

FBHVC News



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 2 · 2021

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Plus

A Panda jogs my memory

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Last Morris Minor built returns to Cowley

Restored back to its former glory

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Editorial Wayne Scott Communications Director

Have you got yours yet? No, I'm not referring to your vaccine shot – but instead your National Drive it Day rally plate!

I can scarcely believe that Drive it Day 2021 is nearly upon us, but even more incredible is that I have to write about our Drive it Day plans whilst still in the shadow of Coronavirus restrictions. Whilst most areas of the UK will have seen some restrictions eased by the time 25th April arrives to allow us to travel locally and meet limited numbers from other households outdoors, we will not be in a position to have the large shows and gatherings that we have become accustomed to over the years.

However, there is no reason to allow that to dampen our enthusiasm for the day or indeed for our historic vehicles.

In actual fact Drive it Day should be just that; an opportunity to get your historic vehicle out after its winter slumber – or give it a good buff up and polish if it has remained in regular use – and celebrate the freedom we have to continue to use our cherished vehicles on the open road.

National Drive it Day has its place as a symbolic season opener, a chance to get historic vehicles of all shapes, sizes and types out in use, seen by the public and enjoyed by their custodians. It's a statement of national importance because, not only does it ensure that our transport heritage continues as a moving, working, living experience, but also raises awareness of the size, importance and contribution that the historic vehicle movement makes to the world.

This year, that contribution is even larger because of course, we have teamed up with the NSPCC's Childline to raise money as an integrated part of Drive it Day in

order to use our movement to contribute to a section of society that has needed huge help and support during the pandemic – vulnerable children. Lockdown has magnified all sorts of societal problems and the long days and weeks trapped in broken homes or abusive environments have put vulnerable children even more at risk.

Furthermore, the restrictions on social contact and the movement of people have seriously curtailed fundraising efforts for charities across the board. All those sponsored runs, swims, coffee mornings, Fêtes and other initiatives have not taken place and charities have found themselves underfunded just at the moment when they need the resource the most.

So, despite the lack of shows and events – Drive it Day 2021 offers us the opportunity to stay local, be responsible but to still get out and use our historic vehicles. Take them for a short drive around your area, do your weekly shop on Sunday and take your historic vehicle, offer your services to fetch supplies for an elderly neighbor or relative, visit a support bubble, perhaps even deliver a donation to a local food bank. Some people will not feel able or be permitted to leave home, so instead – park your car on the drive and proudly display your piece of transport heritage to passers by.

We must all adhere to Government guidelines applicable in our area, so check what is allowed before you leave as the situation may change again after this goes to print. But that said, whatever you do on April 25th – do it in your historic vehicle and do it displaying your Drive it Day rally plate bought from www.driveitday.co.uk. All proceeds go directly to the NSPCC's Childline to protect future generations through celebrating our past. So, have you still not got yours yet?

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

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

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Introduction

The curse of 24 hour news is brought home during a pandemic lockdown – endlessly repetitive depressing stories often designed to stoke up more angst, anger and conflict to retain viewers and fill the day. The corollary of that curse is the benefit that the news is kept up to date, unconstrained by editorial and printing deadlines. That time lag means that as you read the last newsletter which came out in February, you might have flicked through it expecting that the major item of “breaking news” (an EU-UK Brexit Agreement) might have been covered.

I am sorry your hopes were dashed. With a final deal emerging just before Christmas and the modalities of implementation on Government websites “unfinished” by the first thing January deadline, there was no time to absorb the 1246 pages of the Agreement. Thankfully the FBHVC website news updates are there to do the “breaking news” and caught up with reassurances on VAT rates for historic vehicle imports and less welcome news on the additional bureaucracy and expense of the temporary export of a vehicle to the continent on a trailer. One benefit of a pandemic is that there is more time to consider these new processes as actually putting them into practice for leisure, racing or exhibiting our prized possession is a little way off. As “modalities” become clearer, I hope to be able to provide a fuller summary of these changes in the next edition.

Also, too late for the last newsletter was the update on LED lighting in the

MOT inspector’s Manual which I cover briefly below (with a link to previous detailed FBHVC advice on this tricky topic). On environmental issues, following on from coverage in the last Newsletter of the Scottish Government’s publication of the fruits of its consultation on Low Emission Zones, I provide an update on the draft subordinate legislation making its way through the Scottish Parliament. I also mention again the Oxford ZEZ Consultation in the context of our response in January and explain some fairly well trodden issues in relation to the expanding London ULEZ. Finally taking inspiration from what used to be quaintly called the post bag, I describe another interesting issue on what in far off days was called “motor spirit”. A quick FIVA update courtesy of my predecessor, Bob Owen is also provided and a mention of a new and very welcome member of the Legislation Committee. And SMART motorways get a mention again!

How far that little candle throws his beams...

... So shines a good deed in a weary world. A rather apposite quote in this trying year which I link to the fitment of LED lights to historic vehicles. The following entry in the MOT manual for cars and passenger vehicles updated in January of this year raised a few eyebrows:

4.1.4 Headlamps - Compliance with requirements - Changed sentence from ‘Existing halogen headlamp units should not be converted to be used with HID bulbs. If such a conversion has been done, you must fail the headlamp.’ to ‘Existing halogen headlamp units should not be converted to be used with high intensity discharge (HID) or light emitting diode (LED) bulbs. If such a conversion has been done, you must fail the headlamp.’

However in an amendment issued by DVSA on 19th March and coming into effect from 22nd March these rules are changing so that not all motorcycles and vehicles will fail the MOT test if their halogen headlamp units have been so converted.

Class 1 and 2 motorcycles

Class 1 and 2 motorcycles must not be failed for the defect ‘Light source and lamp not compatible’.

Headlamps must comply with all other requirements of the test and headlamp aim.

The motorcycle inspection manual will be updated shortly, and the ability to select the defect within the MOT testing service will be removed.

Class 3,4,5 and 7 vehicles

For class 3,4,5 and 7 vehicles, the defect ‘Light source and lamp not compatible’ only applies to vehicles first used on or after 1 April 1986.

Should a vehicle be presented for an MOT test with conversions before 1 April 1986 they must not be failed with immediate effect.

Vehicles presented with converted halogen headlamp units first used on or after 1 April 1986 will continue to be failed.

Headlamps must comply with all other requirements of the test and headlamp aim.

The cars and passenger vehicles inspection manual will be updated shortly.

For reasons I briefly summarise below, the vehicles which will mainly be caught by any offending conversions will be those post 1986, the oldest of which are only on the cusp of becoming historic vehicles. Thus the majority of historic vehicles are not affected by this change to the MOT requirements.

The regulatory position on the use of LED light sources in historic vehicles has been covered so extensively and comprehensively before in this journal that rather than repeat that guidance verbatim here, I invite you to read an article in Newsletter number 5 of 2017 available in the Federation archives. In basic terms, for vehicles registered before the 1st of April 1986, there is no requirement for type

approved headlamps as set out in the Road Vehicle Lighting Regulations 1989 (RVL 1989) in Schedule 4 paragraph 5. However those Regulations require that where an approved lamp is required, an approved light source must be used. The date applicable depends on the lamp function. Based on a letter from the DfT in 2017, the article goes on to summarise the dates when lamp approval became mandatory for certain motor vehicle lamps.

For many older vehicles there is no specific prohibition in RVL 1989 about the use of LED sources. However it should be noted from the article mentioned above that those Regulations also include a requirement that lamps (and specifically headlamps) should not cause undue dazzle or discomfort to other persons using the road.

“With particular reference to headlamps, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the optical design of the lamp and the risk of causing undue dazzle or discomfort becomes a very real one”

In addition, given the fact that LEDs are greatly more energy efficient than their tungsten or halogen predecessors, the fact that the Regulations quote minimum wattages for certain lamps creates a barrier to their use across the board. LEDs are of too low a wattage to comply with the regulations even though the actual

light output may be entirely adequate.

So whilst any change to government motor vehicle manuals can cause a frisson of concern, I think the change mentioned above will be of limited application to most historic vehicle owners. That said even those no longer taking their vehicle for a test, should ensure that any conversions to LED headlamps do not dazzle other road users which could fall foul of a roadside check. A more remote but still plausible issue could be the insurance implications of a modification which is alleged to have contributed to a road accident.

Clean Air/Low Emission Zones

Scotland

In the last Newsletter I covered the welcome news that in its final consultation on the implementation of Low Emissions Zones under the Transport (Scotland) Act 2019, the Scottish Government confirmed its undertaking to provide exemptions from prohibition of entry into these zones for vehicles defined as historic by the international standard of 30 years. Our response was confined to welcoming this indication and an expression of hope that the enforcement process would be as user friendly as possible. I was awaiting the draft subordinate legislation at that stage and that has now been published.

With a choice between basing the exemption on a simple requirement that the vehicle is more than 30 years old and a more complex one based around the EU inspired definition of a Vehicle

of Historic Interest (VHI), you can guess which has been chosen. This will make the implementation process "interesting". The VHI definition in the regulations almost exactly replicates that in The Motor Vehicles (Tests) (Amendment) Regulations 2017 save for substituting "30 years" for "40 years".

The VHI definition used in the context of roadworthiness makes sense since a substantial modification could have safety implications. Clean air zone exemptions in England are simply based on the vehicle being VED exempt (because it is more than 40 years old) and this simplifies the enforcement process largely carried out by ANPR which recognises the "historic" registered status of the vehicle. It is appreciated that 30 years poses a problem in relation to using that same system (since 30 years is not a matter of significance in DVLA registration records). Thus, imposing the VHI definition to qualify for an exemption would seem to imply a need for registration of a vehicle with the Scottish authorities. In accordance with our "user friendly" request, let us hope that such registration will apply across Scotland and not require separate registration for each city setting up its own LEZ.

Oxford ZEZ

Having previously indicated I was still looking at Oxford's proposals for what they termed a Zero Emissions Zone (ZEZ), I did respond as can be read on the Federation website. Having hinted at a system akin to other cities in terms of identification of vehicles by ANPR, the consultation then referred to registration

requirements which would not be very suitable for our members. The systems now operating in some cities, where a checking system is available to put minds at rest, is what I have advocated, and I expect will ultimately be the system put in place. Talking about online checkers....

...Ever Increasing Circles – the London ULEZ

One of the "post bag" items related to an oft mentioned topic in this Newsletter. As publicised on the Federation website, from 25th October 2021 the ULEZ boundary increases, to cover "inner London" as defined as the roads within, but not including the North Circular Road and South Circular Road (A406 and A205). Quite a healthy number of emails from correspondents were received on this change. Given where they lived, some had received pamphlets informing them of this change and others had seen it in the media or on the TfL website. Having taken up the invitation to use the ULEZ checker on whether their vehicle was exempt, they had been concerned to see an information box telling them they were subject to the £12.50 charge. This is not very helpful (given that the checkers for other cities I referred to earlier) work well.

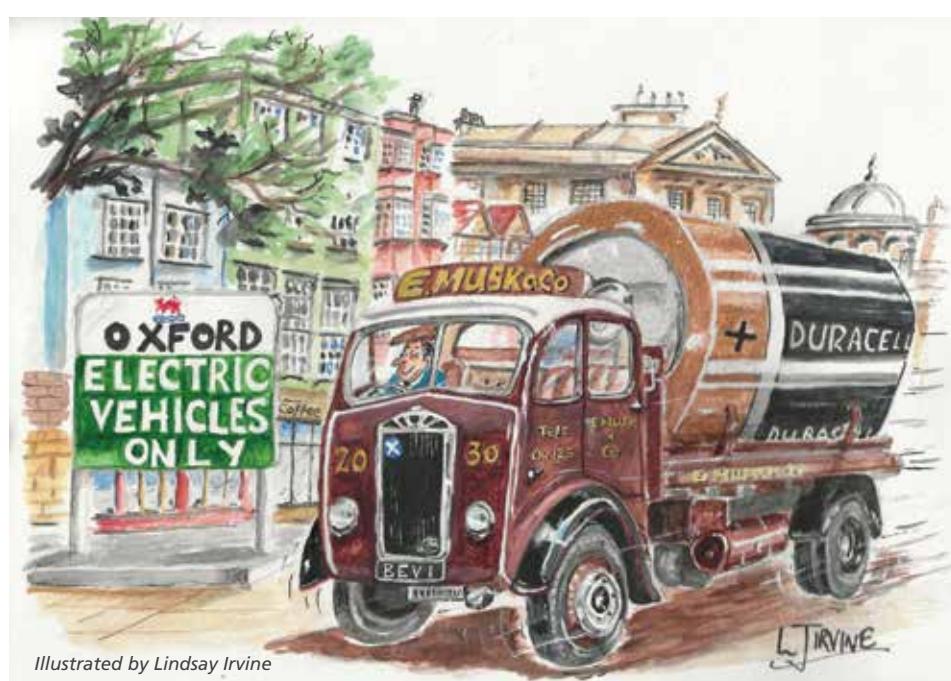
To allay any fears that a sneaky reneging from the settled position was taking place, I examined the original legal mandate for the zone and exemptions. It is not entirely straightforward to follow the amendments to the Greater London Low Emission Zone Charging Order 2006 made under the Greater London Authority Act 1999, but looking at the latest variation orders, there is no indication of the historic vehicles exemption being repealed. Indeed, the extension to historic vehicles on a rolling 40 year basis was only inserted by the 2018 Amendment Order.

However the small print on the Checker facility explains why there is a problem:

"The checker ONLY checks the emissions standard of the vehicle. To check if a discount or exemption applies to your vehicle - and whether you need to pay the charge - go to Pay to drive in London."

On proceeding to the 'pay to drive in London' page, as if intending to pay, it will then correctly show the vehicle as exempt. Unlike the checker facilities for other towns and cities, the ULEZ "checker" is only checking the emissions standard and not the VED status or age of the vehicle.

A frustrating issue, but there does not appear to be any "reneging" on the exemption by stealth. However, we will remain vigilant.



Illustrated by Lindsay Irvine

Planes & automobiles

Since my other passion is historic aviation, I was most interested in another item arriving in the post bag bridging both the aerial and ground based worlds. With the permission of the correspondent, the question I was asked by him was why AVGAS (aviation gasoline) used in light piston engine aircraft could not be made available to the vintage and classic vehicle movement. This was on the not completely incorrect basis that AVGAS fuel used by light aircraft is virtually the same as classic petrol of the 1960s.

Whilst my knowledge of fuels is generally set at Zero (I will soon have some help on this – see page 8) I did know a bit about AVGAS 100LL which is the product used in many general aviation aircraft. LL stands for “low lead” which together with the 100 octane rating could make this fuel attractive to certain vehicle owners. The question was not unreasonable and merited a fairly detailed reply which the correspondent was content I share more widely.

The Law

I have no doubt that AVGAS 100LL would work quite successfully in the engines of historic vehicles designed to accept premium leaded fuel. I shall discuss briefly later as to why its availability is restricted but as a preliminary I can state unequivocally that it would not be lawful to use it in a road vehicle. By analogy with the far better known phenomenon of putting red diesel supplied for agricultural use in non-entitled vehicles, AVGAS has a different duty rate applied to it than for road vehicles. (www.gov.uk/government/publications/rates-and-allowances-excise-duty-hydrocarbon-oils-excise-duty-hydrocarbon-oils-rates). From that link you will see that the duty rate for AVGAS is lower than road vehicle petrol, but the base price is much higher than motor vehicle unleaded. There are offences in section 9 of the Finance Act 1994 for either misusing fuels or supplying fuels for misuse. The latter would deter any reputable fuel wholesaler or retailer supplying to the road vehicles market.

Other Issues

The correspondent wondered whether the tax and supply restrictions might be changed. As I say my fuels knowledge is low but in addition to the Octane rating, I doubt that AVGAS is exactly the same as the premium leaded of the past. Its extra base cost is because it contains additives to give it a stability to work at the different altitudes and temperatures which aircraft operate in which are not common to motor vehicles.

As to why the government might be unwilling to consider a change, I thought these might be relevant:

- a. Having successfully got rid of leaded fuel for road vehicles, and with E10 on its way, I did not consider there would be any government appetite to allow it to be reintroduced under the guise of more extended use of AVGAS. (It would simply be regarded as the reintroduction of Road Vehicle leaded fuel).
- b. With my aviation hat on, I know the UK Government along with other administrations want to get rid of AVGAS too but are sensitive to the adverse effect that this would have on General aviation and accept that in Europe the use is small. That said the fuels industry has introduced a new grade UL91 whose name describes it perfectly; Unleaded 91 Octane. Most aircraft engines of the pre and immediate post war era and especially British ones (such as the de Havilland Gipsy Major installed in Tiger Moths etc.) much prefer this fuel as the

leaded fuel can leave deposits on the cylinder head and valves. The much more common post war US horizontally opposed engines generally prefer the higher Octane leaded fuel but reengineering and further research has shown that for many UL91 is sufficient.

- c. There are approximately 27000 GA aircraft in the UK. Not all run on AVGAS; I have already mentioned UL91 but many newer ones run on MOGAS, effectively unleaded petrol and others on JET A1 or diesel. It is the case therefore that AVGAS 100LL is becoming an increasingly niche product for a relatively small market. Even if relatively few historic vehicle owners took advantage of the fresh availability of leaded fuel, given the 1.2 million historic vehicles on the DVLA database, numbers might still be greater than GA users. This would not be attractive to government.
- d. Even if the government was open to such a suggestion, I doubt whether there would be a business case. Firstly, the majority of historic vehicle owners cope and have coped with the loss of leaded fuel. There is the hurdle of E10 but thanks to the work of the Federation, supply of E5 is assured for at least 5 years and there will be a strong lobby to retain supplies beyond that. The cost of a distribution network for “AVGAS” for road vehicles is unlikely to be cost effective and many outlets may be reluctant to stock for reputational reasons and because the market will be small.

Federation Position

As I have set out in previous columns, the main challenge for the historic vehicle movement in the future is the Government’s policy intent to phase out sales of petrol and diesel cars (though not currently motorcycles) by 2030 in accordance with its zero carbon target by 2050. A move to electric and hydrogen vehicles puts our historic ones in the spotlight and a likely increased political and public need to justify their continued use. The Federation will continue to campaign for the protection of fossil fuel supplies long into the future to



service historic vehicles. However to lobby for what would be regarded as the wholesale reintroduction of leaded fuel for historic vehicles (as opposed to the limited amount allowed to be sold), would not be helpful to the Federation’s or movement’s aims.

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Esso Sign (other petrol companies are available) means a happy Committee

I am delighted that I no longer have to pretend knowledge on fuel matters as Nigel Elliott (whose biography is available on the Federation website but had a long and distinguished career with a major oil company, hinted at in the title to this paragraph) has joined the Legislation Committee. He is currently in the process of updating the advice and materials on this area on the FBHVC website, so we are guarding his precious time to get that task completed. For those eager to fire fuel related questions for him via the Federation Secretary, please allow time for that update to occur (which will cover E10 as well) as your questions may be covered in that refresher. My Committee colleagues and I are delighted at his assistance to date, with my delight augmented by relief!

FIVA

The following is a flavour of the matters discussed at the recent FIVA Legislation Commission (LC) meeting.

The LC learned that FIVA's own Worldwide Historic Vehicle Survey (which incorporates the UK data from the FBHVC) survey is still on track for the results to be published later this year. Further its Technical Code 2020 concerned with the issue of FIVA ID Cards has been launched this month by FIVA at the same time as the FIVA Identity Card becoming exclusively online. The Technical Code makes it clear that vehicles converted to electrical power are not within the Code and that they are to be treated as new as of the date of conversion, in line with the approach to major alterations of other kinds.

The issue of chromium plating which specifically affects the United Kingdom was discussed. The EU Registration, Evaluation, Authorisation & Restriction of Chemicals (REACH) Regulations often discussed in these pages, currently contain an overall ban on the use of chromium trioxide. It is understood that the EU REACH Regulations, as in force at the end of the Transition Period, will have been transferred en bloc into UK domestic laws.

This will include the overall prohibition.

There has been an extended process in the EU over several years to permit four exemptions from the overall prohibition. One of these is for "decorative" chromium plating. During the period prior to their finalisation, national administrations have not been enforcing the overall prohibition in the areas affected. In the UK this is the Health and Safety Executive (HSE). Prior to the end of the Transition Period three of these exemptions were finalised, and presumably will be swept up in the adoption into UK laws.

Unfortunately, the "decorative" aspect is still in the final stages of approval in the EU system, though the advice given to FIVA is that this is purely administrative and that finalisation will shortly occur.

The consequences if any of this transition for the UK will be explored by the Federation; (a) to ascertain the position as seen from the HSE and (b) if the answer is not satisfactory, advise the APPHVG of this and look at co-operation with an industry which is important to historic vehicle preservation to ensure domestic legislation is compatible with the continuation of chromium plating in the United Kingdom.

SMART

When I first wrote on this contentious topic a couple of Newsletters ago, I had expected by now to be covering safety implementation rather than louder calls for reversal of the policy of building SMART motorways. Shortly after I wrote the last update on this topic, our APPHVG Chairman, Sir Greg Knight, did indeed approach the Secretary of State for Transport expressing our concerns and his about the slow pace of roll out of Stopped

Vehicle Detection systems (SVD) and other measures to mitigate the dangers of breakdown on the former hard shoulder lane. Meantime the media has covered the Highways authority being reported to the police for corporate manslaughter and the motoring organisations which had started to mute their resistance to the concept have become more vocal again as obviously the hazards affect their Patrols as well as members. Given

the amount already invested in the project and the cost of buying land equivalent to 700 Wembley stadia to restore a hard shoulder in addition to the fourth lane, I doubt the policy will be reversed but the shocking discovery that the myriad of motorway cameras are not routinely monitored by staff for accidents or breakdowns (the onus is still on the driver to phone in) is unlikely to increase anyone's confidence until automated monitoring systems are working.



Further Emissions Update James Fairchild

Further to my report in Issue 1, 2021, here is some updated information for you.

By the time you read this, the **London** changes and the **Bath CAZ** have commenced, both affecting lorries, buses and vans.

On 1 June, the **Birmingham** zone commences, and we remind the reader once more that this zone affects ordinary private cars also, with vehicles in the Historic VED class being exempt, but younger 'classic' or 'preserved' vehicles being subject to the charge.

We have some further information on the payment methods for both **Bath** and **Birmingham**. These cities (and presumably other English cities which join them) will utilize a gov.uk webpage, the 'drive in a clean air zone' service. Our emissions webpage includes a link to this, as well as the (different) payment page for London.

Just as this issue went to press, **Bradford** confirmed that its CAZ is to go ahead (affecting lorries, buses and vans). The DEFRA standard exemption for vehicles in the historic VED class will apply, and furthermore **Bradford** MDC will consult on potential local exemptions. Similarly to **Bath**, this zone includes part of the main A650, A657 and A658 and will

affect younger commercial vehicles travelling to events in **Saltaire** as well as encompassing safe routes for bigger vehicles travelling to places like **Keighley** and **Skipton**, both popular locations for transport events in non-pandemic times.

We are also grateful to receive a report of an informal virtual meeting held by **Sheffield City Council**, which was attended by the chairperson of the South Yorkshire Transport Trust, where the council committed to considering exemptions for vehicles not encompassed by the national one.

Greater Manchester Combined Authority have also received an update that their formal consultation has ended, and a 'final plan' is expected this summer. Again, we are grateful to the chairperson of Museum of Transport Greater Manchester for the update.

Furthermore, the **Manchester** City Council are considering their own ULEZ for Manchester city centre which would include cars, and create the conundrum that some vehicles will have to pay for both the countywide zone and city zone upon making the same journey – hopefully both via the same payment portal. If we hear any more we will share.

Bristol CAZ (with the chosen option applying to buses and lorries) is awaiting government formal approval to proceed.

Finally, we recap that the planned **Leeds** zone has been cancelled, and **Southampton**, **Derby** and **Nottingham** have similarly decided not to introduce a zone.

It is also worth adding that in our updates we have only included information applicable to the general historic vehicle population. Many of the zones have allowances for local residents, for example, and some have exemptions for recovery trucks (which we understand is only for working recovery trucks and not preserved ones) as well as some obscure ones for certain types of machinery.

Reading the **Bradford** documents, we learn that the zone is intended to be in operation for a finite period of time, and that the quicker society as a whole gets to acceptable levels of air pollution, the quicker the zone will have served its purpose.

Finally, readers are reminded that the **Birmingham** zone (from June) and the next lot of **London** changes (October) will apply to cars as well as larger vehicles.

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Apologies for my absence from the last edition but as I had nothing to say it seemed best to say nothing!

Many of you may have seen reports in the national media of a particular concentration of Covid-19 infections amongst DVLA staff and indeed some speculation as to how that may have come about. It is not my intention to comment on the speculation, but I have written to our contacts at Swansea to say that we were sorry to hear of the problem. At the same time I sent them a copy of the FBHVC press release on the subject.

Whilst the Federation continues to have serious issues with some DVLA policy matters and with Agency's handling of them we are also very happy to acknowledge the difficulties that the pandemic has caused for the DVLA. In particular we note that the feedback received from our member clubs suggests that the normal day-to-day operations of the Agency have continued to work very effectively throughout all the restrictions. We would like to urge continuing patience for what should be the last few months of the pandemic.

The press release mentioned above noted some of the ongoing issues and I would like to remind you of two of them. Adjacent to my column in issue 5/2019 was a statement on Historic Vehicle Registration Difficulties. I am very

sorry to report that for two of the three issues mentioned there has still been no constructive progress. These were –

- First registration applications for vehicles originally supplied in CKD form will be rejected unless evidence can be supplied of the date of final assembly or first registration in the original destination country.
- First registration applications relying on a manufacture date stamped directly on the vehicle, or on a plate attached to the vehicle, even when supported by a dating statement from a relevant club are likely to be rejected.

As indicated in the press release the Federation will continue to vigorously pursue these matters once a little more normality returns to our lives.

On the third point from the 2019 statement, the initial rejection of perfectly satisfactory registration applications, feedback from member clubs indicates an improvement although where an application is rejected the rejection letters are not always very helpful. It is understood that DVLA staff do not have time to compose individual letters but the system of standard paragraphs which I understand is used often produces letters that imply shortcomings in aspects of the application that do in fact meet the requirements.

Now, moving on to a small piece of information which is new – to me at least! When DVLA are notified that a vehicle has been scrapped a 'scrapped' marker is placed on the record. However, as we know, in some cases for any one of a number of reasons the vehicle is not actually destroyed. Following a couple of individual enquiries, I have learned from DVLA that in some circumstances it may be possible to remove the scrapped marker and permit the continued registration of the vehicle. DVLA quite rightly stress that a number of factors will influence their decision and that it has to be a case-by-case decision. It should be noted that any vehicle for which a Certificate of Destruction has been issued cannot be resurrected. Anyone wishing to follow this up is advised to write, with as much information about the vehicle in question as possible to –

CCU, DVLA, Swansea, SA99 1BA.

To close, a reminder – strictly speaking nothing to do with DVLA but a useful service – MoT reminders can be obtained by request at - www.gov.uk/mot-reminder They send an email or a text four weeks before the expiry date, again at two weeks and a notification the day after expiry if the vehicle has not been tested.



**Driver & Vehicle
Licensing
Agency**



Motoring Taxation - Information on Capital Gains Tax

This article is written with individuals in mind, although many sections are similar for businesses, however different rules apply on the provision, use and disposal of vehicles that are owned by a business.

From the first day we own a vehicle we spend a life-time contributing to the coffers of Government and other organisations.

- Import Duty – for vehicles purchased outside of the United Kingdom and brought into the country.
- Value Added Tax – on the purchase of all new vehicles and some second-hand ones as well as on fuel and the majority of other expenditure related to your vehicle.
- Vehicle Excise Duty – road fund licence.
- Vehicle First Registration Fee – on new vehicles.
- Hydrocarbon Duty – tax on the fuel you put in your vehicle.
- Congestion Charges and Clean Air Zone Charges – to be able to use certain vehicles in some towns and cities.
- Road Tolls – to be able to drive on some roads or cross bridges.
- Parking Fees – to be able to leave your vehicle in some locations..
- MOT Tests – ensuring your vehicle is roadworthy.

There is one tax that the majority of vehicles escape; capital gains tax - as they are deemed to have a useful economic life of less than 50 years, even though many over 100 years old are still driveable. Equally there is no tax relief for any capital losses on the disposal of such assets.

As always there are exceptions (taxi cabs, racing cars, single seater sports cars, vans, lorries and other commercial vehicles, motorcycles, scooters or motorcycle/sidecar combinations) although, if they are regarded as chattels or plant & machinery they too will be exempt but under different rules.

A motor car, defined in legislation such that it can include vehicles which are not cars within the usual day-to-day meaning of the word car, means any mechanically propelled road vehicle except:

- a goods vehicle (a vehicle of a construction primarily suited for the conveyance of goods or burden of any description), for example, a lorry – estate cars and off-road recreational vehicles count as cars.

- a motorcycle.
- an invalid carriage.
- a vehicle of a type not commonly used as a private vehicle and unsuitable to be so used, for example, a single seat racing car.

Research on Google will show you many different ages for a classic/historic vehicle. For the above taxation purposes the following ages matter:

40 years – the age at which most vehicles are exempt from payment of Vehicle Excise Duty and then may be able to be exempt from the requirement to have an MOT test.

HMRC has a whole list of VED exempt vehicles available - www.gov.uk/historic-vehicles/vehicles-exempt-from-vehicle-tax and eligibility for MOT exemption - www.gov.uk/government/publications/historic-classic-vehicles-mot-exemption-criteria/historic-classic-vehicles-mot-exemption-criteria

30 years – the age at which a vehicle is automatically eligible for import duty relief and a reduced rate of VAT.

A younger vehicle may benefit from the relief from duty and the reduced VAT rate if it is considered to be of historical interest, however it would have to be extremely rare, a limited edition, in original mint condition, owned by a famous person, used in a film, winner of a race, or perhaps the first vehicle to use certain technological improvements such as brakes, lights or doors etc.

Some publications also refer to a vehicle achieving classic/historic vehicle status at 15 years of age. This is an arbitrary age solely for the purposes of fiscal policy to enable HM Revenue & Customs to increase the tax take. The legislation was brought in during 2003 to increase the tax on benefits in kind, so under s147 ITEPA 2003 a classic car is one where at the end of the year of assessment the age of the vehicle is 15 years or more and the market value is £15,000 or more, such value being greater than the manufacturer's list price. If the £15,000 had kept pace with inflation it would be £23,800 today.

However, no matter what the age or value to each of us our classic/historic vehicle has a special place in our lives.

Taxation details are correct, only at the time this article was written, which was pre the 2021 Budget.



Morris Minor Owners Club Apprentice of the Year

Normally at the Classic Motor Show in November the winner of the Morris Minor Owners Club Apprentice of the Year is announced. Due to the effects of the pandemic it has proven very difficult indeed, however with the assistance of the Heritage Skills Academy the lucky apprentice chosen was Greg Holmes.

The Heritage Skills Academy provided details on why Greg was the lucky recipient...

Greg Holmes has consistently produced good work both in the classroom and workshop and whilst on online tuition has completed all of his assigned modules. He is a popular apprentice within the group and is always enthusiastic when working on his own or in groups. Greg has recently changed employers, he is well regarded by his colleagues and is now combining his mechanical skills with new electric technologies at Lunaz Design within the ever-changing world of classic vehicles.

Due to the nature of all apprentices working online, the Heritage Skills Academy have been unable to present Greg with his award, however when some normality returns, this will take place. Congratulations Greg.

Events

Maybe this time it's for real?

The UK vaccination process is proceeding really well and it looks like this will be the enabler that lets us get our classic vehicles back on the road and restart informal meet-ups and formal events.

The current timetable (for England) indicates that by late April shops and museums can reopen and we can celebrate Drive it Day on the road. With luck this will also be possible in Scotland, Wales and Northern Ireland but of course this could all change at short notice. But let's be positive and plan to drive/ride our classics on April 25th proudly displaying the FBHVC 2021

Drive it Day Rally Plates. Have you bought yours yet?

If not, then you can still purchase them online at driveitday.co.uk/shop Two sizes are available to cater for motorcycles and larger vehicles, and all proceeds go to Childline.

Have you renewed your annual membership for your car club(s) and favourite museum(s)? Please do so if you can as, without your financial support we will lose them – and we will all be the poorer for that.

Our FBHVC Events Calendar already contains a list of events from April onward, and there may be some that appeal to you in the coming months.

Visit fbhvc.co.uk/events

Are your club's 2021 events listed on the FBHVC Events calendar? If not please ask your club secretary to submit them to Emma secretary@fbhvc.co.uk Then all the FBHVC members can see what your club is planning for 2021 and can contact you for more information.

Check out our Museum directory and start planning your next visit fbhvc.co.uk/museums

Motorsport UK Update

MSUK permits are being issued once again for Club events. Officially Motorsport can resume in England from March 29th and we hope the other Nations will have announced their plans by the time you read this.

MSUK are also conducting member surveys under the banner 'Rewriting the rules' to examine whether the existing regulations can be simplified and modernised. The intention is to implement the revised rules on 1st January 2023. It's a complex task, but a necessary one and if you are asked to contribute to the discussion then please do so.

Take care and stay safe.



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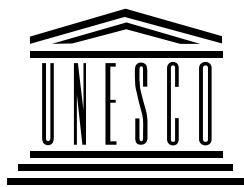
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Two new UK culture directors appointed to the UK National Commission for UNESCO

We are delighted to confirm the appointment of two prestigious Non-Executive Directors with responsibility for leading on heritage and culture for the United Kingdom at the United Nations Educational, Scientific and Cultural Organisation (UNESCO).

Dr Charlotte Joy and Kate Pugh OBE will join the UK National Commission for UNESCO (www.unesco.org.uk) for a term of three years from March 2021. The appointment was confirmed by the Minister of State for the Foreign, Commonwealth and Development Office, Lord Ahmad of Wimbledon, in February 2021.

Professor Colin McInnes, Chair of the UK National Commission for UNESCO, said:

"We are delighted to welcome Dr Charlotte Joy and Kate Pugh as Non-Executive Directors to the Board of the UK National Commission for UNESCO. They bring invaluable knowledge of the UK and international cultural heritage sector, and will be strong representatives for the UK at UNESCO."

"Kate's long-standing experience of working in the independent heritage sector, and her track-record of building

sector-wide consensus for policy development will prove invaluable in shaping UNESCO's heritage and culture mandate."

"Charlotte's background in heritage management in the UK, her fieldwork in Djenné, Mali and at UNESCO in Paris, alongside her background in cultural property protection will bring strong and relevant expertise to the Board."

Dr Charlotte Joy said: *"I am very honoured to be joining the UK Commission at such an important time in the history of the organisation."*

"The foundational principles of UNESCO are more resonant than ever at this time of recovery and rebuilding. I look forward to working with my fellow Directors to bring UNESCO's expertise and networks to the service of the UK's museum and heritage sectors and to support the UK's international heritage protection projects and ambitious participation in the UN's Sustainable Development Goals."

For more information on Dr Charlotte Joy please see here: unesco.org.uk/about-us/charlotte-joy/

Kate Pugh said: *"I am looking forward to teaming up with my fellow Directors at*

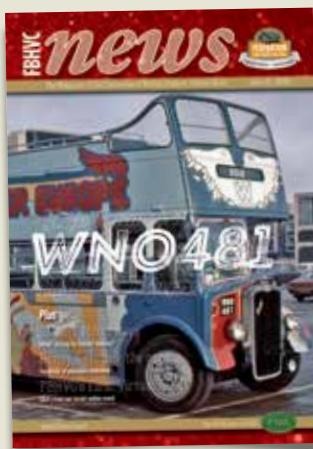
the National Commission to strengthen the UK's commitment to UNESCO and to support the mutual benefits each brings to the other, particularly through the World Heritage dimension."

"Working with the UK's wonderfully wide range of UNESCO designations, celebrating their uniqueness and showing how arts and culture can contribute through the Sustainable Development Goals to a more sustainable, peaceful and equitable future at local, national and international levels is for me both a privilege and an exciting challenge."

For more information on Kate Pugh MBE please see here: unesco.org.uk/about-us/kate-pugh/



WNO481 - WINGS TOUR BUS *The results are in!*



In FBHVC News Issue 6, 2020 we featured an interesting article entitled the *'Life & Times of WNO481, The 1972 Wings Tour Bus'*. I hope those of you with an interest have been keeping up to date with their Facebook page and website (www.1972wingstourbus.com)

Within the article we invited you, the historic vehicle community, to share your views about what interests you particularly about WNO481

through an online survey. The survey closed on 31 December 2020 and we thought you may like to be kept up to date with some of the results.

The overall responses shown were indicative to what was expected. 239 people responded to the survey request, which was welcomed. The historic vehicle community feel WNO481 is an important part of our country's motoring heritage, would like WNO481 to become accessible for viewing and rides whether it be at shows and events or at a museum. Also, whether it be interactive or a person providing the history and information to those visiting, would be a huge bonus.

Interestingly, over 91% of respondents indicated they were a historic vehicle enthusiast who already owned at least one historic vehicle. Just over 48% also declared their interest in being a Beatles fan and over 28% being a Wings/Sir Paul McCartney fan.

Not surprisingly 96% of those completing the survey were male and the age demographic indicated they were aged between 45 to over 65 years of age.

Some really positive comments were captured from the results, such as....

'A milestone in musical and transport history'.

'A motor vehicle milestone with much additional history it deserves to be restored and shown or displayed at a museum for future generations to enjoy.'

'What an opportunity it would be to see or ride this vehicle.'

'A very worthwhile project.'

Certainly, the journey Tom Creaven-Jennings and WNO481 are on is a long one, but I'm sure I can say that it is certainly an important and interesting one for a vast number of historic vehicle enthusiasts and music fans alike. We will continue to support them on their road and will keep you updated.

If you missed FBHVC News Issue 6, 2020 you can download the edition and read the 6 page article by visiting fbhvc.co.uk/newsletter-archive Enjoy!

With 2020 firmly behind us and 2021 at last promising a brighter time for us all I spoke to the team at Brooklands Museum who all have high hopes for returning to the 'old normal' and are gearing up for an exciting year.

2021 marks the 30th Anniversary of Brooklands Museum officially opening to the public in April 1991. The Brooklands Museum Trust was formed in 1987 with the aim of preserving the heritage site and telling the stories of Brooklands incredible legends who shaped the world of aviation and motorsport, and so began the exciting journey of the Museum. Whilst big celebrations may still be off the cards, the team will be marking this significant milestone with a calendar of gatherings and meets, a new exhibition and a dedicated documentary on UKTV.

BROOKLANDS
MUSEUM



Brooklands' famous events are back...

Kicking off the event calendar in April is the eagerly awaited Federation of British Historic Vehicle Clubs' Drive It Day. The event encourages members of the 500-plus clubs who support the FBHVC, plus other historic vehicle enthusiasts to use yesterday's two, three, four or more wheeled vehicles for a day, to celebrate the UK's transport heritage at its finest. We hope to bring you this outdoor-only event, but it goes without saying, that depends entirely on the easing of lockdown restrictions.

The Brooklands Summer Festival of Motorsport in June is a two-day extravaganza featuring the Double 12 competition events, Test Hill ascents with food, music and entertainment. The event celebrates Brooklands' rich motoring and

motorsport history and is always held on the weekend closest to the anniversary of the original opening of the racetrack on the 17 June 1907. This event will officially launch the Brooklands event calendar and is definitely one not to miss.

The annual Brooklands Members Retro Jumble and Classic Car Show returns in August, as does Brooklands Relived (formerly Brooklands Reunion). This year's Relived event will not only take you back to the glory days of the racing on the famous banked track, but also celebrates the 95th Anniversary of the first British Grand Prix, held at Brooklands in 1926. It is time to don your coveralls, grab a glass of champagne and relive the thrills and glamour of the speed and racing at the home of British motorsport.

In September, Brooklands will be paying tribute to one of the greatest Grand Prix drivers, and Brooklands Trust Members'

first President, Sir Stirling Moss. Sir Stirling, who passed away in April 2020, was a devoted Brooklands fan, as both his parents had raced at Brooklands in the 1920s. The event will showcase some of Sir Stirling's most famous, race-winning cars including Moss' 1952 F2 HWM, his 1958 Vanwall and a number of Rob Walker Racing Team Grand Prix cars, including the Ferguson P99 FWD, the Walker Climax, 1961 TT winning Ferrari 250 GT, and the iconic 1961 Monaco Grand Prix winning Lotus 18 Climax - chassis '912'.

Of course, it wouldn't be a normal year without the return of popular events such as Motorcycle Day, Italian Car Day, American Day, Mini Day and Military Vehicles Day. There will be a host of smaller car club meets and a couple of London Bus Museum Days thrown in for good measure. Brooklands events are back, and this year they'll be better than ever.





McLaren joins the Brooklands story

Timing the launch of their exciting new exhibition with the reopening of the Museum, after what seems like a year of National Lockdowns, the latest addition to the collection will make its debut in the late spring.

Partnering with McLaren, the new exhibit will showcase the stunning McLaren Senna GTR concept car, the latest in track racing and automotive technology. Brooklands was built as a place to race and test cars, to help

improve car design and achieve the goal of going faster. The skills required to do this are very much the same today, and McLaren, an automotive company rooted in Surrey, are focused on competition, design and development, carrying on the legacy of the historic site. The exhibition will tell the story of McLaren and visitors can experience driving on a Formula 1 circuit in the F1 simulator, an early prototype of the car that went on to be produced for Lewis Hamilton to race.

And if you haven't yet had the chance to visit the Museum in the last year, make sure to check out the final car in the Grand Prix line-up, the Mercedes-Benz EQ Formula E car. Arriving in November 2020, the full-size replica of the Mercedes-Benz EQ Silver Arrow 01 is showcased alongside the historic racing cars in the Brooklands Museum Grand Prix exhibition; where it all began, demonstrating the evolution of motorsport in the UK.

Secrets of the Transport Museum

Last but not least, Brooklands Museum is going to be appearing on the small-screen in its own, specially-commissioned TV series!

'Secrets of the Transport Museum', a ten-part, UKTV Original series will be shown on Yesterday channel at the end of March. Narrated by Sanjeev Bhaskar, the show follows the Brooklands volunteers and staff as they mend, maintain and restore the most extraordinary historic

motors and airplanes in the world. Cars, motorbikes, buses, bi-planes and even weapons and missiles are all tuned up and restored using engineering expertise that has been all but forgotten, except in this unique mecca for classic grease monkeys.

So that about sums up a few of the reasons to visit Brooklands Museum once we are all allowed to venture out. Pre-booked admission tickets will be available online soon at brooklandsmuseum.com

so you can secure your visit to the 'place that changed the world'. The award-winning Museum was recognised in 2020 for the COVID-19 safety measures that were put in place to ensure all visitors had a great experience despite the restrictions. So, whatever is on your must-see/do list for this year, make sure it is a trip or two down to Brooklands Museum where you will have a fabulous day out.

Please ensure you check the Brooklands Museum website before attending to ensure the museum is open and the events are running as they were when we went to press. brooklandsmuseum.com



POPULATION VIEWS ATTITUDE & OPINION FACT FILE

THE NATIONAL HISTORIC
VEHICLE SURVEY
2020/21

WHAT DOES THE BRITISH PUBLIC THINK OF HISTORIC
VEHICLES AND WHERE CAN WE BUILD SUPPORT?



FEDERATION FACT FILE



INTEREST IN HISTORIC VEHICLES STAYS HIGH, BUT DO WE NEED TO FIGHT HARDER OR SMARTER FOR THE ATTENTION OF YOUNG PEOPLE?

This Fact File contains results from 2500 nationally representative surveys completed with British adults (aged 16+). Participants were presented with statements that could be used to describe their opinion towards historic vehicles which ranged from interest to views on heritage. From this we are able to build an understanding of how the public view historic vehicles and can compare to equivalent surveys conducted in 2016 and 2018. We are now able to see trends over time and to understand how the public's attitude might be changing. All results have been stratified to be representative by age, gender and region with population estimates based on an estimated 51.9 million British adults.

A reminder of that we already know...

1,593,827

the number of historic vehicles registered on the DVLA database
(+50% compared to 2016)

683,967

the estimated number of historic vehicle owners in the UK
(+38% compared to 2016)



£7.2BN

the estimated spending associated with historic vehicles per annum

3.4%

the proportion of vehicles registered in the UK that are 30 years or older

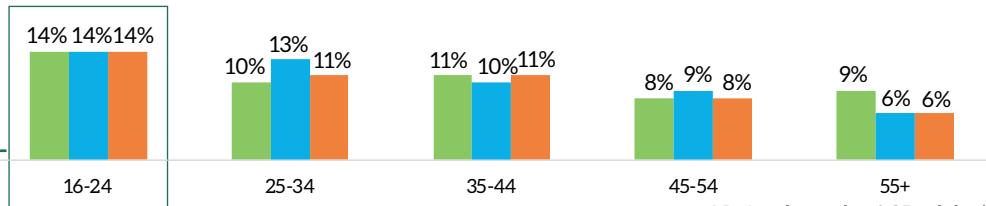
SO WHAT DOES THE BRITISH POPULATION THINK...? and what is their attitude towards historic vehicles in a world where Covid-19 will be an ongoing reality?

Our national opinion poll tells us that almost 1 in 5 adults across all age groups are interested in historic vehicles (18% of adults, or 9.3 million people).

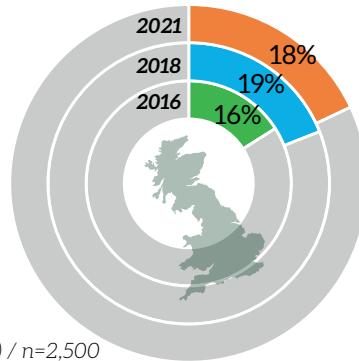
We can also see that as many as 1 in 10 (9% of the population, or 5.2 million people) say that they would like to own a historic vehicle in the future. It is also significant to the sector that younger adults (16-34 yr olds) show the greatest interest.

Statement: "I would like to own an historic vehicle"

2016 2018 2021



"I am interested in historic vehicles"
National sample of GB adults (16+) / n=2,500



So what is the problem?

Whilst there is plenty to be happy about in terms of public interest in historic vehicles, the results also present some pretty fundamental concerns that appear to be divided along age lines... read on:

Fewer British adults see historic vehicles as heritage assets!

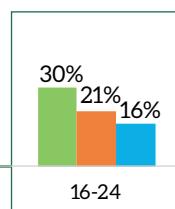
Whilst interest appears stable, we can also report a decline in the proportion of the British adults that see historic vehicles as part of the country's heritage (36% of adults in 2021, down from 41% in 2018, down from 45% in 2016). This has now become a trend over time which has eroded quickly.

Young people

Survey results tell us that whilst young adults (16-24 yrs old) are the most interested in owning historic vehicles, they are also the least engaged with the heritage of historic vehicles.

Statement: "Historic vehicles are part of this country's heritage and we should maintain them "

National sample of GB adults (16+) / n=2,500



LOOKING TO THE FUTURE



Originality is important in the public's view



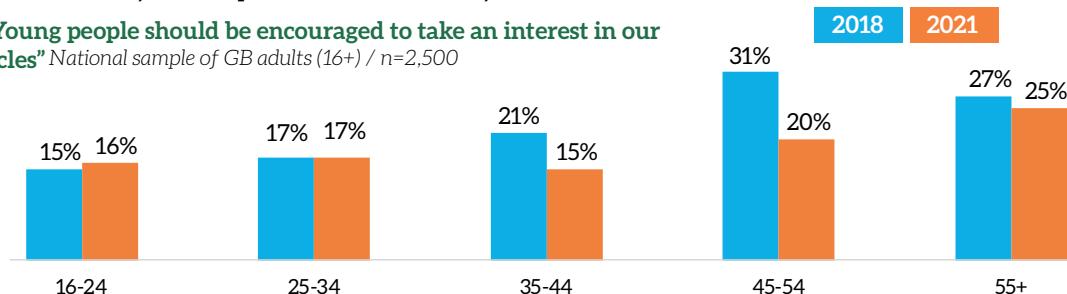
However, many adults in Britain recognise the importance of originality as shown by the 36% that think maintaining historic vehicles in their original condition is important. That is an estimated 18.7 million people and major endorsement of the good work being done by enthusiasts up and down the country, focused on their own restoration projects. It is also good to know that views have changed little since 2018 (38% agree).

At the same time, far fewer think that historic vehicle owners need to be encouraged to do so (28%, compared to 37% in 2018), perhaps indicating that many might expect museums or government schemes to protect vehicles for posterity rather than road use. That might be speculation, but the trend is open to interpretation.

There are encouraging signs if we look...

Elsewhere, our national poll results give us cause for encouragement and potential action. For example, 1 in 5 (20%) adults agree that young people should be encouraged to take an interest in historic vehicles and whilst younger adults may be less likely to hold this view, they do show a very stable opinion between surveys.

Statement: "Young people should be encouraged to take an interest in our historic vehicles" National sample of GB adults (16+) / n=2,500

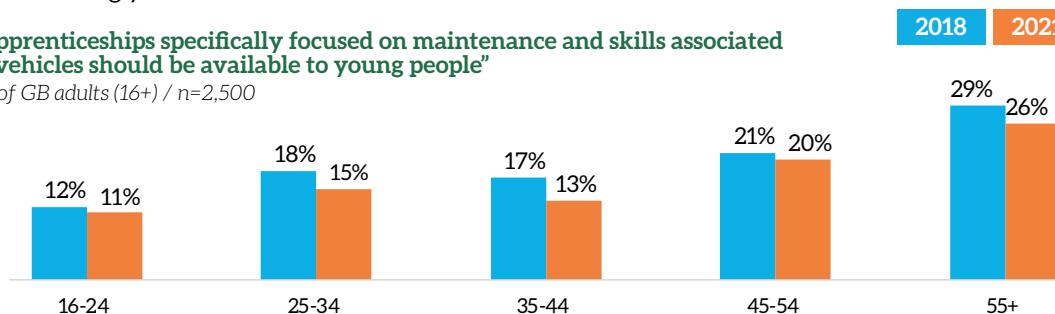


...and delivering an apprenticeship pathway appears to be well received!

A similar proportion (19%) think that apprenticeships focused on the maintenance and skills associated with historic vehicles should be available for young people. That's an estimated 10 million adults many of whom would fall into the target group for skills development. This type of insight can only support the roll out of apprenticeship schemes and skills development initiatives in the coming years.

Statement: "Apprenticeships specifically focused on maintenance and skills associated with historic vehicles should be available to young people"

National sample of GB adults (16+) / n=2,500



Support for historic vehicle exemptions

When it comes to exemptions and modifications, many adults show sympathy towards the issues that could impact on the ability of historic vehicles to be used on the road today. Around 1 in 5 adults think that historic vehicles should be exempt from restrictions, with a similar proportion agreeing that historics should not be required to be modified to meet safety emissions standards.

National sample of GB adults (16+) / n=2,500

	2018	2021
"Historic vehicles should be exempt from the restrictions of low and ultra-low emissions imposed on other vehicles"	21%	22%
"Historic vehicles should not be required to be modified in order to meet modern safety emission standards"	19%	18%

2021 by age				
16-24	25-34	35-44	45-54	55+
9%	13%	13%	21%	32%
9%	12%	14%	16%	25%

In terms of the attitude of younger and older adults, it is clear that support in these critical dimensions sits firmly with older adults (age 45-54 and 55+), and that far fewer aged under 45 share those views.

For more information on the survey,
or other opportunities to get involved
email research@fbhvc.co.uk
Pic credit: JDA Research





Key findings from the 2020/21 National Population Survey



1,538,927

NUMBER OF REGISTERED HISTORIC VEHICLES IN THE UK

(Up from 1,039,950 in 2015/16)



682,967

NUMBER OF HISTORIC VEHICLE OWNERS

(Up from 493,000 in 2015/16)

9.3 Million

THE ESTIMATED ADULT POPULATION
INTERESTED IN HISTORIC VEHICLES

(18% of British Adults)



9%

OF ADULTS WOULD LIKE TO OWN AN HISTORIC VEHICLE

(An estimated 5.2 million British Adults)

20% Fewer

adults view historic vehicles as part of this country's heritage and therefore it is important to maintain them



1 in 5



adults agree that young people should be encouraged to take an interest in historic vehicles

(20% of British adults)



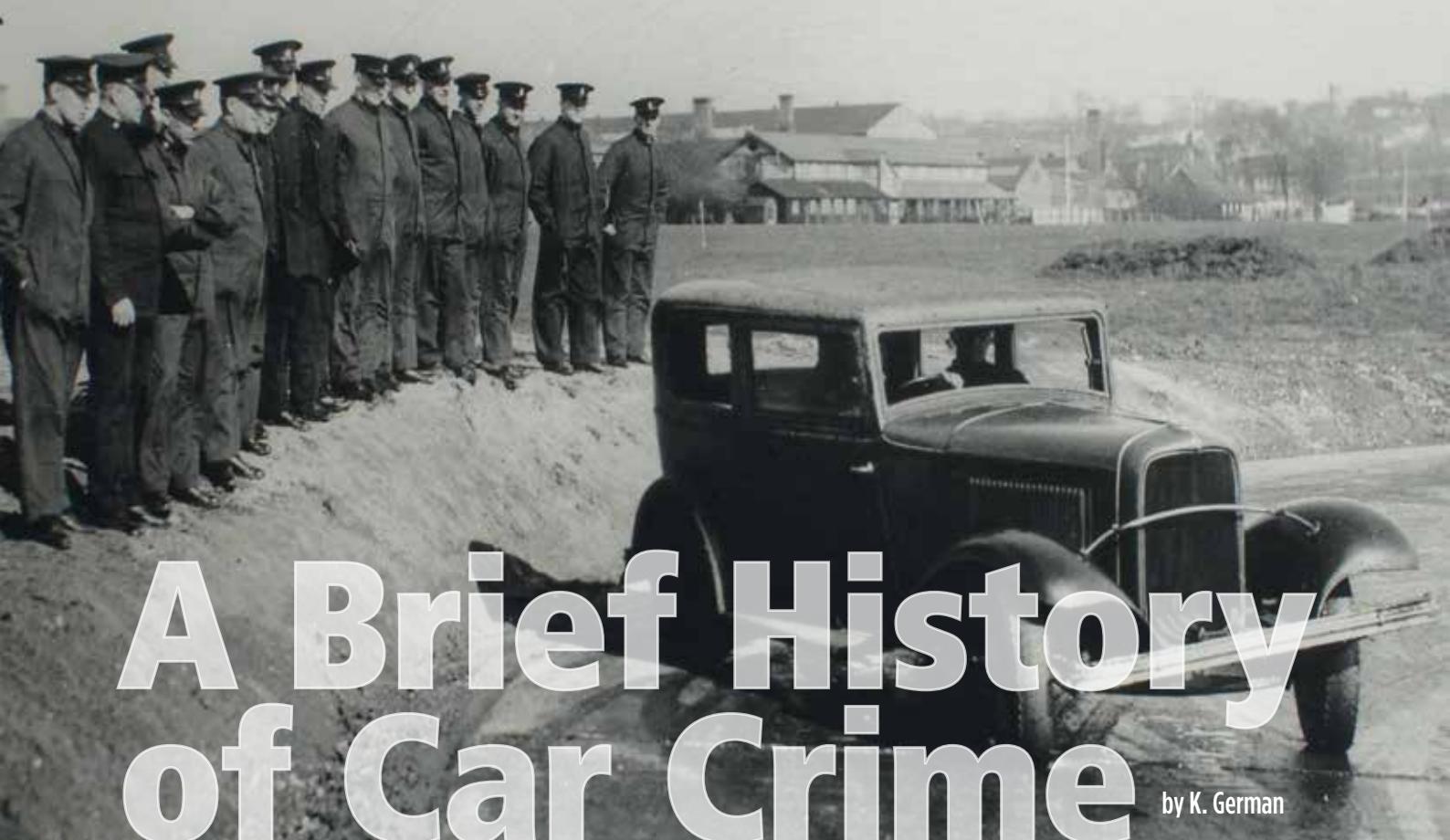
19%

The proportion of adults that agree apprenticeships specifically focused on maintenance and skills associated with historic vehicles should be made available to young people

9 Million

THE ESTIMATED ADULT POPULATION THAT THINK HISTORIC VEHICLES SHOULD NOT BE REQUIRED TO BE MODIFIED TO MEET MODERN SAFETY AND EMISSIONS

(18% of British Adults)



A Brief History of Car Crime

by K. German

130 years ago in 1891, the various police forces here in the UK were inundated with complaints about the 'new-fangled' horseless carriages which had appeared on what could arguably be called roads

The pressure from a frightened public initially tried to force the government to ban them from the roads. Silly really because the contraption owners were in the main Lords, Judges, wealthy industrialists and landowners, not to mention the odd Chief Constable who collectively were able to amend the Highways Act 1895 to allow them all to keep and use their vehicles, providing a 14 miles per hour speed restriction was observed.

In 1896 a French Aristocrats car was stolen in Paris raising questions in the French Parliament whilst in St Louis, in America, it wasn't until 1905 that their first car theft was recorded.

The 1903 Motor Car Act required vehicle owners to register their cars and motorcycles with the local council for twenty shillings (£1) and also obtain a licence from a post office for five shillings (25p).

By 1904 the motor car, some now fitted with pneumatic tyres was also released from the person carrying the 'red flag' requirement imposed on it since 1865 and the speed limit had also been increased from 12 mph to 20 mph for the 17,000

vehicles now registered for the road. Any reports on vehicle 'crime' were limited simply to abusers of the new speed limit which were usually the 'offspring' of the actual vehicle owners. These privileged few were no doubt trying to emulate the drivers in the Gordon Bennett races (the Grand Prix races of that period) and many were caught exceeding 40 miles per hour on their journey from one capital city to another.

The borrowing of cars however, without the owners' permission for "joyous purposes", as one Kent magistrate suggested at the time, "is inappropriate, foolhardy and worrying for the owner". He found the young fisherman from Margate guilty and ordered that he clean the local police station and its various vehicles for a month. Twoc'ing (Taking Without the Consent of the Owner) or Joy Riding began in 1903, 128 years ago.

In 1907 with over 29,000 registered vehicles now on the roads, a new De Dion Bouton car had been taken from the collection of vehicles owned by an eminent local surgeon in Cheshire. The culprit, a young relative of the surgeon had challenged his fellow students to a race, but had damaged his own Ford car beyond repair. The registration plates (one letter and one number) from his crashed car were placed onto the borrowed car and the race was run. The owner found out and took him to court. The magistrate, a horse breeder, likened this offence to the 'Ringing' or cloning of a horse and

imposed a fine of 7 shillings. The term 'Ringer' was borrowed from horse racing where winners were exchanged with other horses and sold buy applied in this respect to a car. It is a word that still blights the automobile world to this day.

At this time, the Automobile Association (formed in 1905) ordered their patrol cyclists to warn motorists of an oncoming police speed trap. In Reigate, an over enthusiastic AA cyclist waved down a speeding car to inform the driver of a speed trap ahead. The alleged reply was similar to "Not yet there isn't, we are the Police!" Not quite an attempt to pervert the cause of Justice but interesting all the same.

Another disastrous attempt to catch speeding drivers occurred near Oxford when a photographer was summoned by the police to photograph the vehicles complete with registration plate. One driver, startled by the 'flash' powder used, veered off the road and demolished the camera, covertly hidden behind a bush. The photographer, who was pleased to have escaped the fracas, might well have been involved in operating the first speed camera.

Stolen or borrowed vehicles had not been publicly declared a problem in 1910 yet some car manufacturers had started to fit keys to their doors and ignition systems.

In 1918, the First World War had ended, and the total number of vehicles reported stolen to the Police in the UK was surprisingly less than 1179 with London

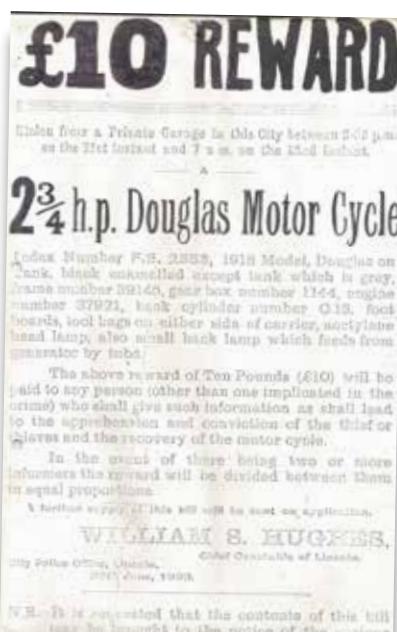
receiving just 211 vehicle crimes. Up to then and most certainly in the 'sticks', it was quite common to notify the Chief Constable or his deputy personally of any vehicle theft and it was quite normal for him to have details printed onto posters which would be displayed in prominent places in the surrounding area. This of course presupposes that most vehicle owners at that time were still fairly wealthy and therefore deserved the best treatment and advice the police could offer. The cheapest cars available were around £175, a whole two year's wages to the average man. Motorcycles in comparison however were only around £27.50.

The 1920 Road Act required all 591,000 owners to register their vehicles at the time of licensing, each one being issued with its own number. There were now quite a few old, unusual and certainly well used First World War vehicles being offered for sale to the public, albeit still at a price that many simply could not afford. Three still operational armed personnel carriers were purchased by a gentleman from Waterloo who used them for collecting people from the railway station and taking them sightseeing around London. He was not registered as an official bus or cab driver but could well be responsible for starting the first mini cab business. Any passenger 'bilking' this owner would I assume be in for a big surprise.

Typical of that period, much of the theft was opportunist and people simply borrowed motorcycles and cars to see how they worked, or perhaps used them to get home from a night out. One recently demobbed Captain living in Manchester got fed up when his Morris car was taken from outside his home. He always drained most of the fuel from the tank and was therefore fortunate to have found the car less than a mile away. Not to be a victim a second time he attached a flare grenade to the vehicle and connected the pin via string to the railings outside his house. The strong wind unfortunately shook the car in the night and the explosion rendered his car and another nearby useless. He was forced to pay for the damage to the windows in the downstairs flat, the railings and the shrubbery. He may well have however invented the first alarm and immobiliser.

In 1921 the first growing signs of car crime were appearing. The Commissioner of the Metropolitan Police reported the following. "Amongst other crimes, larcenies of motor cars and vans have been frequent. These, again, are in a

large measure due to the carelessness of owners. With no door or ignition locks, alarms, immobilisers it is difficult to understand how a driver could be so careless". It is known that in this the first serious mention of vehicle theft by a senior police officer, several well-known persons had reported their vehicles stolen. In those days, vehicle insurance existed but was not readily available or indeed considered by the majority of owners. When a Mr Swaby of Dorset found his farm vehicle missing, all of his estate workers and those from neighbouring farms went looking for it. Together with the local constabulary, led by its superintendent, it must have been an impressive scene, likened only to that of a murder hunt or a film set. With little petrol left in it, the culprit, an army deserter was soon caught. Just as well as Mr Swaby's insurance, a staggering 6 shillings per month covered nothing outside his house.



In 1926, 1.7 million vehicles were registered for the roads in the UK. Believe it or not, in 1928 the then Minister of Transport passed an extraordinary order making it illegal for drivers in London to lock their cars and vans when parked in public places. One assumes that if the vehicles were left open, the police could move them around easily should they become an obstruction. Not surprisingly a dramatic increase in car theft was also reported and fingers were pointed at several organised London gangs who had taken control of their theft and disposal. Organised vehicle crime had arrived.

In 1929, in central London, a failed robbery at a jeweller's shop forced the villains to flee. They pushed a chauffeur from his car, which happened to be

stationary at some traffic lights and when he bravely fought back, a gun was pointed at him. He fled the scene but not before he had 'locked' the handbrake. This might be the first manufacturers fitted anti-theft device ever and it would be over 30 years before it was made generally available to the public. The villains were eventually overpowered by passing draymen. The judge at the inner London assizes, prior to sentencing the pair, had read about the recent Valentine's Day massacre in America and the 'Hijacking' of illegal liquor. He said "The offences, including the attempt to commandeer, expropriate, indeed hijack this vehicle with a gun would be punished to the maximum extent that the law will allow". This could well have been the first time ever a vehicle had reportedly been 'hijacked'.

Nearly 1 million vehicles were on the UK roads by 1930 and with over 7,000 road deaths reported, third party insurance was at last made compulsory. In 1932 the bazaar London Traffic (Parking Places) Regulations of 1928 were withdrawn, and drivers were now encouraged to lock their cars and vans. Also, car manufacturers were now encouraged to design a standard device to prevent cars from being stolen. The door lock had arrived and crime prevention advice was given to owners.

In 1934 there were 1.5 million vehicles on our roads yet only 1,303 theft incidents were reported to the police who had just decided to record theft statistics.

By 1939 at the outbreak of war this had increased to nearly 2 million although many of these were subsequently either commandeered for war work or laid up for the duration. With petrol heavily rationed (200 miles per vehicle per month) the 'Black Market' was working overtime. Music hall comedians joked that a soldier's jeep or motorcycle may run dry, but you could still buy a gallon of petrol in an east end pub for a pound note. The war, petrol rationing, and a restriction on vehicle movements saw only 1 million vehicles of any sort on our roads in 1941, half of that two years earlier. This would all change however when the Second World War ended bringing with it the most bazaar collection of surplus vehicles ever seen to these shores and affordable motoring for all. 1946 saw a staggering rise in theft to 5,171 vehicles and 60% of all reported crimes involved a vehicle. Pre-war car crime had been almost completely in the domain of the working class, but the potential profits had been monitored by the organised criminal gangs and car crime was in its ascendancy.

Triumph over Adversity Appeal Raffle & Museum Opening Plans

The National Motorcycle Museum team wants to thank everyone who has given to both of our Covid-19 appeal raffles over the last year. As promised, following the recent announcement of HM Government's 'roadmap' out of restrictions, the funds raised are being used directly for the purpose of reopening the museum to visitors.

At the present time, and if the 'roadmap' goes to plan, we intend to reopen the museum to visitors on Monday 17 May 2021.

INITIAL OPENING FROM MAY 2021

Restrictions permitting, the museum collection, shop and restaurant will reopen on Monday 17 May 2021. Please visit www.thenmm.co.uk for further updates including opening hours.

HELP US TO RETURN TO NORMAL 7 DAY OPENING

Whilst the funds raised so far will allow us to reopen in a limited way on 17 May, at the time of writing we have still only raised just over half of our original £500,000 reopening target.

As from Monday 21 June 2021, we would like to return to our normal 7 day a week opening hours.

Therefore, we want to remind everyone about our **Museum 'Triumph over Adversity' Recovery Appeal Raffle** which will help us achieve that aim.

Details of this important appeal can be seen on this page, and special thanks must go to our friends at Triumph Motorcycles for donating the brand new 2021 Triumph Trident 660 as a first prize.

The prize draw for the **'Triumph over Adversity'** appeal raffle will take place on Friday 25 June 2021 at The National Motorcycle Museum.

Tickets cost £6.00 each and can be purchased online by visiting www.thenmm.co.uk

**1st
PRIZE**



Brand new 2021 Triumph Trident 660cc motorcycle

Stunning new model donated by our friends at Triumph Motorcycles.

**2nd
PRIZE**



1978 Triumph Trident T160 750cc motorcycle

Low mileage and only one previous owner.

**3rd
PRIZE**



1956 Triumph Tiger T100 500cc motorcycle

Fresh from restoration in the museum's workshop.

COVID-19 ROADMAP

Like the rest of the UK, we are hoping that HM Government's 'roadmap' out of the current pandemic goes to plan, according to the dates set out. However, given the ongoing uncertainty, we will regularly update reopening details on our website www.thenmm.co.uk and our social media channels.

Welcome

A very warm welcome is offered to our newest Members & Supporters: **Sunbeam Tiger Club, Devon Austin 7 Club, John Motors (Ltd.), Minster Garage Ltd., Woodbine Garage Ltd., Brands Hatch Morgans, Grangeglass Automotive Engineers, Lillywhite Bros. Ltd., Longmynd Service Station Ltd., Kings Two Wheel Centre Ltd., AJ Dedman Garage Service Ltd., West Hoathly Garage Ltd., and Favells Garage Ltd.** We have also had many Individual Supporters who have recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you all enjoy your subscription over the coming year. Don't forget, one of the many benefits of being a member or supporter is sharing the articles in FBHVC News. We provide two versions of FBHVC News for this reason. Please visit: fbhvc.co.uk/newsletter-archive

If you wish to use any of our articles in your own publications we urge you to not change any of the wording and to please give credit to the FBHVC. We are a voluntary organisation just like the vast majority of our member clubs and work very hard in keeping yesterday's vehicles on tomorrow's roads.

Thank you very much to all the members and supporters who have sent in items of copy for Federation News, please don't stop! We have received many which we have not been able to publish in Issue 2, but please keep your eyes peeled for future issues! Details can be sent via email to secretary@fbhvc.co.uk Alternatively you can send them via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG.**

Don't forget to order your Drive it Day Rally Plates in support of Childline®!

Thank you to all those who have already ordered their Drive it Day rally plates in support of Childline®. At the time of going to press we are unsure as to what will happen on 25th April 2021 due to the ever-changing details concerning COVID-19. Whether Drive it Day goes ahead, and in what guise it occurs, please be safe in the knowledge your rally plate can be displayed in/on your vehicle regardless and 100% of the profits goes directly to Childline®. They really need our support. The standard Drive it Day Rally Plate (white background) is priced at £10.00 and a Platinum Drive it Day Rally Plate is priced at £30.00. Both come in two sizes; regular and a smaller version for motorcycles. All four variations are pre-drilled with four holes and come with two cable ties. If you wish to support Childline® and the amazing work they do, please visit the Drive it Day website driveitday.co.uk where you can purchase a rally plate.



Members Feedback

The FBHVC office receives hundreds of emails from members, supporters and the general public, and it is really difficult providing the professional level of service we strive to offer and you all come to expect. For those who may or may not be aware, all Board, Committee and Officials of the Federation (excluding me) are volunteers just like the vast amount of our Member Clubs. It is therefore wonderful to receive such communication from one of them (Ramsgate Old Motor & Motorcycle Club). I must say it really provided a welcome boost and makes it all worthwhile!



To: 'Emma Balaam' <secretary@fbhvc.co.uk>

Subject: Thank You

From: P Harvey

Hi all at the Federation,

May I say a big thank you to all of you at the Federation for all the work you do on behalf of my club and all classic vehicles owners and anyone running a classic restoration business, without you I'm sure our pastime would be a lot different. There are an awful lot of people out there who would like to see an end to our pastime and only see these vehicles in museums and not on the road, they see them like dinosaurs. Once again many thanks.

P. Harvey,
Chairman of the Ramsgate Old Motor & Motorcycle Club.

Automotive Fuels Specialist

Whilst on the subject of feedback, since announcing the appointment of Nigel Elliott in the role as Automotive Fuels Specialist, we have received very positive feedback. Thank you to all those who have been in contact. Here are some of the comments received so far....

"Exactly what the Federation needs at the moment, in my view, so a big welcome to Nigel. The newsletter arrived this morning also, a particularly good edition, I think."
(R. King)

"Thank you for this Press Release. This is really good news because this is an issue that worries so many of us."
(R. Wild)

"Many thanks for the Press Release which I will share with our members." (G. Brown)

"That is excellent news; we are delighted!" (M. Holley)

"I am a member of the Online Austin Seven Club and have been trying to raise awareness of the impending threat to historic vehicle fuel supplies posed by the growth in EVs. I am very pleased to see that the FBHVC has recognised that this is an issue and appointed Nigel Elliott to a new role overseeing fuel quality and supply." (T. Griffiths)

"That's welcome news considering all the media coverage re electric vehicle roll-out during the last few days. I will place this in the April edition of The Star." (C. Golby)

We were unable to print all but thank you once again for your positive messages.

A Panda Jogs My Memory!

By Roy Dowding

Despite the profound disruption to the Classic calendar caused by the Covid-19 pandemic, I am rather fortunate to have had regular exposure to some venerable vehicles during my daily 'constitutional' walks around our village. Numbers have not been large, but considering it's a fairly small place, there are enough to provide an interesting distraction to the exercise.

On most days, I could expect to see several of them – parked on driveways receiving attention, or just peeping out of an open garage if the weather wasn't too clever. Drive-It-Day last year was a good reason to at least dig the cars out to 'show willing', while VE Day provided a nice surprise in the guise of an ex-Army BSA Despatch Rider's bike!

Car-wise, in addition to my own pair of British 1966 GTs – a Gordon-Keeble I.T. and a Reliant Scimitar SE4 Coupé - there are two MGB roadsters that can be seen on my round - one red and the other BRG, along with a Triumph Spitfire and its stablemate, a Vitesse, both of which have been entirely renovated by the owner at his home. Elsewhere one finds an early Range Rover, an MG TA (fitted with the engine and gearbox from an Austin A35), a bonny second-generation Renault 5,

a very tidy Austin-badged Marina Pick-up and a partly-dissembled GN from the early 1920s. The owner has promised me a spin in it when the rebuild is finished!

Completing this disparate car display is a nigh-on perfect Mercedes-Benz W124 E-Class, maybe not quite old enough to be a 'classic' in the true sense, but arguably the last of the 'properly engineered' M-Bs made before the bean-counters moved in. So good were these cars that this is the third example the owner has had over the past 35 years. He wouldn't have anything else.

And, in that interlude from July 4th until the second clampdown last year, we had the occasional classic visitor venturing to the village pub. In addition to a few fabulous examples of pre-war Alvis, Bentley and Lagonda, one couple turned up in a brand new Indian-made Tuk-Tuk.

Now that wasn't something I had expected to see in an East Suffolk village - or pretty well anywhere else in the UK, for that matter!

There is another car regularly seen on our walk which is hardly likely to ever be considered as a heritage vehicle. But cherished it might well be, by dint of being simple, capable and cheap to run - a kind of modernised Citroën 2cv that doesn't roll so much on the corners but will still deliver a tray of eggs without breakages!

I'm talking about the 'second generation' Fiat Panda (opposite), penned by Biasio of Bertone and introduced in 2003, rather than the original 1980 icon designed by Giugiaro, which was also very practical, but had fairly limited performance and fragile bodywork that was easily dented by the slightest knock. I know – we had one for a while in the 1980s. 



1970 Triumph Vitesse



1971 Range Rover



1988 Renault 5



1981 Marina Pick-up



Mercedes-Benz E-Class



Tuk-Tuk



A visiting Lagonda at the Pub



The GN, minus its engine at present



Roy's Scimitar SE4...



... and Gordon-Keeble



Fiat Panda

Every time we pass the Panda I'm reminded of a most memorable holiday we spent back in May 2009, staying in a pretty village on the shoreline of Lake Garda in Italy. We had one of these ubiquitous Fiats, with the 'hot' 1.4 litre 100bhp engine, as our rental car.

Little did we suspect, as we set out on a Thursday morning, that this day would turn into, for me, one of the most enjoyable as opposed to what was, for my wife Pat, perhaps best described as more like endurable!

We had decided to visit the extraordinary Il Vittoriale, the former home of Gabriele d'Annunzio, an equally extraordinary figure in Italian history. A brilliant military tactician at the beginning of the 20th century, he became one of the country's most eminent politicians and a celebrated poet.

He was also a great friend of 'The Flying Mantuan' – Tazio Nuvolari – to whom he had presented a gold medallion in the form of a tortoise. This led to its adoption as Nuvolari's mascot, finding its way onto his printed stationery, embroidered on his shirts and racing overalls and as a logo on the bonnet sides of his 1930s racing cars. So, the Gordon-Keeble was clearly not the first fast car to wear this unlikely animal as a badge!

Came lunchtime, and we found a nearby trattoria where, laying neatly folded on our table, was an Italian newspaper. I idly picked it up (I don't know why, as I can only understand the odd word or two) and out fell a colourful supplement on the Mille Miglia, which I did understand! In it was a timetable, indicating that the start of the event would be at 7.45pm that night in Brescia.

Since we were only 40km away at the time, I managed to persuade Pat that this might be an interesting diversion for the afternoon. So, after a bite to eat, we headed for Brescia. Upon our arrival, there were 'competing' cars milling around everywhere, apparently just soaking up the atmosphere and enjoying the attention of an ever-swelling crowd.

Finding a parking place in a quiet street in the centre, alongside a small park adjacent to the Piazza Arnaldo, we set off to join the growing throng, all eagerly surveying the fabulous cars sporting Mille Miglia plaques and numbers. As the afternoon wore on, the cars began to slowly disappear off to the starting point, to be replaced by hordes of



1955 Ferrari 250 Europa GT



Mercedes-Benz SLR
Stirling Moss McLaren



1930 OM 665 SS, the first car away



1928 Chrysler 75 – of the type that
competed at Le Mans that year



1930 4.5 litre blown Bentley VP Tourer



One of the Jaguar XK120s seen in the Piazza Arnaldo earlier in the afternoon



A Healey Silverstone, possibly one of those that chased us out of Brescia—pictured here by "Octane" magazine two days later at Sansepolcro in the rain

policemen closing off intersections and roundabouts in readiness for the event getting under way.

While snapping the last few competitors still milling around, I struck up a conversation with a Dutch motoring journalist, who advised us that it would now be worthwhile 'bagging' a spot on the steps in the very Piazza close to where we had left the Panda. Here we could enjoy the best views of each entrant driving into and around the Piazza after the start, and it would be perfect for photography.

Grabbing some refreshments on the way, we then settled down to wait, suitably entertained in the meantime by fleets of white Ferraris and BMWs, each sign-written with the name of one of the event's main sponsors, an Italian fashion house, (seen opposite top) being passed by a 1955 Ferrari Europa.

These alternated with six brand new (at that time) Mercedes-Benz SLRs cruising around with their switchblade-action doors fully raised, and a sole example of the '300SLR Stirling Moss', of which only 75 would ever be made.

It seemed no time at all before the first of the cars appeared, each one running about 20 seconds apart, so taking pictures proved fairly easy, although some of them were driving quite spiritedly, meaning many of my photos were a bit blurred. But it helped to capture the sense of movement (that's my story anyway!).

After about 120 cars had passed us—the cream of pre-war sporting machines from Italy, France, Germany, Britain and an occasional American Chrysler—light was fading fast and we felt it was time to head home.

Returning to our car, it was apparent we had a problem... our street was

totally barricaded at the far end and almost so at 'our' end – the small gap blocked by a big 'Poliziotto' with an even bigger hand raised, signalling "stop right there"! On the road behind him, a regular stream of cars was passing, their silhouettes clearly indicating they were the MM cars. I turned off the ignition and we prepared for what could be a very long wait.

Suddenly, the friendly arm of the law was beckoning frantically to us to pull out on to the road. I duly obliged, and before long drew up behind a line of Jaguar XK120s, most of which we had seen during the afternoon. Ahead of them were several other classics and it occurred to us that we were probably on the actual MM route out of Brescia.

Confirmation arrived in the shape of a couple of Healey Silverstones now following us – instantly recognisable even in the dark by the two headlights next to each other wedged behind the grille.

At this point, it occurred to me how fortuitous it was that we had been given the 'Fire'-engined Panda. 100 horses powering a small, light car meant that I could maintain the enthusiastic pace being set by such company. Although the event nowadays is not supposed to be a race, it seems a red mist descends over the entrants once they're on the move. And while I thought our speed was quite respectable enough, a Cisitalia came roaring past our group, dodging in and out to avoid oncoming traffic. On Italian plates – of course!

With policemen and barriers attempting to hold back the crowds, especially in villages and towns en route, for much of the time we were driving through a tiny corridor between solid lines of people surging forward to wave and cheer us on, while almost touching the door mirrors. Every junction had only one way in and one

way out – the MM route that was being followed by the official entrants....and our Panda! All other exits were blocked off by barriers, police or a mass of onlookers forming human 'armco'.

It was not long before we again saw the Cisitalia – bonnet up at the edge of the road. Clearly they were still no more reliable than Nuvolari had discovered back in 1947. But it was only one of three cars that we passed, already retired so soon after the start of an event that was scheduled to last for 4 days. And on that topic, we were beginning to wonder when and where, or even if we could make our escape. Careering along unfamiliar roads, in the dark at 60mph or more, between walls of spectators tends to become a mite scary after a while!

At last, as we approached Cunettone, at the foot of Lake Garda, the MM participants were required to make a right turn, and we signalled our desire to proceed straight on. Miraculously, a small gap opened up in the mass of smiling people and I gingerly nursed the car through.

With mixed emotions, we regained a normal road and more sane driving conditions. While it was quite something to have taken part in the Mille Miglia, even if only for about 50km, it was a relief to be free.

And after that adventure, what had at times previously seemed busy, narrow lanes in the surrounding area somehow now felt very calm and 'quite wide'.

Thank you to Roy for an interesting recollection of the many vehicles situated within his area and a fascinating recollection of his memories of the Mille Miglia

Last Morris Minor Built returns to Cowley after 50 years

A historically significant Morris Minor has returned to the place where it rolled off the production line on the 12 November 1970.

50 years after it was built, the last Morris Minor saloon to be produced has been relocated into the building where it was made at MINI Plant Oxford in Cowley, Oxfordshire and now forms part of the factory's collection of historic vehicles.

The gleaming car is a credit to the professionals, specialists and volunteers from the Morris Minor Owners club who have worked tirelessly over the past four years to restore the car to its former glory. Today, the fully restored vehicle looks just as good as it did when it was first built.

The transformation seemed impossible when the car was discovered in 2016 after languishing in the open for many years. The provenance of the vehicle was well established having previously been offered for sale in 1994.

Sadly, the new owner at that time was unable to enjoy the pleasure of ownership due to ill health. After his demise, the car was abandoned and it deteriorated badly in the intervening years. The car was acquired by the Morris Minor Owners Club in 2016. Initially a phased restoration was planned.

Substantial structural repairs were needed, and the services of a specialist welder and fabricator were enlisted. In 2018, thanks to a generous bequest from a former member, things gathered pace and with the help of members with specialist skills, original components including the engine and gearbox were rebuilt. The bulk of the refurbishment and the reassembly of the car was undertaken by volunteer club members in Derby where the MMOC has its headquarters.

Club Secretary, Ray Newell who accompanied the car on its return to 'T Building' (which houses MINI Plant Oxford's historic car collection) at a specially arranged socially distanced

handover prior to the current lockdown said: "The car is a credit to those who have supported the club in getting it back on the road in time for this significant anniversary.

"We are grateful to staff at MINI Plant Oxford for their assistance in getting the car to into the factory's museum and for housing and looking after it for the foreseeable future. We hope that post lock down that people will be able to come to view the vehicle and appreciate what is a wonderful example of this iconic, British car."

Steve Wrelton, spokesman for MINI Plant Oxford, said: "The backstory and subsequent restoration of this car to its former glory is nothing short of staggering. Like the Mini that came after it, the Morris Minor was one of the most popular and recognisable cars in Britain. To have the last one built returning to its spiritual home and joining our car collection here at Plant Oxford is just fantastic."



The backstory and subsequent restoration of this car to its former glory is nothing short of staggering.

Steve Wrelton, spokesman
for MINI Plant Oxford

Thank you to all the Clubs who send their printed and electronic material to the Federation. Due to the vast quantity of publications, it is very difficult to read every single issue, however we do try our very best. Please keep sending them to us.

Moking, the magazine of the **Mini Moke Club**, has a fascinating article about Mokes used by Police Forces in the 1960s. Compared to today's high-tech patrol cars the use of Mokes now seems inconceivable and this at a time when female police officers wore skirts, trousers were not allowed. Mini Mokes served in Devon and Cornwall, some fitted with Barton fibreglass hardtops manufactured in Plymouth; in Wales both in Merthyr Tydfil and more northern locations like Flintshire, Denbighshire and Wrexham. There was a solitary Moke in the Rutland Constabulary.



The Robey Archive, what is it? Well, those who are members of the **National Traction Engine Trust** will know 'A Robey Archive' is a free resource of archive material dedicated to the work and history of Robey & Co. Ltd. of Lincoln, one of Lincoln's biggest steam manufacturers of the 19th and 20th Century. For anyone interested, please visit www.robeyarchive.com

Within the winter edition of **Transport Digest, The National Transport Trust**'s publication, Lewis Perry has been recognised as their Young Preservationist of the Year. Whilst strengthening his interest in mechanics and engineering and volunteering at the Spa Valley Railway he decided to take on a project.

Lewis restored a rusty but complete 1952 Excelsior Universal motorcycle. Well done Lewis!

Some wonderful members projects are detailed in '**The Flagship**' from the **Rover 800 Owners Club**. A great deal of hard work has gone into every single one.

Have you heard of Victor Bouffort? Readers of **Rumcar News**, The Magazine of the **Archive of Microcars** will know. He, like Gabriel Voisin, had a big influence on the design of microcars as a designer

and an engineer. Maybe you'd like to find out more?

Bristol Owners Club members are treated to part 2 of Mr Blackwood's recollection of his '58 Years of Pleasure' with his 1952 401 Bristol, and other marques and motorcycles. A very interesting read indeed!

The **Giulietta Register** delight their members with a detailed report on insulating a Sprint. Thank you for the information.

'Every dog has its day' is a well penned article within **Built 2 Last**, the magazine of the **Series 2 Club**. It features many dogs and Land Rovers. The photo reportage of various four legged friends is welcome viewing material.

Within the **Cornwall Vintage Vehicle Society** winter journal, they celebrate 50 years of Ford tractors. Ford and Fordson have been synonymous with tractor production for generations. Production of the Fordson models the Dexta and Major continued up until 1964 at the Dagenham factory which was built in 1932 following the move from Cork in Ireland.

Being part of a club is very rewarding. The **Morris Commercial Club** were contacted about the identification of a couple of Morris-Commercials that the enquirers father was pictured in. The club was able to assist with the identification and subsequently enquired about the background of the images and the gentleman's military service. The article is an interesting read.

Villiers Engineering Company Ltd. And their Products - The History (part 3) is documented in '**The Cultivator, The Vintage Horticultural & Garden Machinery Club**'s publication. As a keen cyclist, John Marston became interested in trying to improve the machines of the day. In 1887 William Newill, the works foreman, built a special cycle for him, at Paul Street. It had a low frame as John had short legs and was finished in the usual japanning colours of black and gold leaf, and to the usual high standard. He was so pleased with the bicycle that he considered manufacturing them. The story is told that John's wife, Ellen saw the sun reflected in the high gloss finish, and so, the bicycle was called 'The Sunbeam'. The name was registered in 1888.

Well done to the **Austin A30/A35 Owners' Club** for inserting details of their Data Protection Policy within their winter edition of '**Spotlight**'. Sometimes clubs forget how important these matters are.

A stunning image adorns the front cover of the **Routemaster Association's** spring edition of their magazine. It features RM1783 passing the Cenotaph, with country RML2440 in pursuit on the 159 Run on 5 December 2020. (Image by R Thomas).

The **Historic Commercial Vehicle Society** feature a set of interesting steam road vehicles from the past. They include a steam wagon which is one of only a few built by E H Hora of Peckham. E H Hora were well known builders of omnibus and lorry bodywork. The second vehicle, a steam wagon used in connection with freight operations from The Lancashire & Yorkshire Railway Co. Another was a mechanical powered prime mover, a forerunner of the Scammell mechanical horse, and lastly a Thornycroft Steam Wagon.

The partnership of R H Lea and G Francis was formed for the purpose of producing high quality bicycles. Lea & Francis started serious work on motorcycle development in 1911, and in 1912 a well-designed machine, fitted with a V-twin 3 1/4 hp JAP engine, was launched. A great article detailing the how it started from the **Francis-Barnett Owners Club**.



Two wonderfully in depth guides are featured in **DeLorean News**, the magazine of the **DeLorean Owners Club**. One on a front speaker & 'cheap' DAB Radio Upgrade, and the other on the restoration and upgrade of the front suspension. An excellent read for any DeLorean fan.



The newsletter of the **Leeds & District Traction Engine Club** features an article on their annual Steam Toys North exhibition whereby an important model was shown. The model in question, a venerable Jenny Lind Model Locomotive, which was made many years ago by a Leeds resident, Charles Wilson.

It is sometimes difficult to remember how much some things have changed. The magazine of the **Traditional Car Club of Doncaster** recently reproduced and old (undated) advertisement for a tool priced at 4/6d for re-grooving smooth tyres. This is information was provided in the magazine of the **Society of Automotive Historians in Britain**.

A wonderful family story is depicted within **Bus Lane**, the magazine of the **Oxford Bus Museum** (including the **Morris Motors Museum**). The grandfather of the author took his precious six year old Morris Cowley in 1935 to a firm of coach builders and asked them to strip the two seater car body from the chassis and build him what was then a very rare and strange vehicle, a van for selling ice creams!

In June 2000 a Mr T Clark set off from John O'Groats to Lands End to raise funds for The Cobalt Unit Appeal Fund (a Crack Cancer Fund in Cheltenham). What was he driving, I hear you all ask? A Lister Autotrack. He travelled a distance of 952 miles, at 7 miles per hour, at an average of 72 miles per gallon. The journey took 11 days and raised the fantastic sum of £10,000. He must have been saddle sore! This particular achievement was depicted within **Truck-It!** from the **Light Industrial Truck Club**.

A fitting tribute was made within the Autumn edition of **The Benelli Motobi Club GB** publication to Paolo Prosperi who was one of the founding members of The Benelli Moto Club Tonino of Pesaro.

An interesting question is asked by the **Austin Cambridge Westminster Car Club** regarding a brake light switch. An owner discovered that the car's brake lights would only work if the pedal was pushed really hard, that is, via an emergency stop or MoT test pressure. The offending unit was replaced, which seemed to work for a few years, however the problem has returned. I wonder if they have found the solution?

An extensive article on engine blocks is featured within '**Quarter Bumper**', the magazine for **Lotus Cortina**

Enthusiasts. It adorns 13 pages and would be a must read for anyone owning a Lotus Cortina.

The **Vintage Sports Car Club** delight their members with a great number of articles within their Spring edition of '**The Bulletin**'. One of interest concerns a 'Bentley with so many holes they called it 'The Colander'. With a flywheel as thin as a poppadum, and a chassis holier than swiss cheese, The Colander is one of the lightest Bentleys ever made. Just don't lean on it, says 'BAUMPFLANZER'. A wonderful history indeed!



A 1930s Steam Engine which was purchased for £50 in 1950, has been sold at auction for £911,000. The Lion was one of four showmans' road locomotives built by agricultural engineers Fowler for the West Country travelling fair Anderton and Rowland's. Built in the final days of steam in 1932, it powered fast and popular fairground rides until it retired. Thank you to the **Chiltern Vehicle Preservation Group** for sharing such an article with their members.

A member of **The Model T Ford Register** had his short story published in his club magazine '**T Topics**'. His fictional tale is based on racing 'specials' a hundred years ago. Being 45 pages in length it was too large for the magazine, however any Model T Ford Register member can make an enquiry for it to be sent to them in full.

Commencing from the centre page of the magazine of the **BMW Historic Motor Club** is an eleven page feature on Fritz Fiedler, entitled Fritz Fiedler, the path of a car designer from Szczecin to Munich.

The **Allard Owners Club** review a new book entitled 'Allard - The Complete Story'. It contains the painstaking research of Allard history from 1929 to the present day, including previously unpublished material, car-by-car engineering and design details, unseen ideas and projects, the history of the Allard marque in motorsport, plus a great deal more. A must for any Allard enthusiast!

A report of the Aveling-Barford motor rollers manufactured up until the end of WW2 are held in the Lincolnshire Archives according to the **Road Roller Association Journal**. The complete set is in good condition and appears to be reasonably complete.

Adorning 20 pages of **The Alvis Register Bulletin** is a conclusive feature on the Alvis in the 1920s and 1930s. This must have certainly been a treat to read for any Alvis fan!

Congratulations to **The Scottish Vintage Bus Museum** on producing their 100th edition of 'Duplicate 101' their official magazine. Some interesting facts are featured inside.

An article on the first Crayford Mini into Australia is featured within the **Crayford Convertible Car Club** magazine. Crayford converted their first car AFO887 in 1961, it was the first Mini convertible conversion offered for sale. In 1963 an Australian entrepreneur, John Leighton visited England to negotiate the Crayford Mini marketing rights for Australia and buy one to ship home for evaluation. The rest, they say is history....

If you are a member of the **Landcrab Owners' Club**, don't forget to renew your membership in April!

Fitting a Piper XFBP270 fast road camshaft to a Series 2 1600E is a feature within the journal of the **Mk2 Cortina Owners Club**.

More workshop news, this time in **The Vintage Austin Register** magazine. Previously Tom Titterton wrote about the rear hub oil seal conversion kit which has been developed by Derbyshire Austins. He then confirms many members had shown an interest and asked "what is the best way to remove the rear hubs from the car?" I guess many of us need 'a Tom' to help in these circumstances!

Due to the nature of the last subscription year being event-less the subscriptions for the members of **The Vauxhall VX4/90 Drivers Club** will be reduced for the forthcoming year. I wonder how many other clubs have offered such a discount?

The **Reliant Kitten Register** members are treated to details concerning splitting the rear axle within their membership publication '**Newsletter**'.

ANNIVERSARIES AND CELEBRATIONS

Congratulations to **The Ford Classic and Capri Owners Club** who reach their 60th Anniversary this year. Let us hope you can celebrate in style!

The **Eastbourne Historic Vehicle Club** feature four images of Leyland National Buses to mark their 50th Birthday.

The **Bean Car Club** were founded in 1961, and also celebrate 60 years in 2021. Congratulations.

2021 marks 40 years since the Cavalier Mk2 was introduced. Launched on the 23 September 1981, it arrived on the market just as the Vauxhall and Opel Marketing and Dealerships were merged and as such was the first car to launch under this new banner. "Vauxhall-Opel Better by Design" was the advertising slogan used at the time. The car was launched in 15 different versions (2 and 4 door Saloons and a 5 door hatchback); an Estate and Convertible were added later. In its first year it won Family Car of the Year in What Car and was Tow Car

of the year in Caravan International. The car was consistently in the top 10 of new car sales right from its launch until it was replaced by the Mk 3 Cavalier in 1988. It stole a march on the Ford Sierra by being front wheel drive rather than rear wheel drive. The two ultimate Cavalier Mk 2s were the 2.0 Sri 130 and the Calibre, both using the 2.0 Family II 130bhp engine. **Cavalier and Chevette Club**

Chairman Kevin Bricknell says...

"The Cavalier Mk 2 was the car that really put Vauxhall on the map at the start of the 1980s and went a long way to turning the company's fortunes around. At one point they were building left hand drive Opel versions at Luton for export to Europe!"

The **Cavalier and Chevette Club** have a number of events planned for later in the year to celebrate the 40th Anniversary of the Mk 2. The first event was due to be the Practical Classics Classic Car and Restoration Show 2021 in June, however upon going to press the



show has been postponed until March 2022. Celebrations will continue at the VBOA National Rally 2021, Silverstone Classic 2021 and all being well at the Lancaster Insurance Classic Motor Show, with Discovery in November 2021 (all subject to COVID-19 regulations). We have something special planned for the 23 September which marks 40 years to the day of the launch of the Mk 2. The club are unable to say too much about this at the moment as they are still in the planning stages (and COVID-19 permitting), however, keep a close eye on the Club website www.cavalierandchevetteclub.co.uk as they are hoping to do something rather special!

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