in London's Piccadilly Circus ...after 40 minutes, three miles and 42 circuits he was pulled over by the police. He cheekily completed another 21 circuits before being 'collared' again and forced to abandon the stunt". Later, a student in an un-named bubble car made 137 Eros circuits before the police stepped in.



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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