

HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 9 • March 2026



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Stolen Artworks

Emulation or plagiarism

Rubery Owen & The ROstyle Wheel

An icon of British motoring and motorsport

Tickford Owners Club Celebrate Brand Centenary

Recounting 100 years of history



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Creative and design by Fire Creative (07795 030885)

Regular Contributors



David Whale - Chairman

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.



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.



Geoff Lancaster - Communications Director

Geoff rejoined the FBHVC Board at the end of 2025 having served previously as Communications Director between 2013 and 2019. His automotive interests saw him pursuing a career in the motor industry. A change of direction took him to the food industry, and he retired in 2012 from his post as Head of External Affairs at Associated British Foods. He has competed in Hillclimbs and Sprints and is a member of several clubs, and a Liveryman of the Worshipful Company of Coachmakers and Coach Harness Makers.



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.



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.



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.



Ian Edmunds - Technical Director

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.



Phil Sampson - Heritage Director

Following spells in the mining and defence industries, Phil moved into the automotive PR world in 1985 working for truck, bus and coach manufacturer Scania. In 1996 he started his own communications company specialising in the commercial vehicle industry. In addition to his activities with the Federation, Phil is a Vice-President of the National Transport Trust and a member of FIVA's Utilitarian Commission. His personal item of historic transport is a 1960 Triumph Thunderbird motorcycle.



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.



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

Ah, at last, the 'festive stuff' is a distant memory, the pretty carpets of snow drops are gently being overshadowed by the emergence of daffodils, and the evenings are getting noticeably lighter. Perhaps, like me, your winter garage jobs are nearing completion, and your grilles are festooned with Drive It Day plates being proudly and rightly displayed long before the day itself.

My winter jobs consisted of one planned and one forced upon me. Luckily, the latter – a bit fell off my axle leaving the shock absorber hanging in mid-air – became apparent after I'd returned from the last major drive of the year and just before I'd planned to remove the wheels for some routine fettling and cleaning. It wasn't a big job, just a little welding. However, being able to reach parts of the underside I hadn't seen for years was too much of a temptation – 'mission creep' – not to take advantage. The lack of daylight and abundance of rainfall simply made the right decision even 'righter'. Meanwhile, the other (planned) piece of work is being progressed by professionals and is on schedule for a return to the road next month (March).

My positive frame of mind engendered by the above, was enhanced by a trip to the British Motor Museum in mid-January for the Federation's Club Expo. I went along wearing 3 hats: a club representative, a member of a trade supporter organisation and as a contributor to this esteemed publication. It was an interesting balancing act, and one that inspired me to write my event report 'from the audience' (see page 26). It also meant a relatively easy editing job to provide something similar for my local club's magazine!

Club Expo focussed very much upon the future for historic vehicle clubs and kicked off in tremendous style with an update on the progress towards UNHCR accreditation. Following Club Expo, our chairman David Whale, picked up the topic with industry luminaries at the 'Retromobile' show in Paris a few days later. This important topic is gaining momentum, as our updates on page 7 & 30 explain.

Here you are, reading Page 3. Did you dwell for long on Page 2? Eagle-eyed readers will have noticed some new faces there. Namely, our recently appointed Heritage Director, Phil Sampson, and Communications Director, Geoff Lancaster. Phil's first report for us on page 7 tells us much about his contribution to the Federation and our industry. Meanwhile, Geoff has returned to the Federation role he occupied some while ago whilst Wayne Scott has had to take a step back for the time being.

In addition to our directors' regular and ever popular reports on the legislative, social and technical matters that are exercising the minds of their various committees, we also have a smattering of industry data and heritage. The former comes from a multi-club data study by Crossmember founder Brian Humphreys, who shares some interesting insights about the breadth of club membership (page 23). Meanwhile, the latter includes wheels - iconic ones – (page 29) and emulation or plagiarism in the world of car design (page 18).

In my summary of Club Expo, I express a sentiment about the potential readership of this magazine. I hope you're able to circulate *Historic* to your members, either in hard copy or through access to the Federation website, so that my sentiment is close to reality.

As I sign off this latest edition of the magazine, thoughts turn to the next big event in the FBHVC calendar, the Classic Car & Restoration Show at the NEC in late March. If you're going along, please pop over to the Federation stand in Hall 5 for a chat about your club, your vehicles and our work.

A few days later will be the beginning of British Summer Time and the daffodils will be at their best.

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!



President: **Sir Greg Knight**
Chairman: **David Whale**
Secretary: **Mel Holley**

Federation of British Historic Vehicle Clubs Ltd
PO Box 1563,
Peterborough, PE1 9AU

Email: secretary@fbhvc.co.uk
Phone: **01708 223111**

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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Why legal cover matters more than you might think By Dave Youngs

Anyone involved with an FBHVC club will know that owning a historic vehicle isn't just about getting from A to B. It's about the whole lifestyle of enjoying motoring at its best and being part of a community, coupled with the satisfaction of keeping something special on the road.

But unfortunately, to access that way of life, we must use the road alongside other road users, and modern life seems to dictate that on our busy roads, if we do happen to have an accident, it can sometimes be a less-than-simple matter to resolve. Most non-fault accidents involving historic vehicles aren't dramatic. A low-speed knock on the way to a breakfast meet. Someone reversing into you at a showground. But when it happens, the consequences can be far more complicated than they would be for a modern vehicle.

That's why I always encourage fellow members to look closely at legal cover. It's one of the most overlooked parts of a historic vehicle insurance policy – and often the one people only appreciate once they actually need it.

The good news is that your club's insurance scheme includes up to £100,000 of legal cover as standard, so there's no extra cost, unlike with some other policies.

In simple terms, legal cover pays for legal help to recover costs that aren't covered by your main insurance policy. That can include your excess, damage to personal belongings, loss of earnings, travel or accommodation costs, or compensation if you're injured.

The cover can provide a defence if you are prosecuted for a motoring offence, or an appeal against the judgment or penalty made.

For all historic vehicle owners, it can also be crucial when there's a dispute about how a vehicle should be repaired or what it's actually worth.

I've seen situations where an owner has spent years restoring a vehicle – perhaps something you've all admired on a show stand or on a club run – only for the third-party insurer to question its value after an accident when their client is at fault and they need to foot the bill. Legal cover means you don't have to argue that case yourself.

If you have legal cover in place and you're involved in a non-fault incident, the process is usually straightforward. You report the accident to your insurer, the legal team assesses whether there's a reasonable chance of success, and a solicitor is appointed to act for you. They gather evidence, handle negotiations, and pursue recovery of your uninsured losses.

That support really matters in the historic vehicle world, where disputes often centre on valuation or repair methods as well as who was at fault. Then there is the added complication of potential claims for injury to resolve as well, which are becoming more prevalent these days.

Another point worth mentioning is downtime. Many historic vehicles aren't daily drivers – they're used for shows, rallies, and organised runs. If an accident means you miss a pre-booked event or a long-planned trip with your club, then legal cover may help recover some of those costs if the incident wasn't your fault.

Parts availability can also slow repairs. Anyone who's waited months for the right component will understand how frustrating that can be. Legal assistance can help negotiate



Insuring Yesterday's Vehicles
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appropriate arrangements while repairs are ongoing, rather than leaving you out of pocket.

Legal cover doesn't apply to everything. It won't help with disputes unrelated to motoring, claims without a reasonable chance of success, or undeclared modifications. But for non-fault accidents involving historic vehicles, it's one of the most valuable protections you can have.

So, my advice to members of FBHVC clubs is this: don't treat legal cover as a box-ticking exercise. In a world where historic vehicles are carefully restored, proudly shown, and genuinely cherished, it provides reassurance that if something goes wrong, you'll have expert support protecting your investment – and your enjoyment of the hobby.

You hope you'll never need it. But if you do, you'll be glad it's there.

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 members.

Have you ever thought of writing for Historic?

Here in 'Historic Towers' we're always looking for ways to mix and mingle the style and content of this publication. Naturally, we have to cover the latest updates from the various committees that are engaged in the work of the Federation on behalf of its member clubs and supporters, but even in the busiest times that's not enough to fill every page... thankfully! Luckily, we have a group of regular contributors who help us to fill the space, but we can always use some more.

That's where you might come in. Do you have an interesting and/or amusing story that should be shared with our many and varied readers?

If you (or any of your club members) would like to see your own work featured in these pages, then send Andrew an email to editor@fbhvc.co.uk, even if you don't yet have the finished article and just want to bounce an idea. All we ask is that it's your work, and for any accompanying photos or images, you can give us copyright.



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Heritage Update

Firstly, as the new boy in town, I would very much like to thank the FBHVC in general and David Whale and my fellow directors in particular for the warm welcome I have been given on joining the Federation. It's been many years since I last applied for a job (1985 from memory!) but in the last couple of months I've been appointed to two posts; as a member of FIVA's Utilitarian Commission and as Heritage Director for the Federation. I now hope my background, which is principally as an automotive communications consultant within the commercial vehicle industry, will serve me well in my new roles.

There's nothing like jumping in at the deep end, and my first task with the Federation has been to make the case for the British historic transport enthusiasts' movement being recognised as an example of our nation's Intangible Cultural Heritage (ICH). Success here will see the Movement included within the UK's Register of Living Heritage, an important step as it is envisaged that inclusion on the Register will lead to the activities enjoyed by our enthusiasts benefiting from a degree of protection and safeguarding over the long term. And that, of course, dovetails perfectly with the Federation's own goal of keeping the vehicles of yesterday on the roads of tomorrow.

The concept of ICH can trace its roots back to 2003 when UNESCO formally adopted and announced its Convention for the Safeguarding of Intangible Cultural Heritage. Since then, around 100 countries have ratified the Convention, and the drive to identify suitable activities for inclusion on the UK's Living Heritage Register is being spearheaded by the Heritage Alliance on behalf of UNESCO.

Whereas tangible heritage is relatively easy to define – it's things like monuments, buildings and geological formations which can be seen and touched and are valued by society – ICH is a little more challenging. In summary it refers to the traditions, knowledge, skills and practices which are passed down through generations and are recognised as part of a community's cultural identity.

So, a good example, one we used at the recent Club Expo event, is Stonehenge. Here, the collection of stones and rocks which make up the monument form the tangible part of the equation, while the rites and rituals associated with it, as practised by Druids, Pagans and other spiritual groups, is the intangible part. Like body and soul, these two elements are inter-dependent and work together to form the whole – without one, the other would not exist.

Bringing that back to our world, the Federation's recent National Historic Vehicle Survey determined that 4.3 million people attend events supported by FBHVC member clubs every year. Without that extraordinary level of engagement, many club events would simply wither on the vine – and that's why we are so keen to see the interests of our enthusiasts protected. Inclusion on the Register does not automatically guarantee anything, but the Heritage Alliance tells us the ambition is that the inventory will provide government with a focus to start the conversation about further safeguarding actions.

From the Federation's point-of-view, our submission is now an active work-in-progress. We have successfully cleared the first hurdle – our Expression of Interest has been accepted as legitimate and we have been given the green light to go ahead with a full submission. That needs to be completed by the end of March, after which there will be a review by a panel of living heritage stakeholders. We expect to have a decision by the autumn, and I look forward to reporting in due course on what we all very much hope will be a successful outcome.



Druids at Stonehenge: It's what we do with our old equipment that represents 'cultural heritage'

Introduction

Happy New Year and welcome to this first Legislation column of 2026! As you read on, I think you will agree that the legislative issues which touch and concern the HV movement are unlikely to let up during this year. However, as I encouraged those I spoke to at the Classic Motor Show in November and our recent EXPO, there is so much to enjoy about working on and driving our vehicles, that it is a waste of time to unduly worry about future challenges. That is not to say that you should close your eyes to problems. You can play your part in responding to questions we may have for you during the year and also drop us a note if you think an issue is developing in an area I have not previously mentioned. We are grateful to correspondents who have drawn our attention to one or two of the matters I cover below.

In summary, I start with what we have concluded on the November Budget (which seems an age ago now) including a quick summary on "Road Pricing". Next is the latest Government Call for Evidence on Automated Vehicles (AVs) which follows on from one we responded on in detail late last year. The new Road Safety Review with its associated 5(!) consultations follows. The fascinating topic of insurance is covered in three guises. The first touches on cover for vehicles at events following on from a piece I wrote only a short time ago. The second describes an issue which has arisen due to a reissue of the Association of British Insurers' (ABI) Code of Practice on Salvage Vehicles and what we are doing about it. The third is a reminder about the concept of Continuous Insurance and a pitfall that drivers can fall into which will prove very expensive if the Government follows through with increases in penalties for uninsured vehicles. This is followed by a correspondent's issues in relation to a speeding summons. Then I have written a bit more on Martyn's Law implementation, again "by popular request".

I finish with a tribute to a huge motoring and aviation artist, enthusiast and fellow aviator.

Picking a pocket or two – the Budget & EV Pay per mile

After much hype (and not a little clickbait) there was no change to the VED exemption for vehicles in the HV class. We do not and may never know whether it was ever under consideration but the case for its retention was bolstered by the then brand new FBHVC National HV survey being made available to the Government via our Chairman's Parliamentary contacts. The headline change for motorists was the mildly trailed Electric Vehicle (EV) pay-per-mile tax which did appear in the budget speech. That said, the drivers of internal combustion engine (ICE) vehicles lost out too. The "temporary" cut in fuel duty which was brought in by the last government when prices spiked after Russia's invasion of Ukraine is ended. Fuel duty which sits at 52.95p per litre tax, will rise by 5p in stages between September 2026 and March 2027, before being uprated in line with inflation each year.

Returning to the pay-per-mile tax, regular readers will know that I have covered the fascinating topic of "road pricing" in this journal more than once (see detailed account in Issues 3 and 4 of 2022). Indeed, as the result of a Transport Committee report in 2022 which highlighted the loss of revenue to the Government from increased sales of EVs not paying any fuel duty, I set out the history of the topic and potential options for government. I do not identify as a "seer" but one of the options I listed ("Introduce road charging and VED for EV") is indeed what they have gone for. However, I must confess I did not see the road charging part being introduced in this way. The normal process of government debate on the issue as tried unsuccessfully by previous administrations (see Issue 3 2022) is through academic studies, green papers

and consultations. In this case the decision has been announced and the consultation confined to its "modalities" (civil service word for how it should work in practice) after a decision on implementation has been made. See <https://bit.ly/3NDiPut> to make your views known by 18 March. The "good" news is that the new tax will not apply to HVs, even electric ones and for current owners of EVs and hybrids the introduction is not immediate but delayed until 2028 (as indeed many other tax increases are).

I should pay credit to a leading car club official who wrote in response to my 2022 road pricing article. He suggested that the simplest way of introducing the charge would be an annual inspection of the owner's mileometer, for example at an MOT. I complimented the correspondent on the simplicity of his solution whilst expressing the view that a government would reject this as it was taxation of "mileage" rather than "road pricing". The latter concept was of course designed to raise revenue but at the same time aiming to be a congestion charge by demanding different levels of charges according to the type of roads used. I speculated that governments would want to go for a high tech, ANPR (Automatic Number Plate Recognition) solution so the system could act as a traffic control as well as a revenue gathering measure. However, our correspondent's solution is the one the Government has alighted on resulting in revenue generation only. The problem with the introduction of any new tax is that Pandora is out of the box and I doubt we can be sanguine that the measure will not be extended to other classes of vehicle in due course. *Semper paratus!*

AV New Consultation

Like Buses, you don't see an AV consultation for ages then 2 come along together. We had no sooner provided a detailed response to the Governments's Call for Evidence on s4 of the AVA on the construction of the secretary of state's Statement of Safety Principles, when a further Call for Evidence was issued in December. Its stated purpose this time is to collect information that: *"...will help inform secondary legislation, guidance and policy development, ensuring the AV regulatory framework remains proportionate, forward-looking and responsive to emerging technologies."*

The call for evidence is split into two main chapters. The first covers the pre-deployment phase ('Getting AVs on the road') which covers issues such as vehicle type approval, authorisation, licensing of operators of driverless vehicles, user-in-charge and transition (that is between the human driver and automated one) demands, and insurance of the different regimes. Chapter 2: ('Once AVs are on the road') covers in-use regulation, incident investigation and cyber security. A mere 79 pages and 125 questions, as with the previous Call for Evidence, we will examine what is being proposed in accordance with our usual principles and contribute where we think it is required to assist our aim. You have until 5th March to respond.

Insurance

Topic One

In *Historic* Issue 5 March 2025, I reminded readers to check their vehicle insurance policies in relation to cover for when they take their vehicles to shows and rallies (see: When is a car not a car?). Without going into the complexities of the Road Traffic Act, the basic statutory requirement is that a motorist has to have insurance in respect of the use of his vehicle “on a road or other public place”. Since arguments could arise about the nature of places other than a road, those taking their vehicles to “off road” events have been recommended to ensure their policies are endorsed with such cover. I gave an example of the typical wording in HV policies in Issue 5 but also suggested that owners might wish to confirm that they have some sort of public liability (as opposed to Road Traffic cover) to indemnify them from the less likely but potential claim arising from their static vehicle. One of our long standing supporters has been told by a broker he has been using, that notwithstanding such cover for attendance at shows, the cover might not extend to a closed off “arena” area where vehicles are presented and commented on to spectators.

I have asked that he clarify this further especially if such an exemption from cover is not stated on the face of the policy. I do appreciate that the fallout from the now notorious Vnuk European Court of Justice case (now reversed by the Motor Vehicles (Compulsory Insurance) Act 2022 (see Edition 3 2022)) still persists and that some underwriters (many of whom are Europe based) are anxious to ensure Road Traffic cover is excluded from non public/private areas. However, given that a closed off arena is likely to provide less risk than the busy public areas and is obviously part of a public show otherwise specifically included in the policy, I am not clear if I understand the logic of the position. We will make our own inquiries and please let us know if you have any experience to share.

Topic Two

HV owners generally strive to ensure that their specialist HV policy contains a provision that should their vehicle be deemed a ‘write-off’ in an accident, they can have free salvage retention. This means they can retain the vehicle whilst receiving a full settlement with no deduction, other than policy excess. What happens to a written-off vehicle in terms of its continued registration then depends on whether an insurance company assessor deems

“the vehicle... suitable for repair or not”. This is a statutory requirement set out in the The Road Vehicles (Registration and Licensing) Regulations 2002 as amended by later 2018 Regulations. The “suitability for repair or not” is further governed by a voluntary Code of Practice drafted by the Association of British Insurers in concert with other parties. That Code sets out the 4 categories into which the expert assessor is obliged to place the vehicle. These are:

- A (Scrap / Recycle)
- B (Break)
- S (Repairable Structural)
- N (Repairable Non-Structural)

Cat A is particularly bad news as the whole vehicle goes to the crusher with B being less punitive with parts being removable before crushing. The situation then is that irrespective of the insurer allowing you to retain the salvage, the law will prevent it.

It is this Code of Practice that is the subject of this Topic. The initial Code of Practice was drafted in 2017 with the FBHVC as a stakeholder (as recognised in the explanatory note to Parliament about the 2018 amending Regulations: <https://www.legislation.gov.uk/ukxi/2018/52/memorandum/contents>). There was recognition by the drafters that the Code presented a risk to historic and cherished vehicles and, although not drafted exactly as my predecessors would have wished, the following exemption was included: *“It is recognised that some historic/ classic vehicles or vehicles of special interest may be repaired irrespective of extent of damage, providing it is safe to do so. In these cases the vehicle will fall outside the Code of Practice, which will not apply. However, careful consideration must be taken to justify this action and if required escalation sought to make sure the correct decision has been made.”*

A new edition of the Code was published last year and a Legislation Committee member spotted that the above exemption had been omitted. Needless to say we had not been consulted by the ABI on that new edition nor notified of the intention to omit the exemption.

The ABI argue safety as the principal reason for the change but we are in dialogue with them as they say they are open to hear submissions on our concerns. Currently we are seeking views of industry partners in order to marshal the right arguments for the issue to be reconsidered. We will keep

you informed but in the interim, if the worse happens, ensure that your insurance company instructs an assessor of the damaged vehicle who understands older vehicles and more traditional repair techniques.

Topic Three

This is a reminder about the concept of Continuous Insurance and borrows from an FBHVC article written some moons ago and the more recent experience of a member.

Imagine you take your HV to a restorer for repair or maintenance and as is the way of things it is at their premises for an extended period. The thought may occur to you that the vehicle is safely on a restorer’s premises and will be covered by their trade insurance while there or when driven by them. Thus, when your annual insurance renewal comes up, there might be a temptation to wait to renew the policy until the car is finished and ready for collection. Not a good answer.

Section 144A of The Road Traffic Act 1988 states:

(1) If a motor vehicle registered under the Vehicle Excise and Registration Act 1994 does not meet the insurance requirements, the person in whose name the vehicle is registered is guilty of an offence.”

This is all to the good as it is designed to prevent vehicles being used on the roads without insurance, to the benefit of all of us. The DVLA has continuous evidence that every vehicle which is licensed is insured by or on behalf of the registered keeper. DVLA get that evidence from the insurers. They are told when insurance ceases. There is no exception. You may wish to note that there are a large number of vehicles which were not licensed when the SORN provision was introduced and hence do not need (indeed cannot have) SORN until after they are next licensed.

If a vehicle which is under repair or restoration is made subject to SORN, it cannot then be used or left on the highway, and only a professional restorer with trade plates and trade insurance could drive it in the course of their business.

As most cherished vehicles are on historic vehicle policies, you might possibly be able to negotiate with your insurer a deal which recognises that the vehicle is largely going to be off the road for a while, perhaps by agreeing a very low mileage limit on the policy, but you must keep a valid policy in place or you will incur a penalty.



Road Safety Strategy

After much fanfare, the Government has launched its Road Safety Strategy. Our Secretary promptly and effectively set out the details of the plan on the Federation website [bit.ly/3LXU3Vv](https://www.federationofmotorists.org.uk/bit.ly/3LXU3Vv) (see QR code below) and to save space, I will only summarise the bare points below with some brief comments where appropriate, and provide the links to the individual consultations should you wish to respond personally by 31 March 2026.

As I have noted not so long ago (Issue 6, June 2025), the UK has had a fairly impressive record in relation to road safety for many years, outperforming most European nations. Indeed, as one caustic commentator has noted, although there were 1,579 fatalities on Britain's roads in 2024, 25 years ago there were 3,400 fatalities with half the number of vehicles on the road. So, they comment, "road deaths have halved while the number of cars has hugely increased."

That said, we have dropped behind a couple of European nations recently in the fatality stakes. In the international airline world, aircraft and flights have increased exponentially in number over recent decades but passenger flying has just got safer and safer, largely technology-led but with changes in crew training and behaviours contributing. To a degree the same is intended in terms of the UK Road Safety Strategy.

Its stated aim is to reduce the number of people killed or seriously injured on UK roads. With an average of 4 lives lost daily

in 2024, it seeks to reduce this by 2035. To quote: "It commits to review policy areas such as the safety of young and novice drivers, older drivers and motorcyclists, to shape smarter, evidence-led interventions."

To progress the strategy, it proposes action in 5 principle areas on which it has launched separate consultations. These are:

- a. Action on motoring offences – in summary, tightening and increasing penalties for offences such as drink and drug driving, not using a seatbelt, failure to stop and report, driving unlicensed, no MOT or insurance, and use of illegal number plates, including 'ghost' number plates. The headline issue in relation to the first proposal on this list is the reduction in the drink driving limit. <https://www.gov.uk/government/consultations/proposed-changes-to-penalties-for-motoring-offences>
- b. Introducing a minimum learning period for learner drivers (category B driving licence) - <https://www.gov.uk/government/consultations/introducing-a-minimum-learning-period-for-learner-drivers>
- c. Introducing mandatory eyesight testing for older drivers – given previous (slightly inaccurate) media rhetoric on the UK lagging behind other countries on medical fitness to drive, I predicted that this option was the most likely one that the government would pursue. <https://www.gov.uk/government/consultations/introducing-mandatory-eyesight-testing-for-older-drivers>

d. Improving moped and motorcycle training, testing and licensing (categories AM, A1, A2 and A driving licence) - <https://www.gov.uk/government/consultations/improving-moped-and-motorcycle-training-testing-and-licensing> - the fatal accident statistic for our two wheel operators are not good, as you will read, and therefore this initiative is unsurprising.

e. Mandating vehicle safety technologies in GB type approval - <https://www.gov.uk/government/consultations/mandating-vehicle-safety-technologies-in-gb-type-approval> Those devices (anti-collision, lane keeping, etc.) which are becoming increasingly prevalent on new vehicles will be mandated for GB type approval.

As I write, the Review and consultations are with Legislation Committee members to discuss at our February meeting. Save for monitoring any risk of retrospective application and anything that might affect our freedoms disproportionately, the Federation is generally supportive of well-conceived safety initiatives.

See <https://www.gov.uk/government/publications/road-safety-strategy>



Martyn's Law

The Terrorism (Protection of Premises) Act 2025 is certainly seeping into the consciousness of club officials I have been speaking to. They ask if I have any update on what I have already said in this column or the pretty comprehensive material posted on the Federation website (<https://www.fbhvc.co.uk/martyns-law>). In truth, the answer is in the negative currently. There is an implementation period of 2 years from the Act coming into effect during which the Government is to produce the necessary statutory guidance.

Although we had a small influence on mitigating the application of the Act to small premises (less than 200 people expected to be present) and the obligations on 200 to 800 relate to post-incident processes and procedures, the greater issues are on the larger premises and events. We do anticipate the duties and obligations on those larger

events will result in greater costs on the organisers. Thus, a club (or clubs) using established venues for events anticipating more than 800 people at any one time will be able to use the infrastructure, processes and people already in place... but at a cost.

Where the situation is likely to be more challenging is for clubs using bare sites such as farmers' fields for their larger events. The guidance is likely to require the registered "dutyholder" for the event to have to put in place the infrastructure (fencing, scanning arches, CCTV), security processes (risk assessments, emergency procedures) and people (officials, guards, security personnel) which will almost certainly have to be hired from security agencies. Not good news in a cost of living crisis era. We will keep you posted on the website when we hear more.

A Fair Cop

Cambridge Dictionary Definition:

Idiosyncrasy: a strange or unusual habit, way of behaving, or feature that someone or something has. This feature concerns speeding but I am confident that many owners will be aware of some “strange or unusual habits” of their vehicles. Indeed, that may make them fonder of the vehicle! Like Chitty Chitty Bang Bang’s starting sequence, in most cases they do not much matter. This is not necessarily the case when it comes to a speedometer. I am grateful to a correspondent who has let us know that he has fallen foul of a fixed camera which they speculate is because their speedometer lacks the accuracy of a modern one. On the facts supplied (exceeding 30 mph) they seem unlucky not to have been offered a speed awareness course. They question whether there should be an allowance of perhaps 5 mph by the authorities for “older” instruments in HVs in a digital age. Given that when new, the vehicle’s speed would have been judged by less accurate equipment (Austin Westminster 110!) and probably more leeway allowed, this seems understandable.

As ever, we cannot provide definitive legal advice on an issue but only guidance drawing from official sources. In relation to exceeding 30 miles an hour, the offence is created in <https://www.legislation.gov.uk/ukpga/1984/27/section/81> Road Traffic Regulation Act 1984. Generally, speeding offences are regarded as strict liability offences but there are some “technical defences” which have been utilised by some specialists in the field of Road Traffic Law. It is for the correspondent to decide if he wishes to attempt a defence to the offence with the aid of



specialist solicitors. Such experts have put forward the following in the past:

- Procedural issues in relation to the Notice of Intended Prosecution (NIP)
- Evidence suggesting the speed measuring equipment was unreliable
- Speed limit not established or signage requirements were not adequately met
- An emergency requiring breaking the speed limit

They do not list having an unreliable speedometer as a defence. This is almost certainly because Regulations 35 and 36 of the Road Vehicle Construction and Use Regulations 1986 <https://www.legislation.gov.uk/uksi/1986/1078/regulation/35> <https://www.legislation.gov.uk/uksi/1986/1078/regulation/36> taken in combination, require a speedometer to be “maintained in good working order”. Therefore, if a driver was aware he had an inaccurate speedometer this would potentially have two unfortunate results:

a. he would be unable mount a prima facie challenge to the accuracy of the speed camera, and

b. he might be separately reported for a construction and use offence.

Only vehicles on the road prior to 1 October 1937 (which were not required by law to be fitted with a speedometer) might be permitted the kind of leeway suggested by our correspondent.

I think we would find it “problematic” to seek similar concessions for “younger” older vehicles! In lobbying for the unhindered use of HVs on today’s increasingly challenging roads, we do not think it helpful to draw attention to or ask for special allowance for features of HVs which do not match the standard of modern vehicles and which the uninformed might regard as unsafe in relation to other road users. Rather, we would hope owners adopt driving styles or practices which take account of the more limited or more archaic features of their HV. Purchasing a GPS with speedometer is an idea!

In Memoriam

Shortly before Christmas I attended the funeral of one of the UK’s finest transport artists and a truly lovely and generous chap, Michael Turner. To me he was an incomparable aircraft artist, founder and long-time president of the Guild of Aviation Artists whose pictures were much sought after round the globe. He was also a keen aviator and owned an immaculate DHC-1 Chipmunk which was hangered next to mine for many years and only gave up flying as he turned 80 after which he was keen to fly as a passenger with me. I am privileged to own an original Turner as he painted my aircraft on my retirement from the RAF. Happy times. However, many of

you will know him as a brilliant motorsport artist and Fellow of the Guild of Motoring Artists, capturing decades of F1 and Le Mans races. His D-Types were particularly well depicted, and he owned 2 superb Jaguars, an SS100 and E-Type. For Christmas I was delighted to receive from my son one of Michael’s many publications “*Drawing and Painting Racing Cars: Michael Turner shows you how*”.

He hints that it may help the quality of my own artistic endeavours!

Enjoy your driving year.



Diesel engine fuel and intake system cleanliness

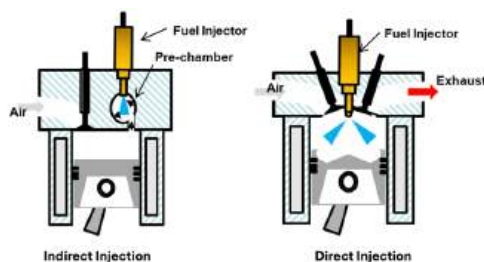
After my last article in *Historic*, I received several requests for a similar article for diesel engines. This is another area that I was fortunate to be involved with over the years at the Esso Research Centre Abingdon.

Diesel fuel injection and combustion systems have evolved significantly over the years. Rudolph Diesel in Germany and Herbert Ackroyd-Stuart in the UK were instrumental in pioneering diesel combustion and injection systems. Both inventors designed their engines to breathe pure air, and fuel was injected towards the end of the compression stroke thus avoiding the problem with pre-ignition during the compression of an explosive mixture. Akroyd-Smith used a mechanical liquid fuel pump, while Diesel relied upon compressed air and coal dust. Air blasting was subsequently abandoned in favour of the mechanical pump 'solid injection' system used by Ackroyd-Stuart.

Ackroyd-Stuart's engine had a relatively low compression ratio and relied on a fuel vaporiser for ignition, whereas Diesel relied on a much higher compression ratio to heat the air so that the fuel ignited spontaneously when injected into the combustion chamber. Diesel's design had a much higher thermal efficiency and, despite coming 2 years later, Rudolph Diesel has, since 1893, been credited as the originator of the compression ignition engine.

Diesel injection systems have evolved through the years with improved atomization with smaller droplet sizes, increased surface area exposure to the air and better burning of the fuel. Early diesel engines use a pre-combustion chamber design where the fuel is injected into the chamber at 230 to 250 bar. Due to the small volume of air in the turbulent pre-chamber, the fuel is only partially-burnt and the increased pressure forces the remaining unburned and partially cracked fuel into the main combustion chamber where it ignites and burns. This indirect injection system remained the predominant process until developments in fuel injection were able to deliver the injection pressures required to form the mixture in the main combustion chamber (direct injection).

Up to the 1980s fuel injection was mostly controlled mechanically, the injected quantity varied by a piston timing edge or via slide valves, depending on load and engine speed. The start of injection is controlled using flyweight governors or hydraulically by pressure control. Electronic Diesel Control



Indirect injection cylinder head with pre-chambers



Direct injection cylinder head



Direct injection cylinder head with fuel injector & heater plug

(EDC) now manages the fuel injection process by using various parameters (engine speed, load, temperature, geographic elevation, etc.). Start of injection and fuel quantity are controlled by solenoid valves, a process that is much more precise and flexible than mechanical control.

Modern common rail direct injection systems have injection pressures of approximately 2,000 bar (29,000 psi) and the internal operating clearances can be as small as 2 μm (microns). This means that fuel cleanliness is critical to the correct operation of the fuel injection system.

Prior to the Ukraine war, Europe imported large volumes of Russian diesel fuel and there were many problems with modern vehicle injectors due to the high abrasive particle content of this fuel. Only certain areas of Europe were affected, being reported in Northern Germany, Southeast UK, then Northern France and some in Spain. Analysis by the fuel injection system manufacturers (Bosch & Delphi), clearly identified particle erosion as the root cause of the fuel injection system damage. Laser

light particle counting techniques were used to analyse the diesel fuel. The particles were hard and < 4 μm in size. Typical UK refinery production diesel particulate levels were less than 2,000 particles per ml in the < 4 μm size range, whereas the Russian imports were much higher (c.10,000 to 60,000 particles per ml). The source of the hard particles was eventually traced to the Russian pipeline system that connected the refineries to the export ports which was in a poor state of repair and very rusty. The hard particles were in fact iron oxide. The UK took the lead and the UK BS EN590 standard was updated with a temporary abrasive particle specification, that's since been included in the latest European standard.

As mentioned in the previous article, fuel injection system cleanliness is very important to ensure the correct operation of the injection system. Gummy deposits in the diesel fuel injection system can cause the sticking of fuel injector needles, and carbon deposits on the injector pintles and housings can cause poor fuel spray patterns and atomisation, causing misfires, hesitations, poor starting, increased noise (diesel knock) and smoke (particulate) emissions.

Detergent additives are added to help prevent the build-up of deposits in diesel fuel injectors and the chemical type is the same as petrol additives described in the previous article.

As with direct injection petrol engines, there is no mechanism for injecting detergent additives into the intake systems of diesel engines and it is not uncommon to find high levels of oil sludge and carbon deposits from the engine blowby and Exhaust Gas Recirculation (EGR) systems throughout the intake system and on the inlet valves. This can restrict the airflow and affect the operation of any throttling valves used to control engine emissions. The only solution is to periodically dismantle the intake system and mechanically clean the components.

The majority of diesel on sale in the UK contains detergent additives but treat rates vary between suppliers and the grade. Anti-foam additives are also added to the detergent package to assist re-fueling and prevent spills from splash-backs.

As with petrol, aftermarket fuel additives can help keep fuel intake systems clean and a high dose can clean-up existing deposits. They should be used with caution as they may be incompatible with the additives already present in the fuel and could lead to fuel filterability problems.

Policy Review

It is satisfying to be able to report that our now considerably improved relations with DVLA continue to develop and our chairman and I attended a very constructive HVUG meeting in Swansea in December last year.

Topics in this meeting included such feedback as was available from the policy changes announced last August with all concerned agreeing that, although it is early days as yet, the implementation appeared to be going well. Whilst acknowledging that it was a very small sample, I made a couple of observations based on information received from vehicle owners which DVLA noted. For their part DVLA outlined the support they have put in place for their staff as these very significant changes are introduced. DVLA also told us about a short online survey they had set up to assess the reaction of the public and the efforts they had made to publicise the survey.

This was all good, valuable and interesting stuff but it was not the eagerly awaited core purpose of that particular meeting! In calling the meeting, DVLA had stated that they would by then be in a position to share information on the next tranche of policy changes. As with the first set of revisions DVLA stressed that these were still considered to be work in progress and asked that we did not share them in detail. We are very happy to respect that confidentiality but I can tell you that the currently contentious issues of newly built replacement bodies on vehicles with a separate chassis and date of manufacture for vehicles originally supplied in CKD form, are likely to be addressed to our satisfaction. As before there will be a coordinated announcement of these policy revisions later in the year.

Vehicle Inspections

Following a question asked at the Federation AGM last October, together with various points from my correspondence, I had requested a short discussion about DVLA vehicle inspections. In summary, the points made to me over a period of time were these:

- Notification that their vehicle requires inspection can cause apprehension to the owner.
- DVLA inspections can be a source of resentment from clubs who have already inspected the vehicle.
- Somewhat adding insult to injury, the sub-contracted inspectors in general seem to have little knowledge or experience of historic vehicles and do not always seem entirely clear what they are looking at.

DVLA staff appeared surprised and concerned by these comments and have undertaken to investigate further. At the same time, they made a very important point, one which I have heard before but had somewhat slipped my mind. Beyond the normal routine issue of vehicle registration and driving licences, a significant concern for the Agency is combating fraud and indeed other wider forms of crime. Inspection of vehicles that have for some reason raised their suspicions is a key tool in this process and for that reason it is standard procedure to restrict the amount of information provided to a vehicle owner prior to an inspection. DVLA are not suggesting that historic vehicles figure significantly in criminal activities but the inspection procedure/protocol is the same for all.

2025 Heritage Skills Academy Award Winner

Rosie Fraser of EJ Ward Ltd was the winner of the 2025 Heritage Skills Academy Award supported by The Midget and Sprite Club.

Awarded each year, the award recognises perseverance, progress and personal growth throughout the Heritage Engineering apprenticeship programme. It celebrates those who demonstrate resilience and commitment to mastering traditional restoration and engineering skills, regardless of their starting point.

Rosie has certainly demonstrated all those values and is a worthy winner of the award.

Rosie joined The Heritage Skills Academy based at Brooklands Museum and enrolled on the Coachwork course in June 2024 after initially training with The Splined Hub. Despite setbacks when two of her employers were unable to retain her due to workload pressures, Rosie's determination never faltered.

In June 2025 she secured a new placement with EJ Ward Limited, allowing her to continue her apprenticeship and develop her skills further.

According to the Heritage Skills Academy, Rosie has consistently achieved high assessment grades - typically in the 90s - and has shown exceptional commitment to her craft. Her early passion for mechanical heritage was sparked by attending steam rallies, later fuelled by work on WW2 commercial vehicles and volunteering at a water mill museum. Living for several years on a narrow boat also gave her hands-on experience in restoration, electrics and mechanics.

John Pitchforth, Founder of Heritage Skills Academy, said: *"Rosie's story is one of true perseverance. She has faced a series of challenges but remained focused on her goal to build a career in heritage vehicle restoration. Her academic performance and enthusiasm have been exemplary, and her resilience is an inspiration to other apprentices across the programme."*



Top: Rosie receives a cheque for £300 from members of the Midget and Sprite Club. Rikki Pankhurst, Development Coach, HSA on the left.

Bottom: Rosie's fellow apprentices are happy to show off her trophy (left)



FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

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VED & Historic Vehicles

Report from Federation President Sir Greg Knight

The 2025 Budget has confirmed that classic vehicles more than 40 years old will continue to be exempt from Vehicle Excise Duty (VED), despite earlier widespread speculation to the contrary. This is good news for owners, enthusiasts, and the wider industry.

It was said that the government was considering ending the long-standing road tax exemption for classic cars, in what some predicted would be “another tax grab” on drivers.

The Historic Vehicle Excise Duty exemption – initially introduced by Former Chancellor Ken Clarke in the 1990s and later modified, currently discharges vehicles over four decades old from having to pay road tax.

Shadow Transport Secretary, Richard Holden, had warned that scrapping the exemption would be “a tax grab on a cherished part of British motoring culture” and similar fears expressed by other commentators led to extensive press reports that the concession was for the chop. A few ill-informed pundits even absurdly referred to the nil-duty classification for historic vehicles as a ‘loophole.’

Although there was no hard evidence that the VED category for historic vehicles was about to be consigned to history, the Federation certainly did not take anything for granted.

Prior to the Budget, I, as Federation President, and our Chairman, David Whale, together with others, were busy urging members of the government to maintain the current position, pointing out that the UK

classic car sector is huge and includes restoration activities, many parts suppliers, as well as innumerable charitable events and tourism. It amounts to a significant part of the UK economy and is valued in the billions of pounds as well as supporting tens of thousands of jobs.

It was highlighted that historic vehicles have an extremely low environmental impact and their contribution to road wear and pollution are minimal. The existing VED exemption acknowledges this by providing some modest financial relief which aids many with vehicle maintenance and preservation costs.

Whatever your views about the other provisions in the Budget, the decision to maintain the status quo for historic vehicles is clearly the right one which should be welcomed.



Obituary: FBHVC Vice President, David Davies

It is with great sadness that we announce that Vice-President, David Davies, passed away peacefully after a period of ill health on 28 December 2025.

He was a director of the FBHVC from 2000 until 2019 when he stood down, then accepting the role of Vice-President. During his overseas travels he also made many friends in the Fédération Internationale des Véhicules Anciens (FIVA).

As an active rider on a variety of motorcycles, he competed in numerous events, both in the UK and in Europe, often with his wife Caroline and daughter Wendy.

He met Caroline on a skiing holiday in Austria, and they married in the Netherlands in 1973. David learned Dutch so he could chat and joke with his relatives and Dutch motorcyclists.

He also found time to study French at evening classes and started learning to play the nyckelharpa, a stringed Swedish folk instrument.

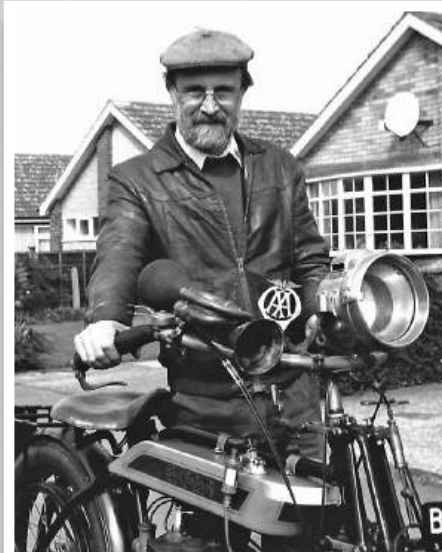
His primary interests were his self-restored 1929 Model 90 Sunbeam, along with a keen interest in ‘flat tankers’, an obsession with the Velocette LE and an interest in early cycles.

David also served the Vintage Motor Cycle Club (VMCC) as President, Director, Overseas Representative, and Editor of its Journal. As a professional photographer, he made numerous contributions over the years.

He joined the VMCC in the 1950s in the then Yorkshire and South Lincolnshire Sections. In 1977, David was instrumental in establishing the Mid Lincs Section.

Born in Cleethorpes on 1 June 1943, David grew up in Brigg, and at a young age developed a keen interest in steam engines and vintage motorcycles. He started riding, repairing and restoring the latter in his teens. He was also a member of the Ancholme Rowing Club in Brigg, where he rowed, acted as a cox and coached others.

After training as a metallurgist and photographer, David initially worked for



British Thomson-Houston (BTH) in Rugby, before becoming Scunthorpe Steelworks’ photographer. In this role, he covered everything from staff to blast furnaces, bridges, including the Dartford Crossing, and other steel constructions around the UK.

He will be greatly missed by many, not only for his enthusiasm, extensive knowledge of old machines, both technically and historically, but also for his quirky sense of humour, wit and his unique use of language.

Tickford Club Celebrates 100 Years of The Brand

By Shaun Skinner (Chairman, Tickford Owners Club)



It's a long time for a coachworks brand name to be present in the market, but Salmons & Sons of Newport Pagnell had already had its first centenary when, in 1925, a bright spark within the company called Tommy Dalby-Balls invented a way of raising a car soft top involving a gear set and cranking handle. The idea was embraced by the company, patented and given the name the Tickford Sunshine Roof (Tickford House was at the time the home of company owner, George Salmons). It became a popular conversion, particularly with lady car owners, especially after an advertising campaign showing pictures of George's daughter winding the hood up.

During the Second World War, the Salmons family decided to sell up, and the firm was taken over by shop

foreman, Ian Boswell, who promptly changed the name to Tickford Ltd.

By the late 1950s and after another change of hands, now being run by industrialist David Brown of gears, tractors and Aston Martin fame, the coachworks side was gradually absorbed into the parent company. The last Tickford badging appeared on the Aston Martin DB Mk III and Lagonda models of 1959.

All went quiet for 20 years or so until the company was looking for an outlet to keep the workforce busy during the lean times of the early 1980s. A subsidiary was formed under the title of Aston Martin Tickford. This in-house, but quite separate concern, was eventually moved to nearby Milton Keynes. From there it went from strength to strength,

placing itself firmly as a top consultancy and conversion company for special vehicles such as the Frazer Metro, Tickford Capri and even

a Tickford 'wedge' Lagonda, which could be ordered as a stretch limo.

Ford embraced the company for many years, having Tickford involved with not only the Capri, but Sierra RS500, Rally RS200 and Racing Puma, amongst many other projects. By 1985, Tickford was now fully independent of Aston Martin and by the end of that decade would become just Tickford Ltd once again.

More recently the company diversified into engine design, emissions and durability testing, and in 2014 the name was dropped by the latest owners, Intertek. Whilst it might not be a living brand in the UK, it is going from strength to strength in Australia, the Tickford Mustang being the latest offering down-under and an absolute gem of a car.

In my opinion you can't have a centenary and not have a celebration... and why not write and launch a celebratory book at the same time? I embraced the challenge, of course, and soon found myself in full planning mode for 21st June 2025.

Thankfully, along with my Tickford Owners Club colleagues, my idea was warmly received by Aston Martin Works (Tickford Street, Newport Pagnell), Newport Pagnell Historical Society and Intertek. With their help,



The oldest car on display - 1929 Tickford Bentley owned and restored by James Metcalf (credit: Rob Smith)



I was able to find a suitable location and have indirect access to their various customers and contact who might be interested in supporting and/or attending the Centenary Celebration.

Meanwhile, I had to also focus on being an author. What was going to be in this book and how would it be produced? I eventually settled on a range of essential subjects, starting with a factful history of the past 100 years. I looked at the wealth of articles we had amassed over the past 27 years of our club's existence and settled upon Pre-war, Post-war and Modern, and finally some history of the two clubs involved and some of their greatest events. Sadly, there wasn't space for the employee history or the company's special projects, but thinking if this goes down well, then that information is all still available for a future publication.

Four and a half months later I had created something over 180 pages that received a resounding thumbs up from my committee. We agreed that it would be produced as a limited edition of 100 for the centenary, each copy to be individually numbered and signed.

I then visited our printers, Lavenham Press, to see if all this was even possible within a modest budget. As always, they came up trumps. We were very well looked after.

Everything was explained in plain English, followed by a customary grand tour of the facility. As an aside, Lavenham is a lovely old English village, well worth a visit.

On the day we had a display of Tickford and related, totalling an impressive 16 cars. Namely, four pre-war Salmons, a 1950s Monte Carlo Rally Healey Tickford, some Tickford Capris and an astonishing five Ford Racing Pumas. A Ford Focus RS, an Aston Martin Vantage and a Subaru Impreza with 300BHP Prodrive pack, completed what for our club was an impressive display. It was quite a sight, complemented by a sprinkling of invited non-related classics, mostly owned by current and former Tickford employees.

Our members' cars included a Bentley incorporating the Tickford winding hood, an Austin Seven and the showstopper on our stand at last year's NEC Restoration Show, an original condition Rover 20.

The three Tickford Capris on display were top notch, including the sole Flaxen Mist (gold) demonstrator and the only British Racing Green special order, joined by a white example, the colour most people associate with these cars.

The tour of the Intertek factory, including some very privileged sights that I'm not allowed to say much about, and various test rigs of past and current engines, was fascinating. Members also enjoyed seeing the Historical Society's Tickford collection in the town's museum and an optional history walk. It was a very hot summer day and so the local pub was a popular alternative!

I am hugely grateful to everyone who attended and supported this celebration and delighted that nearly all the books were sold. The remaining few will be available to buy from at our stand at the NEC Practical Classics Restoration Show in March.



The two specials on display



Tickford Capri: An open bonnet always draws attention



Some of the older cars



All five Racing Pumas



Best of the rest

Stolen Artworks

By Roy Dowding



NSU Prinz 1000 TT (credit: Fausto Collinelli Blog)

The description 'artwork' is most readily associated with sculptures and paintings, although it is equally applicable to literature and music. I happen to share the view held by many that some cars can also be considered works of art - perhaps the most obvious example being the Jaguar E-Type.

'Stolen' generally means theft, but it can also apply to claiming someone else's creation as your own or, to give it its proper title, plagiarism. It sometimes happens inadvertently – Princess Michael of Kent has always denied that several passages in two of her books on Royalty were 'lifted' from previously published work by others. And the ex-Beatle, George Harrison, found



Chevrolet Corvair 1961 (credit: desertclassics.com)

guilty of copying the riff of The Chiffons' "He's So Fine" for his "My Sweet Lord", insisted that it was done subconsciously.

Every now and then car designs are unveiled bearing features that are all too similar to something that has already been seen. Very occasionally, this has been deliberate, as in the case of the 1961 NSU Prinz 4, and particularly the later, larger 1000, which is frequently referred to as the Micro

Corvair – a reference to Chevrolet's 1960 rear-engined compact car. Clearly the styles were exceedingly close, but no lawsuits were filed and, more importantly, NSU never claimed the design was uniquely 'theirs'.

Sometimes, even though the similarities are indisputable, ownership of a design is blatantly claimed without credit given to the originator. A case in point was highlighted last year by an article in *Octane* magazine under the heading 'Man & Machine', written by Juha Rista, a self-confessed long-time aficionado of the VW Karmann Ghia. He attributed the styling of this intriguing car to Felice Boano, Giovanni Savonuzzi and Luigi Segre, as most sources do. >>>



But there can be no doubt that the basic inspiration came from Virgil Exner, arising from the period during the early 1950s when this visionary American designer collaborated with Ghia and Chrysler on a series of 'Styling Specials', one of which was the D'Elegance of 1953. The production version of the VW was unquestionably derived from the Exner car, albeit slightly scaled down and with a revised front end, reflecting the rear engine layout.

On seeing one in 1955, Exner is noted as *"having been pleased that one of his designs had made it into large-scale production"*. But Boano always denied that he had stolen the essence of the design from the D'Elegance. It is rather intriguing, however, that Ghia gifted Exner one of the very first production models... *"in appreciation"*!

This was by no means the first example of his work at Ghia being 'borrowed'. A drophead version of the Ghia Dodge Fire Arrow, initially sketched in 1952, appeared at the Turin Motor Show in 1953 alongside a distinctly similar, though smaller, car called the Ghia Abarth 1100 Sport. Its design has been attributed by

some to Giovanni Michelotti, although he has never endorsed this assertion.

No reference was ever made to the obvious inspiration of Exner's Fire Arrow - the bold horizontal body line, oval frontal aspect, distinctively shaped wheel arches and side windows, down to side lamps on the 1100 'replacing' the pronounced bulges atop the Fire Arrow's front wings. The Abarth 1100 won the 2021 Audran Newport Concours - though still no recognition was paid to its origins in the description that accompanied its entry.

That Exner did not seem upset is perhaps explicable by virtue of his having previously worked for several years with Loewy Design Associates and then at Studebaker under Loewy. In both cases, his contributions were totally undermined by Raymond Loewy's insistence in signing off all designs with his name.

One of the last projects that Exner worked on before leaving Studebaker in 1950 was a coupé which he had initially drawn in 1948 but was not progressed at that time. It heavily influenced that company's overall styling from 1953 to 1957, while the coupé

itself became the 'Hawk' series, little changed from how Exner had left it. But guess who took the credit? Loewy is seen below with the 'new' Studebaker Commander in 1953.

Sadly, one of Virgil Exner's most emphatic designs was stolen from its public unveiling through fateful mistakes by two ship captains, neither of whom made their intentions clear enough while navigating in fog. I am referring, of course, to the calamitous collision between the Italian liner 'Andrea Doria' and the Swedish vessel 'Stockholm', in 1956 off Nantucket.

On board the Italian ship, bound for the New York Motor Show, was the Chrysler Norseman, having been 3 years in development by Ghia in Turin working from Exner's original 1953 drawings. What remains of the car is still in the hold to this day - sitting on the seabed.

A step beyond the famous 'Forward Look' that he later developed for Chrysler from the mid-1950s, the distinctive roofline and elongated rear flanks of the Norseman concept would ultimately morph into the 1965 Dodge Charger show car. And it was even a recognisable influence, from the B-pillar aft, on the 1966 AMC Marlin.



Chrysler d'elegance (credit: bmwfaqclub)



VW Karmann-Ghia (credit: autoevolution.com)



1953 Ghia Abarth 1100 Sport (credit: carrozzieri-italiani.com)



1948 Exner Studebaker design concept (credit: diyauto.com)



Ghia Dodge Fire Arrow (credit: tumblr.com)



'53 Studebaker Commander with Loewy (credit: cars4starters.com)



1956 Chrysler Norseman (credit: Guide de l'Auto)



Loewy's redesigned E-Type (credit: linkedin.com)



1965 Dodge Charger II Show Car (credit: planetcarsz.com)



AMC Marlin (credit: Barnfinds.com)



Exner's 1958 Chrysler Group designs (magazine advert)

While so many of Virgil Exner's design studies are not always readily associated with him, his 'Forward Look' models for Chrysler, De Soto, Dodge, Plymouth and Imperial, most certainly were. Subtly updated each year from 1955 to 1960, they will forever be his indisputable '*pièces de résistance*'.

So advanced were they - appearing to be 'straining at the leash' even at a standstill - that when GM designer Chuck Jordan secretly spied examples of Exner's 1955 Chrysler line-up, it prompted Bill Mitchell, head of General Motors styling, to order his studios to "*begin redesigning each GM car line, Chevrolet through Cadillac*". This undoubtedly is one of the reasons that led to the oft-quoted statement that "*Exner's work effectively changed the course of [US] automotive design*".

Which is more than can be said for his nemesis, Raymond Loewy, who once criticised American cars as "*jukeboxes on wheels*". While one must acknowledge the huge raft of his iconic

designs for corporate logos, the Coke bottle, streamlined railroad locomotives and the Greyhound Scenicruiser bus, very few cars are on that list. He is accredited by Wikipedia with the Studebaker Avanti and Champion, though the former was almost certainly the work of his team of Tom Kellogg, Bob Andrews and John Ebstein, while the Champion was actually another 'purloined' Exner design.

There is perhaps just one car, the styling for which he was personally responsible. Having mentioned earlier the Jaguar E-type, stated by Enzo Ferrari to be "*the most beautiful car in the world*", Loewy took it upon himself to 'improve' it. Custom-built around a 1966 4.2 litre Series 1 coupé by Pinchon-Parat of Sens, France, the end result was, shall we say, different.

A chacun son goût!



Roy Dowding

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

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Who Are Our Members, Really? By Brian Humphreys (Crossmember.co.uk)

What Membership Data Tells Us About Today's Historic Vehicle Clubs

Most club committees have an intuitive sense of their membership. They know who turns up at events, who volunteers, who renews early, and who needs chasing. But intuition, while valuable, is also selective. It reflects the members we see most often – not always the full community we serve.

The insights presented here are drawn from a snapshot of anonymised membership records held by a group of historic vehicle clubs operating within the Crossmember ecosystem. While this does not represent our industry as a whole, it reflects a broad cross-section of active clubs whose membership data is captured consistently as part of day-to-day administration.

This consistency allows clubs to be viewed collectively at a single point in time, providing a clear picture of current membership characteristics. As more clubs contribute data over time, this view will continue to deepen, allowing future articles to build on the foundation presented here.

How Complete Is The Picture?

Before looking at age profiles, it is important to be transparent about data completeness.

Across participating clubs:

- 42.1% of primary members
- 51.7% of family members
- 42.8% overall

have provided usable age-related information.

This level of coverage is not unusual. Age data is entirely optional, sometimes historic, and occasionally incomplete. However, with coverage approaching half of all members, the data is already sufficient to reveal clear and consistent patterns in how membership is structured today.

Percent Primary Member with Age Info	Percent Family with Age Info	Percent Primary & Family with Age Info
42.1%	51.7%	42.8%

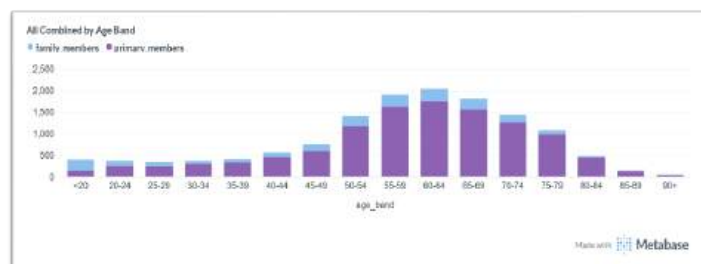
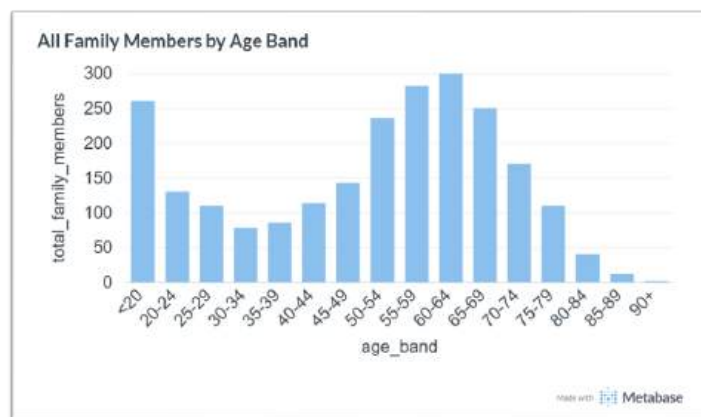
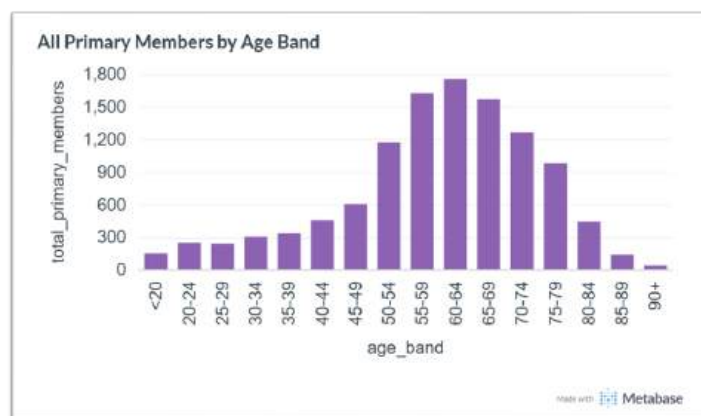
The Age Profile – Primary v. Family Members

When primary members are viewed on their own, the age profile shows a strong concentration between the ages of **50 and 74**, with the single largest band being **60–64**. This reflects the demographic shape many committees would recognise from their day-to-day experience.

However, when family members are included, the shape changes noticeably. Younger age bands – particularly under-20s and adults in their 20s and 30s – are far more strongly represented among family members than among primary members.

This does not mean that clubs are suddenly ‘younger’. What it does show is that many clubs already have younger people connected to them – just not always as the named primary member.

This distinction matters when committees talk about “attracting younger members”. In many cases, those younger people are already present – simply participating through family connections rather than holding individual memberships.



Clubs as Households, Not Just Individuals

Looking at membership through a household lens helps explain the age patterns more clearly.

Across the clubs included in this snapshot, the data covers **33,396 households**, connecting **39,261 people** to club activity. This equates to a **community multiplier of approximately 1.2** – meaning that for every ten named members on a club's records, there are typically around twelve people connected to the club.

Many of these additional individuals may attend events, share publications, travel to shows, or engage informally through a partner or parent. They can influence how clubs operate and who participates, even if they do not appear as primary members on a membership list.



Total Households	Total People	Average Community Multiplier
33,396	39,261	1.2

Seen this way, the age profile of clubs is not simply a reflection of who holds a membership card. It is also shaped by families, partners and younger people who are already part of the club's wider community.

Understanding membership at this household level has implications for event planning, communication, safeguarding, publication reach and long-term sustainability. Clubs are not just collections of individuals; they are networks of households, often spanning generations.

From Individuals To Communities

Looking at age profiles and household structure tells us a great deal about individual members and those connected to them. But it does not tell the whole story.

Historic vehicle clubs do not exist as collections of isolated people. They exist as communities – shaped not only by who their members are, but by scale, geography and local context.

To understand who our members really are, it is therefore necessary to widen the lens again: from individuals to households, from households to clubs, and from individual clubs to the national movement as a whole.

There Is No 'Typical' Club

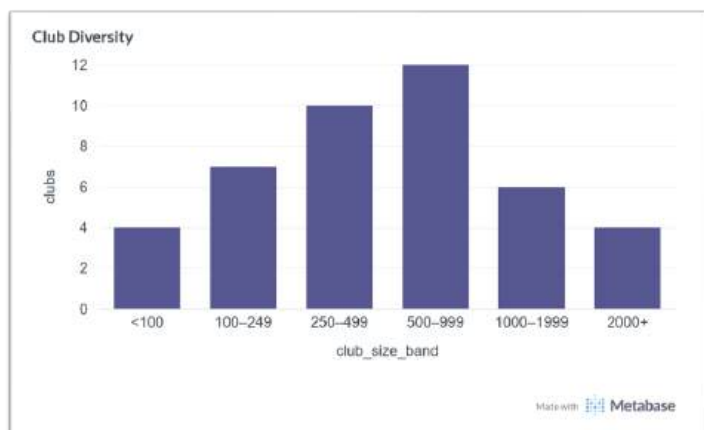
Club size diversity reinforces this point.

The data shows a wide spread across the clubs included in this snapshot:

- very small clubs with fewer than 100 members
- a strong middle range spanning several hundred members
- and a significant number of clubs with memberships exceeding 1,000

This diversity has practical consequences. Clubs of different sizes face very different operational realities – from governance and communication to events, publications and volunteer capacity. What works well for a small, close-knit or local organisation may be impractical for a large, nationally distributed club, and vice versa.

Seen together, the data makes one thing clear: there is no single model of a historic vehicle club. Any guidance, system or policy that assumes a "typical" club risks missing the mark for many.



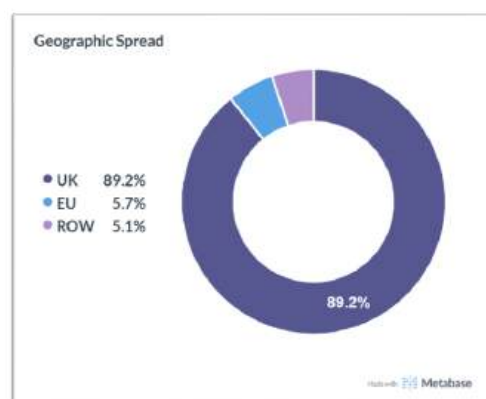
Geographic Reach – Mostly UK, Quietly Global

Geography adds a further layer to this picture.

While 89.2% of members are based in the UK, more than 10% live elsewhere, split between Europe and the rest of the world. This international presence exists across clubs of all sizes and could be larger than committees expect.

This is not a trivial detail. It influences magazine delivery, digital access, event participation, communication channels and member expectations. Even clubs that primarily think of themselves as UK-focused are frequently serving a dispersed and international community.

Taken together, club size and geographic reach reinforce the same theme seen in age and household data: historic vehicle clubs are more varied, and often more far-reaching, than any single club's experience might suggest.



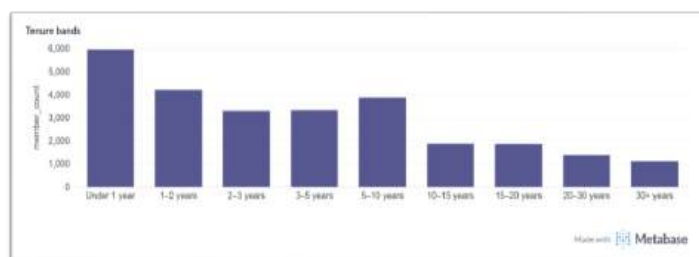
Experience & Continuity

While age profiles help describe who club members are today, tenure/length of membership helps explain how clubs function over time.

Across the clubs represented in Crossmember's insight data, a significant proportion of members have been part of their organisation for many years. This reflects commitment, loyalty, and the depth of experience that underpins successful historic vehicle clubs.

Long-standing members often form the backbone of club life.

They hold technical knowledge about vehicles, understand club history and governance, and provide continuity across committee changes and generational shifts. Many also contribute substantial volunteer time, supporting events, registers, publications and day-to-day administration.



Tenure, however, is not just about longevity; it is also about balance. High-tenure members provide stability, consistency and institutional memory. Members with shorter tenure bring fresh energy, new perspectives and the potential for future continuity. Together, they form an experience curve that supports clubs both now and in the years ahead.

Understanding where members sit along this curve can help clubs reflect on their own composition. It offers insight into how experience is distributed, how knowledge is passed on, and how sustainability is maintained over time.

Seen in this light, tenure adds another important dimension to the question of who our members really are – not simply how long people have belonged to a club, but how experience, continuity and organizational renewal coexist within it.

Summary

Taken together, these insights paint a more rounded picture of who our members really are.

Age profiles help describe the demographic shape of club membership today, while family participation highlights the wider community that often sits behind a single membership

record. Geographic reach shows how clubs extend well beyond their local origins, drawing members together across regions and borders through shared interest rather than proximity.

Tenure adds another, equally important dimension. It reflects the depth of experience within clubs, the continuity that sustains them, and the long-term commitment of members who carry knowledge, skills and history forward. At the same time, the presence of newer members signals organisational renewal and future continuity; retaining these members ensures that experience is not only preserved but also passed on.

Understanding how these elements coexist – age, family involvement, geography and tenure – allows clubs to see themselves more clearly. Not as static organisations, but as living communities shaped by both longevity and change.

Asking these questions is not about identifying problems or prescribing solutions. It is about visibility. When clubs can see who their members are, how long they have been involved, and how experience is distributed, they are better placed to make informed, confident decisions that support sustainability for years to come.

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SPARE PARTS FULFILMENT SERVICE FOR CAR CLUBS

News & Action at Club Expo 2026

By Andrew W. Fawkes



Delegates gathering around the show stands



Museum host, Andrew Curran, welcomes delegates as David Whale and Phil Sampson (seated) prepare to present the UNESCO story

In January over 150 delegates made their way to the British Motor Museum in Gaydon for the Federation's traditional calendar year opening event, Club Expo.

This year they were treated to an update on the UNESCO accreditation process; a focus on developing our hobby/industry to attract and retain more young people; hints and tips about technology, fuel and records keeping; along with plenty of time for catching up with fellow enthusiasts over refreshments and at the various industry show stands.

In order to do justice to the event agenda, what follows is my 'view from the audience' of the day's plenary sessions. You can see the event slides and listen to recordings of all the speakers (and the questions from the floor) on the Federation website at: fbhvc.co.uk/club-expo-2026.

Morning Session

UNESCO

FBHVC Chairman, David Whale, was joined by the Federation's new Director of Heritage, Phil Sampson, both of whom explained the process currently underway to seek 'Cultural Heritage' status for the UK's Historic Vehicle Movement. The main benefit of success means it would be much harder for governments to interfere in the pastime we all love.

I learned that there are two aspects to 'heritage': tangible and intangible.

The former protects anything physical, such as historic buildings. Planes, trains and automobiles would fall under this category, the latter being recognised through the Federation's work and evidenced by our unfettered access to ULEZ, removal of road tax, etc. The 'intangible' aspect is how we use these things. Taking cars to shows, going on tours, racing, etc. would all fall under this definition and, therefore, our application to have them protected. There are such protections in place already for chimney sweeping, roof thatching and various other ancient crafts and pastimes.

Phil suggested if the tangible is the body, the intangible is the soul. I liked that analogy.

I also learned that 'History' is recording the past, 'Heritage' is celebrating the past.

Apparently, it's not easy to gain accreditation, and indeed getting approval to apply is a major hurdle, now overcome. We were told that at least two whole countries' 'applications to apply' had been rejected and so it's looking good for the Federation at this stage!

In the Q&A that followed, I asked if a successful application brings with it any obligations or restrictions for clubs. There were none known, but much more would be learned from David attending a series of meetings at Retromobile, in Paris in the following weeks.

We look forward to learning more!

Research

David Whale took us through a whistle stop tour of the National Historic Vehicle Survey results. Having been a major agenda item at October's AGM event, it was unnecessary to dwell too long on the details, although much of the insights gained flavoured other aspects of the Expo content.

You can find the survey report at fbhvc.co.uk/survey

Fuels

Nigel Elliott is the Federation's fuels expert. My lack of expertise means I can't do justice here to his very entertaining presentation!

He talked us through how fuel is produced and distributed in and for the UK, as well as explaining the various grades of fuels (petrol, diesel, jet) and their additives, particularly ethanol.

One gem that may be useful to readers, is that modern engines are capable of running on various ratios of ethanol (E) and that it's often possible to get better fuel economy by running E5 'Super' that is sufficient to offset the higher pump price of that fuel. If you're a high mileage user of a modern car, it might be worth testing for yourself.

The so-called 'Protection Grade' (E5 – 5% ethanol) petrol is due to be reviewed by government this year, but the feeling is that nothing will change... good news for all of us who rely on that fuel for our classic vehicles.

Classic Car Register

Julian Radcliffe is the founder of a central database of artworks, watches and other high value items, that is relied upon by the insurance industry when claims are made for lost and stolen items. BBC TV's 'Fake or Fortune' show routinely uses the system as part of its investigations. He and his colleague, Hugh Pinney, explained how they're expanding the system to encompass classic cars.

Car Club Fest - 14 to 16 Aug '26

On the basis of 'We're Stronger Together', the TR Register set up this event to share the enormous space at the Three Counties Showground with other car clubs to host an annual 'jamboree' (my words). It's a not-for-profit event, with any surplus being shared by all participating clubs on the basis of the number of tickets they sell.

You can read more and register your club to attend at www.carclubfest.com.

FBHVC Insurance

This was presented by the FBHVC secretary, Mel Holley. He was supported by insurer, Peter James, having a trade stand to answer detailed questions from delegates.

Drive It Day

Museums and Archives Director, Andy Bye, shared the news that since its collaboration with the NSPCC's Childline, Drive It Day (and Ride It Day) has raised circa £250,000, with an increasing contribution each year since the arrangement started 5 years ago.

I bought two rally plates at the event to attach to my cars when I got home. I urge everyone to do the same. You don't have to wait until 26th April 2026, the date for this year's Drive It Day.

Afternoon Session

Mel Holley gave an update on FBHVC membership, which shows an uplift on previous years to 510 clubs. Amongst his interesting statistics was the total number of members represented by the FBHVC is 204,978. I'd like to think that was also the readership for *Historic* magazine!

Martin Hamilton of the 6/80 MO Oxford & Cowley Club talked about how the loss of a key member, who had taken on more roles as volunteers fell away, suddenly left the club in jeopardy, thanks to his relatives sending all 'his old stuff' (his manual club records) to the skip! The club was left knowing the contact details of only around 20 of the 'regulars' and losing the information of the remaining c.180 non-regulars. They were forced to merge with a similar local club (luckily) and essentially start from scratch. It was a salutary lesson for all clubs that don't have centralised records with more than one person knowing how to access them!

Nathan Fletcher, who is aged 30, along with his younger colleagues Matt and Josh, explained the benefits of the 'Borrow a Classic' scheme for getting young people into historic vehicles. They also talked about welcoming younger people to club events who may have a short attention span and no personal connection with old cars, but who can become passionate if treated appropriately.

It was a very upbeat session that garnered a warm round of applause for the speakers, and also for founder, Bob Wilkinson, who was in the audience.

Tim Jarrett, the FBHVC's IT Director, shared some screen shots of websites to demonstrate the do's and don'ts of tying-in with social media and how to generate traffic to encourage new member sign-ups. Having a regular update or 'news' on website home pages, along with a clear 'JOIN' button is good practice. Does your club website tick those boxes?

Alan Abbey

Sadly, I missed seeing Alan's (and Ian Edmunds') session but have caught up since through the on-line slides and recordings.

Alan focussed on how clubs can attract and retain younger people. Coming from the Midget & Sprite Club, he spoke with experience of a successful junior section

that sponsors the Heritage Skills Academy's 'Most Improved Apprentice' award, which he set up. He said that this experience dispelled the myths about young people's poor work ethic and lack of interest or motivation. "Get involved and make memories" was his message for and from young people.

Alan also showed a Facebook Group page called 'Young Retro Motor Club' that has 15,500 members. Food for thought for anyone unaware of such interest from young people.

In the Q&A that followed, David Whale indicated that the Federation should take a lead in exploring how clubs can be supported in overcoming red tape and other difficulties in encouraging experiential learning about historic vehicles for young people. Watch this space!

Ian Edmunds explained how the relationship with the DVLA had declined and then improved 'beyond all recognition' within the last five years. It has taken much effort and persistence in the corridors of power, particularly by David Whale, along with various internal changes at the agency to create a currently productive relationship, especially with its new CEO, Tim Moss. Recent announcements of policy revisions were welcome demonstrations of this, not least the FBHVC was given plenty of advance notice and the agency had taken on board the concerns and opinions offered by the Federation.

Ian's talk prompted some final questions from the floor before the final slide appeared...

'It's a wrap', followed by David's thanks and message of farewell as delegates departed, via the display stalls, networking and pre-homeward journey refreshments.



NSPCC volunteer Carol Lyndon MBE making one of the first rally plate sales of the day to Josh Perry of Borrow a Classic.



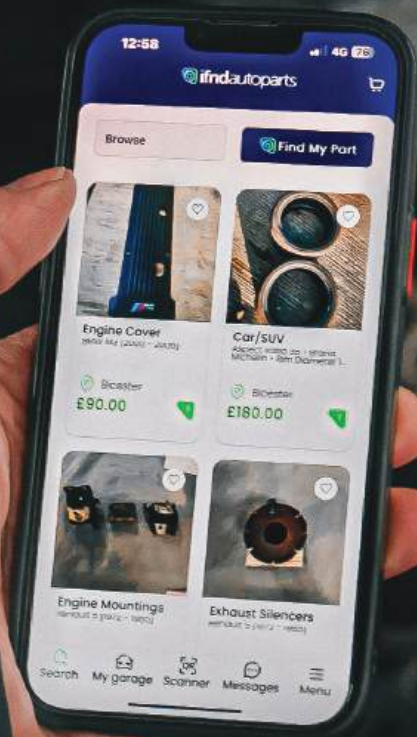


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Rubery Owen and the R0style Wheel

By Nick Owen

Rubery Owen started business as Rubery Brothers in 1884, manufacturing gates and fences. In 1893 Alfred Ernest Owen joined the brothers and in 1903 the name was changed to Rubery Owen. On John Rubery's retirement in 1912, the partnership was bought out by Owen.

Owen quickly identified additional opportunities across motor frames, wheels, structural steel and aviation, and as the motor industry grew, so did the range of products and services that Rubery Owen offered. Rubery Owen continued to expand between the wars and contributed significantly to the later war effort.

Post-WWII, Rubery Owen entered its heyday, with 17,000 employees in 63 companies, extending beyond the motor industry into agriculture, aerospace, roadmaking, forklift trucks and office equipment. It also saw many high-profile successes with BRM and Graham Hill winning the Formula 1 World Championship in 1962. In 1963, the Rover-BRM was the first gas turbine to compete at Le Mans, and in 1964 Donald Campbell set the land speed record in Bluebird.

The R0style Wheel

Walk around events such as the NEC Classic Car Show and car club events, and it's great to see the R0style wheel still out in force on many vehicles.

The wheel was manufactured by Rubery Owen, based in Darlaston, South Staffordshire. The name R0style came from an amalgam of the initial letters of Rubery Owen and 'style'. They were manufactured by the company's motor division which, at the time, was one of the biggest suppliers to the British Motor Industry of componentry and pressed steel items.

The wheel was immediately identifiable with its pressed steel form, designed for use without the need for hubcaps or wheel covers, and usually had a centre cap displaying the car manufacturer's emblem.

The wheel was launched in 1966 and the first design was for the new Jensen saloon – the Jensen Interceptor II. In the words of the Rubery Owen company magazine, Goodwill: *"Nothing succeeds so greatly as success"*, and within a short period of time the new Rover appeared with the design, and then onwards to a high-volume production car, the Ford Cortina 1600 E.

R. M. Sinclair, Sales Manager of the Rubery Owen Motor Division described the car as: *"A swashbuckling motor car for the enthusiast and family man seeking that 'go faster' look."*

At the 1969 Earls Court Motor Show, the R0style wheel appeared to dominate, with one popular newspaper describing it as the 'R0style Show', as all the cars worth looking at (MG Midget, Mini 1275 GT, Ford Cortina and Capri, the new Hillman GT and the Sunbeam Rapier) were fitted with the R0style wheel!

It was clear that a whole variety of motor manufacturers now viewed the R0style wheel as an important selling point, and in keeping with the period, the sales and marketing approach often focussed on using 'cool couples' to emphasise the image being conveyed.



BRM V16 in the
NEC Classic Motor Show
Federation Village 2023



Nick Owen is the grandson of Sir Alfred Owen. He heads the preservation of the company's history and archive, and is leading the project to make its documents, photographs and film more accessible to all. Nick is one of the 4 directors of British Racing Motors. Over the last 5 years, the team has worked closely with the Federation on the BRM Reawakening.

Nick says, *"It's an honour to expand this partnership to look at the wider role of Rubery Owen in the history of the motor industry, and bring that story to life, particularly with its relevance to the historic marques and clubs within the FBHVC membership."*

This article is the first in a series about the pioneering role of Rubery Owen in the British motor industry and in motorsport.

The next article will dig deeper into the history of the R0style wheel. If you have knowledge and/or examples you wish to share, please email Nick at nick.owen@ruberyowen.com.

Welcome

Once again, we're delighted to report that the Federation continues to welcome new members.

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

Land Rover Series I, II, III Club Ltd -
www.series123club.co.uk

An event orientated club, bringing people together who enjoy Leaf Sprung Land Rovers of any model.

Stow-on-the-Wold Motor Club -
<https://stowmc.org>

The Cotswold-based club is for all those interested in all types of car, motorcycle, commercial, agricultural & military vehicles.

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

A new **museum member** has joined the fold:

Bentley Memorial Foundation -
www.wobmf.org

The Museum tells the story of Bentley the man and Bentley the car from the birth of Walter Owen (WO) Bentley in 1888 to the present day. The story is told with a permanent display at its Wroton, Oxfordshire site and changing exhibitions.

We also welcome our newest trade supporters:

British & Classic -
<https://britishandclassic.co.uk>

The specialist classic car division of B&C Coachworks Ltd, based in Haslemere, Surrey.

RBS Ltd (Software) -
www.tempus-recordum.com

Providing systems for compliance and security with emphasis on Radio Frequency IDentification microchips.

West Coast Classic Car Storage
www.westcoastclassicstorage.co.uk

Ayrshire-based indoor storage with fully secured units and concierge care.

Woolmer Classic Engineering
<https://woolmerclassic.co.uk>

Bedfordshire-based race preparation and support specialist, with its own rolling road.

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

**Alan Anstead, Ricky Evans,
 Tomasz Heleniak, Edwin Loverseed,
 James Paterson, Brian Shillingford,
 Bruce Stephenson.**

Chairman's Travels

David Whale

Our editor christened me '**Our Man in Paris**' and I should explain more. Late January always coincides with the Rétromobile Show and this year the event celebrated its 50th anniversary. Normally I spend four to five days on-site and that amount of time is necessary to accommodate the numerous meetings. The event has grown in stature such that I meet historic vehicle leaders and enthusiasts who have travelled throughout Europe, north and south America, India, Asia and the Middle East.

I based myself on the FIVA stand and this, with meeting facilities on the stand of the French Federation (FFVE) across the aisle, was a perfect location. Past attendance records showed 146,000 visitors. This anniversary year was bound to be motivating, and so it proved... 181,500 visitors during six days! The stand was graced with a spectacular 1936 Mercedes-Benz 540K.

As enthusiasts, we all derive excitement from finding historic vehicles of all types, and a conversation with Carl Harbitz-Rasmussen, president of the Norwegian Federation, led to news of a Commer 'Gown Van' previously used by Royalty, and a Humber Pullman limousine in Bergen. Andy Bye of the Rootes Archive Centre Trust had no prior knowledge, so details are being exchanged. Carl is also interested in the steam locomotive King Haakon VII, at Bressingham Steam Museum. This locomotive is credited with safely carrying the King of Norway, his family and Government, from Oslo to Molde in their flight from the invading army in the 1940s.

Planned and very important was a scheduled meeting with the 'FIVA Eurogroup'. This group, encompassing the UK, France, Germany, Italy, Spain, Portugal, The Netherlands and Belgium, provides an opportunity to discuss matters of common interest in the more established communities of western Europe.

Members will now know the main topic of news in 2026 relates to UNESCO and the exciting opportunity for the Federation to gain UNESCO approval to proceed with an application to have the UK's Historic Vehicle Enthusiasts Movement recognised as an example of Intangible Cultural Heritage, more simply expressed as "Living Heritage in the UK". The Rétromobile meeting was perfectly timed and positioned. The global headquarters of UNESCO in Paris provided a great opportunity for senior leaders to travel a few kilometres from Maison UNESCO, visit the Paris Expo Porte de Versailles and experience the living heritage of our community. Our FIVA Ambassador for the Middle East, Rony Karam, also acts as our UNESCO Lead and together with former Vice President Communications, Gautam Sen, we were able to collaborate on-site and agree key next steps with UNESCO leadership. Davide Grosso, who has chaired the NGO-UNESCO Liaison Committee, representing a network of 420 NGOs in official partnership with UNESCO, was able to visit us and he was very interested in the UNESCO UK initiative, and he is prepared to support our approach.

All in all, a highly successful visit to Rétromobile 2026!

Now back in the UK, we will continue to work with The Heritage Alliance who are coordinating the project on behalf of UNESCO UK.



Rétromobile 2026 :
 1936 Mercedes-Benz 540K
 (credit David Whale)

Vintage Motorcycle Grand Prix

Written by automotive historian Jack Mercer, it is independently published in softback form and looks at the early days of motorcycle Grand Prix racing by focussing on three manufacturers who the author sees as having the biggest impact on the development of the racing machines.

Starting with the first reliability trials on dusty Victorian lanes, through to the shrieking multi-cylinders that echoed through the world's race tracks, the author takes a different perspective than any similar tome beforehand.

As you read through the 25 meticulously researched chapters in this 250-page book, you can almost smell the Castrol R and hear the engines working at high revs in an effort to win the race. Facts and information just keep coming but in a way that you would expect from a story book, not a factual documentation of events.

The book follows Norton's austere singles, MV Agusta's opera-loud triples, and Ducati's desmodromic twins, with information coming from verifiable race data, engineering breakthroughs, and rider testimonies, giving accurate accounts of machines and teams at that time.

Along the way, modern engineers and MotoGP riders explain how these classics still shape 21st century technology and racing philosophy. At the rear are meticulous appendices, a glossary and restoration insights.

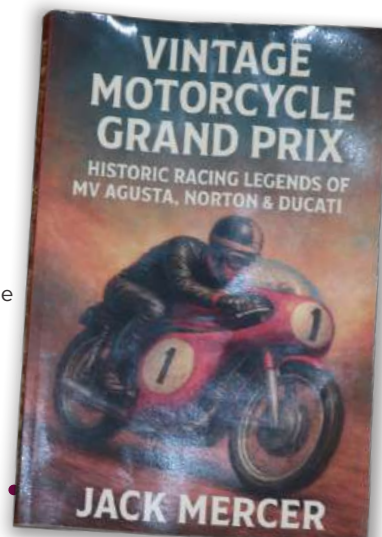
It has to be said that there are no images: it's a book for reading, but one which draws you in and keeps you turning the pages, eager for more facts, many dispelling fictions.

In many ways the print and layout and lack of illustrations may make you feel that the **£15.99** Amazon price is a little high, but the content more than covers the rather simplistic presentation and it is one of the best books currently out there on historical GP racing.

As the author states, this is the definitive fact-only tribute to an era when full throttle meant risking everything for a lap record and winning immortal glory in return.

ISBN978-1-92545-70-0

Available from Amazon books.



Auto Heritage: Unearthing the treasures of the world's motoring photo archives

Motoring history specialists, Auto Heritage, have completed the final volumes in their comprehensive series of motoring history photographic reference books chronicling motoring life throughout the entire 20th Century.

The eight-volume series features more than 3,700 expertly restored archive photos which provide a permanent record of motoring activities from early car design and production; to grand prix racing and international rallies; to major motor shows and elaborate car launches; to motoring life on the street in countries around the world.

This monumental work is a unique collaboration between Auto Heritage and many of the world's leading car makers, as well as other specialist archive agencies, and contains an abundance of photos which have not been seen for decades.

It also includes some of the most memorable motoring photographs from the 20th Century, including many of the world's greatest ever race and rally drivers in action, as well as an extraordinary collection of innovative concept and experimental cars which have been built over the years, along with photos of leading car designers, engineers and other motoring personalities.

This extensive collection of photographs, with most containing detailed captions, plus an informative background commentary of motoring life at the time, is an outstanding reference source of motoring history which will inform and entertain in equal measure.

All eight volumes are printed on heavy duty gloss art paper to ensure all the photos are presented as clearly as possible: 1900s/1910s, 1920s, 1930s, 1940s, 1950s, 1960s, 1970s and 1980s/1990s and are priced at only **£29.99 each**. The complete set is available for **£164.92**. See www.auto-heritage.co.uk or call **01625 520322**.



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Writing in *Veteran Car*, the magazine of the **Veteran Car Club**, Richard Peskett includes a letter from the *Autocar* of 9 September 1905. "An item which falls into the tongue-in-cheek category, although funny, it clearly touched on a real problem experienced by early motorists." He quotes: "During my motoring experience, it occurred to me that the fact of running over chickens and such like game is a great draw back to motoring as far as inconvenience and the sometimes heated arguments are concerned, and I have now come to the conclusion that it would be far better for motorists to carry a certain supply of live geese and chickens on the car, and without stopping simply replace the killed one by one out of his own stock." No doubt this scheme might interest some other motorists and I shall be glad if you will find room for this suggestion in your columns." Signed. A. Hirst.

In the 20-49 Newsletter of the **20-49 Motor Club**, David Clayton writes: "Most of us will have heard about AJS motor bikes and some will know of their cars, but I wonder how many knew they also produced large passenger vehicle chassis. In 1924 the first to be introduced was the Pilot, fitted with the meadows 6ERC 25hp engine and intended to carry 28/30 passengers.

A total of 140 were made. Next came the *Commodore*, with a Coventry Climax L6 engine, and finally the *Admiral* which was to be used for long distance work and was capable of 55mph. Production ended after nearly three years when AJS went under with approximately 300 chassis being sold. None are believed to still exist."

The **Morris Commercial Club** in their magazine *Recalling* report that: "To get an idea of how membership levels could be affected in the future by the increasing age of members, it was agreed that the Club needs an age profile of its members. On future versions of the Club's renewal form, members will be requested their age. How old a particular member is will be kept confidential, but how many members the Club has of a particular age group may be published".

In the Winter edition of *SAHB Times*, the magazine of the **Society of Automotive Historians**, the new chairman, Richard Roberts, writes: "I am conscious that, like many other societies, the average age of our membership is growing, and as such poses a threat to our future existence... History is continually in the making, and to appeal to upcoming generations of automotive

historians it is necessary to encompass all decades of motor transport, from earlier times – which will still be a significant part of our offering – to more recent decades, i.e. the sixties through to the nineties and beyond".

Sarah Burnett oversees *Regalia* for the **Sunbeam Talbot Alpine Register**. Writing in the Club magazine *Stardust*, she tells of finding a copy of a book by Joyce Wilkins published in 1964 entitled "Most women do it – how to drive better than a man". She commented on a piece in the chapter on Minor Repairs: "The most useful accessory a girl can have is a man, and I never travel without one if I can help it. They are very useful for many things like opening doors, carrying luggage, starting reluctant engines on cold mornings, changing plugs and tyres". Sarah was prompted to think about motoring regalia for women and what more they could do to sell things that might appeal to ladies, so she looked into the history of women's motoring regalia. She goes into detail on the outer garments for use in open cars and on non-crushable lingerie. On smaller items she mentions: "Ladies motoring gloves often crafted from fine leather and occasionally adorned with embroidery or monogramming, evoked an era of elegance and panache. Driving goggles, sometimes rimmed with

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tortoiseshell or polished silver, protected the wearer's eyes while adding a touch of glamour. Original motoring hats and scarves, especially those produced by renowned milliners and fashion houses are coveted pieces that reflected style and utility in early motoring... So, over to our STAR ladies what would you like to see in Club regalia?"

An article by Howard Annett in the magazine of the **Austin Seven Owners Club (London)** brought back memories to this compiler of Club Chatter. Howard outlines the history of the Dennis Brothers of Guildford who became a major coach builder, initially manufacturing bicycles and then their first motor vehicle, a De Dion Bouton powered tricycle in 1899. Their works on the corner of Bridge Street and Onslow Street later became known as the Rodboro building, as a later occupant was the Rodboro Boot and Shoe Company. Then several small businesses occupied the building and finally in 1998 it was developed into a popular pub by J. D. Wetherspoons. Writing in *British Car Factories from 1896*, Paul Collins and Michael Stratton say: "The works is probably the earliest surviving purpose-built car factory in England, and certainly the most important example of an early multi-storey layout". After they had been successful in the commercial vehicle world and needed more space, they moved out to larger premises. One of the small companies that used to occupy space was Claires Motor Spares that did a roaring trade in Austin 7 spares. [When at art school in Guildford in the 1950s I bought most of my Austin 7 spares from Claires. They also sponsored a scrambles rider called Johnny Clayton whose used scramble tyres were sold in the shop. I bought a number as they were excellent for use in Austin 7 trials, that is before tyre regulations became more restrictive].

Minor Matters is the magazine of the **Morris Minor Owners Club**. Duncan Davies describes a 'Brief Encounter': "I was under the bonnet of my 1955 Morris 1000 just by the railway station in Frosterley, County Durham, when I felt a tap on my shoulder. I glanced behind me to find the tapper was an elderly gentleman in blue overalls and a sooty face. "You wouldn't have a split pin by any chance; we have broken down". Always willing to help a fellow traveller I produced a box of oddments from the boot of the Morris. Sooty dived in enthusiastically and found just what he wanted. "Can I help, where is your vehicle", I enquired. "Just over there he pointed". I gazed in astonishment. On the railway line on the other side of the road stood a hissing streaming beast. It was the six and half ton "Locomotion" built 200 years ago in 1825 by George Stephenson,

or at least it was a replica of it built in 1975. A part had fallen off the underside of the loco and needed the ex-Morris split pin to refix it again. "They were apparently a training crew for the forthcoming 200-year celebration of the birth of the railway age. Glad to have played my part."

The same magazine had a very short item from Rob Lyne who took a photo of an apparently abandoned Morris Minor on which had been written the message "help me Nick". The Editor remarked that he hopes Nick came to the rescue.

Do you ever wonder what it costs to run a motoring event? In the *News*, the magazine of the **Historic Commercial Vehicle Club**, they give a breakdown of all the costs of the annual London to Brighton Run for commercial vehicles. To organise the run in 2025 it cost: "£21,900 and that was with the organising team providing hundreds of hours of their time and trips to Brighton. Firstly, it is important to realise that the Brighton end is a highly regulated and risk laden environment. We need to hire from the Council and safely separate half a mile of road from the general public, on one of the busiest seafronts in the UK for a full 12 hours. We must provide toilets, security guards, roadblocks, three-quarters of a mile of linear barriers. We must tow away errant vehicles we find blocking the road at 6 a.m. on Sunday morning. This year there were more than 45 of them". The list then goes on with a breakdown of many of the other costs.

There were 147 entrants paying a total of £2,940. The shortfall is made up of the "generosity of a small number of very generous individuals and businesses". It is expected to have made a small loss of £1,800. In 2026 the entry per vehicle will increase to £30. [Though it is unfair to make a comparison with the massive London to Brighton Run for veteran cars, which is run by a professional team, the entry fee for this event is £450.]

Kees and Gill from the Netherlands are members of the **Panther Owners Club**. They often come to the UK to take part in the Club's annual rally. Writing in *Sloper*, the club's magazine, they describe a visit when returning to the ferry. They found themselves in the village of Lavenham in Suffolk where they called in on The Lavenham Press who are the printers of *Sloper*. They wrote in the next issue: "The Lavenham Press is a small family-run company that has operated from what was once a horsehair factory for over sixty years. It is a thriving enterprise that has outlasted many other printers, and as a result they are always busy." Melanie

from the Client Service team told them: "The company has a fondness for classic vehicles and regularly prints magazines for classic and veteran car clubs." "Melanie gave us a tour of the press and walked us through the various steps involved in transforming the editor's PDF into the paper version that lands on the doorstep... we left confident that *Sloper* is in excellent hands now and for many years".

In *Distributor*, the magazine of the **Southend and District Classic Car Club**, Nigel Duchars revealed that his mother had worked as an engineer for Rubery Owen, from the 1950s through to 1970s, former constructors of BRM racing cars. One paragraph made me chuckle. Mrs. Duchars remembered Graham Hill visiting the factory quite often wandering sociably among the staff. 'A real racing driver' she said. 'His cars would come back re-usable which gained him a lot of respect in the factory. But as for Stirling Moss his cars frequently came back wrecked!'

The *Star* is the journal of the **BSA Owners Club**. In it, Jeff Allen has been digging into the weird and wonderful worlds of eccentric and downright dangerous applications to which BSA engines were adapted. The Hargan Swing Saw is particularly, well, terrifying. In the 1950s and early 60s several hundred M20 and M21 BSA engines were shipped to Bennett and Woods in Australia. ➡➡➡



It is known that some went to Hargan who produced agricultural equipment, the Hargan Swing Saw was one such product. *"It consists of a frame with a pair of wheels underneath, and two handles extending to the rear. Between the handles and the wheels sits the BSA engine which lays on its back with fan cooling and a small exhaust above. Out front, at the business end, on a tube about 8 foot long there is a circular saw blade up to 42 inches. No safety guards or other such 'sissy' items on the beast... Drive to the blade is by dual long belt. The saw blade can be operated from vertical (chopping logs) through to horizontal for taking down trees".* It is not surprising that it became known as the "Widow Maker".

In another article from *The Star*, Steve Bedder recounts the fate of the SS Thistlegorm which sailed from Scotland on the 2 June 1941 bound for Alexandria, but because of German forces in the Mediterranean it had to sail via Capetown and approach its destination from the southern end of the Suez Canal. The ship was bombed whilst waiting to move to the Suez Canal. Sadly, the ship was sunk with the loss of nine lives. *"Together with BSA M20 motorcycles, the Thistlegorm was also carrying Norton 16H motorcycles, Morris, Ford and Bedford trucks, grenades, mines, artillery shells, Lee Enfield rifles, two Bren Gun Carriers (UC-Mk2 tanks), metal bedsteads, wellington boots, and amazingly, two steam locomotives each weighing 72 tonnes..."* Steve goes on to say: *"Jacques Costeau 'rediscovered' the wreck in 1955 and made a colour film about her showing the vehicles on board and the marine life that had quickly made the Thistlegorm their home... Now 84 years after the sinking, the Thistlegorm is considered one of the best scuba diving sites in the world... it is at the right depth for sport divers using air or Nitrox."* The manifest showed 75 BSA motorcycles, yet only 74 have been spotted. *"Our dive guide explained that apparently Jacques Costeau lifted one bike off in 1955, together with the ship's bell".*

The Editor of *T Topics* (**Model T Ford Register**) received an email from Peter (no surname mentioned) in answer to a problem discussed in a previous issue, *"I am never quite sure which one to restore"*. Peter says: *"I have to confess having fallen into this trap – and, as some folks never learn, still do – despite having been told many years ago when running a Riley RMA, when being served petrol by Pat, the mechanic/ proprietor at a local garage, 'always do a running restoration, lad, if you take it apart it will remain in boxes on the shelf*

for ever! Just keep it running, boy. Do what needs to be done, use and enjoy it. That will be nine and eight pence, please."

Action is the magazine of the **AC Owners Club**. In it, John Hannam recalls a couple of incidents when he owned an AC Ace Bristol: *"I had some memorable adventures with the car. On one occasion, getting out of the car with the handbrake lever still in my hand and having to run downhill to chase my runaway car! On another, the steering wheel came adrift, but I managed to get home steering the car with a rag around the steering column. I can also remember buying three carburettors from Anthony Crook, the Bristol dealers in Chiswick, while standing next to Peter Sellers who was collecting his Bristol after a service"*.

Malcolm Ward regularly writes a column called 'Surrey Motoring Heroes' in the magazine of the **Surrey Vintage Vehicle Society**. In a recent issue he wrote about Denis Sargent Jenkinson, known to all just as 'Jenks'. He says Jenks was a motor sport enthusiast from childhood. By 1948 he was racing his own Norton on the continent where he met sidecar rider Eric Oliver who offered him the role of 'ballast'. In 1949 they won the sidecar world championship. Prior to this when war had broken out, although he was a pacifist he went to work for the Experimental and Development Flight at the Royal Aircraft Establishment at Farnborough where he met Bill Boddy, Editor of *Motor Sport*. Later he began working with him as European Correspondent travelling around in his Porsche 356 or Jaguar E-Type. In 1955 he was invited by Stirling Moss to navigate him around the Mille Miglia in the Mercedes Benz 300SLR.



Malcolm writes: *"The combination of Moss's scintillating driving and Jenks' clever pace notes device, consisting of a 17ft roll of paper housed in a aluminium box with a viewing window dubbed 'bog roll', ensured they won this legendary, difficult road race".* In 1996 he died and his funeral was attended by a huge number of well-known motoring names; the service being conducted by Canon Lionel Webber (Chaplain to the Queen and the British Racing Drivers Club).

Ian Brough writes a long article in *The magazine of the Austin Seven*, the journal of the **Austin Seven Clubs Association**, on the origins of the Wings and Wheel emblems and Austin script badge: *"The ubiquitous 'Wings and Wheels' emblem that we know so well was designed and drawn by Herbert Austin and introduced as the company trade mark when he registered the company in 1905. The logo first appeared as such on letters and official company documents. In designing it, Austin's thoughts were that it should represent speedy, controlled wheeled motion: a worthy concept in terms of the development of cars and how they were regarded at the time. In terms of publicity, the emblem first appeared on catalogues in 1906 and then on car radiator surrounds from 1907... the emblem remained in use for six decades in one form or another until the early 1960s. Similarly, the Austin 'script' badge was a stylised version of Austin's own signature and appeared on all company literature from 1906; again, like 'wings and wheels' it started to appear on vehicles from 1907."* The article goes on to describe several of the Austin radiator mascots, some of which are very rare today.

Visiting museums is always rewarding, but looking behind the scenes is more exciting! In *Transport Digest*, the magazine of the **Transport Trust**, Brian Hewitt describes an organised visit to the Birmingham Museums' Reserve Collection. This collection is in a larger warehouse near Duddesdon and contains all the artifacts from all Birmingham Museums for which there is insufficient display space in facilities open to the public. This huge collection is open on Friday afternoons (pre-booked only). There is more information on www.birminghammuseums.org.uk/museum-collection-centre. Do look at the video as well.

Hewitt describes just some of the non-motoring exhibits, of which there are a huge number, he goes on: *"Through more security doors into the main warehouse. There was quite a 'wow factor' seeing racks of machinery and other objects stretching from floor to ceiling into the deeper reaches of the building. The motor vehicles were in a more formal display area in which were traction engines, numerous cars motorcycles and other historic vehicles and aircraft engines. It was ironic to see a 1938 battery operated dustcart on display, given the unfortunate industrial action prevailing in the city at the time of our visit. [What he did not say was that the rubbish collected was burnt overnight in a special furnace, the steam produced powered a*



series of generators which recharged the batteries on the dust carts – too good to be true?] A 1923 Dennis fire engine from the BTH works was displayed beside some large plastic letters which had once adorned the HP sauce factory, next to it was a Shand Mason static fire pump once at Jaguar, Coventry. An interesting car was the 1919 Castle runabout.” and so the description went on. [I can remember my first visit there - I was amazed and impressed – I am sure you would be too].

‘Pictures from the Past’ is a regular feature by Ken Martin in *Morris Monthly*, the magazine of the **Morris Register**. Ken always finds most interesting subjects to pursue. Recently under the title of “The old gas bag” he uses a LAT Collection photograph which showed a wartime picture of a Morris wearing a massive gas bag.



We know that many experiments were tried in wartime to find an alternative to petrol. The text in this case is most interesting: “Here a Morris Eight Series E is shown fitted with a bag containing domestic gas made from coal in the gas producing works found in most towns. With modifications, the car could run on both gas and petrol. The low-pressure rubberised fabric gas bag and supporting framework was very large and cumbersome, but it only contained the equivalent of about one gallon of petrol, and due to the gas fuel being significantly less thermally efficient than petrol, the range was only in the order of 20 miles due to significantly reduced power and additional air resistance caused by the bag.”

The same magazine had an amusing article by Don Munro entitled “Scrapyard Memories”. He recalls: “In the late seventies when I was living in Hatfield, and frequented a scrap yard in Colney Heath. Having returned home I realised that I had left one of my toolboxes (I was greedy) in the yard. I rang the owner and he said that the box would be safe enough until the next day. If I was desperate, I could always climb over the gate and retrieve it. Being much younger and not very trusting I decided to climb the gate. I had just got to the top when a large flock of geese came hurtling towards me, led by a truly horrible looking gander emitting blood curdling sounds. I collected the box the next day!”

In the Newsletter of the **East Anglian Practical Classics Club**, Susan Ashford gives a brief history of Solar Driven cars: “In 1962 the first solar car that a person could drive was demonstrated to the public. The International Rectifier Company converted a 1912 Baker Electric to run on photovoltaic energy. Around 10,640 individual solar cells were mounted on the roof top of the Baker to help propel it.”

Imperia made cars in Belgium from 1906 through to 1949. In 1945, Imperia obtained the Belgium concession for Standard and Triumph, which incidentally included a Standard Vanguard convertible, which was never made in Britain. This agreement was cancelled in 1958. In *Standard Car Review*, the magazine of the **Standard Motor Club**, Phil Homer writes about the adventures of a late (1957) Imperia built Standard 10. An enthusiast called Yannock (no other name mentioned) rescued the car from a barn in Belgium, restored the car and then displayed it in a museum of Imperia cars in Fraipoint, a village close to Nessonvaux where the cars were built. It was displayed next to a pair of Imperia built Vanguards. Phil Homer writes: “In July 2021, the valley of the river Vesdre was catastrophically inundated by floodwater, part of the flooding that caused widespread damage in most of Western Europe. Both the museum and the closed factory site were flooded. Yan’s car was only prevented from floating away by a collision with a Jaguar in the museum. [Photographs show a very dented Jaguar!] Of the seventeen cars that were in the museum at the time, sixteen were rescued. Unfortunately, the Imperia Museum never re-opened after the flood”.



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.

The Standard has now been fully restored and is on display in a private collection.

In *Lancia*, the magazine of the **Lancia Owners Club**, President Adrian Donovan writes about: “...a 1950s Weetabix promotion, now highly collectable. It ran from 1953 to 1955 and featured numerous trucks, buses, cars, lorries, fire engines, delivery vans, and even a garage workshop. Marques included Mercedes, Lancia, Renault, Morris, an RAF runway control vehicle and many more. You cut them out, glued them together and assembled them, in most cases surprisingly accurate and life-like. The Lancia Lambda is one of the rarer designs, great fun and a lovely period piece; anyone got the set?”



Writing in the *Trojan Museum Trust News Sheet*, David Hambleton writes about a novel feature: “Back in the late 1920s Leslie Hounsfield (Trojan’s owner) developed a solid-tyred six-wheeled camper van for his own personal use, using it on holidays from 1927 onwards. Trojan then developed this idea to produce a six-wheeled half-track vehicle, with the idea of selling them to the Army. Two were produced and extensively tested over the course of a year by the British Army, but in the end returned the vehicles and decided not to place an order. They were unique as the track was designed to run around conventional tyres, so allowing it to be removed for road use.”

Club magazines are not always serious. The magazine of the **Beauford Club** has a last page of jokes. I will repeat just three of them: “I was so worried the mechanic would rip me off because I confessed that I knew nothing about cars... Imagine my relief when he said I only needed indicator fluid”.

“I have invented a car that only moves when the driver is silent. It goes without saying”.

“102 years ago, everyone had a horse and only the rich had cars. Nowadays everyone has a car and only the rich have horses. Oh, how the stables have turned.”

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