



Stow-on-the-Wold Motor Club Newsletter (Magazine) number 16 March 2026

It's been a quiet winter so there's not as much as usual to report in the newsletter. Thanks to John and Andrew for their articles, and to Roger for passing on the information about the Federation of British Historic Vehicle Clubs, of which the Stow club is now a member. Not exactly light reading but it spells out what the FBHVC does in general and what it can do for us in particular. Roger also features in the extracts from Practical Classics magazine about the 2CV he and Diana owned in the eighties and about the lovely Mercedes 190 that he runs now. It's excellent publicity for our club in a major magazine for old car buffs.

Of course, two big events loom large: the club excursion to Flanders in May and the Motor Show in July. We look forward to being able to report on both in the next couple of newsletters.


As always I have to issue a plea for new articles, about any aspect of motoring, cars or motorcycles. Shows, trips - to far-off or nearby places, facts and figures, stories of work on your vehicles. All have places saved for them here.

Rob Brown drbchestnut@gmail.com

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Forthcoming Club Evening – March 18th



STOW MOTOR CLUB
CLUB EVENT
18th March 2026
7:00pm Start
Held at Stow-on-the-Wold Social Club

Introducing our next Guest Speakers Ann and John Ford
Morris Minors in the Media



TO BOOK EMAIL
info@stowmc.org

Mystery Club Member



This lovely 1963 photograph shows one of our members, with her second ever car - an Austin Big Seven. Do you recognize her?

The car probably dates from 1938 or '39. Its engine size was 900 cc, up from the 750 cc of the standard Austin Seven, and it delivered 25 bhp. According to DVLA, tax on this car (BWV 577) expired in December 1998 but evidently a V5C form was last issued for it in December 2025. Does this mean it's still running around?

Club Merchandise

Andrew Mitchell

The clothing has been specifically chosen for its quality and value for money and comes with the Club logo embroidered on each garment. Available in a range of colours are ladies and men's outdoor fleeces, ladies and men's polo shirts, coveralls and, for your head, a cap!

We have partnered with **Super Lemon** in Bourton to provide you with this package which can be found on the Super Lemon website at:
<https://cotswoldcustomclothing.co.uk/collections/stow-motor-club>

This link will take you direct to the Club clothing from where you make your choice and pay online.. You can either pick it up from:

Super Lemon
Unit 29
Old Station Yard Business Park
Bourton-on-the-Water
Cheltenham
GL54 2RZ

or have it delivered for a small additional charge. Delivery is around five working days.

The Growth of Electric Vehicles in Shanghai John Barber

On my visit to Shanghai last November, I was struck by the remarkable growth of electric vehicles (EVs) in the city. From bustling main roads to quieter neighbourhood streets, the plethora of EVs was impossible to ignore. Sleek, almost space-age cars — some sporting the logos of domestic giants like BYD and NIO — were everywhere, their silent operation a contrast to the familiar rumble of petrol engines in a city. Even public transport has undergone an electric transformation, with buses and taxis increasingly powered by batteries.

This impressive expansion is the result of deliberate and sustained efforts by both government and industry. Surprisingly, the main driver for the transition, we were told, was a target to increase average life expectancy in the city by one year, in a five-year period. China is enjoying environmental and economic benefits of



electrification, and Shanghai, as a leading metropolis, has enthusiastically embraced these changes. Generous subsidies, tax incentives, and the proliferation of charging stations have made EV ownership more accessible. The city's infrastructure is tailored to accommodate this shift, with charging points available in car parks, residential complexes, and commercial centres. Manufacturers, too, have played a pivotal role, investing heavily in research, development, and marketing to ensure EVs are not only efficient, but also desirable.



The difference this has made is evident in both the atmosphere and the city's daily rhythm. Air quality in Shanghai has shown measurable improvement, with reduced emissions contributing to cleaner air and healthier living conditions. The quietness of electric vehicles has also lessened urban noise pollution, creating a

more pleasant environment for residents and visitors alike. Moreover, the city's commitment to sustainability has positioned Shanghai as a global leader in green technology, attracting investment and fostering innovation. The ease of finding charging facilities and the integration of EVs into public transport highlight the city's readiness for a future less dependent on fossil fuels. Of course, much of the electricity charging the EVs is still coal-powered (although this is reducing as a share of generation as renewables come online) so this is not zero emission solution today. But in the city, itself away from those power stations, the positive effect on health is obvious. Moreover, in a country that creates cities of millions of people, there is no realistic alternative to aiming for zero emissions at the tail pipe. The emergence of these mega cities is only practical if pollution on the streets is kept to a minimum.

In summary, the growth of electric vehicles in Shanghai and other Chinese cities is impressive. Technological progress, creation of the right supporting infrastructure and a collective desire for cleaner, more sustainable urban living has made the change a reality. However, ICE vehicles are still to be seen, and we saw Ferraris and other exotics mingling with the traffic. Even in this communist country the internal combustion engine soldiers on, but it is rapidly becoming a status symbol or plaything rather than the daily driver. Making slow, quiet progress in one's EV in heavy traffic during the daily commute must make high octane weekend blast on open roads all the sweeter!

No longer a “Hairdresser’s” Car!

Andrew Mitchell

In edition #14 of the SMC Newsletter, I told you how I arrived at purchasing what is commonly known by the hard core as the “*hairdresser’s*” sports car, the humble Mazda MX-5. Those who have driven one enthusiastically, or even to the pub, will know that this title is not appropriate. And before I get calls from hairdressers about the reckless use of the term, I love them, I was married to one forever!

It is more than thirty-five years since the Mazda MX-5 NA came to the UK. I had one; a brilliant little car but it proved too short for my legs, and it had to go. As we know, the MX-5 was progressively developed through the NB, the NC and now the ND. Each iteration was slightly different but the initial concept of being light, minimalist and well balanced has been maintained. The next generation of the MX-5 is on the horizon; will it be electric, hybrid or simply petrol? Rumours abound but I would put money on the original concept being maintained.

My car is a 2023 ND2 Homura edition in Soul Red Crystal, a brilliant colour. With Recaro leather seats, black multi-spoke BBS alloys and Brembo brakes to accompany the two litre Mazda Duratec engine pushing out 181 bhp and 151 ft lb of torque it looks and went well. I say “went” because in the past ten months that I have owned it, there has always been the feeling that it could be better! I had the same



experience with the Caterham Reedsport which had the same engine. So, here’s the problem ... shut up, or spend money in the knowledge that you are placing yourself on the slippery slope entitled “*more power*”. It is a big decision which can only be made when you are alone with a beer, the calculator set to the “man math” setting. *How much power do I need, what will it sound like, what needs to be done?* At that moment, cost is a minor consideration! And so, having identified where your money will be spent, and with a cursory nod from the wife who has no idea what you are talking about, the problem is solved and the way ahead is clear!

BBR GTI based in Brackley are experts in the modification of MX-5s, the website presenting a plethora of choice and opportunity. Superchargers, suspension packages, ECU re-maps, exhaust manifolds, loud exhausts; they are all very tempting. With the calculator on the “sensible” setting I made my decision. The “*Super 200*” package looked good to me: cold air intake system, four into one exhaust manifold,



high flow air filter, ECU re-map and promise of 200 bhp with a significant increase in torque at lower revs leading to a more useable engine. But wait a minute, a 2.5-inch exhaust centre section and GT back box will give me even more power... I'll have it, it's an obvious choice! What about slipping in high performance intake and exhaust cams with custom conical valve springs? I could feel the feet slipping down the "more power" slope ... maybe next year for that!

And so, the work was done in one day... no longer a "hairdresser's" car. Opening the bonnet the only visible sign of change is the shiny new exhaust manifold from which exits a 2.5-inch pipe to the cat and ultimately to the equally shiny twin tail pipes, each proudly bearing the insignia "BBR". After slipping easily into the driving



seat (as easily as you do at 80) and pressing the start button you are greeted with a manly "roar" as the engine catches. The blue "cold engine" light goes out and after a few miles with the temperature showing 100, it is time to see what it can do. What a difference! Very docile at low revs but that is not what I spent the money for. Changing upwards at 4800 rpm the speedometer climbs rapidly to three figures, and beyond (which of course is purely theoretical!!); the engine smooth and clean, the exhaust note just loud enough, what a joy to drive. Of course, the real gain is in the useability of the engine, the increased torque at much lower revs allowing for quick, safe overtakes. Oh! I forget to mention the cheapest upgrade, a stubby aerial for £25!

So that was yesterday. Today, did you feel that slight uncertainty in the suspension as you were pushing on, that almost imperceptible twitch. If only I had considered the Ohlins coilovers and the Eibach anti roll bars!!! What a difference wider tyres could have made! I take another step down the slope of "more power" ... 2027 is another year...just maybe?

To finish my story .. I returned home glowing after driving down from Shropshire to find the wife unloading the boot of the Fiesta with big bags marked Burford Garden CentreI was greeted with "had a good drive darling, I've had a good shop"!



The Joys of Diversity: Why Motor Clubs Like Ours Outshine Single Marque Clubs: Celebrating Variety at Stow Motor Club John Barber

Stow-on-the-Wold has always been a beacon for motor enthusiasts, drawing people from all walks of life to celebrate their shared passion for motors. As members of a multi-marque club, we enjoy a unique blend of advantages and pleasures that set us apart from our single marque counterparts. While there's no denying the appeal of joining a club dedicated to a specific brand, such as MG or Jaguar, the breadth and variety found in a multi-make club opens doors to a world of motoring enjoyment that simply cannot be matched.

One of the greatest strengths of a broad make motor club is the sheer diversity of vehicles and members it attracts. From classic British sports cars and timeless saloons to modern hatchbacks, rugged off-roaders and American bikes, our club's inventory is a living tapestry of motoring history and innovation. This variety not only ensures every meeting is a visual feast but also fosters lively conversation and learning among members. You're just as likely to hear a tale about the restoration of



Variety in the cars of SMC members

a 1960s Triumph as you are a robust discussion about the latest electric vehicles. This melting pot of knowledge and experience creates an environment where everyone, regardless of their chosen ride, feels welcome and valued.

Another key advantage is the camaraderie that flourishes in a club not bound by brand loyalty. In single marque clubs, conversation can sometimes become limited to the finer points of the chosen brand, with little room for outside perspectives. In contrast, our club thrives on the exchange of ideas and stories from across the motoring spectrum; and a fair bit of good-natured leg pulling and brand rivalry too!

Whether you're a die-hard Ford enthusiast or a recent convert to Italian design, you'll find new friends and mentors willing to share tips, lend a hand, or simply appreciate your passion for cars. This spirit of inclusivity is the lifeblood of our club, ensuring that no one is left on the sidelines.

Events and outings organised by a multi-marque club also benefit from this diversity, offering something for everyone. From scenic drives through the rolling Cotswold hills to factory visits, pub meets, and charity fundraisers, our calendar is as varied as our membership. The chance to experience different types of cars at these gatherings adds to the enjoyment—perhaps a convoy featuring a mix of MR2s, Land Rovers, and Aston Martins winding their way down country lanes. Such sights are a testament to the club's ethos: celebrating the joy of motoring in all its forms.

There's also a practical aspect to belonging to a club with a wide array of makes. When it comes to sourcing parts, finding reliable mechanics, or troubleshooting those inevitable niggles, the breadth of expertise available is invaluable. Members with different backgrounds and contacts can often point you in the right direction, saving time and money. The informal network within the club becomes a powerful resource, whether you're embarking on a major restoration or simply looking for advice on your next purchase.

Above all, Stow Motor Club embodies the true spirit of motoring—bringing people together regardless of what badge sits on their bonnet. It's not about exclusivity or prestige, but rather about shared experiences, learning from one another, and enjoying the freedom of the open road. In a world that sometimes feels increasingly divided, our club stands as an example of how variety really is the spice of life.

So, whether your pride and joy is a classic Morris Minor or a cutting-edge McLaren, you'll find a warm welcome and plenty of kindred spirits in Stow-on-the-Wold's Motor Club. Here, it's the love of driving and the pleasure of good company that matter most. Why limit yourself to one marque when you can enjoy them all?



You will recall that we recently joined the Federation of British Historic Vehicle Clubs. We now have the following text from them. It explains what the Federation does, and how we can benefit from membership.

Roger White

Note: we are currently registering formally with FBHVC. As soon as this is complete, we will receive the regular output, and their magazine *Historic*. This will be distributed to the SMC membership.

ABOUT FBHVC

The Federation of British Historic Vehicle Clubs (FBHVC) exists to 'uphold the freedom' for all enthusiasts to use their historic vehicles (over 30 years old) on the road and enjoy them *without restriction* (unlike many other countries). We do this on a very limited budget, under £100,000 per annum.

Our funds come from three sources:

Clubs and collections: 85% of our budget comes from over 500 clubs representing around 255,000 individuals

Supporters: 10% of our budget comes from traders whose livelihood depends upon the historic vehicle movement or from individuals who recognise the importance of our work and want to be a part of it.

Services: such as authenticating vehicles for competition or registration purposes makes up the balance.

FBHVC represents your interests by:

Monitoring: to keep abreast of legislative developments.

Research: to provide the information necessary to enable us to respond quickly and effectively to those developments.

Lobbying: to ensure MPs, local councillors, and government agencies are aware of the interests of those who keep older vehicles.

Publicity: to keep subscribers informed of any measures that might result in unfair treatment for historic vehicle owners.

This work is undertaken by a team of some twenty volunteers whose experience spans the whole range of the historic vehicle movement as well as experts on fuels, legislation, events, and heritage. The team is supported by a professional secretary who looks after the routine and background administrative work, plus a book-keeper.

Members receive copies of our **quarterly magazine *Historic***, have access to our club insurance scheme and legal guidance, free website listing and links, plus access to our team of experts.

Without your support we could not exist - and the more clubs and museums we represent, the more weight our views carry in government circles.

The FBHVC is a member of the Fédération Internationale Véhicules Anciens (FIVA) an international organisation representing over one-million individuals worldwide. FIVA funds a professional lobbyist in Brussels to monitor legislation which may affect the historic vehicle movement in the EU and UK.

IN DETAIL

The FBHVC is a voluntary organisation representing over 500 historic vehicle clubs. In addition, we have a vast array of Museum members, Trade and Individual Supporters, and equates to over 250,000 historic vehicle enthusiasts. We are here primarily to assist our members and supporters, and to ensure historic vehicles are enjoyed well into the future. Perhaps you'd like to take a look at our website? (www.fbhvc.co.uk)

The Federation activities comprise of a number of key elements which are:

Legislation: monitoring draft legislation and making representation to Government departments including the Department for Transport, Department for Digital Culture Media and Sport (DCMS), DVLA, DVSA and both Houses of Parliament is fundamental to our work. Through our significant representation on FIVA, the international governing body of the historic vehicle movement, we contribute to international topics too. UK regional matters are also very important, such as the implementation of Low-Emission Zones (LEZ) and Clean Air Zones (CAZ) in major cities. <https://fbhvc.co.uk/a-guide-to-uk-clean-air-and-low-emissions-zones>

Research: every five years we conduct extensive research and our National Historic Vehicle Survey issued in 2025 identified 1,934,178 vehicles and valued the historic vehicle movement at £7.3bn. In addition to this formal research, we maintain a data compliant research group of over 7,000 people who contribute to *ad hoc* research programmes. We are particularly focussed on the needs of the younger generation. This is our future and we need to understand how we can ensure

younger enthusiasts will take the historic vehicle movement forward.

<https://fbhvc.co.uk/survey>

Technical: we have long-standing links with the DVLA to ensure that the registration of historic vehicles can continue. After extensive lobbying and consultation by the FBHVC, in 2025 the DVLA revised its 'registration policy' to deal with a number of long-standing issues. The FBHVC has a Technical Director who undertakes regular liaison with the DVLA.

<https://fbhvc.co.uk/dvla>

Skills Development: we created the first training course for Apprentices in Historic Vehicle Restoration in 2014 and this evolved into the Heritage Engineering Apprenticeship focussed not just on historic vehicles but the heritage marine, aviation, and steam sectors too. In 2020 a charity, the Federation Skills Trust was formed, including three FBHVC directors. In collaboration with partners, the Trust established the award-winning Heritage Skills Academy, which delivers three-year training courses, with more than 200 apprentices in the programme at any one time. Training is delivered at bespoke sites at Brooklands, Surrey (Bodywork apprenticeships) and Bicester, Oxon (Mechanical apprenticeships).

<https://fbhvc.co.uk/federation-skills-trust>

Heritage & Culture: this continues to be our most important development area, and has a specified Director of Heritage. Making the connection between historic vehicles and our national, social and cultural heritage is extremely important in protecting our right to use 'Yesterday's Vehicles on Tomorrow's Roads'. Part of this remit ensures our vehicles are seen on our roads through events like Drive-it Day. The development of our relationship with The Heritage Alliance is also extremely beneficial.

Museums & Archiving: these topics are incredibly important, so much so that the Federation appointed a director with accountability. Our Museum Action Plan is providing much needed focus on museums both as an opportunity for enthusiasts to visit but also as venues for clubs to visit with their members. Archiving to preserve records of all types for future generations is essential, and the FBHVC has created a cofunded club-specific online archiving system. This topic is very specialised and the Federation cascades knowledge and best practice. <https://fbhvc.co.uk/focas-archiving-system>

Charity Partnership: in 2020, the Federation signed a partnership with Childline® as the principal beneficiary of funds generated each year from the sale of Drive-It Day and Ride-it Day vehicle plates. The annual day, held each April, has so far raised more than £250,000 for the NSPCC's Childline operation.

<https://fbhvc.co.uk/drive-it-day>

Carbon Capture: to enable vehicle owners and event organisers to continue their enjoyment of transport heritage, whilst playing their part to protect the environment, a carbon-balancing initiative from the FBHVC is delivered in partnership with Tree-V. The scheme, launched in December 2021, offers individuals, clubs and those organising events within the historic vehicle community a quick and convenient way to carbon balance their emissions thanks to the planting of new woodland here in the UK. <https://trees.fbhvc.co.uk/>

THE BENEFITS OF MEMBERSHIP

Historic: our full-colour quarterly magazine is sent to club officials, plus FBHVC supplier/trade, museum and individual supporters. One paper copy is sent (more available for a modest fee), and we are happy to send the electronic version to as many officials as you wish. The relevant club official(s) are welcome to forward this link to all club members. Please see here <https://www.fbhvc.co.uk/magazine>

Easily share news with your members: we welcome Clubs to reproduce material within *HISTORIC* in your own publications. To make this simple for your editor, we supply the entire text of the magazine in a Word document, along with an edited summary of the key highlights of news and updates in a 'copy ready' style. The only stipulation is the text must be unchanged and that credit is given to the Federation. Occasionally we may produce a copyright item and these will be clearly identified.

Access to the members area of the website: for *all* your club members (free registration required). (www.fbhvc.co.uk/register)

Website Directories: such as **Club**, **Museum**, and **Trade Supporter** listings.

Exclusive vehicle insurance scheme: for club members, individual, museum and trade supporters, covering all vehicle types (except steam). FBHVC Insurance offers a wide range of policy benefits as standard, and for a cost-effective 'all-in' price. The personal service is provided by friendly UK-based team, rather than a call-centre. <https://insurance.fbhvc.co.uk/>

Club liability insurance: through a specialist scheme clubs can access tailored and discounted. Club Insurance covering aspects such as: Public Liability, Employers' Liability, Products. Liability (spare parts), Professional Indemnity (officers & directors cover), All Risks Cover and Money Cover <https://fbhvc.co.uk/club-insurance-scheme>

Access to expert help and advice: on many relevant subjects.

Free entrance to Club Expo: our annual January conference and information day hosted by a range of experts, where clubs come together to learn about the latest important developments in the historic vehicle world and what's in store for the new year, from government policy and legislation to fuel, archiving, insurance and more.

Free entrance to our AGM and Autumn Conference: held in October each year, which provides updates on important matters of topical interest.

Free to access for all club members to our resources: including our 'Essential Guides' series covering topics such as fuel, archiving, copyright and more – in our 'members area'

Discounted FIVA vehicle identity cards: <https://www.fbhvc.co.uk/fiva>

Exclusive oils and lubricants discounts with Club Motul

Various other discounts are available within the Members Area on our website. They do change, so make sure you keep an eye on the website. To register for free please visit www.fbhvc.co.uk/register Please confirm you are a member of the club.

Once registered you can login here: www.fbhvc.co.uk/login

For any further information, please contact the FBHVC secretary via secretary@fbhvc.co.uk or at the following address FBHVC, PO 1563, Peterborough, PE1 9AU or 01708 223111



Stop press: the FBHVC has succeeded in gaining UNESCO's approval to proceed with its application to have the UK's Historic Vehicle Enthusiast's Movement recognised as an example of Intangible Cultural Heritage. Examples of living heritage in the UK range from bell-ringing to boat building , dry stone walling to wassailing

Stow Motor Club Features in "Practical Classics"

James Walshe, Deputy Editor of "Practical Classics", visited the club last September to talk to us about his 1985 2CV, prompted by his recent discovery that its first owner had been Roger White. James subsequently wrote about his visit in the magazine. His article appears below. For the same issue he also wrote a short article about Roger and Diana's Mercedes 190E. Both appear below. (The copyright for the article is owned by Practical Classics and its publisher.)



James Walshe
DEPUTY EDITOR

1985 Citroën 2CV6
Engine 603cc/2-cyl/C9V
Gearbox 4-speed manual
Power 29bhp@5750rpm
Top speed 71mph
140mph 20sec
Fuel economy 52mpg

Work done
oil change and not
such else!

0 IME	55 SPEAT	771 MILES
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**so in James's
trago**

00 SMART CITY-COUPÉ
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rksip for a new
r motor and oil pump.
in MOT. Maybe...



**4 CITROËN
LJINGO HDI**
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**3 SMART
DSTER**
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won't it start?

**1 SMART
DSTER
PE**
r tyres fitted.

Tin snail mail

James gets the email that he'd always hoped for...

I was an email that ended a perfect 40th year for Tupperware the 2CV. This plucky little car spent 2025 being subjected to regular use in all elements – from Frosty encasements last winter to thumping 30-degree summer heat, performing the tasks outlined at the Deux Chevaux's conception in the markets of Thirties Lempdes. As a replacement for the traditional French horse and cart, I'm grateful to Citroën that my driveway is stained only with a few drips of oil and not piles of horse manure.

To mark four decades since she rolled off the line, on July 13, 1985, I wrote in detail about my 2CV's ownership history in the May 2025 edition of *Practical Classics*, when I drove it to the site of the original tin snail factory in Paris. The piece included a mention of her three previous owners, all of whom are listed in her extensive service history folder. I had explained in the article how my 2CV was transported from the factory to MacDonald Citroën, a main dealer in Surrey and, on August 30, sold new to 'RW White'. The service book suggests maintenance was thereafter carried out by the same garage in Godalming. I had no idea of Mr/ Mrs/Miss White's age, whereabouts or if they were even still alive.

A few months ago, this near-mythical RW White unexpectedly revealed himself: "I was delighted, once I had got over the surprise, PC that Pippa was still going strong." I was baffled. Who on earth is Pippa? Evidently, my 'Tupperware' was christened 'Pippa' by Roger's children when he first arrived home in the car. 'Pippa was a much-loved member of our family, and I agree with your workhorse description. Ideal for the school run, the station run, the supermarket, the garden centre and, on occasion, the longer run... once up to speed! Weeks later I was pulling up outside the home of Roger and Diana White, who had since left Surrey for a new life in the Cotswolds. Parked outside was Roger's stunning Mercedes-Benz 190E 2.6. After a celebratory

'We have fond memories of singing along to a Muppets cassette!'

Reunited!

Roger and Diana White bought 'Pippa' brand-new on August 30, 1985 and sold her six years later.





Roger and Diana's daughter Louise in 1995.



2CV sold new at dealership in Godalming, now derelict.



En route to the Monaco Grand Prix, 2019.



Crash-damaged car rebuilt on NEC Live Stage.



Look at the price of that stereo!

Car Hire	100.00
Driver - Peter	15.00
Driver - Pippa	15.00
Insure and 01	7.00
Starry 3000 F100 multi-cassette	125.00
TOTAL	162.00
VAT 8% @ Road Fund Licence	13.76
	175.76
TOTAL	175.76
cash Paid Ex. At Deposit	100.00
and 100.00 Paid on Settlement	75.76
FINAL BALANCE	0.00

evening gathering of the Stow-on-the-Wold Motor Club, we sat down to chat in more detail. Did the couple imagine their little Citroën would still be on the road 40 years later? Roger shook his head: 'It was a shock! My friend Rob loaned me his May 2025 copy of PC as it featured a Mercedes like mine and flicking through the pages, I noticed pictures of a red 2CV in Paris. I couldn't believe my eyes when I saw the number plate. Could it have been the same 2CV we bought new? I looked and looked again and had to check with Diana that I wasn't seeing things! She is just as thrilled: 'It's one thing seeing your car, but it's another to read your name in print!'

The couple chose Pippa out of necessity, says Roger. 'We had just returned to Surrey after a period working in Fiji and needed something cheap, cheerful and reliable from a nearby dealer. McDonald Citroën was closest, and offered an excellent deal on a new 2CV.' I pointed out they had still managed to find a whopping £127 to pay for the optional Sharp radio/cassette player. 'Yes, that was quite expensive back then, wasn't it?' notes Roger. 'The radio was very important to our children, Louise and Julian - particularly Louise, who was very musical. I remember one morning dropping her off at school... I can still see her now, hopping out of Pippa and dancing off to class to the sounds of Dire Straits! Diana says her



Upperware suffers a big bump, 2022.

own memories involve Kermit the Frog. I think The Muppet Show cassette defined our time with the 2CV. We'd sing along as a family to songs like (It's Not Easy) Bein' Green!'

With an exciting new work opportunity, the family moved to the Caribbean and Pippa was sold to their neighbour in 1991. Sadly, Andrew Fleeson passed away a few years ago, but Roger says Pippa was in good hands. Andrew was a Citroën fan and owned, I think, a CX at the time. Sometime after that, in the mid-Nineties, we heard that he'd traded in the 2CV at an independent Citroën specialist near Guildford.

That specialist was one Barry Annellis - who'd go on to own the car until I bought it in 2019. Roger and Diana were intrigued to hear stories of Barry and wife Gloria's travels in the car, Pippa having become the Annellis's European road-tripper, as well as family transport. Kids Peter and Louise subsequently christened the car 'Upperware'. Roger and Diana waved me off and I headed off in pursuit of the next big adventure for 'Pippaware'. What a life she's had. Cars, eh? Memories in metal.

James.walsh@practicalclassics.co.uk

USEFUL CONTACTS

2CVGB, 2cvgb.co.uk
 Citroën Car Club, citroencarclub.org
 Stow Motor Club, stowmc.org

'My wife and I can have a conversation at 60mph!'

1992 Mercedes-Benz 190E Roger White, Stow-on-the-Wold

Shortly after Mercedes launched the 190E in 1984, I was working in Fiji and got one as a company car. Despite it being a 1.8-litre version, I liked it very much. I was later transferred out of Fiji and, with great sadness, had to leave the car behind. Having relocated back to the UK and bought a Morgan, some years later we decided to replace it with something quick – but it had to be a car that would allow my wife and I to have a conversation at 60mph! We bought a 2.6-litre Sportline that is to this day used as our daily driver. Diana has a modern MX-5, but our long-distance drives are carried out in the Mercedes. It still feels like new, despite its age. I sometimes just open and close the door to remind myself how beautifully built it is! I'm a member of the Mercedes-Benz Owners Club but more active with the Stow-on-the-Wold Motor Club. We go on regular drives with fellow members and have a great annual show, the next being on July 11. Naturally, the Mercedes will be there!

