

HISTORIC



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 8 · December 2025



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Classic Motor Show

The biggest Federation Village in our history

National Historic Vehicle Survey

Historic vehicle sector boosts UK economy by £7.3bn

Federation Youngtimer Scheme

Our new initiative for vehicles aged 20-30 years old



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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 Moke, a 1938 Rosengart coupé, a 1904 Curved Dash Oldsmobile and a 1973 Range Rover. David was inducted into the CMS Hall of Fame in 2024.



Andy Bye - Museums & Archive Director

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



Karl Carter - Deputy Chairman & Skills Director

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



Dr HC Davies - Research Director

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



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.



Nigel Elliott - Automotive Fuels Specialist

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



Andrew Fawkes - Editor

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



Mel Holley - Secretary

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



Chris Cartmell - Projects Co-ordinator

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

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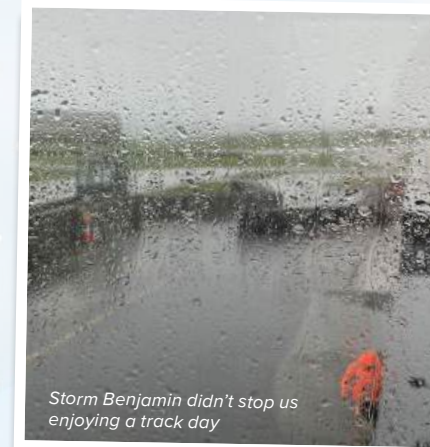
From the Editor

As usual, we're publishing this edition of *Historic* shortly after the immense NEC Classic Motor Show in November. The last issue of the year is usually a bumper one, especially when it includes the quinquennial (not often I use that word), National Historic Vehicle Survey findings. Whilst growth in the industry that surrounds our hobby may not be a surprise, the focus on 'Young Timers' and the increasing appeal across the sexes, is very heartening (see page 14).

Also encouraging is the report on page 9 from our newly appointed (but already well established) Technical Director, Ian Edmunds, about our interactions with the DVLA. That said, it's a shame that these days we also have to deal with 'disinformation' promulgated mainly online. That too is given due attention by Ian and also by Lindsay in his Legislation report.

Not only have we entered the 'dark season', but it's also rather wet and stormy as I type (albeit not disastrously so, like the poor people of Jamaica have suffered). A few days ago, I went for the first time to Trac Mon Circuit on Anglesey. It's a glorious location, situated on the west coast of the island, overlooking the Llŷn Peninsular. The gloriousness of the location only revealed itself as the day drew to a close, thanks to Storm Benjamin deciding to join us there. The wind and rain made for interesting cornering, but arguably was more fun and offered more learning in terms of skills that are applicable to road driving. There was no racing! Thanks to the generosity of our host and the nature of the day, I got to drive a whole selection of other people's cars that I'd not driven before: 1980s Porsche 911, 1960s Lotus Elan and Mini Cooper S, and a 2003 Aston Martin Vanquish, plus a modern Alpine A110 (what a car). Perhaps more impressive still, was that we had youngsters with us, aged 9 to 14, who also got to have a go, albeit under professional guidance and in relation to their existing level of skill. They too were thrilled to be driving in old cars. When I asked the young lady alongside me to guess the age of the Mini, she said 80 (actually 58). Whilst they were considered ahead of their time in the 1960s, I don't think it was by that much!

In the down time (I wish) in between editions, I like to make a note of things that may end up being referred to in this short introductory column. There are two for this edition.



Firstly, you may not be surprised to learn that the issuance of penalty points to UK drivers is on the increase. Apparently, 2024 saw an increase of 12% over the previous year, with speeding being the commonest offence. In 2023, there were more than 216,000 fines for breaking 20 mph speed limits, four times more than in 2018. Whilst there will be a range of views about speed limits, to put it mildly, they are backed by law and 'usually' applied for sensible reasons (let's ignore politics for now). My concern is historic vehicles' ability to adhere to the limit when the speedo (if your car, tractor, bike, etc. has one) is cable-driven and, in my case, vibrates within a 10mph range of my target speed. A police officer may understand that, but a static camera...

Secondly, I recently read an obituary for a lady I'd never heard of, but who, with her late husband, had been a trail blazer in the world of rallying and for Jaguar in particular. No doubt, unlike me, many of our readers will know all about Pat Appleyard and her exploits, mainly in an XK 120. I'm not going to recount them here, save to say that it made me think about how many other stars of the classic vehicle world are still with us and how many new ones are we creating as we go about our hobby. Perhaps one or two from my Anglesey exploits will one day invent, create, legislate for, campaign for or whatever, in support of the continuance of the historic vehicle movement. I'm hopeful, because our National Historic Vehicle Survey suggests that might just be the case.

Thank you to Clive Hamilton-Gould, President of the Delage Register, for pointing out our caption error from Edition 7. The Delage on the cover would have been from 1936-1938, not 1921.



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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FBHVC, PO Box 1563,
Peterborough, PE1 9AU

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on Tomorrow's Roads

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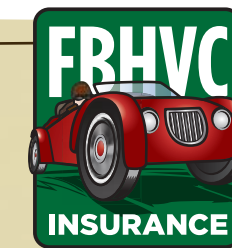


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Insuring Yesterday's Vehicles
on Tomorrow's Roads

FBHVC Insurance By Dave Youngs

Ah, winter. The time of year when the evenings draw in, the roads get salted to within an inch of their lives, and most of us decide it's time to tuck our classics away until the daffodils return.

The end of the motoring season for many of us is the NEC Classic Motor Show, and it was great to see so many of you there and at times answer some of your questions on the FBHVC village green.

Now, here's one that often gets forgotten over winter: insurance. Even when your car's not turning a wheel, it still deserves proper protection. Fires, theft, or even a falling ladder in the garage can do serious damage – and let's be honest, most of us have a fair few valuable bits and pieces lying around too. Those boxes of rare parts, your tool collection, the freshly rebuilt carbs you've been meaning to fit – they all add up.

This is where it's worth checking that your policy covers more than just the car. With FBHVC Insurance, for instance, you can make sure your tools, parts, and accessories are properly insured alongside your vehicle. It's peace of mind that your entire collection – not just the car – is protected while it's laid up.

And if you're planning a longer rest period or a full restoration, it's worth asking us about laid-up cover. It's designed specifically for classics that aren't on the road – protecting them against fire and theft (and often accidental damage) while cutting out the road risks you're not using. It's a smart way to save a bit on your premium while still keeping your pride and joy properly insured. When the project's ready to roll again, you can switch straight back to full road cover.

We never head out in our historic vehicles expecting to break down, of course, but the toolkit and spares box in the boot remind us that we should always be prepared! As such, FBHVC Insurance includes breakdown assistance as part of the policy. We added this in response to the feedback from clubs that were concerned about the rising cost of breakdown cover for older vehicles, especially overseas.

Now, it's easy to assume the insurance company is the breakdown service, but in most cases – ours included – they are separate organisations working together under contract: the insurer underwrites the motor risk and sells the policy; a specialist breakdown provider (for example ARAG that we use) delivers the roadside help, recovery and related services. For example, if you look at your insurance documentation, you will see their paperwork included on separate sheets.

So, how does the practical relationship work? Essentially, there are two different businesses here:

- Insurer (us) (policyholder-facing): we sell and administer the motor insurance policy, collect premiums, manage renewals and complaints, and – when breakdown cover is offered as a bundled benefit – also appear as the place that you, the club member, buys their cover.
- Breakdown provider (operational): runs 24/7 helplines, dispatches recovery vehicles, arranges local repairs or repatriation and handles on-the-ground logistics. The breakdown provider in our case is completely white-labelled, though in the industry, we know them as ARAG. They supply motor assistance products that insurers can attach to their policies, but operationally, ARAG remains the party that arranges help. Crucially, they achieve this by subcontracting to trusted partners in specific areas, which is why, if you break down in the UK, you may receive a van from AA, RAC or Green Flag, even though you have your breakdown cover with us.

So, whilst there is one customer journey for you, the club member (call for help, tow, repair), there are actually two legal/operational entities behind it. That is why your breakdown phone number is different to the one you use for a claim. When you purchase your policy, we provide ARAG with the minimal data they need. Generally, this includes your name, policy/cover reference, vehicle registration, cover level, and any territorial limits. This allows the breakdown provider to validate cover when you call them.

The operational process is as follows:

- If you break down, you call the breakdown number. There is one for the UK and a different one for Europe, which goes to a call centre in France, operated by ARAG, the breakdown provider. They share operational details (vehicle location, required service, vehicle size, contact phone number) with local recovery contractors or approved garages to arrange attendance.

- When you get to overseas countries, such as France, there is a local service, a call centre, and a group of local service providers that they use for that territory. This, unfortunately, can be hit or miss for all insurers and breakdown providers, and this year the entire industry has experienced occasional challenges, particularly in rural France, which is all dependent on the reliability of local services.

Both parties retain records for complaints, ombudsman referrals and regulatory audits. Data protection (GDPR/UK data rules) and contractual confidentiality govern what can be shared and retained. Now, while we receive reports from ARAG on how many customers used the service, it is a lengthy and challenging process to identify who they are. To the extent that it is necessary, we only do this in the case of complaints or issues that are raised with us, hence why we are not able to a) know instantly that you have broken down, and b) call you to see how you are getting along.

So, I hope that gives an insight into how it all works. As always, I like to be open and transparent with you, the Federation supporters, to provide you with a unique insight into how FBHVC Insurance works for you. Our breakdown partner is here to get you moving as quickly and safely as possible – whether you're on the M6 or even in rural France.

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. I look forward to telling you more about the benefits and sharing some handy hints and tips via this column over the following months and years.

Introduction

I'm sorry that this column will not cover Budget outcomes, good or bad. I say this because as I write, the internet newsfeeds are rife with speculation on Vehicle Excise Duty (VED) changes and other tax raising measures which might add cost to the operation of our HVs. Our Chair indicated at the AGM (which I cover below) that the Federation had deployed the findings of the brand new 2025 National Historic Vehicle Survey (NHVS - discussed elsewhere in this journal) to ensure that decisions on revenue changes were made with all the relevant facts about the HV movement available. As well as facts and statistics to hopefully assist Treasury decisions, there is a lot in the survey to be upbeat about and I encourage readers of this column to study it carefully and broadcast the findings as they deem fit.

What caught my eye in the survey report was the statistic which confirmed the vital importance of clubs to the security and prosperity of the HV movement – over 88% of HV owners are club members. Whilst for many the initial motivation for joining a club will be to gain access to spares and advice, for others it will be for social and common interest reasons. Whatever, clubs and by extrapolation the Federation, will be able to state with justification that they do indeed represent the interests of the HV movement, from the Foden steam lorry to the E-Type via the Vincent motorcycle.

However, even if I cannot discuss the budget, there is a lot else that I do cover in this edition. I return briefly to the Government Call for Evidence on the Safety Statement for the deployment of automated (driverless) vehicles to which we responded in detail. I touch on, once more, the impending Government Road Safety Review and the connected “clickbait” which it has spawned (even I thought at the time of writing there had been no conclusions from the Review!). A topic which has no immediate legal implications but will become more significant in the future is raised: the proportion of driving tests taken in automatic cars. In the context of reminding you of the Essential Guides and information sheets available on the Federation website on frequently occurring topics, I mention the sensitive and potentially expensive area of professional liability. And finally, I provide a short summary of my input to the Federation AGM on 18 October. And finally, finally have a great Festive Season!

Automated Vehicles Call for Evidence

You will find my coverage of this matter and the detailed background to government initiatives in this area over the last few years in the last edition of *Historic*. In summary, the Government wants to press ahead with the implementation of the provisions of the Automated Vehicles Act 2024 (AV Act) which will permit the operation of fully driverless vehicles. Initially, that is intended to be vehicles operated as taxis (or Automated Passenger Services (APS) in legal speak) by licenced operators with “personal” driverless vehicles a stage further on, presumably when lessons have been learned from the APS experience.

As I previously described, the practical and legal steps required by the provisions of the AV Act before driverless vehicles are deployed, are fairly significant. They include immense technical and software challenges but also philosophically interesting legal questions in relation to legal liabilities and responsibilities concerning driverless cars and what standard of driving an automated system should achieve (by reference to the standard that a human driver needs to achieve to be in accord with the law).

As a first step, the AV Act requires the Transport Secretary to prepare a Statement of Safety Principles (SoSP) which will be applied to the pre deployment phase, the in-service phase to ensure regulatory compliance, and during annual assessments to check on overall performance. In a call for evidence (rather than a formal consultation) the Government is asking contributors to provide information and evidence to assist its understanding of how the safety principles might be used, the safety standard might be described, and the safety performance can be measured. A consultation exercise is more concerned with public opinion and views on proposals which we anticipate will come next.

There were over 40 questions in the Call for Evidence. The Legislation Committee considered and debated them in depth, and we responded to the ones which we considered were:

- relevant to the future position of HVs and
- within our combined areas of knowledge or expertise. In other words, we would not be worthy or useful contributors to questions to which the answer was beyond our technical expertise. Such questions are better answered by, for example, specialist Road Safety organisations who have greater experience in the production and analysis of statistical data.

Hopefully you have already perused our response here <https://bit.ly/4hLdPPy>. Our main aim (as with many similar consultations) is for the Government to at least acknowledge our unique position and recognise that it should take into account any special circumstances which attach to HVs. As stated in our press release of the time, in responding to the specific questions in the Call for Evidence, we wished to ensure that the systems and processes mandated for the licenced operators, secured the following:

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

In relation to a. above, we appreciated that the AVs will be required to deal with bicycles, pedestrians and animals but we asked for HVs to be treated as an individual category. We gave examples of some of the challenges in relation to some particularly older HVs; in contrast to their more modern brethren, some may be very small, very slow and perhaps partially constructed of non-metal materials and indeed fabric covered. Signalling devices may be different from today and indeed might not exist at all.

In relation to b., we wish to discourage any consideration of any form of segregation of HV and other human controlled vehicles from AVs as the means of securing safety. Down such a route lies restriction or limitation on HV use.

The mainstream media (MSM) has covered recent tie ups between companies experienced in the driverless fields and I think we can anticipate some limited operations next year. At least initially they are unlikely to be in locations which will encounter many of our older vehicles but obviously the position will be monitored. The media have focused on the technical obstacles to successful deployment. Some contrast the often medieval road structure of the UK (particularly central London) with those of Californian cities and question how the AVs will cope. We can be confident they will; just as the Wright brothers overcame scepticism and got their heavier-than-air machine airborne. The AV Act is fairly forward leaning and is clearly designed to be permissive, subject to appropriate safeguards. I think a more challenging issue will be the economics of this deployment and whether the new systems can be made to pay given the immense cost of the technology and oversight.

Clickbait (Yet again)

Oxford Dictionary definition: “*Noun; content (on the internet) whose main purpose is to attract attention and encourage visitors to click on a link to a particular webpage.*”

As if life for club officials isn't challenging enough with all the legislation and regulation obstacles which I entertain them with in this column (and I seek to mitigate with the assistance of my committee!) we can now add to their woes the exaggerated, distorted and misleading information available online. Recent HV relevant clickbait videos have included “*the need to renew your driving licence at aged 62 as from 12 October this year*” (it is still 70); “*the need to pass medical and eyesight tests on renewal*” (no); “*the ending of zero rate VED for HVs*” (no). There are more, including a very odd take on the recent generally well received changes to DVLA vehicle registration policies.

We confirmed directly with the DVLA that there were no licensing changes. On the rumoured VED change, by the time you read this it may be true rather than clickbait, albeit at the time of writing it was pure speculation dressed up as informed opinion.

I have written before about clickbait in Issue 1, March 2024 under the banner of *Purpureus Pannus* (Purple Prose). In retrospect I was too kind about this rhetorical flourish, interpreting its use rather benignly as the maker hyping up interest in a dull subject by the use of a lurid headline, as my favourite Latin author, Horace, had done. The reason of course for attracting “clicks” is entirely mercenary. Advertisers pay the video maker on the basis of how many visitors are attracted to the site measured in “clicks”. Annoying but forgivable. However, Artificial Intelligence (AI), very much in the news at

present, has moved clickbait firmly into the malign category. AI's genius is being able to reproduce the appearance, structure and content of a genuinely authoritative article, masking the often inaccurate information at its core as in some of the examples quoted above. In a different context, I was encouraged to try out an AI graphics tool which, at my prompting, produced a picture of a vintage car in visually stunning scenery. Unfortunately, the car that emerged had 3 headlights, no steering wheel, oddly located wing mirrors and a driver whose head seemed unconnected to his body. Needs more work, as a former senior colleague of mine would have said!

So, be alert out there and please do let us know of any odd HV stories so we can check them out.



I had to sell the sports car – as Club Secretary, I needed more room for the compliance stuff!



Alexander Buses (Again)

Following my short paragraph on the imminent cessation of bus production at the former Alexander of Falkirk factory, I was very pleased to receive an invitation to visit the Scottish Vintage Bus Museum when next I cross the border (which is surprisingly frequent). Thank you.

Clutching at Straws

Not currently an “imminent” problem for the movement but nevertheless thought provoking, is a statistic revealed on our website recently. 1 in 4 driving tests are now taken in vehicles with automatic transmission. The significance as many of you will know, is that by virtue of Regulation 6 of The Motor Vehicles (Driving Licences) Regulations, if you pass your test on a car with automatic transmission, you are “*authorised to driveonly motor vehicles having an automatic transmission*”. Manual authorisation requires another test (though fortunately not needing to retake the theory test). If you subsequently upgrade your licence to manual bus or lorry, this upgrades your car “B” licence as well (Yay!).

A major impetus behind this increase in “automatic tests” is obviously the increase in EV purchases. However, even in the ICE domain, manufacturers are gradually phasing out manual transmission as the norm. What used to be an expensive option becomes cost effective for the manufacturer to fit as standard when they no longer have to make manual gearboxes. Given that the majority of HVs are manual, there is a growing issue if an increasing number of new and future drivers are unable to drive them. I doubt that a request to amend the above regulations to remove the distinction is likely to have much traction. Although generally overcome through practice, there is an additional skill or technique to be mastered and as with all such skills, easier to be acquired when young. In that vein, our current mitigation must be to encourage all the young people we know venturing into driving to take the manual option even if slightly more challenging. Not only would they be “future proofing” themselves, but they will find that a much wider and less expensive range of used vehicles will be available to them as their first cars.

Exercising Professional Skill

As well as its crucial and well-regarded role in monitoring threats to HV operations and campaigning on your behalf, the Federation provides a cornucopia of useful guides and information sheets to members on its website; from archiving to GDPR, registration and spares. We have also recently uploaded additional information sheets on topics commonly inquired about. One topic not yet covered by a guide but which I have written about in this column is professional liability for advice or opinions given by club officials. You will find a recent piece on this in Issue 4, December 2024. Those who attended the 2024 AGM will also recall I raised this topic to explain why the Federation and I include appropriate disclaimers when providing advice or guidance and why club officials may wish to be careful about giving impromptu or off-the-cuff advice on technical, legal or similar matters. You will wish to ensure that the recipient is fully aware of the context in which that informal advice is given, that it should not be regarded as authoritative and that proper formal advice should be sought before action is taken. The aim is to avoid the creation of a relationship which may produce a legal duty.

However, what I did not mention is that there will be circumstances when a professional duty may be formed namely when formal advice or opinions are sought from a club official. This may arise in the context of providing input into the registration process for a vehicle. It is likely to be the archivist or registrar (if those posts exist in a club) or another official who perhaps combines that role with another who is listed on the V765 Club list. Every official I have spoken to on this topic is fully aware that any opinion provided and any approval or certification made must be facts-based and fully sustained by the evidence available. All appear clear that formal and informal opinions on value (other than based on open sources such a motoring journals and auction websites) are best avoided. Some types of particularly exotic vehicles have values which fluctuate hugely according to their provenance and have been the subject of litigation.

Whilst it goes without saying that officials will exercise all due care in exercising these or any other functions, clubs should ensure that their insurance covers professional advice as well as public liability. The fact that you are right does not prevent someone challenging you, particularly when monetary value is at stake!

New Registration Policy

To start with for this edition, I should perhaps clarify one aspect of recent changes to the FBHVC management. As some readers may be aware, following the AGM on 18th October, I am honoured to have been elected to the position of Technical Director of the Federation. Whilst this does mean that I will pick up various additional responsibilities, it will in no way affect my DVLA related work and that aspect will continue unchanged.

I imagine that by now everyone is aware of the very welcome vehicle registration policy changes announced by DVLA on the 26th of August in response to their 2024 Call for Evidence. It is not my intention to review them in detail here. The feedback we have received is positive. The Federation believes that for the topics addressed so far, that is to say vehicles that have undergone repairs, restorations and structural modifications, the revised policies address almost all of the issues we raised with them in our response to the Call for Evidence and provide satisfactory solutions for all the problems likely to be faced by the owners of legitimate historic vehicles.

All the details are available at <https://www.gov.uk/vehicle-registration> and our old friend the INF 26 booklet is now replaced by INF 318 which is also available online at <https://bit.ly/4hCIQ9c>. Additionally, printed copies of INF 318 are available on request from the DVLA Contact Centre. A handy summary of and short cut to these resources is also available on our website <https://www.fbhvc.co.uk/dvla#DVLA%20Update>

Whilst not reiterating the major policy changes, my correspondence does suggest that a few peripheral aspects might benefit from some additional explanation. Significant amongst these is the impression that some seem to have gained that these policy

changes are restricted to certain vehicle types or to vehicles registered in particular taxation classes. That is not the case; the registration rules, as set out at either of the references given above, apply to vehicles of all types and all ages. Another important point to note is that while DVLA are happy to reassess previously unsuccessful applications, or situations where the only option was a Q registration, it is necessary for a fresh application to be made.

The DVLA also point out that these policy changes will, once they have bedded in, simplify the task for their staff and they are hopeful of reducing turnaround times as a result.

FBHVC Meeting with the DVLA Chief Executive Officer

Towards the end of October our Chairman David and I travelled to Swansea to meet the recently appointed DVLA CEO, Tim Moss. We enjoyed a positive, constructive and satisfying discussion with Tim, together with a few of his colleagues whom we know from our regular HVUG meetings. Tim introduced himself by explaining that he was keen to meet stakeholder groups such as the Federation to understand their point of view and any issues they might have. He acknowledged that we will not always agree but deemed it important that we were able to talk and understand any differences that might arise. For his part, David gave a brief overview of the Federation stressing how long it has existed and the wide range of types and ages of vehicles it represents. He then moved on to a detailed presentation of the NHVS Report which served to illustrate the size and significance of the historic vehicle movement as well as showcasing the activities of the Federation.

DVLA were keen to stress two points. Firstly, the policy review is ongoing, and further revisions will be announced once they are finalised. The second was that as part of the next scheduled HVUG in early December, they are very keen to receive and share any feedback on how the revisions announced in August are working out in practice. To support my input to this forthcoming conversation please let me know of any experiences you or your club have had so far, good or bad. On the sidelines of the meeting, we learned a little more about Tim from himself and his colleagues. His career started in industry, and he is a fairly recent recruit to the Civil Service. He lives on a small farm where he has a Series 3 Land Rover about which he is enthusiastic and clearly has some interest in, and knowledge of, cars.

Tim imparted one small piece of information which, whilst of no significance to historic vehicles, I found interesting. He believes that DVLA has direct contact with a greater number of members of the public than any other part of Government.

Clickbait

My colleague Lindsay has rightly commented on the perils of clickbait in the past and does so again in this issue. Not only do I endorse his comments, but I will presume to offer some advice. If, or more likely when, queries arise relating to regulations or other Governmental matters, it is always wise to consult the base document. That is to say, the text of the actual regulation or the official guidance, as applicable. For example, if a question arises about vehicle lighting requirements, read The Road Vehicle Lighting Regulations (NOT the Construction and Use Regulations) or for the recent registration changes, look at INF 318.

Conversely, it is seldom if ever wise to unquestioningly accept advice proffered in social media or in online forums. Unfortunately, in addition to numerous clickbait enterprises, where clicking on a sensationalist headline to read the story results in someone somewhere being paid money, there are too many self-styled ‘experts’ whose knowledge, in at least some cases, is unbelievably poor.

There appears to be a particularly virulent outbreak of clickbait and general online scaremongering misinformation around the DVLA registration policy revisions I refer to above. In this context it is worth remembering what DVLA is, what it does, and perhaps more importantly, what it does not and indeed cannot do.

DVLA is an Executive Agency of the Department for Transport (DfT) and the initials of course stand for Driver and Vehicle Licensing Agency. They do not have the power to make or change regulations. Their function is to register and license motor vehicles, collect the correct VED on behalf of the Treasury and to issue driving licenses. They formulate their own internal policies to ensure regularity and consistency in carrying out these functions. Their only involvement with MoTs is to ensure that vehicles for which an MoT is required do in fact have one before they are licensed. Similarly, their only involvement with insurance is to ensure that all licensed vehicles are correctly insured. In these instances, and some others, they are merely acting on behalf the DfT. Thus, if you read that DVLA are going to introduce new regulations about MoT or insurance or LEZ exemptions or some other topic, that statement is simply wrong. DVLA do not have the power to do so even if they so wished.

AGM and NHVS

The NHVS report was launched at this year’s AGM on 18 October. That report is highly visible on the website, and its main findings have been covered extensively. It would be otiose for me to repeat the findings, but they are obviously important to all the Federation Directors as they fulfil their roles. They are particularly important to the Legislation role as we seek to influence government in their decision making. The credibility of the report is enhanced by the survey size (which you contributed to, I hope) and the quality of the data crunching by our chosen partner.

In sequencing terms, our Chairman introduced the Survey report after the formal AGM business which included the delivery of my report to the AGM of what legislative

risks there were to the movement and what we had done and will do to counter them. Referring to my Technical, Environmental and Social and Economic domains again, (represented in the “bubbles” which I constructed for a previous AGM and which can be read in Issue 6 December 2023), I stated that I saw the risk to the HV movement currently in the third listed domain. Whilst we could not be complacent about threats emanating from the other two (Automated Vehicles being one of them and successful implementation of DVLA policy changes another), legislation which placed further and significant legal and cost burdens on clubs, jeopardised the very structures which fostered and sustained the movement. In that context I highlighted Martyn’s Law and the

Online Safety Act. Neither were intended to have any substantial effect on small unincorporated organisations. Their aim is the laudable goal of enhanced public safety which has overwhelming support. Given that powerful motivation, it will not always be possible for us to prevent or amend provisions in legislation so that they do not affect our activities. Sometimes we enjoy a small reprieve as in the capacity of standard premises covered by Martyn’s Law. In other cases, we seek to assist clubs by providing as much guidance and access to material as we can to alleviate the burden as I set out earlier. These are available on the website, and I hope to be providing some further information on Martyn’s Law implementation when government guidance is available.





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The importance of engine intake system cleanliness

When I first joined Esso Research in 1977 one of my first jobs as an engine lab technician was to install various new test engines and help develop their respective test procedures. A prime area of focus was gasoline engine intake system cleanliness.

In an effort to increase the volume of petrol produced from crude oil in the early 1970's, heavier molecules were catalytically cracked to produce lighter components suitable for petrol blending. These cracked olefinic molecules had poorer oxidation stability and coupled with smaller engines operating at higher severities contributed to increased intake system deposits. Lubricating oil leakage down valve guides can also contribute to inlet valve deposits, but valve stem oil seals have greatly reduced this problem in more modern engines. Increasing concerns with engine emissions in the 1960's required better management of the engine blowby gas, and it could no longer be vented directly to atmosphere via draft tubes and so was routed via a Positive Crankcase Ventilation (PCV) valve to the engine intake system. The engine blowby gas contains a fine mist of oil and moisture and, due to the high sulphur content of the fuel, was very acidic. The various test-bed engine blowby measurement systems we employed tended to collect a very acidic oil/water emulsion that was strong enough to burn holes in our overalls if we were not careful.

Intake system deposits were usually found in carburetors, fuel injectors, hot spots in inlet manifolds and intake valves. The build-up of deposits would often result in poor engine operation with sticky throttle plates, fouled fuel injectors and high levels of carbon deposits on the inlet valves. A common problem was engine stalling at road junctions or hesitation during acceleration. This was caused by the fuel being absorbed by the carbon deposits on the valves transiently resulting in a lean mixture. The problem could be resolved by removing the intake manifold and blasting the valves with crushed walnut shells to remove the carbon deposits, but this was expensive and a better solution was required. Crushed walnut shells were used as they were relatively soft and would not harm the engine if ingested into the combustion chamber.

These intake system deposit problems led to the development of petrol detergent surfactant additives. These surfactant additives function by the polar group at one end of the molecule attaching itself to the deposit and the large non-polar, oleophilic group at the other end of the molecule dissolving in the fuel. The mono molecular

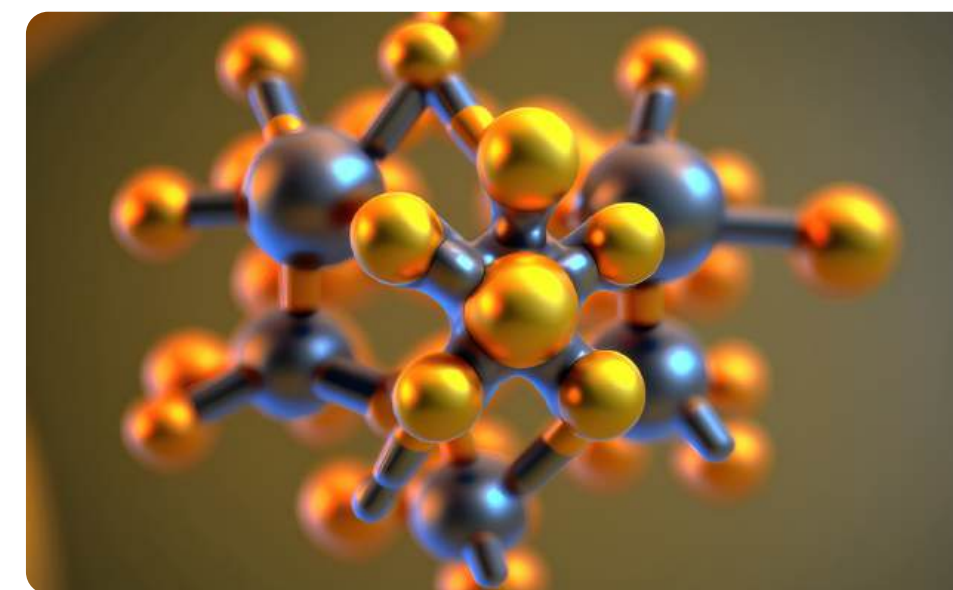
film that is formed around the particle effectively solubilizes it by forming a micelle which prevents the build-up of particles and allows the particle matter to be swept into the combustion chamber with the fuel, and burnt. Metal surfaces are protected against deposition in a similar way and deposits that have previously formed can be gradually removed. A higher detergent additive treat rate is usually required to perform the clean-up than for keep-clean performance. These surfactant detergent additives can also help reduce carburetor icing by preventing the build-up of ice on the throttle plate.

In the early days, the surfactant detergent additives were dissolved in mineral oil as a carrier fluid for blending into the petrol. However, it was found that this contributed to Combustion Chamber Deposits (CCD) and could lead to engine knock and increased octane requirement. Valve, intake port and injector deposits are formed at higher temperatures than the gummy deposits formed in carburetors, and synthetic oils or polymeric materials are used to help reduce deposit levels coupled with higher concentrations of detergent additive. The combination of carrier oil/fluidizer and the detergent additives need to be chosen carefully to prevent unintended consequences such as valve sticking in some critical vehicles. When ethanol is present, intake system deposits are much harder to control and increased additive treat rates are required to provide adequate control. That said, modern 'sulphur free' petrol has a much lower deposit forming tendency due to reduced levels of heavy cracked materials such as heavy cat naphtha, and the hydrotreatment process used to reduce the sulphur content to less than 10 mg/kg (10 parts per million).

With the switch to direct injection gasoline engines for improved fuel economy and combustion control in modern vehicles, the problem of intake system cleanliness has returned as there is now no means of delivering a surfactant detergent/fluidizer additive upstream of the intake valve. In addition to this, the routing of the blowby gas and Exhaust Gas Recirculation (EGR) into the intake system has led to a large increase in intake system and turbocharger compressor housing and compressor wheel deposits. It is not uncommon to find high levels of deposits leading to engine operational problems and the only solution is to dismantle the intake systems and remove the deposits by scraping and walnut shell blasting.

The majority of modern petrol on sale in the UK contains detergent additives, but treat rates vary between suppliers. The oil major Super grades have higher detergent additive treat rates and also contain a friction modifier that helps improve fuel economy. My experience from extensive well controlled field testing over many years is that the addition of a petrol detergent can improve fuel economy by around 2% when compared with an untreated fuel and the addition of a friction modifier can add up to another 1%. I am therefore always wary when claims of fuel economy in excess of 3% are made, as this is usually down to poorly controlled testing and statistical evaluation of the results.

With respect to aftermarket fuel additives, they can help keep fuel intake systems clean and a high dose can clean-up existing deposits. They should however be used with some caution as they may not be compatible with the additives already present in the fuel and could lead to high levels of CCD if used regularly.





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Archives & Museums » Andy Bye

Drive It Day 2026

The FBHVC launched National Drive It Day back in 2005, and for many this event is now the start of the classic vehicle season.

It takes place in April each year and celebrates the "One Thousand Mile Trial" of April 1900 and originally involved an 11-day round Britain public test to prove the viability of the new fangled invention, the motor car.

Today, Drive It Day is an opportunity to raise awareness and support amongst the public for the historic vehicle movement, as part of our ongoing campaign to keep transport heritage on UK roads, *without restriction*.

In recent years we have entered a partnership with NSPCC to raise funds for its Childline service, focussed on Drive It Day.

We do this by selling rally plates that people can buy to put on their vehicle (or Ride It Day plates for motorcycles), to show their support.

Childline and the Federation are proud to announce the continuation of this impactful partnership around Drive It Day, having just signed another 5-year contract to work together on this national celebration of historic vehicles, that has become a powerful force for good.

Over the past five years, this collaboration has raised over **£250,000** through the sale of Drive It Day rally plates. This is a remarkable achievement made possible by the generosity of the historic vehicle community and the unwavering support of FBHVC members and enthusiasts across the UK.

It's amazing how many people still misunderstand the purpose of Drive It Day. In particular, some notable journalists who occasionally post comments on social media, such as "I don't know why anyone needs Drive It Day, because I drive my classic all the year round"... they're missing the point!

This year's event is on **Sunday 26th April 2026** and will be our 21st year!

There are several ways you can take part and help us to make the event an even bigger success:

- Visit the 2026 Drive It Day website <https://www.driveitday.co.uk/shop> and purchase your fundraising rally plate.
- Individual clubs can organise their own runs, perhaps to a venue of interest.
- A number of museums host events to which you can take your vehicle.
- Why not start planning with your committee and get your 2026 event on your club calendar?
- You can add your event to our website at <https://www.fbhvc.co.uk/list-your-club-event>



We are accepting bulk orders from clubs, for you to supply your members and these can be collected (by prior arrangement with the secretary) from Club Expo in January.

In a change, not only has the date on the 'plate changed (as usual) but also we have a different colour palette, which will now change every year.

This is so that each year's plate is distinctly different, encouraging more purchases.

After careful thought, despite the two rises in postage we have decided to again hold prices at 2024 levels, which are **£12.50** for Regular 'plates, and **£30** for Platinum 'plates.

The Platinum 'plates have an enhanced design and wording, to indicate that a larger donation is being made to the appeal.

As usual we supply two sizes for both Drive It and Ride It designs (standard and small, dimensions on the website), in both Regular and Platinum formats. This gives a total of six variations.

Britain's love of Historic Vehicles powers £7.3bn boost to the UK economy

The results of the latest National Historic Vehicle Survey (NHVS) were presented by Mark Harvey, joint managing director of research agency, Turquoise Thinking Ltd, at the Federation's AGM event in October.

The survey summarises the views of 19,943 owners, enthusiasts, trade members, clubs and representatives of the wider UK public. In his presentation, Mark pointed out that exit polls for UK parliamentary elections rely on a sample of just 2,000 demographically representative UK adults. That fact alone underlines the efficacy of our study, that's relied upon to influence opinions and policies that affect our passion and, for many, their livelihood.

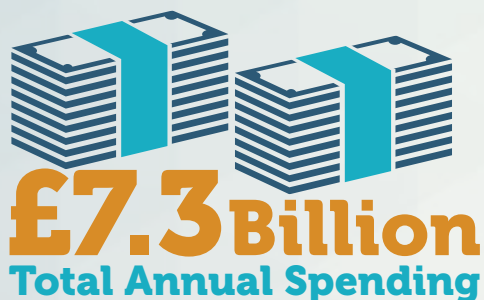
This page in *Historic* show only a small sample of the key findings of this most far reaching and influential survey, conducted about the industry and passion surrounding the historic vehicle movement.

To access more information and to download the report, go to: <https://bit.ly/49uoX15>

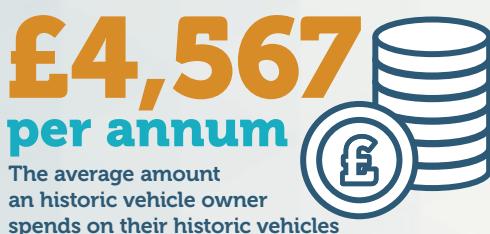


The figure for historic vehicles now stands at just under 2 million. The predicted growth by 2025 was expected to exceed 2 million vehicles by 2025 so **1,934,178** is just short of what was anticipated.

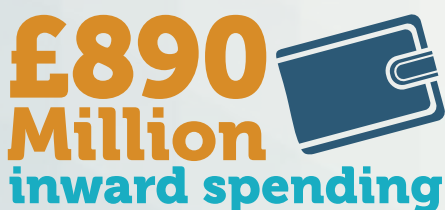
*Source: DVLA, August 2025



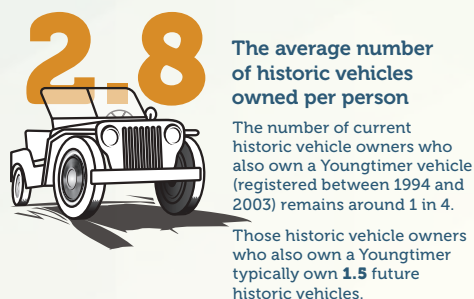
Estimated total value of spending on historic vehicles and activities in the UK economy



The average amount an historic vehicle owner spends on their historic vehicles

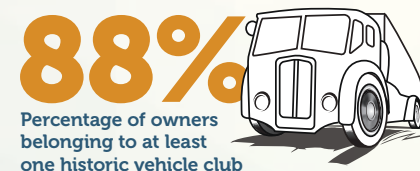
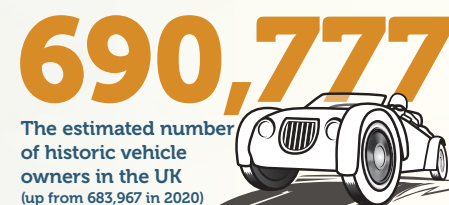


Estimated foreign spending with UK firms from foreign historic vehicle owners



The number of current historic vehicle owners who also own a Youngtimer vehicle (registered between 1994 and 2003) remains around 1 in 4.

Those historic vehicle owners who also own a Youngtimer typically own **1.5** future historic vehicles.



"This report underlines just how vital the historic vehicle sector is to Britain's economy, culture and communities. It's worth a record 7.3 billion pounds a year, supports 34,500 skilled jobs, and unites millions of people through a shared love of our motoring heritage.

But we cannot take that success for granted. The average owner is now in their sixties, and we urgently need to inspire and train the next generation. Programmes like our new Youngtimer initiative and industry apprenticeships are key to ensuring these vehicles – and the skills to maintain them – survive for the future."

David Whale
Chairman, FBHVC

A bold new era for car clubs

Car Club Fest 2026 unites thousands for a landmark celebration of car culture.



The UK's thriving car club scene is gearing up for its biggest and most ambitious event of 2026 as Car Club Fest takes over the Three Counties Showground, Malvern, from 14–16 August 2026.

Following in the tyre tracks of the hugely successful Inter-Club Weekend in 2024, the event has accelerated into an expanded festival format – with even more space for clubs, more experiences, and an even stronger emphasis on what unites the UK's car club community.

Powered by the theme **'Stronger Together'**, Car Club Fest 2026 will bring together thousands of enthusiasts to celebrate every passion within the hobby – from pre-

war classics and post-war favourites to restomods and future classics.

Car Club Fest is more than a show – it's a movement that highlights the essential role car clubs play in preserving and shaping historic vehicle culture. The festival blends large-scale club displays with immersive entertainment, including a live arena, grassroots motorsport that attendees can take part in or watch, live music, great food, traders, merch, and influencer and celebrity appearances.

"We believe this could be a game-changer for the UK club community," says Mick Forey, Chairman of the TR Register Car Club, organisers of Car Club Fest.

"It's about unity, passion and giving clubs the spotlight they truly deserve. The response to Inter-Club Weekend proved the appetite – this is the next step, and the potential is exciting."

All UK-based car clubs are invited to showcase their clubs, cars, and members at this festival to celebrate all that's brilliant about car clubs and their members. The event aims to provide a venue for all the UK's historic vehicle clubs to hold their national weekends together in a festival format. Clubs will be allocated a FREE display space to promote membership, merchandise, and more. An allocated discount code also qualifies members for early-bird discounts. Each club will retain and celebrate its own identity and vehicles at this collaborative event. If you need space for an AGM, want to run an AutoSOLO or a concours event, the event can also cater to those needs.

The event is run on a not-for-profit basis. If a surplus is made, then it will be distributed back to the participating clubs as a commission based on tickets sold against the allocated discount codes.



- Over 50 Car Clubs**
- Pride of Ownership Awards & curated club showcases**
- Live Arena with expert commentary & special guests**
- Extreme stunt cycling & arena spectacles**
- Motorsport action - open to participants & spectators**
- Live music, social zones, & family-friendly activities**
- Traders, merch and automotive marketplace**

Car Club Fest 2026 offers a powerful platform for the classic and enthusiast community to come together, collaborate and celebrate the wide-ranging stories and passions that make car culture so unique.

14–16 August 2026 – Three Counties Showground, Malvern
www.carclubfest.com

Please note: There are no free passes for display vehicles on club pitches. The event is not accepting applications from local regions unless it is accompanied by a note from the national club's head office authorising them to display on the national club's behalf. Displaying clubs will also be asked to provide evidence of public liability cover of at least £5m.

Tickets go on sale via the event website in late January 2026 with significant discounts for early-bird purchases with a car club code, so make sure you don't miss out!

Media contact: Wayne Scott, Classic Heritage PR & Media Tel: 07759 260899 Email: wayne@classicheritagepr.co.uk

John Haynes Classic Celebrating 40 Years



By Andrew W. Fawkes

I doubt there are any readers of *Historic* who don't know what a 'Haynes Manual' is. Most of us will have fond memories of well-thumbed and oil-stained copies that are probably still residing in the hidden recesses of garages and workshops. I certainly fall into that category, albeit my Honda 400-4 motorcycle version went with the bike when I sold it, which is also how I came to possess it. There are also many people who have bookshelves full of them because either one day they'll come in handy, or they simply look too good and colourful on the bookshelf to pass them on.

Whatever your relationship with the manuals, you may be unaware that founder John Haynes started his eponymous publication business by building a racing Austin 7 and, having found it difficult to follow the manufacturer's workshop manual, decided to make notes that he could better understand next time he attempted such work. What now seems an obvious idea developed into an empire of over 200 million sales that enabled John, in later life, to acquire a sizeable collection of desirable motors.

By 1985, his collection had grown into something that deserved to be shared with the public, and thus the Haynes Motor Museum was born.

Famed for its 'Red Room' (dedicated to cars of all types, as long as they're painted in red), the museum now has a collection of some 300 cars and motorcycles, thousands of automobilia items, lecture and meeting space, workshops, a go kart track (run by a separate company) and much more besides. It also hosts many events throughout the year, including car meets, breakfast clubs, school holiday entertainment, etc. The museum is now an independent charity, thus ensuring the safety of the collection for future generations.

On 7th September 2025, the museum hosted its inaugural 'John Haynes Classic', a fundraising car meeting par excellence that hosted car clubs, 'historic vehicle celebrities', static and mobile displays and much more. I was fortunate to attend in my capacity as this magazine's editor. However, because I live not far away, I use the museum and its café on a regular basis for club meetings and to look around with family and friends, and so this was very much a local gig for me.

The day started in unplanned fashion as monstrously heavy showers drenched everyone involved in setting up. Those of us who could escape to buy a coffee, then found the café team struggling with a failed internet connection for their till. "Cash only,

please" was not something that was going to ease their workload on this busiest of days!

But then the sun came out (mostly) and the till started working, just in time for the official opening announced on the big stage, the first of a continuous series of live activities broadcast across the vast outdoor display space. Topics ranged from a Q&A about John Haynes OBE from those who knew him best, to the future of classic cars, and much more in between.

The main carpark at the front of the museum was dedicated to vehicles that had appeared on the cover of some of the manuals. I talked briefly to Luke Logonsmith who was standing beside his and his father's 1960 BSA A10 whilst proudly holding his Haynes Manual with that very same bike adorning the cover. I asked how long he'd owned it and was rather surprised to learn that he'd bought the bike on eBay as recently as 2013. He told me he'd spotted it and read the description about its famous past and so decided it was going to be too expensive and so resigned himself to merely watching how it developed. He was then surprised to find it wasn't bid up very far and presumed people thought the description was a scam. Luckily, he risked a bid and here he was in 2025, standing within a few yards of where it was photographed by John Haynes almost exactly 65 years ago!

Amongst the nearby dedicated bike area was the Vintage Japanese Motorcycle Club, a Ducati dealership and, with a nod to the future, a display of Maeving electric bikes... I wonder if there will one day be a Haynes Manual for them!

Club and individual displays filled the huge rear carpark, beyond which were 'The Market' and 'Discovery Zones' where I learned from patrolman Adam Marriott, the role of a Highways England Traffic Officer. He also revealed the interesting contents of his 4x4 patrol car. My wife was invited to sit inside and press buttons that activated lights, sirens and rearward facing messages. It was fascinating stuff.

As we left the event, we saw officer Marriott and his patrol vehicle helping a stranded motorist a few miles away down the road. It seems that even on his day off, duty called. I wonder what time he got home that evening!

Despite the occasional reappearance of the rain, the entertainment didn't stop, and the enthusiasm didn't wane.

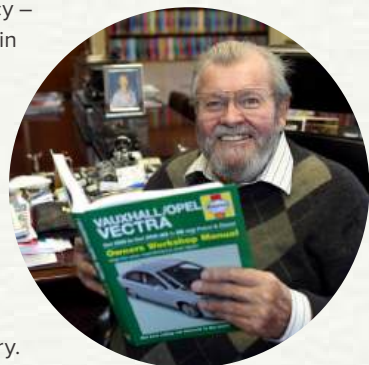
My enthusiasm was heightened towards the end as a procession of customers' cars from the museum's on-site workshop drove around the display area to then be described from the stage. I had a brief conversation afterwards with Chris Haynes who is the chairman of the museum's board of trustees and son of its founder. I was able to thank him for a particular aspect of this special day: I had never before seen, or heard, a Lamborghini Miura actually in motion, being driven! It was the last of the special cars at the show's finale. It made me very happy.

Shortly afterwards, and to round off the day's entertainment, a series of awards was presented to deserving clubs and individuals. The 'Machines and their Manuals' award went to a Morris Marina 1300L, and the 'Best in Show' was

awarded to a Volvo Amazon Estate 122S. These awards really summed up the range and focus of the event and its link to the history of the Haynes Motor Museum.

I met John Haynes briefly some years ago. Naturally, he was a regular visitor to his own museum's café and could be spotted and approached. He apparently never tired of speaking to people about how his manuals had helped forge their car stories.

Clearly, his legacy – he passed away in 2019 – is intact and growing through events such as the John Haynes Classic, which in 2026 will be on Sunday 6th September... a date for your diary.



Welcome to the Show

The biggest stand in the Federation's history attracted huge interest at the Classic Motor Show at the NEC, Birmingham on 7-9 November. With a total of 11 vehicles of all types, plus another nine from our partners, the Federation Village boasted 20 vehicles on its distinctive carpeted 'green'.



Genus, which provides the Federation's FOCAS club archiving system, www.fbhvc.co.uk/focas-archiving-system was kept busy explaining how it helps clubs and demonstrating the system's functions.

Meanwhile, a number of the 200 apprentices currently in training at the Heritage Skills Academy, www.heritageskillsacademy.co.uk, under the auspices of the Federation Skills Trust www.federationskillstrust.org, provided practical demonstrations of bodywork forming with an English wheeling machine, while Harry Fraser provided trimming demonstrations and explained this vital skill.

The centrepiece of the Federation Village was our hospitality area, with our volunteer directors and secretary on hand. The prime focus was the launch of the 2025 National Historic Vehicle Survey (see page 14), with paper copies of the 60-page report proving popular. The feedback was very positive and reinforcing the message were new display panels on the stand showing the key statistics.

In turn, results from the survey have led to the creation of Federation Youngtimers (see page 29) with the first two cars in the 'hall of fame' on display. One of which was from Great British Car Journey, which for the weekend as a special show offer, provided membership of its club to anyone who signed up.

There was considerable interest in the Youngtimer scheme and within the first few hours of the show, we had already welcomed three new members.

Among the most commented on vehicles were a Morrison Electricar milk float, from our friends at the Transport Museum, Wythall (which also provided the Barton double-decker bus), and a 1920s Walls Ice cream tricycle.

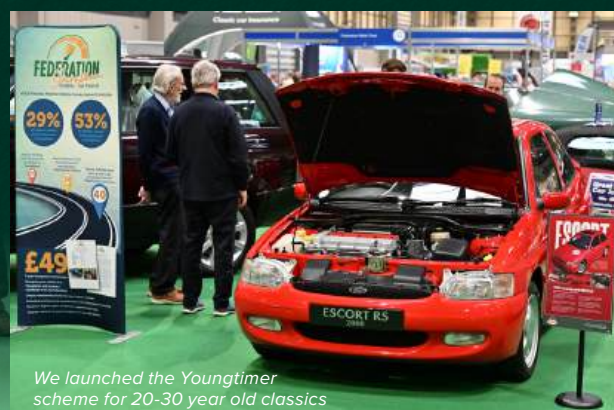
Start of the show was the 'reveal' – during our press conference - on the Friday of MGF prototype PR3, which has never before been seen in public. Rescued by the British Motor Museum in 2023, it formed the basis of Austin Rover's mid-1980s project to revive the MG brand.

As well as promoting the Federation and its work, along with that of our partner organisations, the 'Village' always presents vehicles that visitors won't see elsewhere in the show or, in some cases are unique. Already, we have vehicles booked for the 2026 show!

Finally, we thank all the individuals and partner organisations for their support in providing vehicles and their assistance in making the Federation Village the most outstanding for many years.



Owners Emily and Matt with their 1929 Caterpillar 10 High Clear at the Federation Village at this year's Classic Motor Show. The firm, which also manufactures in the UK, celebrates its centenary this year.



We launched the Youngtimer scheme for 20-30 year old classics.



Apprentices from the Heritage Skills Academy, created by the Federation, demonstrated metal forming skills on an English wheel.



Newly-restored to original condition by the Transport Museum Wythall, this 1948 Leyland Titan PD1 demonstrates a rare opulence for buses in the immediate post-war period when materials were in short supply.



The City of Birmingham Symphony Orchestra's 'Symphony Six' sextet provided two 45-minute entertaining performances of popular light music on the Saturday.



Our chairman David Whale (pictured, right) was pleased to welcome the Rt Hon Sir Mark Tami MP for Alyn & Deeside (pictured, centre), who is a historic vehicle enthusiast.



The Federation Village at this year's show, from the top deck of the bus, included many of the vehicle types the Federation champions.



The 'reveal' of the British Motor Museum's MGF prototype 'PR3' during the FBHVC press conference on Friday.

Flying the (Union) Flag Overseas Part 2

By Roy Dowding



Di Tella Mulette

An Argenta Pickup, based on a Riley 4/68

Issue 6, June 2025, of *Historic*, featured an article on various British-designed cars that found favour abroad - sometimes even being built in other countries, often bearing another name and sometimes differing in minor detail from their British versions.

This attracted a response from Neil Cairns, an FBHVC member and BMC Farina fan who, upon reading it, advised that one interesting example had not been mentioned.

Neil had researched an Argentinian company called SIA Di Tella Automotores, located on the outskirts of Buenos Aires who, in the 1960s, produced local derivatives of the then current BMC Farina range with their blessing and technical assistance.

Based on the 1959 Riley 4/68, the Di Tella 1500 was available as a 4-door family saloon or a Taxi version, with a pick-up available called an Argenta. There was also the Di Tella Traveller, derived from the Morris Oxford estate car of that name.

Di Tella also made a Mulette, based on the Mk.3 MG version, with the choice of a single or twin carburettors. It differed from its British namesake in many respects, chief among which were bumper nudge bars and huge overriders, hubcaps with a slanted 'S' motif, a bench front seat, moulded plastic dashboard, steering column gearchange and, later with the 1622cc engine, a U.S. Kaiser pattern rear axle made by local firm Dana.

In 1966, Di Tella was sold to 'Industrias Kaiser Argentina' (IKA), an offshoot of Kaiser Automotores, an American-owned company, once a subsidiary of the U.S. car maker Kaiser. Production continued thereafter for only a short while. All told, around 47,500 Di Tella saloons were built, Argentas and Travellers together numbered over 32,600 and Mulettes nearly 3,000.

Neil Cairns added: "In the UK the poor M.G. Farina Mulette had a low image, but in South America, its sister car was a desirable and up-market limousine."

He provided some contemporary photographs illustrating the various models, taken by Alejandro Moggi back in 2002. However, they are a very rare sight on the road nowadays.

This 'omission' set me wondering if I had missed anything else. Reviewing my previous work, I realised that I had left out one vehicle which, whilst not a car, was once a common sight on the roads of all the Commonwealth countries and parts of Europe, notably Portugal, Spain, Greece and Turkey: the Bedford TK lorry.

This stalwart vehicle was revolutionary when it was announced in 1959, featuring an engine mounted behind the cab, making accessibility for routine servicing much less of a chore. It was easy to drive, had outstanding visibility from the cab and



Bedford TK lorry



Austin Kimberley

was available in a very wide choice of wheelbases, bodies and engine capacities.

It replaced the venerable "S" type, which had long served the British Army and found favour with civilian operators in many parts of the world.

The TK was produced by Bedford at Dunstable from 1960 until 1987. When the factory was sold to AWD, the TK thereafter was made only for the Military.

Elsewhere, it was made at the GM plant at Petone in New Zealand, by Isuzu in Japan, Holden in Australia and under the brand name Genoto in Turkey.

Re-reading the original article, it was apparent that I had failed to include a picture of the Australian Austin Kimberley, which was substantially different to the UK's 1800 'Landcrab'. Not only did it feature a full width grille with four headlights, but it also sported a fair-sized boot.

I also noticed that, in transition from draft to print, one paragraph of text had been 'lost', leaving one photograph out of context. The section was describing the inroad made by Vauxhall into the South African market. After featuring the British Cavalier's 'alter ego', the Chevrolet Chevallier, the text should have gone on to mention the Chevy Firenza, a two-door coupé derived from the Vauxhall Viva, which was powered by a locally produced 2.5 litre engine.

100 of these were even fitted with the 5 litre GM V8 small block from a Camaro. Known as "Little Chev", they



Chevy Firenza

achieved some success in South African production car racing. A similar model was also available in street-legal form in Australia, called the Canam, which was pictured in the earlier article.

Digging further, while I had captured most of the important models exported by Rootes (and its successors), the humble Minx, codenamed 'Audax' by the factory and made in the UK from 1956 until 1967 in three distinctive phases, had been missed out.

The Minx was made under licence by Isuzu in Japan from 1956 until 1964, with an estate car version unique to Isuzu named the Express produced from 1958 to 1964.



Isuzu Hillman Minx 1953-4



An 'Audax' Minx phase two, featured in a US Hillman brochure

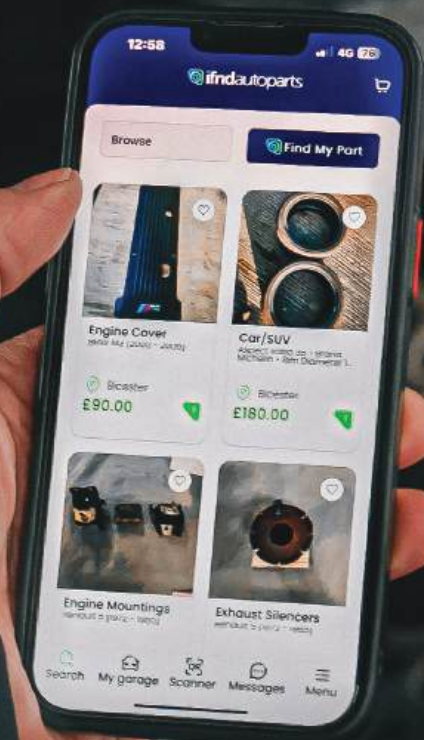


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In New Zealand, the 'Audax' Minx was assembled by Todd Industries in Wellington, badged as a Humber 80, while Rootes Australia produced the car from 1956 to 1967, retaining the name Minx, and introduced a 2-litre Ute (utility) version. While it was marketed as the Minx in the USA, in Canada the car was sold as a Sunbeam Minx.

The 'Audax' model's immediate predecessors, the Minx Mk III-Mk VIII, designed by the Raymond Loewy Studio, were also available in Japan, assembled by Isuzu from CKD kits during the period 1953 to 1964. These versions of the Minx were often to be seen in several South American countries, Cuba and throughout most of the Commonwealth, including Australia, where it was also offered as a Ute pick-up.



Hillman Deluxe Utility (credit: Jeremy Sydney)

I cannot leave the subject of the Minx without recounting the story of a particular occurrence some 25 years ago in Cuba.

Arriving at the town of Santiago de Cuba in a coach, I was able to see over the wall surrounding the former mansion home of Facundo Bacardi, built in the mid-1800s for the founder of the famous Cuban rum, which was by then a school.



'Audax' Minx
Credit: Rivera Notario

To my surprise, in the grounds stood a Russian MIG15 jet fighter, hopefully de-commissioned and presumably for the children to play on. As my hotel was quite close by, I determined to walk there and explore further.

Soon after setting off, I was joined by a young man who was anxious to chat in order to improve his English, which was quite common amongst the youth of Cuba. So together we strolled to the school, where I found the wall was just low enough to see over. As we stood there, a green Audax Minx traversed a nearby crossroads at a fair speed, going backwards! I wondered why, and we both went to the corner to get another view.

The Minx had parked some yards down the road, and several schoolchildren were disgorging onto the pavement. At this point,

my companion ran to the car to ask why he was driving in reverse. "It is the only gear still working", was the driver's reply. At which point, he bade farewell, put it into gear and, looking over his shoulder, he drove off – backwards, of course.

I kid you not!

Shown above is a phase one 'Audax' Minx, similar to the car described.

Note the 'wrong' wheels and bumpers – typical of the 'make do and mend' measures necessary to maintain the car due to the impossibility of obtaining spare parts during the Castro years.

Also the additional adornment over the front wings, added by the owner to personalise his car. Cubans were not only obliged to be innovative and talented engineers, but were also intensely proud of their vehicles.



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.

Books > Ian Kerr MBE

Tommy Price & Bill Kitchen

The latest soft-bound book from Speedway specialist London League Publications, is once again centred on the once dominant Wembley Lions.

Tommy Price and Bill Kitchen were two of the key riders in the history of British speedway from the 1930s to the 1950s. Price, a former grass track rider, only ever rode for the Lions and of course was the first British rider to win the World Championship in 1949 having been British Champion in '46.

Lancastrian Bill Kitchen rode a handful of speedway meetings before making a sensational debut for Belle Vue in 1933. After the war, he joined Wembley and became team captain. He was an accomplished team rider and was popular throughout the sport. He rode for the British Lions in Australia, New Zealand and South Africa before retiring in 1953.

The book covers each rider individually and not as a comparison, with each getting equal billing in 160 well-illustrated pages. However, there are many similarities with

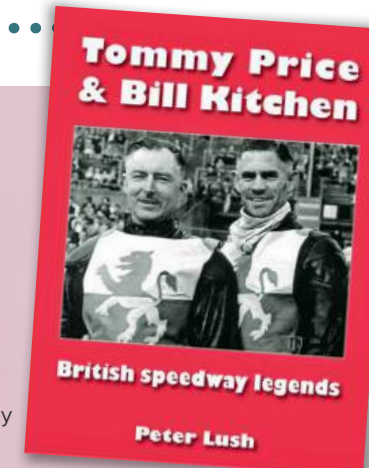
each riding at the Isle of Man and having motorcycle careers outside of the obvious speedway connection.

This is the fourth book connected to the Wembley Lions that the author, Peter Lush, has written and maintains the same high standards and accuracy that LLP has become known for, with all its speedway titles, and is complete with the usual full statistics and records section.

If you are interested in any of the great British riders who shaped motorcycle sport and were all-rounders in the last century, this is a must read and is not only for speedway fans but all motorcycle historians!

ISBN: - 978-1-909885-40-0

Available from all the usual suppliers of books or direct from the publishers, £14.95 - www.llpshop.co.uk.



Welcome

Once again we are delighted to report that the Federation continues to welcome new members.

In this issue we offer a very warm welcome to our newest **Club Member**, which is helping to strengthen our voice, while we also provide assistance, guidance and benefits for them:

The Honda NSX Owners Club
www.nsxclub.co.uk

The NSX Club was established in 2015 by enthusiasts for owners of all types of NSX, NA and NC series.

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

Two new **museum members** have joined the fold:

Chepstow Classic Buses
www.chepstow-classic-buses.co.uk

All its vehicles are lovingly restored to ensure they are in the best condition and the fleet is operational

Didcot Railway Centre and GWR Road Vehicle Collection
www.didcotrailwaycentre.org.uk

To show that road vehicles played an important part of the GWR's history the Great Western Trust's Road Vehicle Group endeavours to portray some of these vehicles and their role within the company.

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

Clark & Carter Restorations
www.clarkandcarter.co.uk

Outstanding craftsmanship and award-winning perfection from minor repairs, to full bare metal restoration, or mechanical work.

ELK Promotions
www.elk-promotions.co.uk

Organisers of some of the biggest classic motorcycle events in the South East.

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

Providing systems for compliance and security with emphasis on Radio Frequency Identification microchips complying with ISO11784/5.

Toad Hall Workshops
www.toadhallworkshops.co.uk

Servicing, maintenance, traditional coach building, paint work, engine building and restoration work in house. Works on all marques including Bentley, Bugatti, Austin and MG.

UK Restoration
www.ukrestoration.com

Experts in restoring vintage petrol pumps and Austin J40 pedal cars to its clients' exact specifications.

Virdis Chemicals
www.virdischemicals.co.uk

Manufacturer of irdiSorb the World's only hyperdesiccant, which is 12 times effective than silica gel, to protect against damp and moisture damage.

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

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

Bill Bradley, Danny Boutwell, Danny Donovan, Darrel Woolley, Dave Embling, David Hosier, Huw Gray, Iain Fuller, Jeff Ruggles, Jeremy Kirkham Parry, John Draper, Keith Gothard, Linda Gray, Mark Kieve, Mark Worrall, Mike Jefferies, Phil Sampson, Sean Davey and Simon Parker.

AGM - Read (and listen) all about it

The Federation's AGM, held on 20th October at the British Motor Museum, Gaydon, was well attended, and the afternoon was devoted to the launch of the FBHVC National Historic Vehicle Survey (see page 14).

For those who were not able to attend, the minutes of the meeting, along with an audio recording, plus the presentation slides are all available in the members' area of our website www.fbhvc.co.uk/members-area

All directors standing for re-election were appointed, but Communications Director Wayne Scott was forced to withdraw his candidacy due to having

to deal with a sudden family illness that is heavily impacting his time. Subsequent to the AGM, the board co-opted Geoff Lancaster (who was Wayne's predecessor) to the post of Communications Director. We welcome Geoff back and thank him for stepping into the breach at short notice.

Also at the meeting, Ian Edmunds was elected as Technical & Events Director, and joins the board. This recognises his important role in working with DVLA. Over the last year, this has seen the outcome of the Government's 'Call for Evidence' and more recently the revised DVLA registration policies.

A packed room attentively listens to Mark Harvey as he explains the Survey results during the AGM day.



Club Expo 2026 - Book Now!

Our big annual event for all clubs and supporters is fast approaching! Club Expo is where you can find out what's happening on the key topics of the day that matter to clubs.

With a range of knowledgeable speakers, Q&A sessions and networking you'll come away armed with practical actions, tips and more that you can share with your members.

As usual, the day will inform future practice, examine what works well, and what gaps in learning may still exist, that need to be revisited.

We will provide an extended lunchbreak to enable networking and eat in the café. Also, during the day you'll have the opportunity to visit and meet our trade supporters to discuss any issues or ideas.

They include our insurance partner Peter James Insurance, which will also be available for one-to-one sessions/surgeries for club officers during lunch or after the event.

Lavenham Press, which produces many club magazines (including data handling), will be showing its extensive portfolio.

Also at Club Expo will be Childline, where you can collect pre-booked 'rally plate' orders to save postage - bulk orders from clubs are welcome (in advance via the Secretary, for collection on the day)!

We welcome questions, please email them in advance to secretary@fbhvc.co.uk so that our speakers can provide as full answers as possible on the day.

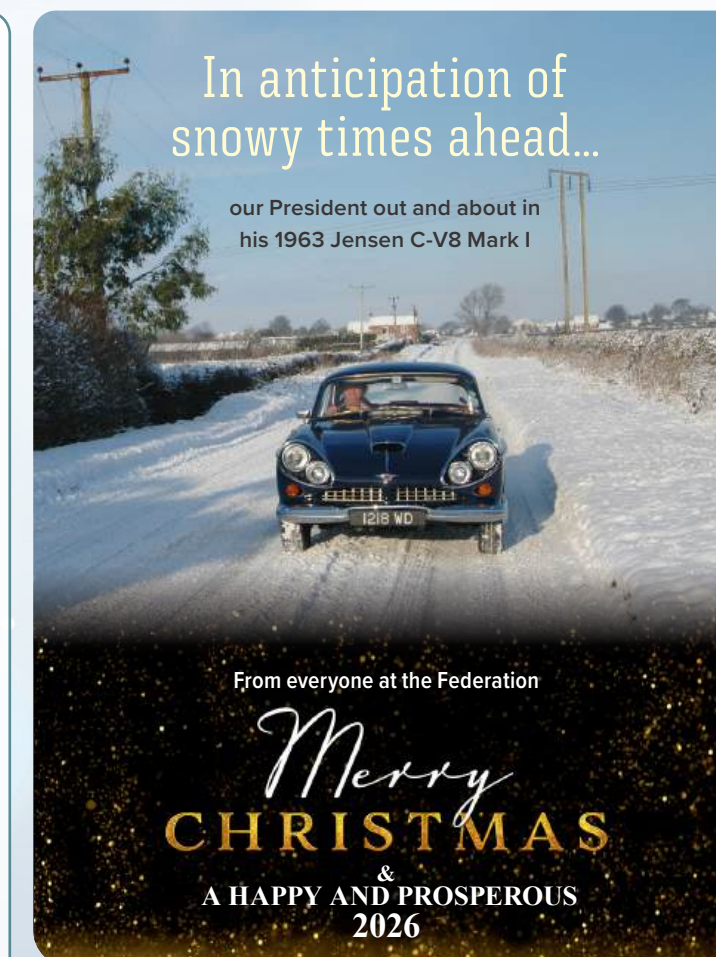
Where & when

Held in Association with the **British Motor Museum** at **Gaydon, Warwickshire CV35 0BJ**, the event is on **Saturday 17 January**, from **10am to 4pm**

How do I book?

Attendance is free of charge to FBHVC members and supporters, with two places available to each club/association. If you wish to bring more, we will do our best to accommodate you (subject to space).

To book, send the names, position and contact email for each person wishing to attend to secretary@fbhvc.co.uk



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Are you informed?

A new addition to our 'Essential Guide' series is a series of 'Info Sheets' for members. These briefing documents provide background and detail on very specific topics. They complement our highly-regarded and definitive 'Essential Guides' providing accessible information on different aspects of the historic vehicle movement.



Accessible in the members area of the website, there are currently four, and more will be added as required <https://fbhvc.co.uk/info-sheets>

The current Info Sheets are:

No. 1 - EU General Product Safety Regulation

This covers new requirements for goods (such as vehicle parts, or club regalia) exported from the UK to an EU country, including sales by clubs. In December 2024 a new EU Regulation came into force, replacing a previous EU General Product Safety Directive (which in the UK was enacted by the General Product Safety Regulations 2005).

No. 2 - UK Online Safety Act

The first parts of the UK's Online Safety Act (OSA) came into effect in March 2025. The Act's aim is to protect children and adults online and creates a range of new duties on website operators, making them more responsible for their users' safety on their platforms. The Act covers clubs and other bodies that host online forums/ message boards on their websites.

No. 3 - FIVA ID cards:

Making an application for a 3rd party

This Info Sheet is for people (mainly car restoration/storage businesses) who are making an application for a FIVA ID card for one of their clients. This is where the client has asked your business to obtain a FIVA ID card on their behalf.

No. 4 - Vehicle Excise Duty

Known colloquially as 'car tax', 'road fund licence/duty' or 'tax disc', Vehicle Excise Duty (VED) is an annual tax paid by owners of vehicles driven or kept on public roads. The tax applies to vehicles in the whole of the UK. This info sheet explains the history of VED, how it has changed over the years, and the implications for Historic Vehicles that are more than 40 years old.

The FBHVC produces a series of 'Essential Guides' to provide succinct and accessible information on different aspects of the historic vehicle movement. They can also be downloaded from the members area at <https://www.fbhvc.co.uk/essential-guides>. The current suite is:

An essential guide to: Copyright

This aims to raise awareness of copyright for member organisations (clubs), providing advice and guidance for best practice. It is not intended to give legal advice.

An essential guide to:

Archiving Volume 1 - A Health Check

Most clubs have worked hard to create an archive of information relating to their club's marque. The may include build records, registration data, engineering drawings or a collection of books and documentation about the vehicles. Keeping this material safe and developing

it into a worthwhile resource is important and this handy guide will give you some pointers on how to achieve that.

An essential guide to: Archiving Volume 2 - In Detail

Most clubs have a committee structure and designated roles and responsibilities so, hopefully, the primary responsibility for the club's archive sits with just one or two people and normally this is the club Archivist or model specialists. That said, the entire committee still has a high-level responsibility for protecting it. This guide identifies all the things you should consider. Given that most clubs could not meet all these requirements, you should regard these as best practice and aim to action what you can and afford.

An essential guide to: Fuels

As a result of the introduction of the EU Renewable Energy Directive and revision of the EU Fuels Directive, the UK Government introduced the Renewable Transport Fuels Obligation (RTFO) in April 2008. These renewable fuel targets resulted in the widespread introduction of E5 petrol into the UK and Europe. This latest version was updated in 2023 and covers the effects of ethanol and modern petrol in detail.

An essential guide to: DVLA

In order to be able to use and enjoy their historic vehicle, it is

well worthwhile for any owner to have a basic understanding of the various regulations with which they and their vehicle are required to comply with. This handy guide introduces you to the basics.

NOTE: A new edition incorporating changes to the DVLA system, from August 2025, is in preparation.

An essential guide to: V765

This information sheet is intended to assist both vehicle owners and classic vehicle clubs in the process of re-uniting an original registration number with their vehicle; where it is not currently showing as a live registration number on the DVLA system.

NOTE: A new edition incorporating changes to the DVLA system, from August 2025, is in preparation.

Club Officials V765: Inspection Form

Download a generic V765 vehicle inspection form, produced by FBHVC, which can be personalised for your club.

An essential guide to: GDPR (General Data Protection Regulation)

The FBHVC engaged Nettitude to deliver a GDPR guide specific for clubs. It provides a breakdown of issues clubs might encounter, explanations around the 12 Steps to GDPR compliance and a Q&A session for common scenarios that might occur.

An essential guide to: Parts and Services

With this Essential Guide how many times have we heard, "I wonder where I can find this part, or that kind of a service". In this publication we try to help owners answer these questions on a broad range of parts and services.

The Motoring Heritage Of Wales

The Motoring Heritage of Wales was our first publication to be released. To the best of our knowledge the motoring heritage of Wales had not previously been chronicled, so the Federation asked our projects co-ordinator, Chris Cartmell, to start the task.

A FIVA guide to:

Responsible use of historic vehicles

To ensure the continuing approval of society and the general public, safe driving and environmentally friendly behaviour are vitally important.

Federation launches Youngtimer scheme



Recognising the increased interest in younger vehicles – future historic – that are aged between 20 and 30 years, we launched **Federation Youngtimers** at the Classic Motor Show at the NEC in November.

Why? Our 2025 National Historic Vehicle Survey revealed that 29% of existing historic vehicles owners also have a Youngtimer.

And, the 53% of enthusiasts who don't yet have a historic vehicle, already own a Youngtimer...

Therefore, the FBHVC has seized the opportunity to recognise these important future historic vehicles. Youngtimers are already widely recognised in Europe.

For those who have a vehicle that they cherish, aged between 20 and 30 years old, they can now apply to have it officially recognised by the Federation of British Historic Vehicle Clubs as a Youngtimer.

This means that recognised vehicle age categories are:

20-30 years – Classed as a Youngtimer. These are vehicles (not just cars) that their owners cherish for what they are, more than solely just a means of transport

30-40 years – Classed as International Historic. Recognised by the FBHVC and others as Historic Vehicles. Allowed into Clean Air Zones in Scotland (where non-compliant vehicles are banned)

40+ years – Exempt from UK vehicle excise duty (road fund) fees and MoT examinations (subject to vehicle type) and allowed into Clean Air Zones, Ultra-Low and Low Emission Zones without charge.

For those who have a 'cherished chariot' they can recognise their vehicle as a Youngtimer for **only £49** for five years to receive:

- Full-colour FBHVC Youngtimer Certificate
- Youngtimer membership sticker for your vehicle
- Individual membership of the FBHVC
- Four digital copies of *Historic* magazine each year
- Their Youngtimer's picture listed on our 'hall of fame' gallery

Also, in partnership with Great British Car Journey, as a bonus for those signing up at the show, they received free membership of Great British Car Club valid until 31 May 2026. We experienced strong interest with three people signing up within moments of the launch!

By giving Youngtimers a 'home' the Federation hopes that this will encourage the next generation of future historic, and their owners (who tend to be younger) to become part of the broader historic community.

While most people will think of Youngtimers being cars, like all the existing historic community, they can be any type of vehicle, from a motorcycle to a lorry, tractor or bus. The only criterion is that they are cherished for what they are: a future historic vehicle.

The Youngtimer scheme was launched at the show, and Youngtimer No. 1 is a 2005 Range Rover Vogue SE. Built as a pre-production L322, it became the design and development vehicle of the Pilot Build 35th Anniversary model, finished in Anniversary Claret, the same colour as the Royal Train carriages, which required the permission of HM Queen Elizabeth II.

It was displayed alongside a 1995 Ford Escort RS2000 from Great British Car Journey.



1000hp Sunbeam Land Speed Record car ROARS... Again!



Almost 100 years of streamlining
(credit: National Motor Museum, Beaulieu)

The Sunbeam 1000hp was one of the first purpose-built Land Speed Record cars and was the first to exceed 200mph driven by Major Henry Segrave. The record attempt was held at Daytona Beach in Florida in March 1927, it was estimated that at least nine miles of beach would be required to achieve 200mph.

Our chairman, David Whale, was a VIP guest invited to the National Motor Museum at Beaulieu on Sunday 7 September 2025 to witness the firing-up of the rear engine for

the first time in ninety years! The project, led by Chief Engineer, Doug Hill with his in-house team and numerous specialist engineering suppliers, was the culmination of several years of dedicated restoration.

Work has already commenced on the front engine with completion of the car planned for a return to Daytona in 2027 to celebrate the Centenary of Segrave's achievement. Talking to fourth Baron Montagu of Beaulieu after the event, he was clearly delighted to bring another vehicle to life!



Credit: D. Whale

Chairman's Travels David Whale

I was invited to attend the Morgan Three Wheeler Club's AGM and to give an after-dinner speech on the key themes that are occupying the Federation currently.

My time limit was 10 minutes, which in my view is a good discipline for both the giver and the receiver! I managed to cover the background to the Federation's creation and the key interactions we enjoy with various Parliamentarians. My not hogging the mic for too long meant that there were many questions from the floor, which I enjoyed.

In preparing this short update, I asked my host, club chairman Tim Reynolds, if anyone had a photograph of me in full flow. He replied: "We were too engrossed in what you were saying to take a photo of you saying it."

I'll happily take that feedback any day!



Credit: D. Whale

FBHVC Commercial Partner ifndautoparts shortlisted for award

FBHVC Commercial Partner, ifndautoparts, has been shortlisted for the Royal Automobile Club's 2025 Historic Motoring Awards. The ceremony takes place after this issue goes to press.

These prestigious annual accolades honour companies, organisations, events, people and even cars that have been outstanding in the historic motoring sector in the last 12 months and ifndautoparts lines up as one of the three finalists for the Royal Automobile Club's 2025 Award for Innovation, which is supported by the Federation and Sustain Fuel.

ifndautoparts – the online parts market, which has unashamedly been set up "by enthusiasts, for enthusiasts" – aims to help reduce the time, expense

and hassle of sourcing classic car parts. This family business was launched to the public earlier this year and already boasts thousands of subscribers. It has close to 100,000 parts on the system with thousands more being loaded up each week.

It is a Commercial Partner of the FBHVC, and continues to develop its system working with member clubs to enhance its capability.

Set up four years ago by Mick Lunn and daughters, Layla and Ruby, the inspiration came from Mick's need to solve the everyday frustrations of sourcing the right car parts, while restoring a car.

Mick realised that there was a need for a marketplace dedicated solely to buying and selling car parts which was really user friendly, with a simple, inexpensive, transparent pricing structure, "Because buying and selling car parts shouldn't be hard."

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

platform. This has found favour in the eyes of the RAC Historic Motoring Awards' panel of expert judges.

"The Club has been recognising achievement for over 125 years, and these Awards continue that proud tradition by celebrating the hidden talents within the historic vehicle scene," says Jeremy Vaughan, Head of Motoring for the Royal Automobile Club. "There's so much inspiring work taking place, and we're here to celebrate – and reward – the most inspirational people."

"We are both surprised and delighted that ifndautoparts has been recognised by such a respected organisation so soon after our launch," enthuses ifndautoparts MD, Mick Lunn.

"The competition is very worthy, and whether we end up as the eventual winners or not, it is very gratifying that other people share our vision and think it is worth putting into the spotlight."

"It helps reaffirm our belief that we are all part of one like-minded community and that gives us tremendous encouragement to make sure we achieve ifndautoparts' aim of keeping as many historic vehicles as possible on the road."

www.fbhvc.co.uk/ifndautoparts



Nick Jeffery 1948 - 2025

The historic vehicle community lost a staunch supporter and active participant with the sad death from blood cancer in early August of Nick Jeffery. At the time of his death, he was President and Reference Archivist of the Brough Superior Club and a long-standing member of the Federation Legislation Committee.

Nick's background was in engineering. He worked in the British motor industry before moving successively to the UK operations of two of the Japanese motorcycle manufacturers. It was at this time, probably around 1980, that I first met him as a fellow delegate on the Motorcycle Industry Association Technical Committee. His incisive mind gave him the useful skill of being able to ask the awkward, but nevertheless very pertinent, questions. In later life he decided to take time out and retrain as a lawyer and his final employment up to retirement was as a lawyer with a truck importer.

Despite these professional flirtations with cars and trucks plus a recent growing interest in Model T Fords, Nick's passion was motorcycles in general and Brough Superior in particular. He owned an impressive collection of two and three wheeled machines, ranging from vintage to modern, and used them all. In recent years he

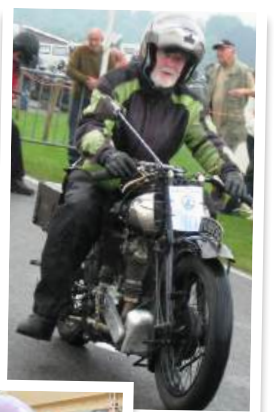
had toured extensively in Europe on club events with his vintage SS80 Brough. His motorcycling exploits over many years put most of us to shame.

Nick was a stalwart of the Federation having joined the Legislation Committee in 2010 where he made an invaluable contribution. Capable and always willing he was not only a knowledgeable and determined advocate of motorcycles and their place in the larger historic vehicle community, but he also happily took on a variety of other tasks in the committee's activities. Although some of these eventually led to dead ends Nick demonstrated

admirable tenacity in pursuing them as far as possible. In addition to these specific legislative matters, he was always a ready volunteer to help the Federation as and when assistance was needed. Many will have met him signing-in guests and handing out name badges at both Club Expo events and AGMs. The loss of his knowledge and his company will be deeply felt.

He is survived by his ex-wife Elena, sister Diana and brother Peter to whom we offer our heartfelt condolences.

Ian Edmunds



Several magazines mentioned the disastrous fire that gutted an unrestored hanger at Bicester Motion. Two firemen and a helper lost their lives fighting the fire. **The Transport Trust** in its magazine *Transport Digest* mentioned two of the vehicles that were destroyed: “A Beford-chassied mobile cinema, once owned by Sir William McAlpine, which was also a Transport Trust restoration award winner [restored by Oliver Halls] was lost in the fire. Its trailer was also lost... it was the last remaining of seven built in the mid-1990s to promote technology around the UK. When Sir William owned it, its purpose was to promote the *Flying Scotsman*, also in his care at the time. It was later sold to the *Vintage Mobile Cinema Company*. Also destroyed was a 1949 Fordson 7V being used as an outside catering vehicle.”

The **Oxford Bus Museum**, which also incorporates the **Morris Motors Museum**, has embarked on an unusual child related restoration. “*The pedal car, which seats three, was built in the Cowley works during the 1920s for Arthur Rowse, who was the production director of Morris Motors, for his daughters Marjorie, Audrey and Valerie. It seems likely that it was made by the apprentices, though no documentary evidence can support this view. It is propelled by two sets of pedals with cogs and chains, as used on a tandem bicycle. There is a hand-operated band brake on the rear axle. When new, it had a 6-volt battery to run lights mounted alongside the bonnet and a rear number plate light.*” During the restoration, new tyres and inner tubes were bought. One of the original inner tubes was missing and had been replaced by a length of garden hose!

Chris Barker, writing in *T Topics*, the magazine of the **Model T Ford Register**, talks about an after-market accessory of a front wheel braking system that was available to the T owner back in the 1920s. I reproduce part of his description which may be of interest to the owners of any car with a solid front axle: “*Whenever you brake, weight is transferred forward from the rear to the front wheels. Higher vehicles transfer more weight. With just rear brakes, if you overdo it, the reduced weight at the back means that the wheels lock and the tyres slide before you break anything. With front brakes, the more you brake, the more load there is on the front tyres and the more braking force you get, perhaps 80% of the vehicle's weight on a good surface. That means much higher loads in the wheels, axle, radius rods and engine pan. There is also twisting of the front axle as it reacts to the brake torque.*”

EN 5810 is a 1933 Morris Mini side valve which was written up in the magazine of the **Bullnose Morris Club**. It was fitted with special 2-seat closed coachwork by George Maddox of Huntingdon. This firm



started coachbuilding in 1899. In 1929 they widened their business and built special bodies on cheaper chassis such as Morris, MG, Austin 7 and Wolseley Hornet.

Paul Maddox has recently joined the **Bullnose Morris Club** and had taken a special interest in the early days of the now long closed family firm. He discovered EN 5810 still existed. It went to Canada in 1962 and spent some twenty years in a museum. Ian Grace of the Vintage Minor Register had acquired the car just before Covid, with the goal of repatriating it to the UK. Paul Maddox said: “*I convinced Ian that it would be nice for a Maddox to reacquire the car, which he thought was a great idea.*” Now with Margaret Goding he is recovering the original number from the DVLA. Incidentally, a photograph of this car, taken before it went to Canada, appears in Nick Walker’s A-Z of British Coachbuilders (1997).

It’s not many people who buy a new vehicle in 1965 and still own it sixty years later! In *Making*, the magazine of the **Mini Moke Club**, owner Michael Spurr tells all. This is no ordinary Mini Moke either, but a factory supplied pick up. The pick-up body was an aftermarket modification undertaken by joiners and coachbuilders, Bradburn and Wedge. FDA 780C was one of a few factory-approved pickup bodies and is thought to be the only one surviving. It was bought by the Spurr family to use to deliver milk to far flung customers. “*It was economic and the fact that it had no doors was an asset and assisted doorstep deliveries no end.*” There were vivid memories of delivering milk in the snow “*...we had proper winters back then. After delivering the milk, you had to swipe the snow off the seat... we never got stuck in the snow. The single wiper was useless; we found that not using it allowed a better view than the view after wiping!*” By 2007 the milk round had been sold, and the Moke needed many repairs. It survived a flood, and it was some years later that restoration

started. Whilst waiting to have two knees replaced, Michael discovered that his friend John was an expert welder and fabricator, and he offered to help. The restoration that followed took a long time and was very thorough and is fully described. Every attempt has been made to keep this vehicle original as built by Morris, and Bradburn and Wedge. Michael concludes with: “*I must thank everyone who helped with this project, especially John and my wife Christine who was always available to ‘just hold this whilst I tighten it!’*” [As an aside, Bradburn and Wedge were founded in 1904. When in 2009 the Black Country Museum opened a new exhibit in the form of the Black Country Motor Company Garage, housing many vehicles produced in the area, the premises were based on the old Bradburn and Wedge building at Darlington Street, Wolverhampton].

As an introduction to an article on early caravanning, editor Craig Horner, writing in *Aspects of History*, the Journal of the **Society of Automotive Historians in Britain**, recalls an incident of his own: “*...some friends bought a caravan and for reasons far too complicated to relate here I ended up towing it from Brighton to Manchester. All went well until one of the tyres blew out on a dual carriageway and the result was jack-knifing. Nobody was hurt and there was only minor damage to the car and caravan... the problem here had been seventeen-year-old tyres, but which looked great, with their full tread.*” We are often reminded that ten years is the suggested maximum age for tyres on our classic and earlier vehicles. We should also remember to check the age of the tyres on vehicles that we are towing, whether they be caravans or trailers carrying a valuable historic car.



In *Vintage Austin*, the magazine of the **Vintage Austin Register**, is a most interesting article on “Motor Homes and Caravans”. It finished with a delightful photo captioned: “*The Austin Seven owner appears totally relaxed as he drives his family and their Rice Tentrailer, a cross between a tent and a caravan, off on an adventure.*”

Revcounter, the magazine of the **Austin Healey Club**, devotes several pages to ‘Austin Healey Club Ladies Day’. “*On Sunday 22 June the Austin Healey Club, Southern Counties Centre, hosted their first Ladies Drive It Day. It was a resounding success with a turnout of 17 classic cars and 34 drivers and navigators. All female of course!*”

The route took the cars around many minor roads of Surrey. The writer in the magazine finished up with: “*In quite a male dominated sport, it is not surprising to have such a small number of female named drivers on the books, so I feel that events like this are all the more important... It was the most perfect way to spend a Sunday. I absolutely cannot wait to welcome more female drivers to its continuation, hopefully next year.*”

The magazine of the **Austin Seven Clubs Association** carried an amusing story related by James Heath about 1959. The car was a 1927 Chummy which had been turned into a special and two students on a road trip around Europe bought it for £12 – it was called ‘Jitters’. Shortly after arriving in France, they stopped for a picnic in a grassy area already occupied by a French couple. Due to an over full differential, oil had leaked onto the rear brakes, the Austin missed the startled couple by inches. In Strasburg they went down a steep hill at the bottom of which was a tramcar which they “almost missed”, the tram did not stop. The front end of the Austin was bent, later repaired “*on the pavement outside a friend's flat.*”

The Austin 7 had a CD plate at the back. If stopped they explained that it represented a climbing club in Scotland, namely the Creagh Dhu Mountain Club. This excuse served them well at the borders. In Switzerland they ran out of petrol. A passing police car gave them a tow to a garage and paid for the petrol. When one of them remonstrated “*they waved him away, saying ““service of the country” and saluted as Jitters drove off.*” Oil was expensive in Switzerland so they tried to get to France without refilling. “*The engine started making an awful racket - one of the big ends had melted*”, they filled up but it was too late, using many experimental ideas they struggled back to the ferry. Once home the car was used for three more months before the repair took place! They had bought two expensive cameras in Germany. To avoid the duty, one was hidden behind the dashboard and the other in a half full packet of con flakes. They were closely inspected at the border, but nothing was found. Writer James Heath later took over Jitters: “*She ferried my daughter to school, and even “raced” around Goodwood. She continues to be loved.*”

Here is a subject which is being discussed by many committees at the present. It is an extract from Goldie, the magazine of the BSA Gold Star Owners Club. Editor Malcolm Clark looks to the future [not very far into it!] “*So where do we go from now? Postage costs are going through the roof. In some countries doorstep deliveries are no longer. How long before the Royal Mail gets the same idea? ...We are looking into starting a Members Only forum on the web. This will be done in co-operation with our website provider and Lavenham Press,*

who look after our membership database so that members details are kept secure. It would mean the following: members could register to visit the site to interact with other members. Members could post items for sale, photos, thoughts, hints and topics for others to see. The magazine could be posted on the site for members to download and read. A library of back numbers could be available for members to view etc... the possibilities are endless. So please let me have your thoughts.”

In the same issue of Goldie, a novel idea by Ian Simkin. “*Here is my latest daft design of bike, it's not quite finished, but should be ready to run soon. Small to fit in the car or race van and with built-in paddock starter on the back to start race bikes. With a tuned 235cc engine, disc brakes, and upside-down forks it should be an interesting ride. Just got to find someone brave to see how fast it will go.*”



The compiler of this column is no expert on motorcycles, let alone scooters. In *Buzzing*, the journal of the **National Autocycle and Cyclemotor Club**, there is a two-page reproduction of advertisements for the “*Binz, the finest scooter under £100.*” The sole concessionaires would appear to be Christie and Sadler of Finsbury Pavement London. They were made by Binz and Co who were custom vehicle manufacturers from Lorch in Germany. As a sideline from making ambulances, fire trucks and hearses during 1954 and 1958, they produced the scooter. It was available in the UK from 1956 to 1957. A visit to Google tells us: “*...it was advertised [presumably in Germany] with the slogan: ‘Kunz and Hinz drive BINZ’. The motor scooter... was equipped with a shapely body and tailored to the frame. It was available with 50cc two-stroke engines from Fichtel and Sachs or ILO. In addition to the licence-free model, a version featuring a 150cc engine from*

Sachs was available starting in 1956.” The price in UK was 95 Guineas (£99.75) plus £2.10s (£2.50) extra for the speedometer.

In the issue of *Aspects of Motoring History* mentioned above, David Beare writes a long piece entitled “*The Cyclemotor Era in the United Kingdom, 1945-60.*” Here is a short extract: “*A significant market leader was the Cyclemaster, which remains today one of the most recognisable and successful clip-on auxiliary engines for bicycles. And for good reason, it was a carefully thought-out and designed unit, comprising a complete new 26-inch rear-wheel assembly with tyre and tube, carrying within a much-enlarged hub shell a cleverly executed motor, clutch, chain, final drive, fuel tank, carburettor and exhaust system. This was a marvel of miniature engineering and fitting it theoretically required nothing more than replacing an original rear-wheel with the Cyclemaster unit and attaching controls to the handlebars with everything else incorporated within the hub shell...*”



Though it was deservedly successful in Britain the Cyclemaster did not in fact originate in the United Kingdom, but was conceived in Holland and based on the pre-war German Saxonette.”

This illustration comes from the magazine of the **Trojan Museum Trust**. Compiler David Hambleton says that he has recently come across this photograph of a Trojan van in the Club’s archive. “*Roy's [of Wroxham] proudly mention their connection with Trojan on their website and confirmed to me that they had a number of Trojans in the 1920s. The one illustrated worked from their shops whilst others worked for the bakeries.*” [Their website explains “*After the war, WW1 trade began to develop and the horse-and-cart delivery service covering the nearby villages was expanded with the purchase of a fleet of former Royal Mail Trojan*”



delivery vans. These vans set the corporate colours from then on, as all that was needed to adapt the vans was a change in the sign writing.] The van delivery service became so popular and successful that in later years, Roys vans appeared alongside other companies' vans in Trojan advertisements as "A few well-known Trojan van users."

[Not mentioned was that Roys used to sell petrol in 2-gallon cans with the word "Roys" on the side – a very collectable item today]

The Foden works brass band was very successful and needed transport to enable it to cover the country to take on engagements. Peter Tullock, writing in *Foden Society News* tells us about the early examples. The first in 1905 was a converted Foden steam waggon. In 1914 it was replaced by another steamer which carried "a 5-bay bus body seating approximately 25 passengers on peripheral bench seats... and carried the name 'Puffing Billy'." The first diesel bus came in 1933: "The body was built by Fodens themselves and seated 26 bandmen with space for their instruments. This carried the band to all the National Brass Band Championships in the 1930s, six of which they won! After the War it covered a 2,000-miles journey through Europe as part of the Forces Liberation Army. They played at the Brussels Opera

House on VE Day 1945. Peter Tullock tells us: "The band are still performing as successfully as ever, despite the demise of the parent company and are currently the number one brass band in the world".

In the *Standard Car Review*, the magazine of the **Standard Motor Club**, there appears an article on "Standards captured by the Germans in Jersey". "In October 1940 in Jersey all cars were required to be cleaned and overhauled for inspection by the German Purchasing Commission. The order stated the "the owner is obliged to sell his motor vehicle at the price fixed" and many people were notified that payment would be made after the war. [Still waiting?] Emotions ran high and on the 21st November all cars – 1936 models and upwards – were ordered to be presented for purchase... It was estimated that eventually 12,000 motor vehicles (including motorcycles) were seized, (mostly to be sold abroad".

The **Ford Sidevalve Owners Club** have a magazine entitled *Sidevalve*. Andy Main, who runs the Special Application Register, writes: "Robert Ransome set up a foundry in Norwich in the late 1700s. They were major manufacturers of agricultural machinery and general engineering products including traction engines, ploughs and battery-

electric commercial road vehicles, trolley buses and lawn mowers". An independent factory was set up to manufacture hand-powered lawn mowers. The first petrol mower was produced in 1902." Later in the 1930s they produced the 40-inch Mark 1 lawn mower and roller powered by a Ford 100E engine. Andy Main does not know how many were made and as far as is known only three survive. "Last year, Kevin Tomlinson, a collector of the more unusual side valve-powered machinery, had bought one from his friend John who used it for mowing his orchard, previous history is unknown. Do any others survive?

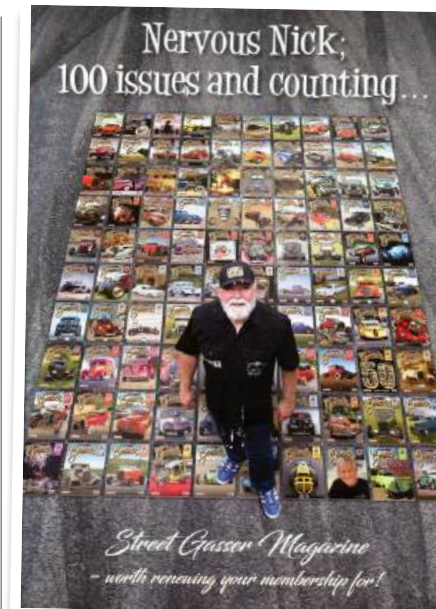
There is a fascination with large articulated vehicles and heavy loads. They even feature in regular TV programmes, usually carrying large locomotives. In *Steaming*, the magazine of the **National Traction Engine Trust**, there is an article by Colin Tyson on "The flexible six steam wagon": "The flexible six-wheeler would today be described as an articulated wagon, although in 1924 this terminology was not in use. This was essentially a Standard C Type [Foden] chassis which had been fitted with a spherical-type coupling for a long, single axle semi-trailer. The engineers had some concerns over the lack of manoeuvrability of the vehicle and

trailer, which was some 23ft long and was also fitted with a steering axle which was designed to assist in the negotiation of tight corners. Unlike the modern day articulated unit, the trailer could not be detached easily, and the design was really aimed at providing users with an increased load space... most of them ended up being converted to drawbar or timber tractors but at least one has survived in more or less original form."

Ian Young is the Editor of *Windscreen*, the magazine of the **Military Vehicle Trust**. In his Editorial he tells of finding some old photographs which "Showed an old surplus WW1 tank that had been purchased by a group of entrepreneur ex-servicemen and converted for use as a 'Joy Ride' at the Kursaal amusement park at Southend-on-Sea in the early 1920s... The Mark IV Female tank being used by the group was fitted with a purpose-built wooden structure on top of the tank that provided seating... for up to forty people... and with no apparent passenger restraints visible... I expect it would have been an exciting ride, and I doubt very much there would have been any of the dreaded Health and Safety warnings signs in sight!". A special course had been laid out complete with trenches and shell holes for the tank to negotiate as well as a ten-foot bank for the tank to climb. To bring the story up to date he tells of a Chieftain Tank which had been fitted with a structure on the roof to carry people which was "spotted at the War and Peace Show some years ago".

In the Newsletter, the magazine of the **Knighton Historic Vehicle Club**, appears an item rarely seen in motor club magazines, namely a Book Review page. One-make clubs tend to think their readers are only interested in their one make. Many other clubs seem to ignore books. Surely club members may well be interested in subjects in the wider motoring vehicle field. The review in this club magazine is unusual in that it covered a paperback version of Miranda Seymour's *The Bugatti Queen*, the rather sad story of Helen Delangle who raced Bugattis and other cars before the war. An unusual twist covering the other reviews, they were for a variety of books that had been published in recent years and may even have been out of print.

The editor of *Street Gasser*, the bi-monthly magazine of the **National Street Rod Association**, is Nick Brooke-Langham. He has been the editor since the club started the magazine, and it has now reached the 100th issue. Having time on his hands he wondered what to do for the 100th issue. In the end he laid out all one hundred issues and stood amongst them to have



his photograph taken. The picture was not used on the front cover but graced the rear cover of the centenary issue.

The **Sunbeam Motor Cycle Club News** had an article by John Waghorn which gave details of some of the Road Traffic Acts from 1861 to 1938. I have chosen two to reproduce here. "Locomotives on the Highways Act 1896. This removes many of the restrictions of the 1865 Act. It defined a new class of vehicle; those under three tons were now classed as "Light locomotives" and were no longer compelled to be operated by a crew of three, in addition the speed limit for "light locomotives" (i.e. motor cars) was raised to 14mph, although local Government Boards had the authority to reduce it to 12mph, and most of them did! This allowed motor cars to drive freely on the roads. The first Emancipation Run for motor cars, from London to Brighton, was held on the 14 November to celebrate the Act coming into force."

"Road Traffic Act 1934. A speed limit of 30mph in built-up areas was introduced to reduce death on the roads. Driving Tests were introduced – new drivers had to display an "L" plate on their vehicle and take a driving test before they could get a full driving licence. Vehicle registrations with three letters and three numbers were introduced as were pedestrian crossings. They had the orange pulsing lights we know today as Belisha Beacons (Leslie Hoare-Belisha was Minister of Transport at the time). The crossing itself was marked

out by 4-inch square bright metal studs. Painting the crossing with black and white stripes ('zebra crossings') came much later.

[When clearing the effects of my late aunt we found her driving licence dated early 1934. We were surprised because we did not think she had ever driven a car in her life – we presumed she took out the licence, just in case, before the Act and the driving test came into force.]

In *Idle Chatter*, the magazine of the **1100 Club**, an item entitled "Looking back" illustrated a scene, pre-1957, that showed an Ivatt 2-6-2 railway tank engine built in 1949 apparently being driven down a crowded street. The scene is Weymouth where a branch line took trains from the mainline station down a "tramway" to the docks from which there were ferries to the Channel Islands. In the summer, road vehicles were often parked very close to the tracks. A second photo, taken in the diesel era shows the same congestion with a train leaving the docks with two men in high-viz jackets walking in front of the train. "We enjoyed a holiday in Weymouth in 1987 and can remember cars being bounced out of the way by such men."

Revcounter, the magazine of the **Austin Healey Club**, often has some snippets under the title of "Rear View Mirror!"

From *The Autocar* July 1924: "Every time a car is washed the varnish loses some of its lustre: it is best therefore, not to wash it other than necessary, and the process should not be prolonged".

The Autocar, 23 December 1911: "On Boxing Day, the Surrey Walking Club will hold a race starting at noon from South Croydon to Godstone and back. Will AA members kindly take care not to inconvenience the competitors".

The Autocar: 31 July 1920. Every motor charabanc should be obliged to carry a reflecting mirror to enable the driver to detect the presence of cars desiring to pass. Probably a better course would be for a boy to be carried at the back of the vehicle provided with some means of communicating with the driver".

The Autocar 22 June 1937: "Scientists in America declare that every puff from the exhaust of a car helps to darken the population's hair – soon blondes won't exist".

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Michael E Ware

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

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