



# Cadillac



Owners Club of Great Britain



*A Restoration Detective Story*



**1903**



*Standard of the World*

September-October 2021

# Cadillac Owners Club of Great Britain

Club website (with International links): [www.cocgb.co.uk](http://www.cocgb.co.uk)

Facebook—Cadillac Owners Club of Great Britain

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## Affiliated to the Cadillac-LaSalle Club of America

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### In the Trunk this Issue.....

Committee	2
From the Chairman	3
Treasurer/Membership	3
Web Manager	3
Editor	3
Amos Autos	4
FBHVC—E10 Fuel	5
Feature Car '39 Fleetwood	6
Pete Wood's Cadillac	7
Rock Auto Discount Code	8
No more Green Cards	8
Snapped by Roving Reporter	8
Everyone needs a desk job	8
Sadcase pride of place	8
Cadillac News	9
Events 2021/2022	10
Classic Motor Show at NEC	10
Classic Car Show Trio	10
FBHVC Vehicle Survey	11
Grand Tour Lockdown	11
Cadillacs in the wild	12



# Club News

## From the Chairman



One of the biggest challenges to our hobby / obsession for some time, lands on our doorstep, or more accurately in our petrol tank at the beginning of September with the introduction of 95 E10 fuel as the standard grade in the UK. I do urge you all read the FBHVC update (*Ed. Page 5*). Remember that 97/98/99 grades will still be a maximum E5.

With the end of the show season, I've heard that at some of the shows the number of stalls where we often picked up those 'needed' spares have dwindled. It's not surprising, for many vendors, it must be difficult to justify travelling to shows where visitor numbers and potential customers are down, especially when internet sales are so easy. For the buyer though, it's more about physically getting your hands on the part.

Over the years, I've amassed lots of parts, from NOS brake shoes, to bulbs, spark plugs, contact breaker points and much more, so if you are looking for things you can't find, give me a call, you never know I may have that elusive part.

All the best,

Peter B Griffith

## Rod Bevan

### Treasurer/ Membership



#### Member updates

Welcome to our new members.

Marshal De Silva of Nottingham with a 2007 Escalade

Simon Green of Portsmouth with a 2005 CTS

Steven Sullivan of Stockport with a 1958 Sedan Deville

David Shearn of East Sussex with a 1957 Coupe Deville

Jacob Williams of Wirral with a 1989 Sedan Deville

Welcome back to re-joining members.

Robert Green from London with a 1966 Eldorado

Peter Wood of Chislehurst with a 1903 Rear Entrance

Tonneau (see front cover)

We look forward to meeting all our new and existing members in the future.

It is with regret that I must announce the passing of member, Norman Warren. Our sympathy goes to family and friends.

#### Getting back to some form of normality

It was good to be able to venture out to events. Please let other members know of events that you are aware of via our Facebook page. All too often we only hear or read about them

after the event.

Hopefully the classic event at the NEC, Birmingham, will go ahead this year. Thanks to those members showing their cars, it has been a long time coming. One car to be displayed now has a new owner, well done Alan and Kath. And very well done to Graham and Julie who have continued to take this forward in difficult times.

#### Thanks for those interesting reads

We are all aware of the brilliant job Phil has done with the magazine. This is also due to the input of interesting articles from our members, many thanks to all those contributing. It is very much appreciated. Amos continues to make us proud at 'Cadillac Towers', now having a readership on the Australasian continent! Namely 'FINZ', New Zealand. Thanks Phil.

Stay safe, look after yourself, family, and the Cadillac.

Rod

## Ken Pandolfi

### Web Manager

#### Credit card payments

For some time now we have been working to find a solution that allows us to accept credit cards for fee payments. I'm pleased to announce that we have made some progress. New club members using the JOIN NOW button on the [www.cocgb.co.uk](http://www.cocgb.co.uk) website now have an option to select INVOICE ME as their payment method. Selecting this will generate an email with a link to PayPal that accepts credit cards. There is no need to have a PayPal account. For the moment we will restrict card payment to new joiners to allow us to refine our admin systems. In due course we hope to roll out this facility for membership renewals. Watch this space for updates.

Ken

## Phil Htole

### Editor



The theme of this years Classic

Car Show is '*The Journey Continues*' which it does with the 3-car line-up for our stand. With ages of 40, 53 and 72 all are in regular use as can often be seen in the pages of the magazine.

In this edition, we celebrate the revival of our oldest vehicle from 1903 at the same time as Cadillac open their order books for the all electric 2023 Lyriq, 120 years on. It's been innovation all the way, so whichever Cadillac you own / lust after / admire they are all part of that long tradition, you could say for Cadillac '*The Adventure Continues*'.

Stay safe, stay well,

Phil



# Amos' Autos

*'Hanging out with the cool dude'*



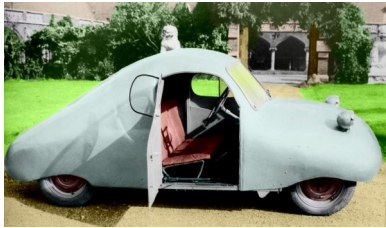
Hey Dudes,

Say the name Atom in relation to a car and most people will immediately conjure up a picture of the Ariel Atom - see told you. Go back to the early 1950s and there was another Atom on the block—The Fairthorpe Atom.



Fairthorpe was founded by Air Vice Marshal Donald Bennett and the company produced cars in Chalfont St Peter, Buckinghamshire from 1954 to 1961 and then in Denham Bucks until 1973. The first of the marque was the Atom.

The 1954 Atom had a rear-mounted, two-stroke, air-cooled motor cycle engine driving the rear wheels through a three-speed Albion motor cycle gearbox and chain to the back axle. There was a choice of 250cc or 350cc BSA single cylinder and for the sport minded, a 322cc Anzani twin-cylinder engines was available. The fibreglass 2-seater body was mounted on a backbone chassis with all independent coil spring suspension.



Weighing in at 891lbs, that's around 8 cwt, the 250cc model could reach 48mph (if the driver was brave enough) and had a 0-40 time of 24.1 seconds. Over its 3-year production run 44 were made.

To put the Atom into perspective, it was in the super-car league compared to the Dutch 1951 Salter A1 which used a 75cc Atco engine and required the driver to pedal to get it going from a standstill. You see all things are relative.



Fast Forward to 1985 and pedal assistance was again on the cards but this time it was battery powered, (not a lawnmower engine in sight) in the form of the Sinclair C5. With an electric range of just 20 miles and a top speed of 15 mph it was the brainchild of Sir Clive Sinclair.

The chassis was designed by Lotus Cars and the retail price was £399. Unveiled in January 1985, production ceased in August of that year. 14,000 were built but only 5,000 sold. A flop it might have been but it spawned many an active owners club with enthusiasts modifying and updating them. One intrepid fellow (the Editor would call him a muffin) fitted a small jet engine and got up to 100 mph. Ever wondered what the original looked like under its polypropylene body? Best described



as an electric recumbent tricycle, Sinclair himself referred to it as an electric vehicle, but failed to pedal the idea to the general public—it's easy to see why.



Returning to full-size and rolling on UK roads, this 1960 Buick Electra 225 was spotted by Derek & Nola Eaton in sunny Sussex. The Electra name plate is interesting in that prior to 1959 the top end of the Buick

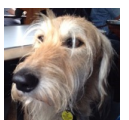
range were called 'Super', 'Roadmaster' and 'Limited'. For '59 the Super, was renamed Electra and the Roadmaster became the Electra 225—the 225 was simply a nod to its total length of 225", that's 18' 9". The range topping 'Limited' bit the dust after poor sales. I guess if you wanted to go upmarket from a Roadmaster, the natural progression was a Cadillac, with which it shared its 'C' Body platform.

If you've ever wondered where the Electra name came from, it was named after sculptor Electra Waggoner Biggs. Her brother-in-law was Harlow H Curtice, President of Buick. The name plate was finally dropped in 1990.

The Roadmaster name was revived between 1991 and 1996 with a sedan and a station wagon the latter adorned with the fashionable (at the time) fake 'woody' paint job. Get a scratch and you needed an artist's palette rather than a touch-up pen.



*Stay Cool Dudes...*





## *£10 Fuel*

*Ed. With the arrival of E10 Fuel in the UK at the beginning of September, I've had several people ask about the effect on their*

*Cadillacs. My understanding remains that all US vehicles produced from 1988 onwards are compatible with its use. That said it is up to individual members to decide what they want to do with regard to using E10.*

*'Super' grades (they will be known as Protection grades) like 97 / 98 / 99 Octane are guaranteed to be no more than 5% Ethanol for the next 5 years at which point there will be a review. In fact some E5 (dependant on where you live) may have no Ethanol in them at all. As far as older cars are concerned, please read the following from the FBHVC.*

### **Phil**

Since Nigel Elliot became the FBHVC's fuel specialist he has completely updated the 18 pages of material on fuels on our website. Hopefully you have all taken a moment to look. If not, we urge you to do so. *Ed. I have.*

Nigel has recently provided some further advice on ethanol with respect to fuel additives. Please read below:

### **Ethanol and Aftermarket Fuel Additives**

There are three key areas of concern with Ethanol compatibility with historic and classic vehicle fuel systems:

1. Corrosion of metal components
2. Elastomer compatibility - swelling, shrinking and cracking of elastomers (seals and flexible pipes) and other unsuitable gasket materials
3. Air/fuel ratio enleanment

### **Corrosion of Metal Components**

Ethanol has increased acidity, conductivity and inorganic chloride content when compared to conventional petrol which can cause corrosion and tarnishing of metal components under certain conditions. These characteristics are controlled in the ethanol used to blend E5 and E10 European and UK petrol by the ethanol fuel specification BS EN15376 in order to help limit corrosion.

Corrosion inhibitor additives can be very effective in controlling ethanol derived corrosion and are recommended to be added to ethanol in the BS EN15376 standard. It is not clear if corrosion inhibitors are universally added to ethanol for E5 and E10 blending so as an additional precaution it is recommended that aftermarket corrosion inhibitor additives are added to E5 and E10 petrol.

These aftermarket ethanol corrosion inhibitor additives often called ethanol compatibility additives are usually combined with a metallic valve recession additive (VSR) and sometimes an octane booster and have been found to provide good protection against metal corrosion in historic and classic vehicle fuel systems.

### **Elastomer Compatibility**

As the ethanol molecule is smaller and more polar than

conventional petrol components, there is a lower energy barrier for ethanol to diffuse into elastomer materials. When exposed to petrol/ethanol blends these materials will swell and soften, resulting in a weakening of the elastomer structure. On drying out they can shrink and crack resulting in fuel leaks.

Some aftermarket ethanol compatibility additives claim complete protection for operating historic and classic vehicles on E10 petrol. The FBHVC is not aware of, or has tested any additives that claim complete fuel system protection with respect to elastomer and gasket materials for use with E10 petrol. The FBHVC therefore recommends that elastomer and gasket materials are replaced with ethanol compatible materials before operation on E10 petrol.

### **Air/fuel Ratio Enleanment**

Ethanol contains approximately 35% oxygen by weight and will therefore result in fuel mixture enleanment when blended into petrol. Petrol containing 10% ethanol for example, would result in a mixture-leaning effect equivalent to approximately 2.6%, which may be felt as a power loss, driveability issues (hesitations, flat spots, stalling), but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem is advised to maintain performance, driveability and protect the engine from overheating and knock at high loads.

Modern 3-way catalyst equipped vehicles do not require mixture adjustment to operate on E10 petrol because they are equipped with oxygen (lambda) sensors that detect lean operation and the engine management system automatically corrects the fuel mixture for optimum catalyst and vehicle operation.

### **Operating Classic & Historic Vehicles on E10 Petrol**

If you should decide to make the necessary vehicle fuel system modifications together with the addition of an aftermarket additive to operate your classic or historic vehicle on E10 petrol. The FBHVC strongly recommends that you regularly check the condition of the vehicle fuel system for elastomer and gasket material deterioration and metallic components such as fuel tanks, fuel lines and carburettors for corrosion. Some plastic components such as carburettor floats and fuel filter housings may become discoloured over time. Plastic carburettor float buoyancy can also be affected by ethanol and carburettors should be checked to ensure that float levels are not adversely affected causing flooding and fuel leaks.

Ethanol is a good solvent and can remove historic fuel system deposits from fuel tanks and lines and it is advisable to check fuel filters regularly after the switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period of time, it is recommended that the E10 petrol be replaced with ethanol free petrol which is available from some fuel suppliers. Do not leave fuel systems dry, as this can result corrosion and the shrinking and cracking of elastomers and gaskets as they dry out.

*Ed. For those of you with older engines, you may also find this article from the MG T Society interesting. [ttypes.org/introduction-of-e10-petrol-as-the-standard-for-fuel-across-the-uk/](https://www.ttypes.org/introduction-of-e10-petrol-as-the-standard-for-fuel-across-the-uk/)*

# Feature Car



## John Pearce's '39 Cadillac Fleetwood Limousine

This is my 1939 Right Hand drive Cadillac Fleetwood Limousine. Although the photographs were taken some time ago they still represent the car today.



The car was first registered on 25th Oct 1939 as an import to Liverpool from the USA.

I acquired the car in April 2003. There are several previous owners recorded going back to 1969 but no earlier entries.

The car was chauffeur driven and I have wired up the microphone in the rear to the original speaker above the drivers head.

This is a one way conversation. There is a glass wind up partition between what is called the Cabin and the saloon. The saloon has a fan assisted heater from the main heating system.



It has been painted various colours over the years, but interestingly the colour in the glove box appears to be original army green, which makes me think it was imported at the start of WW2 for Army use.

The gear shift has been replaced by a column stick and I think at one time it had a Bedford engine, but a previous owner replaced this with a genuine Cadillac V8 apparently off an American tank, hence the change in the gear shift. The car has done approx. 61000 miles and runs well.



I would be interested if any members have a similar car to exchange views.

**John**

*Ed. This reminds me of another car that needed an engine transplant. This 1938 Series 75 Limousine was*



shipped to France before the start of World War II. During the French occupation it was used by the Gestapo, but was finally liberated by troops of the 5th Army in 1945 and presented to General George S. Patton to use as his staff car. On 9th of December 1945 the car was involved in an accident which ultimately claimed the life of General Patton on December 21st.



The car was subsequently rebuilt using the engine from an M24 Tank. The M24 used the same 346ci L-Head V8 as the car. The main difference was that it had two of them.



General Patton's Cadillac resides at the Patton Museum, Fort Knox Kentucky. It's a great place to visit, but don't take the turning to the Federal Reserve, they won't let you in. They did stop all the traffic so I could turn around, then again I was in a Cadillac.

From the front page.....

# Pete Wood's Cadillac

## 1903 Rear Entrance Tonneau - Registration BT4

It's been nearly 6 years since Pete started the restoration and the end is finally in sight, the ultimate goal The London to Brighton Run. Along the way it's been detective work, innovation and dogged determination. With enough material to fill a book (and who knows one day it might) this article is split into two parts..... Part 1, A Brief History.

Pete takes up the story.....

WM-34-D-Mar-Fisk	Cadillac of N.Y. New York City	730 656	1363
WM-34-D-Mar-Fisk	A.V. Wilson Denver Colo	96 1691	1364
WM-34-D-Mar-Fisk	Cadillac of N.Y. New York City	730 656	1365
WM-34-D-Mar-Fisk	Savant Motor V.Co Buffalo N.Y.	82 709	1366
WM-34-D-Mar-Fisk	J Manamaker Phila Pa	730 660	1367



Cadillac records for 1903 are a little short on detail. My engine is 1365 (the chassis was not stamped at this time). This is what the 'codes' mean - WM (Weston Mott axle) 34 (number of teeth on back axle) D (Detroit Body Company body) Maroon (body colour) and Fisk (tyres). It was bought from the Cadillac Company of New York and the shipping date was 30/07/1903 and the Dealer

Invoice Number was Dealer 656 (see also Engine 1363 ordered by the same dealer)....

About 1/3 of UK Cadillacs were privately imported, via New York. The other cars came into the UK via the Anglo American Motor Car Company of London (Fred Bennett). I have all the records from 1903-1908, about 20,000 Single Cylinders in total.



Photo of the car, taken in Bridlington in 1904. I traced the original owner's family, via Ancestry, and got to speak to his Granddaughter (in Australia). She put me in touch with the family, that were servants to John Vere Kinsley and some photos of

the car were in their attic. Incredible....!

The 1903 is very versatile. In about 10 minutes, you can bolt/unbolt the body to have a two seater, four seater, or delivery van. I found that the second owner of BT4, a cycle dealer in London, bought



the optional van body to deliver bikes around London. There are just four van bodied 03s in existence. My new van body, made using measurements off one of the existing cars, will be number 5. It means I can take part in Historic Commercial events also.....

Photo of BT4, taken in 1905, in two seater Runabout form. The cost, new, was \$750 for the Runabout. It was an extra \$100 for the rear tonneau (four seater) and an extra \$125 for the van body.....

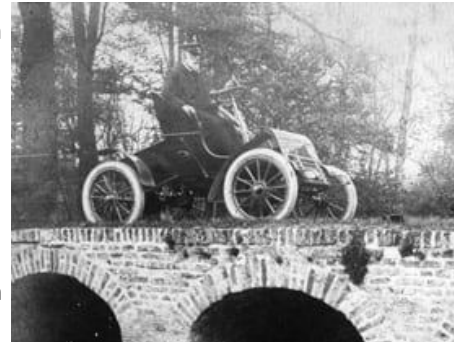


Photo of the second owner, Henry Courridge. Again I traced the family and they kindly gave me Henry's original driving licences from 1905 and 1906 as well as some original photos....

The Cadillac was bought by a US Serviceman in WW2 and shipped back to the States....

In the 1950s, it was bought by multi millionaire, William Willock Jr. His estate was

so large, he had his own railway line on his land and ran vintage steam engines.

It was sold in the 1960s to a well known Vintage car enthusiast, Louis Bondini and upon his death, ended up with me. My wife is American and when I told her I wanted to do the London to Brighton, she told me to "Buy a Cadillac."....

### CadiFacts.

**Engine:** 98.2 ci (1609 cc) single cylinder, mounted to the left under front seat. Advertised HP 6.5

**Driveline:** Planetary transmission, 2 forward, 1 reverse.

**Length:** 9' 3" **Height:** 5' 0" **Wheel Base:** 6' 0"

Watch out for Part 2 in the November-December Edition as,

*The adventure continues....*

# Rock Auto Discount

**Code: 183327077161577680**

Valid until 24th October 2021, enter it in the 'How Did You Hear About Us' box at checkout and remember to choose the FedEx shipping option for fast bureaucracy free delivery

# No more Green Cards

Following the UK's departure from the EU, all UK motorists have been required to hold a Green Card as proof of insurance cover when driving in the European Economic Area (EEA) since 1st January 2021.

This has now changed as the European Union has confirmed that as of 2nd August 2021, the UK will be admitted into the Green Card Free Circulation Zone. This means UK motorists will be able to travel to EU countries freely without requiring additional insurance documents.

# Snapped by our Roving Reporter in Royal Leamington Spa



Got to admit, there are worse ways to travel.

# Everyone needs a desk job



Spotted by Leigh Spivey on the internet, I do rather like this. Wonder if it comes 'flat-pack'? The chair is a bit 'Ford' though. Also need a couch to do my thinking on.



Hmm, that would do...

# Sadcase pride of place

Club banner and Graham Howard-Wall's '49 Coupe deVille at the Sadcase Show in Storrington.



Cadillacs as far as the eye could see.... And that's just this '59 Flat Top Sedan. To comply with 'equal opportunities' other makes and models were available





# Cadillac News.....

**Return to Le Mans**—As the new mid-engine Chevrolet Corvette C8 achieves a creditable 2nd in class at its first outing at the 24-Hour Race, Cadillac Racing has announced that it will develop a next generation prototype race car in line with new Le Mans-Daytona Hybrid regulations to race in 2023. This rear end rendering is very space age an look—no wing.



Cadillac last competed at Le Mans with the Northstar LMP. Its best result came in 2002, when the No.6 car finished ninth overall.



**Cadillac Lyriq order book**—Set to open for US customers on September 18th, the 2023 Model Year is due to enter



production at GM's Tennessee Spring Hill Assembly plant early in 2022. It will launch with a 100-kWh GM Ultium lithium-ion battery pack providing an estimated 300 miles of range per charge. Power will come from a single, rear-mounted Ultium Drive permanent magnet electric motor producing 340 horsepower and 325 pound-feet of torque.

Prices start at \$59,990 which seems very reasonable when you look at some of the competition. Whether it reaches these shores, who know, but demand will play a big part as will availability in RHD if they want to tap into that market.

**Space may be the final frontier**—but with the number of options on the Lyriq steering wheel, you should be able to fly a Starship. “Mr Sulu—Ahead warp factor 5”



**The Chips are still down** - CT4 & CT5 Production has been pushed back until 20th September due to the global microchip shortage. Whilst the standard car (*Ed. who could call any Cadillac standard*) is ‘on hold’, limited production of the CT4-V Blackwing and CT5-V Blackwing continues.



# Cadillac



For latest specifications and current model line-up visit [www.cadillac.com](http://www.cadillac.com)

## Events 2021

Here are the events that have been confirmed so far for this year (Covid-19 restrictions allowing). Those shown in **bold italics** are events the club will be attending.

### September

17-19 Goodwood Revival, Goodwood Circuit PO18 0PH

### November

11-13—**NEC Classic Motor Show B40 1NT** See information below for you Club Discount Code

## Events 2022

### March

18-20—Classic Car and Resto Show at the NEC B40 1NT

### June

14-19—**Grand European, Freiburg, Germany.** This is the new date set following the postponement of the 1-6 June 2021 event.

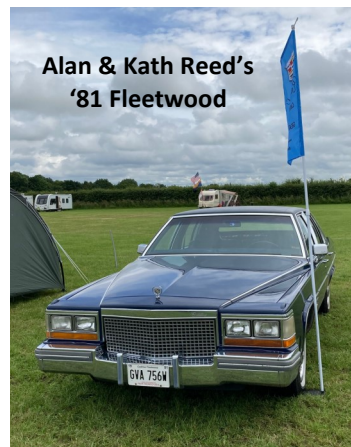
*Cadillac*

## Classic Car Show Trio

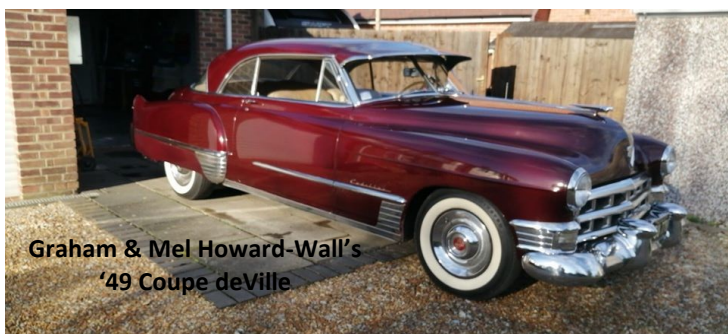
This is the line-up that you will find in Hall 5, Stand 5-950. If you are coming to the show please stop by and say hello



Paul & Angie Ross'  
'68 Coupe deVille



Alan & Kath Reed's  
'81 Fleetwood



Graham & Mel Howard-Wall's  
'49 Coupe deVille

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\*Exclusive discount code is for club members use only. Applicable to advanced adult tickets booked before midnight on Thursday 11 November 2021. After that, limited full price tickets will be available at the show. Full ticket information: [www.necclassicmotorshow.com/tickets](http://www.necclassicmotorshow.com/tickets).

# FBHVC Vehicle Survey



## From the FBHVC

Historic Vehicles are formally recognised by the UK Government when they attain an age of 40 years. The global qualification for a Historic Vehicle is 30 years as defined

by the Fédération Internationale des Véhicules Anciens (FIVA).

The Federation of British Historic Vehicle Clubs (FBHVC) is the authorised national representative of FIVA. FBHVC was formed in 1988 and for the past 33 years has protected and maintained the right of UK citizens to use 'yesterday's vehicles on tomorrow's roads'.

FBHVC treats all historic vehicles equally and recognises cars, motorcycles, buses & coaches, lorries & light vans, military, agricultural and steam vehicles.

FBHVC represents over 500 historic vehicle clubs and museums, individual and trade supporters who choose to recognise our work.

Since 1996, FBHVC has recognised the value of consistent research into the historic vehicle movement and uses this data in negotiations with governmental and non-governmental organisations.

The latest data was compiled from 15,422 questionnaires completed by historic vehicle owners and enthusiasts relative to vehicles at least 30 years old in 2020, from surveys amongst businesses providing products and services to the sector and an online representative sample of 2,500 adults in 2021.

The Federation maintains a fully data compliant research group who are constantly available for ad hoc research needs. FBHVC supported by JDA Associates conducts formal research every five years and the latest key facts are:

**1,538,927** historic vehicles are registered on the DVLA database.

**£7.2 billion** is the estimated total spend in the historic vehicle sector

**£946 million** is the annual value of overseas spending with British firms on historic vehicle products & services

**683,967** is the estimated number of historic vehicle owners in the UK

**£4,223 per annum** is the average amount a historic vehicle owner spends on their vehicle

**1,200 miles per annum** is the average distance travelled in historic vehicles

**16 times per annum** is the average number of times a historic vehicle is used each year

**34,113** is the estimated number of people employed within the historic vehicle sector

**18.7 million people in the UK** see historic vehicles as an

important part of our national heritage

**4.6 million people in Britain** would like to own a historic vehicle

**35% of historic vehicle owners** currently contribute or would contribute to a carbon off set scheme

**£17,200 is the average value of a historic vehicle** with averages for cars being £26,000, motorcycles £6,700 and agricultural tractors £3,500. 51% of vehicles are valued at less than £10,000.

The FBHVC relationship with The Heritage Alliance enables historic vehicles to be represented as an increasing element of our national heritage. Life changed in the twentieth century as individuals gained mobility on two, three, four or more wheels. In addition, industry and agriculture flourished with buses, coaches, lorries and tractors coming into common use.

The FBHVC charity partnership with Childline® provides the perfect opportunity to demonstrate historic vehicles through national Drive It Day whilst providing much needed support to young people. The Federation recognises there are many newer vehicles that attract the term 'classic' rather than 'historic', these are sought after and valuable but data concerning these vehicles is not included.

## Grand Tour Lockdown

I've long enjoyed the adventures of Clarkson, May and Hammond and following on from 'binge watching' Clarkson's Farm, which I have to say taught me more about farming than any other program I've seen, I was looking forward to 'Lockdown'.

The idea of taking three 'old' American cars across Scotland looked like fun, especially when one of them was a 1975 Cadillac Coupe deVille. Yes, there was so much potential there, but sadly I was disappointed.

Surely, the 'let's wreck a caravan or three' has run its course and whilst modifying cars has long been in their DNA, lowering a '75 Coupe deVille on Land Rover springs and fitting a hideous side exhaust system had no other purpose than to ensure it got stuck, on that superb floating pontoon bridge, for (alleged) comic effect. Hmm... I thought it was beyond stupid. Had it not been lowered, the Cadillac would have been home and dry.



I think we all accept that these things are staged, they can't just go with the flow and hope things will happen, they probably won't, but in the old days at least they looked like they had happened in the course of events.

I rate programs by the desire to watch them again—Lockdown (for me) was once only. I accept times were difficult, they apparently spent a fortune on Covid testing, but with the kind of budget they have with Amazon—surely they could have done better for the cars, viewers and their countless fans.

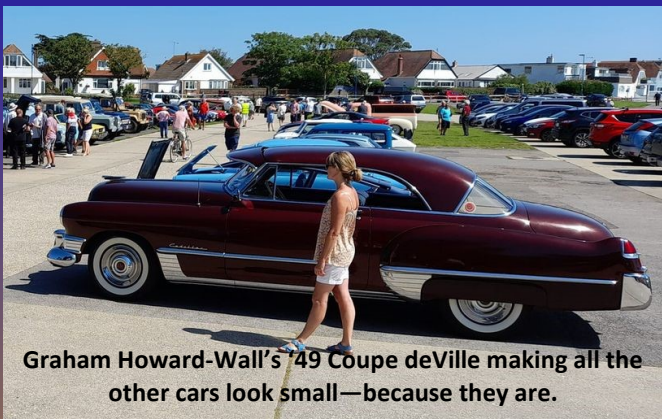
# Cadillacs in the wild



3rd time out since restoration and it's raining. Derek Eaton spotted this '59 Flat Top Sedan at Worthing American Car Show.



No shortage of luggage space, this Coupe deVille was also at Worthing



Graham Howard-Wall's '49 Coupe deVille making all the other cars look small—because they are.



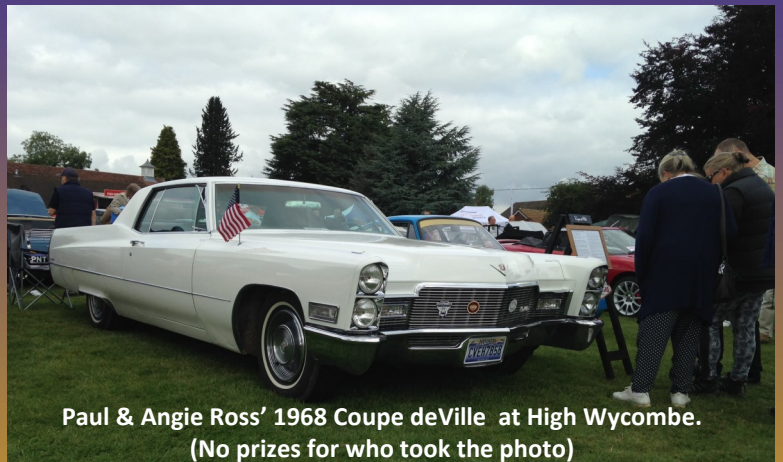
Andy Inglis' 1954 Eldorado Ragtop won a silver prize for 'Most Fun Car' at High Wycombe (Photo Paul Ross)



Ken Chadbone's '59 Coupe deVille also pictured at High Wycombe (Photo Paul Ross)



It was busy at High Wycombe, Chris Harris' 1957 Series 62 Coupe (Photo—camera is getting hot now—Paul Ross)



Paul & Angie Ross' 1968 Coupe deVille at High Wycombe. (No prizes for who took the photo)

Even walking through Redhill with his Granddaughter, Graham can't help finding a Cadillac or several to admire

*Stay safe*

