



Supporting the use of all Historic Vehicles



Welcome

David Whale - Chairman, FBHVC
Tom Caren - British Motor Museum



In Association with
BRITISH MOTOR MUSEUM

Agenda

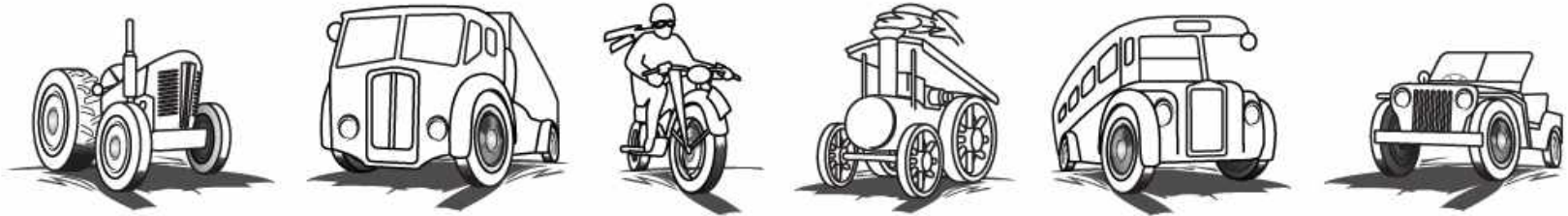
- 1000 - Welcome
- 1015 - Ideas for building members' benefits *Dave Youngs/Wayne Scott*
- 1045 - A new approach to archiving *Andrew Austin/Andy Bye*
- 1115 - Motul - Lubricants for historic cars *Callum Goodland/Has Tahier*
- 1145 - Classic Car Loan project *Bob Wilkinson*
- 1200 - LUNCH
- 1345 - Solving the fuels challenge *Nigel Elliott*
- 1415 - New 'Essential Guide' products & services *Chris Cartmell*
- 1445 - DVLA Question Time *Ian Edmunds/David Whale*
- 1515 - My Generation - Encouraging younger members *Matt Coles*
- 1545 - Wrap-up, followed by tea & coffee

Club
EXPO™

FEDERATION
British Historic Vehicle Clubs
Yesterday's Vehicles - Tomorrow's Roads

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INSURANCE

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Ideas for building members' benefits

Dave Youngs – Director, Peter James Insurance
Wayne Scott – Communications Director, FBHVC



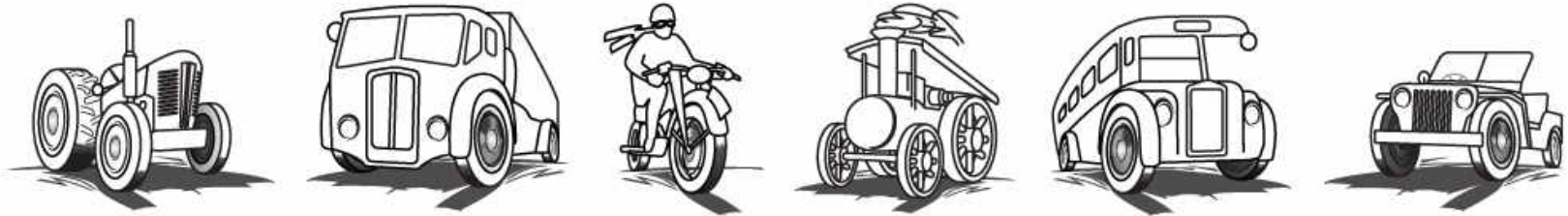
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A new approach to archiving: Bringing your archive to life

Andy Bye - Director of Museums & Archiving
Andrew Austin - Genus IT



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- Great to see museums getting busy again
- We are attracting many more members
- Brand new museum:
 - County Classics Motor Museum in Taunton
 - Well worth a visit

Museums

- Good progression with Club Archives
 - A lot of discussions and action
 - Scanning and cataloguing in progress
 - Some great discoveries made!
 - Are you ready for the next step?

Archives

- Great to have a Club Archive
 - Useful to supply information – when asked
 - Warm feeling that the club owns it
 - But most of the time it's
 - Untouched
 - Unseen by members

Club Archives

- Do your members get to see your Archive?
- Do they know what's in the Archive?
- Is your Archive accessible to members?
- Do you have overseas members?
- Do you have ageing members with knowledge?

Club Archives

- Would you like to make your Archive visible to your members?
- Would you like to offer more value to overseas members?
- Would you like to know your archive is working for you?
- We may even be able to help you monetise it!

Adding value to membership

- Some of you may have seen the Genus Recollect system demonstration
- Many of you have liked the system but could not afford it
- Well, the good news is the Federation can offer you a cost-effective way to have it

Adding value to membership

- Recollect is an online Archive facility where you can:
 - Display photographs
 - Display scanned documents
 - Display scanned three-dimensional objects – trophies, badges etc
 - Display c30,000 scanned items

Recollect

The Federation is to take Recollect and offer the resource to member clubs as a:

- Shared cost resource
- Each club has their own secure area
- Each club can set access rights to their Archive

Federation Clubs Archives

Demonstration of Federation Club Archives

<https://raven.recollectcms.com/>



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- The system will cost
 - £670+vat per year for usage for c30,000 images
 - Initial set up, personalisation, training and loading of initial files £300+vat

Federation Clubs Archives

- The next steps if this is for your Club
 - Let us know you are interested
 - We can also answer any questions
 - We can then review with you what material you have available
 - Help you plan the implementation of making your archives come to life for your members

Federation Clubs Archives

Andy Bye - Director of Museums & Archiving
Andrew Austin - Genus IT

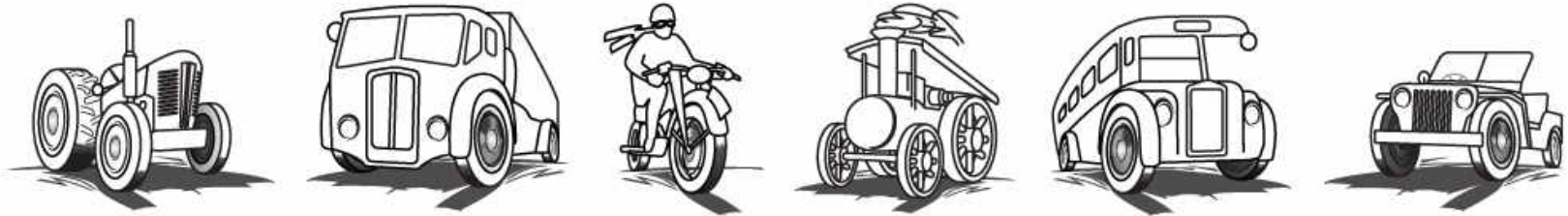
Any questions?



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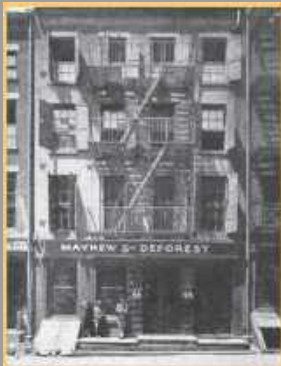
Callum Goodland - UK & Eire MD
Hasanaat Tahier - Technical Manager



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1854 The first Swan & Finch factory – South Brooklyn, New York



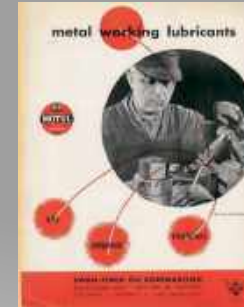
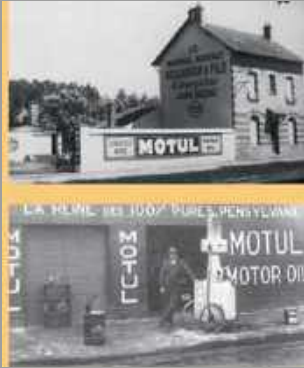
1853- 44 Water Street NYC the first HQ of the company that forms the basis for Motul



- Set up by William T De Forest, Mayhew Finch & Alden Swan
- Starts with animal fat, whale and olive oil lubricants. Moves to industrial oils after 'black gold' struck in the first oil well in 1859
- 1891 Swan & Finch incorporated NYC
- 1919 S&F expands, selling internationally

History of

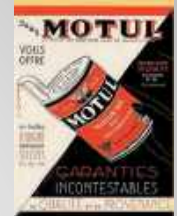
MOTUL



- 1920s Mechanised agriculture's rapid growth creates demand for better quality lubricants.
- 1930 S&F creates a Tractor Division in Chicago called Motul.
- 1932 Mr Ernst Zaugg founds Supra Penn in Paris and obtains the rights to sell Motul in France
- 1947 his son Ernst Jnr is company president and by 1957 had obtained the worldwide business that is today's business - Motul



- 2024 Motul still run and owned by fourth generation of the Zuagg family



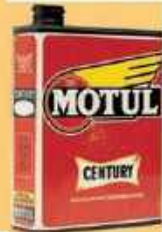
History of

MOTUL



History of

MOTUL



History of **MOTUL**

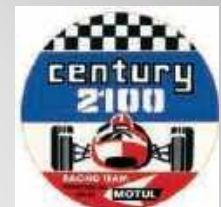


History of **MOTUL**

LES PREMIERS LUBRIFIANTS DE SYNTHÈSE



 <p>1953 Synthèse MOTUL</p>	 <p>1966 Synthèse MOTUL</p>
 <p>1971 Synthèse MOTUL</p>	 <p>1972 Synthèse MOTUL</p>
 <p>1980 Synthèse MOTUL</p>	 <p>1983 Turb Oil MOTUL</p>
 <p>1986 Synthèse MOTUL</p>	 <p>1987 Synthèse MOTUL</p>



History of

MOTUL



MOTUL



Patrick Pons



MOTUL CENTURY 500 V MOTORCYCLE OIL	MOTUL CENTURY 500 LT MOTORCYCLE OIL
MOTUL CENTURY 200 MOTORCYCLE OIL	MOTUL CENTURY 100 MOTORCYCLE OIL
MOTUL CENTURY 80 MOTORCYCLE OIL	MOTUL CENTURY 40 MOTORCYCLE OIL
MOTUL CENTURY 20 MOTORCYCLE OIL	MOTUL CENTURY 10 MOTORCYCLE OIL

History of

MOTUL





History of

MOTUL



UK Events

MOTUL

1945 Renault AHS3 Restoration – AKA 'Vagabond'



Vagabond...





Products of

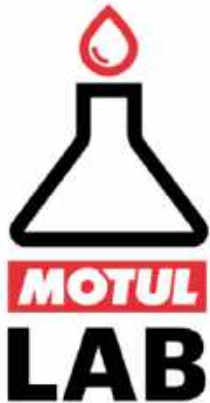
MOTUL

Engine Oil Analysis – service to FBHVC members



Added value...

MOTUL



OIL ANALYSIS KIT

Suitable for All vehicle types including car and bike.

An oil analysis can search for contaminants and metal elements present in the lubricant, detect premature or accelerated engine or gearbox wear and recommend if it is necessary to carry out replacement of a part(s).

It can also analyse the composition of the lubricant in use to highlight any coolant leaks or fuel dilution that may damage the engine and limit its performance.

Your oil sample kit from MOTUL will arrive with a pre-paid envelope for a free return of your sample. Once your sample has been tested, you will receive a full report via email. For any major issues that are flagged by the sample analysis, MOTUL's UK Technical Manager will contact you directly with advice.

Kit Includes:

- Sample Pot
- Plastic Tube
- Syringe
- Sample Form
- Pre-paid Envelope

You should receive your report within 3-5 working days of sending off your sample in the pre-paid envelope.



- Clubmotul.co.uk is a UK based online store dedicated to the range of lubricants from leading global oil brand Motul.
- With a wide portfolio of products from the Motul range, Club Motul specialises in the Classic and Historic vehicle sector supplying a range of lubricants and coolants together with other Motul products, supported by UK-based customer service, technical support and next working day delivery.
- Club Motul works closely with classic car and historic vehicle clubs by adding value to its membership through discounts to its members on clubmotul.co.uk, while at the same time rewarding the individual club each quarter based on the spend level of its members.

Spend is converted into reward points

FREE UK DELIVERY ON ORDERS OVER £50*

Club **MOTUL**

PRODUCTS

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TESTED AND APPROVED

As Motul innovates for the vehicles of tomorrow, it continues to rethink how it lubricates the vehicles of the past with an updated line of Motul Classic lubricants.

DISCOVER MOTUL CLASSIC OIL



DO YOU HAVE A MOTUL LUBRICANT ENQUIRY OR A SPECIFIC NEED?

Complete the enquiry form and one of our experts will come back to you.

ENQUIRE NOW

Club **MOTUL**

EXCLUSIVE BENEFITS FOR CLASSIC CAR CLUB MEMBERS

Club Motul offers exclusive benefits to affiliated car clubs and their members including discounts from across the Motul range, latest product news and information plus invitations to exclusive events.

JOIN NOW

FREE UK DELIVERY ON ORDERS OVER £50*

Club **MOTUL**

PRODUCTS

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FBHVC

Club Motul are delighted to partner with the FBHVC supporting a dedicated community of vehicle owners.

Complete the form below to create your account at no cost, and enjoy the benefits of being a Club Motul member.

Please complete the following form to register

Boxes marked * are required

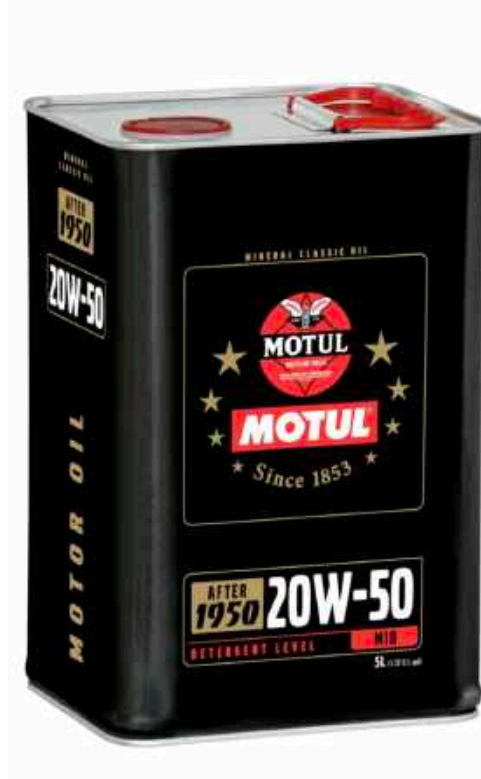
By registering for Club Motul you acknowledge that your data will be used inline with our [Privacy Policy](#)

Login Details

Each Club has its own URL to share with its members and the member signs up creating their own username and password



- Prices discounted
- Items shipped via DPD next working day delivery
- FREE delivery on orders over £50*
- Technical Support via phone, email and live chat during working hours



CLASSIC 20W50

Mineral engine lubricant specially designed for original engines built between 1950 and 1970. This product is formulated with middle detergent level, compatible with elastomer gaskets. This 20W50 viscosity grade meets standards of the 1950 – 1970 period requiring API SF/CC while benefiting from the advanced technology of the Motul lubricants. This viscosity is perfectly suitable for narrowed running clearances of the engine, due to significant progress at that time, with regards to metallurgy, casting and machining. This product has Anti-corrosion and anti-wear properties.

SELECT SIZE AND BUY (2L, 5L, 60L)

IN STOCK ✓

2L £17.09

MEMBER PRICE]

ADD TO BASKET

SAFETY DATASHEET

TECHNICAL DATASHEET

Premium Quality without Compromises

Older and modern engines have different requirements and needs as they often consist of different materials and were produced for a different type of usage. Motul Classic engine oils perform as the vehicle manufacturer originally intended with the best additives carefully picked to provide an up-to-date protection and performance.

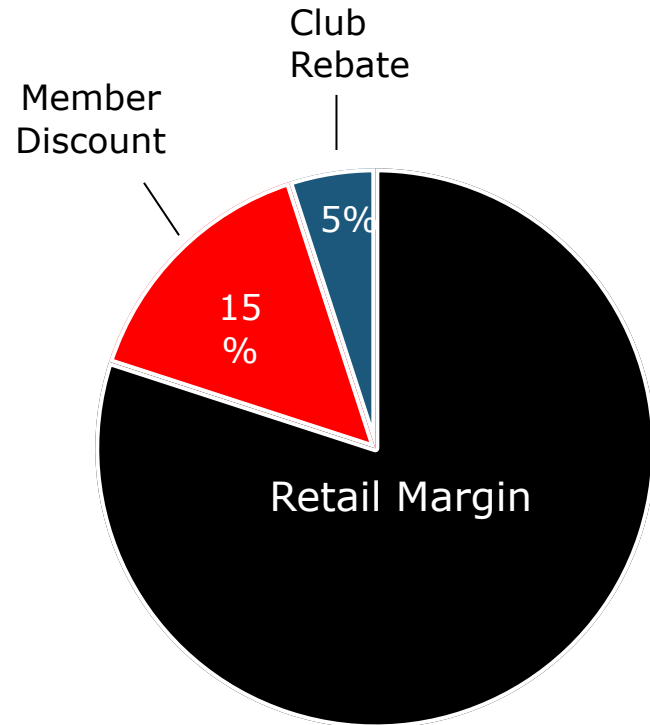
Best Protection for Classic and Vintage Cars

*UK mainland only, exclusions apply full list <https://www.clubmotul.co.uk/delivery>



What we offer...

- £10 subscription fee is waived
- Each club member will receive a 15% discount
- Affiliated clubs receive a 5% rebate each quarter based on their membership's net spend
- Club logo on clubmotul.co.uk
- Dedicated club page on clubmotul.co.uk
- Content and news stories shared on Club Motul





In return...

- List Club Motul as the Lubricant partner on your Club's website and share on social media
- Market Club Motul and its offer using your unique URL to the club's membership database
- Include Club Motul and/or its logo on any communication to your members
- Quarterly review on marketing activity to discuss opportunities and incentives to include exhibitions and events, product launches, competitions, Motul Lab etc.
- Quarterly sales report with 5% net rebate back to your Club



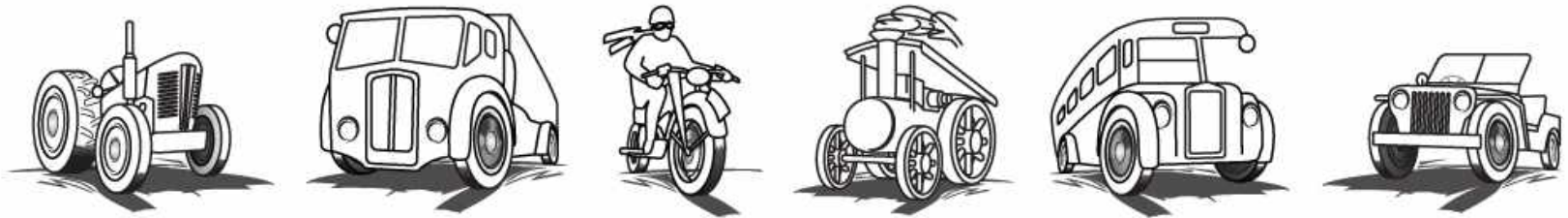
**Thank you for
your attention**

**Proud to support Historic Vehicles in
partnership with the FBHVC**





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Classic Car Loan Project

Bob Wilkinson
Project Manager



In Association with
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Classic Car Loan Project



Classic Car Loan Project



Classic Car Loan Project



Bob Wilkinson
Project Manager

Any questions?
Please chat with
me on the Gallery!



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LUNCH

Please return promptly!

**Club Expo re-starts
at 1.45pm**



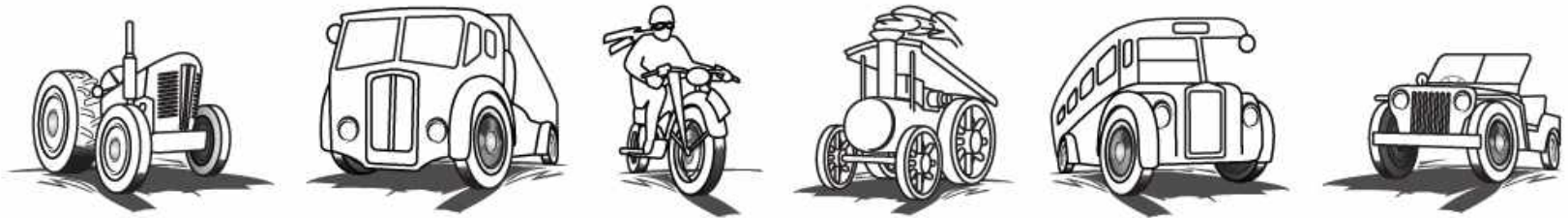
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Solving the Fuels challenge now and in the future

Nigel Elliott
Automotive Fuels Specialist



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Solving the Fuels challenge

- Climate change
- Project engineering & performance
- Energy density
- Energy demand
- Electricity grid capacity
- Power generation
- The scale of the task
- Possible technologies for hard-to-decarbonise sectors
- Conclusions

Climate change

- Real world data shows that the climate is changing, as it has always changed over the centuries
- It would appear by correlation that human activity by means of greenhouse gas emissions is a significant contributory factor, but the precise percentage of that contribution is far from certain?
- The climate models predict heating twice as fast as that observed over the past 3 decades so there must be some concern as to their accuracy?
 - As my old company statistician used to say
 - **“All models are wrong, but some are useful”**

Project engineering & performance

- I am not going to challenge the climate science but just caution that we need to be very careful when considering efforts to mitigate climate change that are not consistent with what can be realistically delivered with project engineering procedures and performance that cannot be circumvented.

Setting the scene

- Much of what is being proposed in terms of climate change mitigation is fanciful and is just not deliverable from an engineering and cost perspective
- Our current energy infrastructure is vast and has evolved over 200 years, it is therefore highly unlikely that it can be revolutionised to meet the net zero targets of the Government in a very short period of time

Energy density

- The ratio of energy stored per kg between lead acid batteries, modern lithium-ion batteries and petrol are 1:6:273.

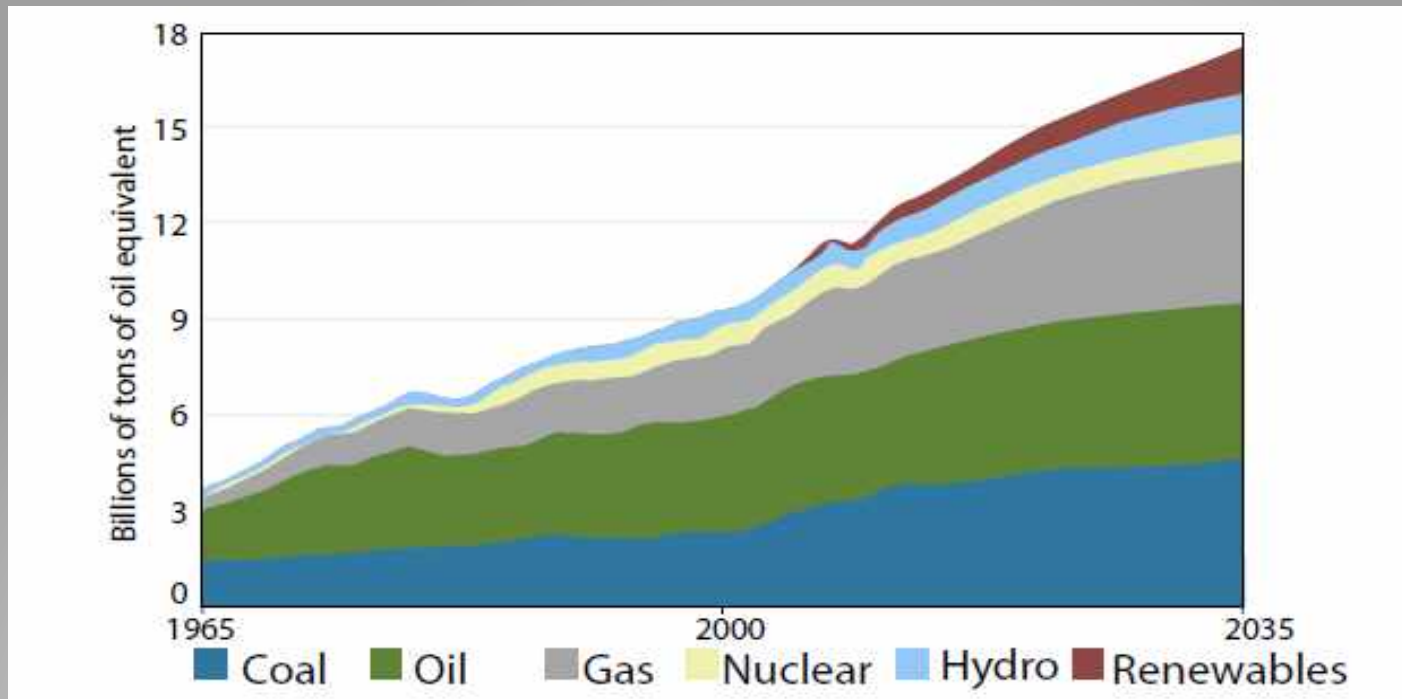
Technology	Energy density MJ/kg
Wind turbine	0.00006
Lead-acid battery	0.15
Hydro	0.72
Wood	5.0
Petrol	50
Hydrogen	143
Nuclear fission	88,250,000
Nuclear fusion	645,000,000

Source: M J Kelly, 'Lessons from technology development for energy and sustainability' *MRS Energy and Sustainability* 2016; 3: 2-13.

Energy density of different fuels

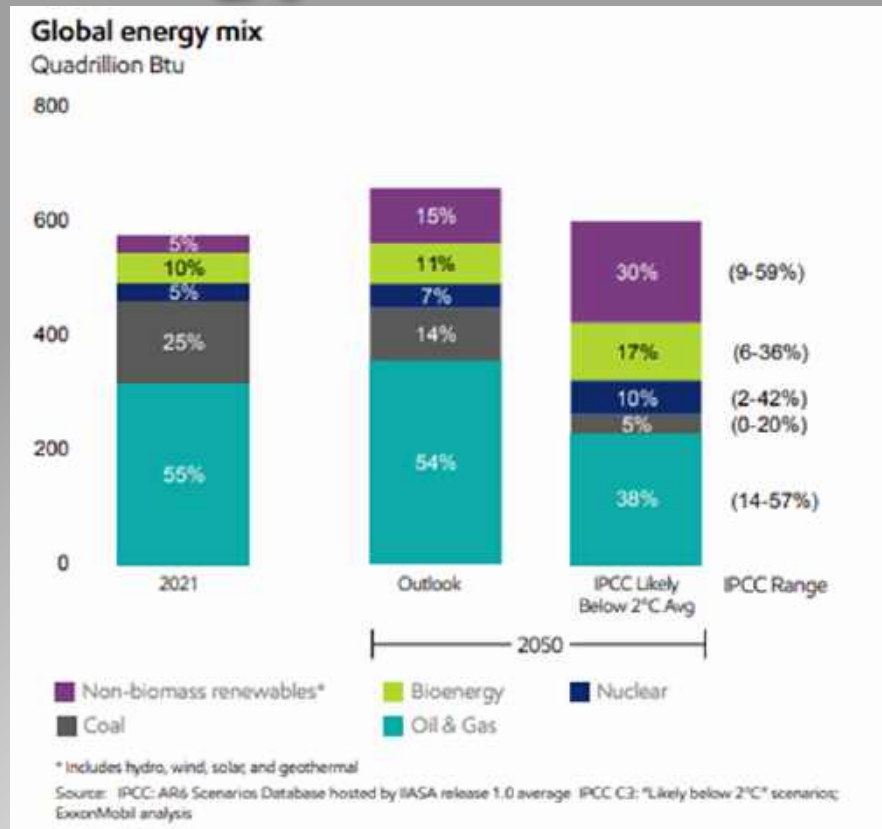
Energy demand

- As society evolves and population grows along with GDP energy demand increases



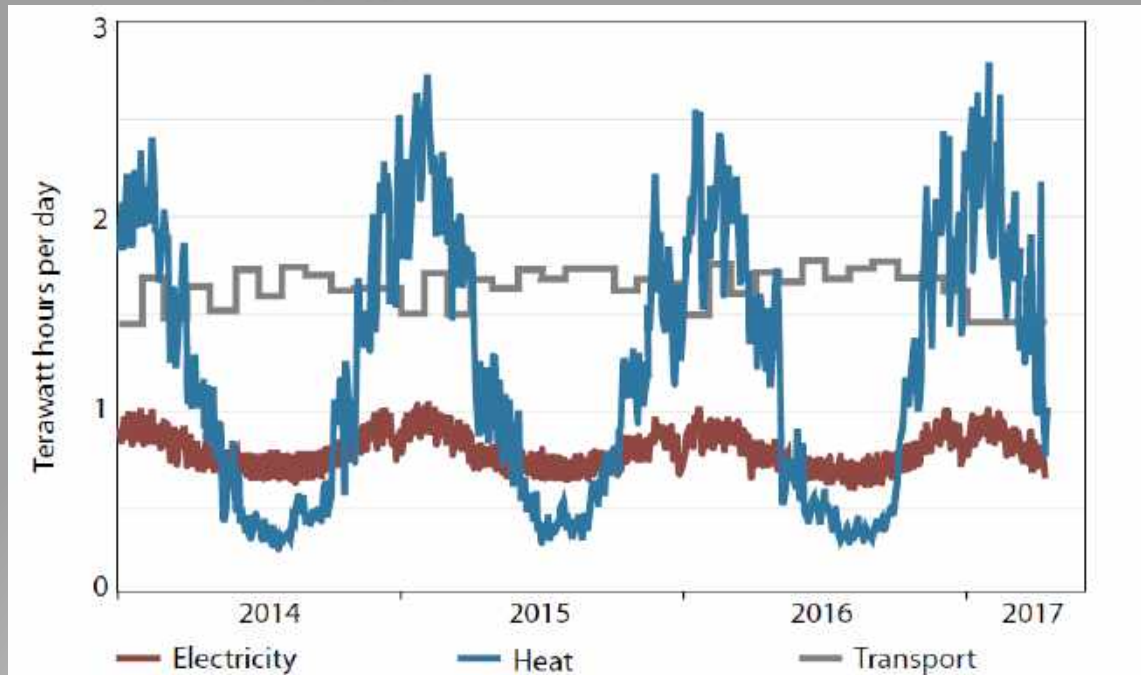
Energy supply by type (Source: BP)

Global energy demand in 2050



- About 15% more energy is required by 2050, with nearly all going toward meeting higher living standards of a developing world with a larger population
- **Fossil fuels will continue to be a major energy source for the foreseeable future**

UK Energy demand



Energy demand by type over 3 annual cycles (Source: BEIS)

- Electricity generation represents 16% of UK total energy consumption
- The UK uses twice as much energy in transport compared with electricity
- There are few electric vehicles and no ships and aircraft that are battery powered
- **For a total move for transportation to electricity would require 3 times the current power generation capacity**

Electricity grid capacity

- Most of the electricity use in the UK is 'baseload', with small daily and seasonal variations
- The greater the use of intermittent sources of electricity such as wind and solar, the more backup is required for those many days when the wind does not blow or the sun does not shine
- Because of the intermittent nature of the required backup, it operates less efficiently and takes longer to recoup the initial capital costs
- If heat were to be electrified along with transport, the UK grid capacity would have to be increased by between 5 and 6 times today's capacity

Power generation

- Non-fossil energy sources currently exceed fossil fuel on an annual basis, but the intermittent nature of this power generation requires back-up



Power generation

12.15, 15 January 2024

National Grid: Live

The National Grid is the electric power transmission network for Great Britain

Time ⓘ
12:15pm

Price ⓘ
£58.56/MWh

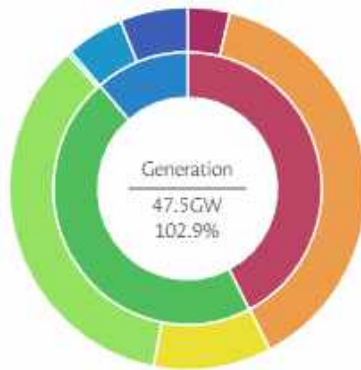
Emissions ⓘ
197g/kWh

Demand ⓘ
46.2GW

= Generation ⓘ
47.5GW

- Transfers ⓘ
1.3GW

Generation



Note: percentages are relative to demand, so will exceed 100% if power is being exported

43.6% fossil fuels

Coal ⓘ	1.82GW	3.9%
Gas ⓘ	18.29GW	39.6%

47.6% renewables

Solar ⓘ	5.08GW	11.0%
Wind ⓘ	16.72GW	36.2%
Hydroelectric ⓘ	0.16GW	0.3%

11.7% other sources

Nuclear ⓘ	2.48GW	5.4%
Biomass ⓘ	2.91GW	6.3%

-3.4% interconnectors

Belgium ⓘ	-0.10GW	-0.2%
Denmark ⓘ	0.00GW	0.0%
France ⓘ	-1.34GW	-2.9%
Ireland ⓘ	-0.98GW	-2.1%
Netherlands ⓘ	0.91GW	2.0%
Norway ⓘ	-0.08GW	-0.2%

0.6% storage

Pumped storage ⓘ	0.26GW	0.6%
Battery storage ⓘ	—GW	—%

- Nuclear normally produces around 15% but some capacity is currently shut for maintenance.

Power generation

09:05, 16 January 2024

National Grid: Live

The National Grid is the electric power transmission network for Great Britain

Time ⓘ
9:05am

Price ⓘ
£131.35/MWh

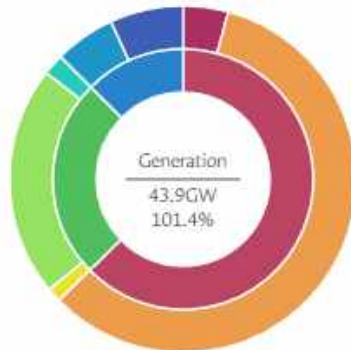
Emissions ⓘ
282g/kWh

Demand ⓘ
43.3GW

= Generation ⓘ
43.9GW

- Transfers ⓘ
0.6GW

Generation



Note: percentages are relative to demand, so will exceed 100% if power is being exported

63.6% fossil fuels

Coal ⓘ	1.84GW	4.3%
Gas ⓘ	25.64GW	59.3%

25.1% renewables

Solar ⓘ	0.58GW	1.3%
Wind ⓘ	9.41GW	21.8%
Hydroelectric ⓘ	0.87GW	2.0%

12.7% other sources

Nuclear ⓘ	2.48GW	5.7%
Biomass ⓘ	2.99GW	6.9%

-2.8% interconnectors

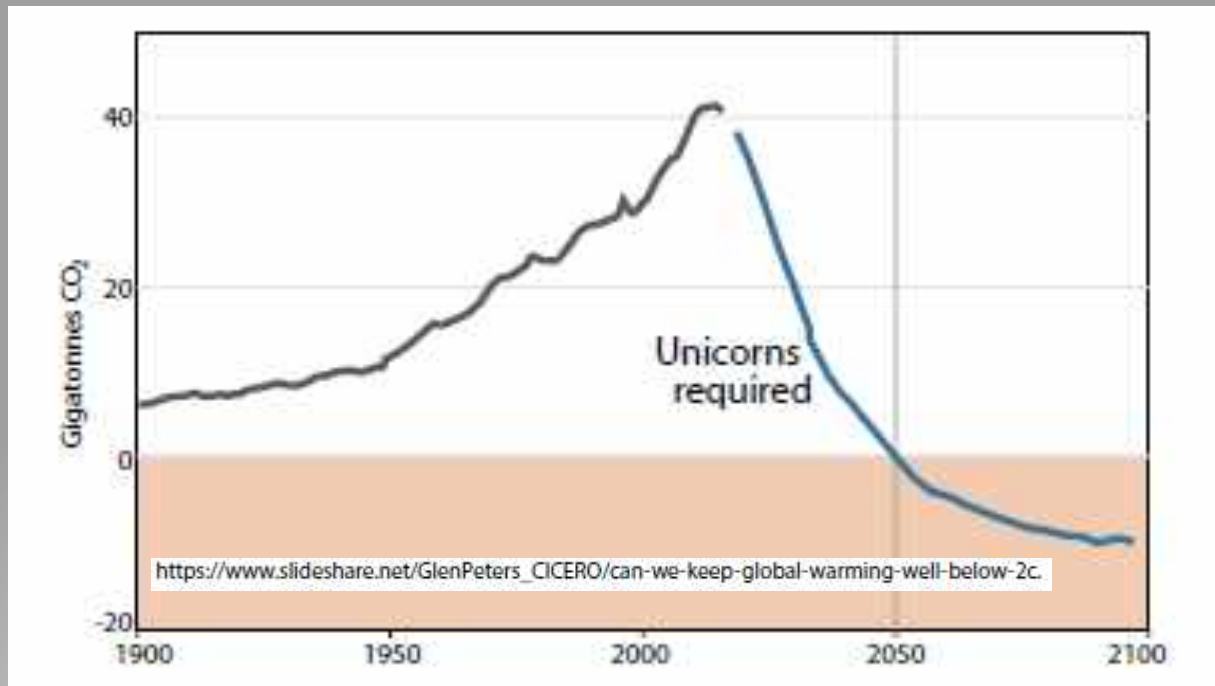
Belgium ⓘ	-0.40GW	-0.9%
Denmark ⓘ	-0.39GW	-0.9%
France ⓘ	-1.22GW	-2.8%
Ireland ⓘ	-0.03GW	-0.1%
Netherlands ⓘ	0.42GW	1.0%
Norway ⓘ	0.40GW	0.9%

1.4% storage

Pumped storage ⓘ	0.62GW	1.4%
Battery storage ⓘ	-GW	—%

- Back-up generation/storage required when the wind does not blow or the sun doesn't shine

The scale of the task



- In order to keep global temperatures within 1.5°C of pre-industrial levels by eliminating CO₂ will require the replacement of all the energy developments since 1880
- **“Unicorns will be required to deliver this target”** – Prof Michael Kelly FRS, FREng, Hon FRSNZ MAE Cambridge University

Possible technologies

- **Three possible technologies hold significant promise for hard-to-decarbonise sectors:**

1. Carbon capture and storage (CCS) is a proven and safe technology that reduces emissions from manufacturing and power generation. CO₂ emissions are captured, transported by pipeline to suitable geologic formations, and permanently stored deep underground:

- Carbon capture can also serve as a negative emissions technology that removes CO₂ from the atmosphere

2. Hydrogen is a fuel that, when combusted, produces only water as a byproduct:

- One way to produce low-carbon hydrogen is to convert natural gas into hydrogen and CO₂ – the hydrogen is used as fuel, while the CO₂ is captured and stored
- Other sources of low emission hydrogen involve using electricity from nuclear or renewables to split water molecules into hydrogen and oxygen

3. Biofuels can be a drop-in substitute for fossil fuels in a low-emissions manner on a life-cycle basis:

- Particularly useful in commercial transportation, biofuels return to the atmosphere the CO₂ that was absorbed during the growing process, thereby making them a low-carbon alternative

Conclusions (1)

- The UK's net zero plans are not consistent with engineering reality with respect to power generation, distribution and storage
- There are no viable volume alternatives to aviation kerosene
- Biofuels can help reduce CO₂ emissions but the available volumes of waste cooking oil etc. are limited and there will be competition between aviation, road transport and heating for these molecules
- Biofuel sustainability, indirect land use change and competition with food are important issues that must also be considered
- Carbon capture and storage is a proven and safe technology and could be used to offset fossil fuel emissions and reduce atmospheric CO₂
- Hydrogen from natural gas with carbon capture and storage or produced via electrolysis using electricity from renewables is another possible low carbon energy source but may be better used in industrial processes

Conclusions (2)

- Synthetic e-fuels are possible but require consistent high levels of renewable or nuclear energy to be viable, however they may serve a purpose in helping to prevent the ban of ICE vehicles in the near future
- Continuing to increase wind and solar power generation without back-up generation will make the UK energy grid unstable and this could result in frequent power outages
- Gas power generation will be required for back-up and quick response to grid demand and generation fluctuations
- Massive investment required in nuclear power to provide baseload electricity generation if transport and heating are to be transitioned to electricity
- Important to focus on the efficient use of energy and materials using sound scientific practices and not to pick winners.
- **Oil and gas will remain the dominant energy source beyond 2050**



Nigel Elliott Automotive Fuels Specialist

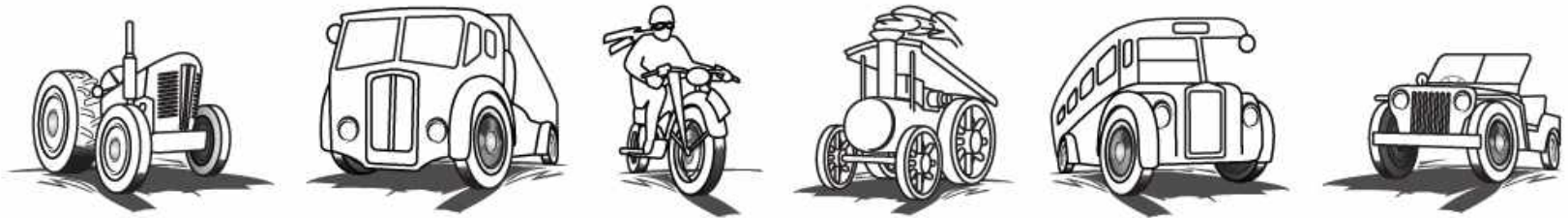
Any questions?



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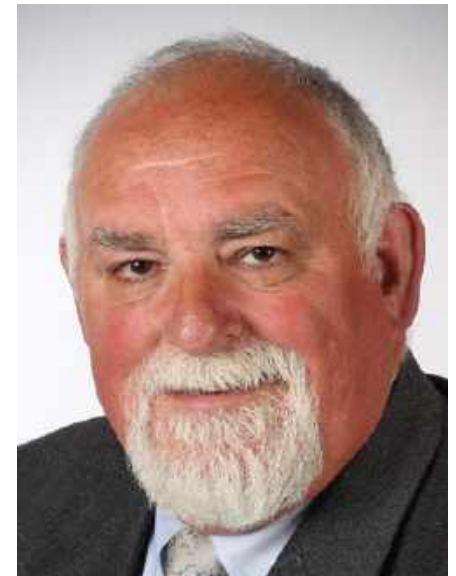
==== *Supporting the use of all Historic Vehicles* ====

Essential Guides

Chris Cartmell
Projects Co-ordinator



In Association with
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Existing 'Essential Guide to...' series

- Copyright
- Archiving (two volumes)
- Fuels
- DVLA
- V765 process

PLUS...

- The Motoring Heritage Of Wales
- A FIVA guide to: Responsible use of historic vehicles

Essential Guide to Parts & Services

Parts & Services

FBHVC
ESSENTIAL
GUIDE TO...



Parts & Services

Chris Cartmell



“ I wonder where I can find this part or service”

- Classic Vehicle Parts / Service supplier
- Clubs own stock of used or re-manufactured parts
- Classic Vehicle Show or Auto-jumble
- eBay or similar internet sites
- Local engineering / manufacturing company
- Motor Sport suppliers

Essential Guide to Parts & Services



Essential Guide to Parts & Services

WARNING

- Be aware of 'replica/fake' parts
e.g. NGK Spark Plugs & Lucas copy parts
- If it's a safety critical part (brakes or steering), or parts that take a long time to fit. Then proceed with caution, ensuring the correct specification and buy the very best you can afford
- Rubber parts degrade, go brittle / leak and should be replaced every 10 years or less if leaking

Essential Guide to Parts & Services

Remanufacturing of Parts

- 3-D printing, rapid prototyping, reverse engineering, providing, precision engineering, bespoke solutions and craftsmanship
- Are old engineering drawings and tooling available ?
- Any 'Licences', held by current vehicle manufacturers
- Product Liability Insurance
- Parts remanufactured must be of the highest quality and confirm to the correct specification and are totally fit for purpose

Essential Guide to Parts & Services

Case Study – Stag Owners Club

- Have their own 'Stag Owners Club Tooling Fund Ltd'
- Management Committee review and decide on what parts are remanufactured
- The process:
 1. Suggestion that part is 'required'
 2. Check 'market potential'
 3. Availability of 'suitable alternative'
 4. Final 'retail cost' (will it sell ??)
 5. Views of 'Club Membership' (will they buy)
 6. If **NO**, then then usually cancelled

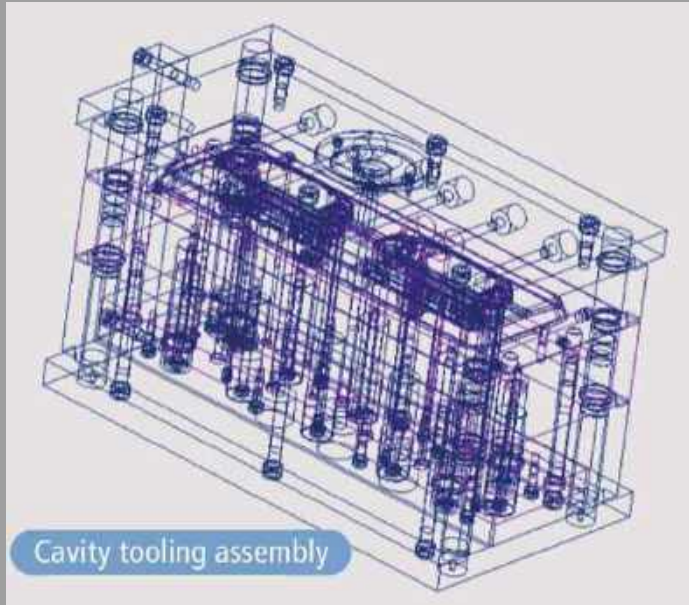
Essential Guide to Parts & Services

Computer Aided Design & Production

- Stag Owners Club have their own CAD person, thus saving themselves £1,000s if not £10,000s
 - Two starting points: lots of measurements or scanning
 - Transfer to a digital image, then refining the image
 - Prototyping, testing, modifying: Very time consuming
 - Contracts with manufacturers & distributors, pricing
 - Less obvious items, rejection rates, packing, delivery, storage, associated costs, plus many other factors
- (Many thanks to Paul Smith and the Stag Owners Club Team)

Essential Guide to Parts & Services

Door Handle Bowl



Essential Guide to Parts & Services

Parts & Services Directory

- The Directory is made up of a combination of FBHVC Trade Members / Supporters and seeded with some extra companies that many of us will know
- They are listed by Name, Website, Phone number, Category and Specialism
- We need your help to expand the list, with your contacts
- If you would like to recommend additional suppliers, please write to: **secretary@fbhvc.co.uk**
- We will then consider adding these companies to v2 list

Essential Guide to Parts & Services

Organisation	Website	Phone Number	Category	Specialism
AV Components Ltd	avcomponents.co.uk	01786 572033	General parts	Suppliers of high quality components for Pre-War Austin Sevens
AccuSpark Ignition Systems	accuspark.co.uk	01442 243888	Ignition parts	
Antler Stripland Auto Restoration Services	antlerstriplandautoservices.com	07778 600838	Instruments	Repairs, restoration, refurbishment, and recalibration of instruments (1900s - 1980s)
AES Auto Electric Supplies	autoelectricsupplies.co.uk	01584 819552	Electrical parts	
Alfa Stop	alfastop.co.uk	01773 612000	General parts	Mila Romeo Parts 1950-1960
Ashford Drivings	ashforddriving.com	01232 690079	Drivings	Classic vehicle parts drivings
ATEC Autotech Ltd	atec.co.uk	01286 794525	Rubber / Seal Hose	Can make car rubber hoses and steel clips, also fluid transfer systems
Auto Haze Ltd	autohaze@yahoo.co.uk	01782 542486	Wax, film, baskets	
AutoGlow Specials	autoglow.co.uk		Glass	Specialist glass for commercial vehicles and unusual sizes/brackets cut to size
Autoparts Ltd	autoparts.co.uk	0115 944 7211	Electrics	Electrics
Barely There Ltd	barelythere.co.uk	01480 216230	Range of Specials	
Black Play	blackplay@hotmail.com	01332 688051	Restoration, Bodywork	Marque Restoration & Wooded Parts
Blue Diamond Filter Services Limited	blue-diamond-services.co.uk	01323 490429	Filter Specialist	blue-diamond-services.co.uk
Bozy & Seal Automotives Ltd	bozyautomotives.com	02370 415882	Restoration	Restoration & repair of all Classics, but specialising in Classic Porsche & VW
Boyer Transcend Electronics Ltd	boyertranscend.com	01422 740549	Electrics	Manufacture & Distribution of Electronic Ignition Systems
Bresco Ltd	bresco.com	01509 610834	Fixing clips & fittings	
Briggs Garage	briggs-worham.co.uk	01401 782333	Restoration	Restorations
British Motor Heritage Ltd	bmltd.com	01193 707300	Body panels	Body sheetpanels for Mini, MG, Vaux, Triumph, Morris Minor, Manx parts for Jaguar and Land Rover Classic
Bronky Car Restors	bronkyautoparts.co.uk	0228 466 7849	Spalls & VCI	
California Classics Hull Limited	cccl.co.uk	01482 911511	Restoration	We produce the MG3 Roadster V8, MG6 GT V8. The V8 can be 3300cc or 4000cc. The MG3 Roadster can be produced in 1950cc or 1950cc and the MG6 GT in 1800cc or 1950cc
Car & Commercial Servicing Ltd	carandcommercialvehicles.co.uk	01380 712403	Servicing/Mot/Repairs	Servicing, Repair and MOTs of cars and light commercial vehicles, and check over for MOT issues (even if exempt)
Caruretor Exchange Ltd	caruretor.co.uk	01325 371369	Caruretor Specialist	Refurbishment of SU, Solex Carbs
Cars UK Ltd	carsuk.net	01284 610930	Transportation	Workforce Transportation, Customs Brokerage, Official UK base of the Camel de Passage, Storage & Registration
CarVivo	carvivo.co.uk		Assessments	Car Hobby Check Provider
CBH Classic Restorations	cbhclassicrestorations.co.uk	01543 432825	Restoration	Classic Car Restorations Mechanical Electrical & Jewellery
Chase MG		01572 671184	Parts	
CK Developments Ltd	ckdevelopments.co.uk	01424 670000	Vehicle sales, Restoration, Race Preparation	Car Sales/Dealers / Restoration & Race Support of Historic Motor Vehicles
Classic Assessments	classicassessments.com		Assessments	Historic Vehicle Assessor & Insurmer Specialist
Classic Car Developments		01132 650956	Restoration	Classic Car Restoration
Classic Car Storage Limited	classiccarstorage.co.uk	01738 615826	Storage	
Classic Dynamic & Regulator Conversions	dynamicregulatorconversions.com	01522 793422	Dynamic / Regulator	
Classic Fuel Injection Ltd	classicfuelinjection.co.uk	07366 448103	Fuel and fuel systems, Electrics	Classic Car Fuel Injection and Electronic Ignition Conversion



Chris Cartmell Projects Co-ordinator

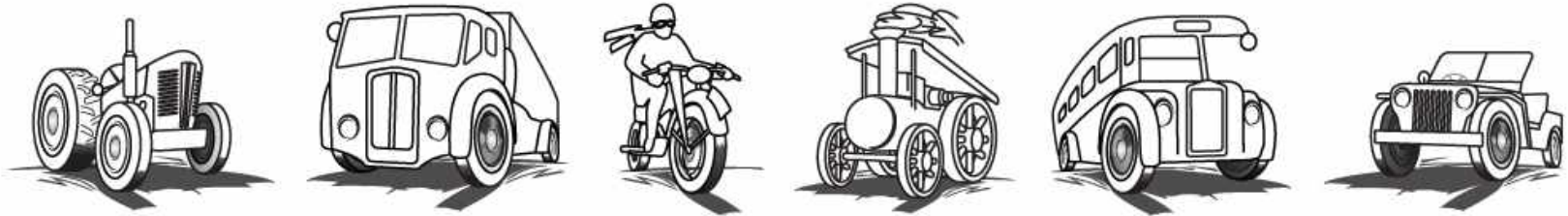
Any questions?



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DVLA Question Time

Ian Edmunds - DVLA Manager, FBHVC
David Whale - Chairman FBHVC



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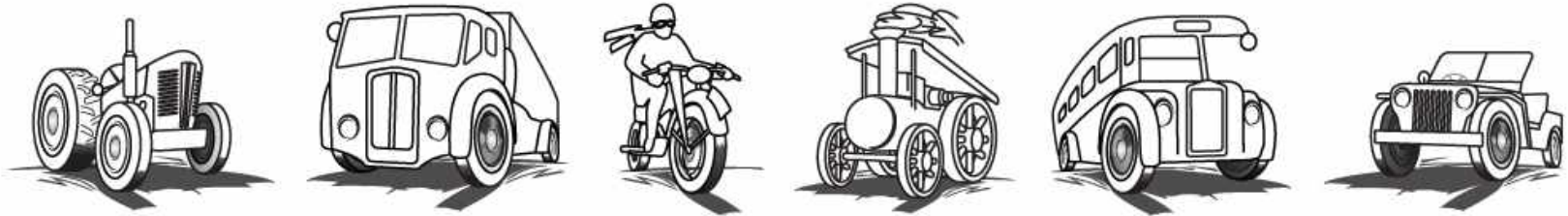
DVLA HQ, Morriston, Swansea



DVLA Contact Centre,
Llansamlet, Swansea



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My Generation

Matt Coles
Austin Ten Drivers Club



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Background

- Why an Austin Ten?
- ATDC Publicity Officer
- Social Media
- Events



 **Austin Ten Drivers Club** created an event. 19 h · 🌐



SPRING SOCIAL
26TH MAY 2024
10AM - 4PM
ATWELL-WILSON
MOTOR MUSEUM

SUN, 26 MAY AT 10:00
Austin Ten Drivers Club (ATDC) Spring Social

The event poster features a photograph of vintage cars parked on a grassy field with trees in the background. The text is overlaid on a blue background with the club's logo at the top.

Today



The Future

“If you always do what you’ve always done, you’ll always get what you’ve always got.”

The Future

Matt Coles Austin Ten Drivers Club

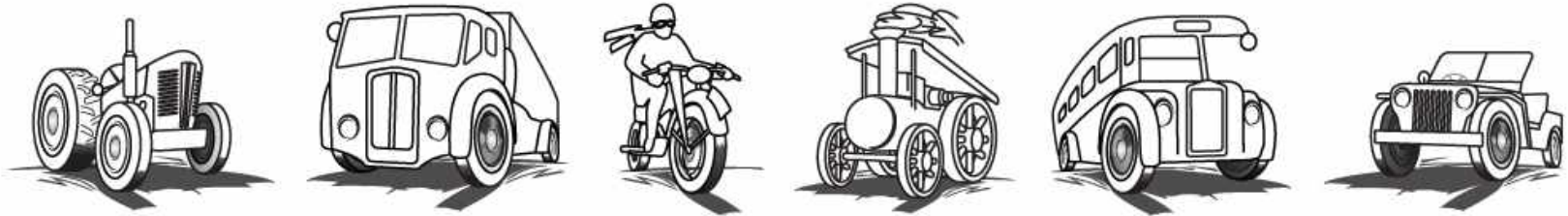
Any questions?



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It's a wrap!

David Whale - Chairman, FBHVC



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