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About FBHVC

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

FBHVC is a company limited by guarantee, registered number 3842316, and was founded in 1988.

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

EDITORIAL

Geoff Lancaster

We are truly blessed in this country with some of the most interesting and professionally run historic vehicle events in the world and it seems to me that their number swells every year. There seems to be no limit to our appetite for nostalgia and indeed all tastes are catered for. For the sporting amongst us we have already enjoyed the Donington Historic, the Silverstone Classic and the Oulton Park Gold Cup with the prospect of a vintage (in the 'wine' sense) Goodwood Revival in prospect. If your tastes are more sedentary the Salon Privé concours might be more suited and for those contemplating a long hard winter in the workshop, the Beaulieu International Autojumble is bound to turn up that illusive component vital to your current restoration.

For my part I have tried this year to cast my net a little wider and sample the delights of events never before attended. I report in this issue on a visit to the Museo Enzo Ferrari in Modena by kind invitation of Maserati GB. If you are ever in this part of the world this is a must, not only for this very special attraction but also for the many others nearby such as the Panini Collection and the Ducati Museum. This region oozes history. Shortly, at the invitation of the Alvis Owner's Club I shall experience the International Alvis meeting and then this is followed in short order by Beaulieu, the AGM and the Classic Motor Show. Do come and see us, and perhaps purchase a SelectaDNA forensic marking kit for your cherished historic at a third off recommended retail price. Bargain!

UK LEGISLATION

Bob Owen

Roadworthiness Testing Since the last Newsletter the Department for Transport (DfT) has opened its online website for comment. You can find it at <http://www.dft.gov.uk/classic-mot/> We suggest all readers do so. There you can see what comments have been suggested already and you can perhaps comment yourselves.

When this article was prepared there was a preponderance of comment against any exemption. Perhaps this is the time for us to remember that the existing MoT exemption arose in the first place partly because the Federation had expressed concerns particularly about older vehicles being damaged by testers unskilled in testing elderly vehicles. Also, when we canvassed our members on the subject a majority were in favour of the pre-1960 MoT exemption currently in place. Whatever may be the views on exemptions for more recent vehicles, we do not think that we want to lose the original points, so in due course we will take it up with DfT. That may well be through an extended comment on the site, if that is how DfT wish to obtain input.

Comments to date seem to be brief and based on opinion with little reference to actual fact. The Federation exists partly to bring together our members' various views and opinions and put them into a reasoned evidence based form. We are a bit concerned that DfT's current inclusive, populist approach may result in them being swayed by prejudice as much as fact. We will continue to push for our members' views to be taken seriously.

The website is also misleading in one respect. There is a motorcycle section, which suggests that the rules which come into force in 2018 apply to motorcycles. This is simply not the case. The EU Directive expressly says motorcycles are excluded till 2022 and it is clear that the requirements for motorcycles remain to be defined. We will be taking this up with DfT.

There is one other thing you might not immediately notice. The site refers to 'Great Britain', which means it is *not* about Northern Ireland. Will the average visitor to the site would realise that?

Northern Ireland will be working out its own means of complying with the Directive and readers in Northern Ireland might wish to check with their own Government what is being done. The Federation will be trying to establish what if any differences there are between the two governments, with a view to ensuring that the interests of historic vehicle owners are fully recognised in both Northern Ireland and Great Britain.

VED Exemption

Since the last Issue a couple of points have arisen.

Firstly, DVLA have chosen to insist that if the keeper of a vehicle wishes to have a V5C record, which shows the date of first registration, amended to show an earlier year of manufacture, that keeper must provide either a record from the manufacturer (or where relevant a certificate from BMIHT) or an extract from Glass's Check Book.

This has caused some entirely understandable unhappiness among some club registrars who are used to having their dating letters accepted as good evidence of the date of manufacture. But DVLA have their reasons for having strict rules where the evidence decides whether a vehicle is exempt from VED. Members should note however that if they truly cannot provide the evidence DVLA is asking for but are sure of the facts, they or ideally the club supporting them, should contact the Federation for help.

There is some good news. DVLA have confirmed that anyone who knows that their vehicle will have this issue in the future, can apply at any time to have the V5C record amended to show the actual date of manufacture. We would recommend anyone who has a 1974 built, but first registered in 1975, vehicle to make their application to amend the V5C now, rather than wait until just before 1 April next year.

Discontinuance of the tax disc

I have no good news on tax disc discontinuance, despite support from the All Party Parliamentary Historic Vehicle Group.

The important reminder is that from 1 October, if you sell a vehicle, you will not be able to pass on any unexpired licence. You will have immediately to arrange to advise DVLA of the sale. This will be true even where the licence is Nil Rate, as will be the case for most of our vehicles. And, if the licence was subject to payment of VED, you will get a rebate for each complete month until normal expiry.

Likewise if you buy a vehicle you will immediately have to apply for a new licence. Again this is true even if the vehicle is in the Historic Class and is thus at a Nil Rate.

As I mentioned previously, we told DVLA of our concern at how the process of transferring the record of the keeper would work.

It is evident from discussions since that all concentration in DVLA has been on the interests of the operators of large fleets, such as lessors and hire companies. While this is possibly beneficial to the bottom line of these companies, it does appear to the Federation that the interests of ordinary citizens have been insufficiently taken account of.

DVLA have told us they will introduce an online service to replace physical delivery of the V5C tear off Section 8.

We would like to be able to brief you as to exactly what will be presented to buyers and sellers to enable the rapid transfer of keeper the law requires. But at the time I wrote this article we had not seen what the new online system, to come into force less than a month from when you read this, will actually look like to the user.

We also do not know how ready the Post Office will be to deal with those who choose to use it instead of going online. Experience suggests the Post Office might not have much, if any, notice of what is required of them.

The proposed system still appears to depend entirely on an online database and to offer no formal evidence other than a receipt to licence holders. We don't know how far this will be acceptable to the authorities in other countries.

REACH

Asbestos

The Health and Safety Executive have told us they are still working on the museums derogation I mentioned in the last issue, so there is nothing more to report on this subject.

Chrome plating

There has apparently been a lot of activity in Brussels to allow for the acceptance of use of controlled substances, of which chromium trioxide is in the process of being included, in the context of what is known as 'repair as produced'. This, it is hoped, would extend to rework as well as to spare parts. That is all I know at the moment but I shall report more as I establish it. However the position looks more hopeful.

Safer Lorries Scheme

Some owners of historic commercial vehicles will have been concerned to read of the London Safer Lorries Scheme which seeks to ban all lorries used within Greater London unless they have side bars and additional mirrors to prevent accidents to cyclists. The Federation has responded to the consultation seeking assurances that the Traffic Regulation Order, which will need to be prepared to effect this requirement, will be drafted so as to exclude historic commercial vehicles.

FUEL NEWS

Matthew Vincent

Ethanol-petrol compatibility study

The Vincent Owners Club, which accommodates enthusiasts for these excellent motorcycles has published an article in their magazine about the long-term effects of combinations of various proportions of ethanol and petrol on fuel system materials. The Vincent Owners Club article features work carried out in Germany, and published in the German magazine Oldtimer Markt. While the tests reported in these articles do not necessarily correspond to normal usage patterns, they do provide some useful information, whilst paradoxically giving rise to various questions. The tests consisted of immersion of fuel hoses and complete carburettors into blends of 5%, 10% and 85% ethanol, and petrol for a 12 month period. At the end of the 12 months, the items immersed in the fuels were examined, when it was found that the carburettor immersed in 85% ethanol was only fit for scrap, while fuel hoses in the same blend were untouched. Conversely, the hoses immersed in both 5% and 10% ethanol-fuel blends had disintegrated. There were differences between the effects on carburettors immersed in the 5% and 10% ethanol-fuel blends; in the 5% blend there was marked corrosion, whereas in the 10% blend, there was very little deterioration. This apparent anomaly was explained by the greater water absorbing capability of 10% ethanol blended in petrol.

The results raise questions about the materials employed, which are not disclosed. Elastomeric materials, such as those used in fuel hoses clearly can suffer as much or possibly more from hydrocarbon exposure as from contact with ethanol, and the combination of varying amounts of ethanol with petrol provides a further variable, so the issue is complex. However, there are materials which will resist both hydrocarbons as found in petrol, and ethanol separately, or in combination, which is really what is needed. The CONCAWE list of materials which the Federation published several years ago when concerns about the use of ethanol in petrol started to emerge, provides some assistance in this respect, since the oil companies appear to have checked this specific aspect in their studies. There is unfortunately no 'magic bullet' to protect against deterioration of fuel hoses etc., but replacement of unsuitable products with materials fully resistant to the effects of both hydrocarbon fuels, ethanol, and the combination will solve the problem. Information on compatible materials originally provided by CONCAWE appears on the Federation website, but for convenience is repeated here:

Material	Recommended
Elastomers	Buna-N (hoses and gaskets)
	Fluorel
	Fluorosilicone
	Neoprene (hoses and gaskets)
	Polysulfide rubber
	Viton
Polymers	Acetal
	Polypropylene
	Polyethylene
	Teflon
	Fibreglass-reinforced plastic

Corrosion of fuel system metals is more specifically laid at the door of ethanol, and safety would suggest use of a suitable corrosion inhibitor. The Federation has carried out corrosion inhibitor tests and has published a list of endorsed products which should offer good protection against possible corrosion from the combination of ethanol and petrol in historic vehicle fuel systems. Full details can be found at <http://www.fbhvc.co.uk/legislation-and-fuels/fuel-information/>

DVLA Ian Edmunds

In the last edition I referred to the forthcoming changes to the vehicle registration process in Northern Ireland; since that time I believe many of you will have received the Northern Ireland Electronic Vehicle Services (NIEVS) newsletter which has explained the procedures which are new for Northern Ireland. If you have not it is available from <https://www.gov.uk/government/consultations/future-of-vehicle-registration-and-licensing-services-in-northern-ireland>. However this newsletter was written for Ireland where people were obviously familiar with the existing procedures which we on the mainland may not be. Thus I am grateful for the following explanation from DVLA.

For historic vehicles imported into NI with a foreign logbook, in order to obtain an older style NI registration number, previously the applicant had to apply through the Association of Old Vehicle Clubs (AOVC) via the V3 process. The vehicle was inspected by the club and if successful, the application was passed to the Driver and Vehicle Agency (DVA).

This process differed to the process in Great Britain where an imported historic vehicle supported by a foreign logbook is allocated an age related registration number without the requirement to apply through an enthusiast club.

In order to achieve parity of service for customers in the UK, the requirement for an application to be supported by the AOVC ended when DVA offices closed their doors on 17 July. From that point, historic vehicles imported into NI supported by a foreign log book will be allocated an older style NI registration number without the requirement for the application to be supported by the AOVC.

In addition, historic vehicles imported into NI supported by a dating certificate will also be allocated an older style NI registration number in line with the current GB process.

In these contexts, the allocation of an older style registration number will be linked to a vehicle qualifying to be taxed in the Historic tax class. This is currently vehicles manufactured before 1 January 1974, changing to 1975 next year. DVLA will not however be replacing current style marks with the older style should the qualifying criteria continue to roll. These older style numbers will continue to be issued on a non-transferable basis.

Any vehicle imported into NI without any documentation will continue to be allocated a QNI number.

Where required the V765 scheme will operate in exactly the same manner as it does on the mainland with the same list of authorising clubs. Other points to bear in mind are that the Motor Insurance Database (MID) does not operate in Northern Ireland and in consequence an insurance certificate is required when taxing a vehicle. Also, of course,

the Irish border is a VAT border so a vehicle passing from the Irish Republic to Northern Ireland is subject to the NOVA requirements.

We recently had a very productive meeting with DVLA from which I would like to pass on a few points:

- Clubs are far better placed to assist with V765 queries than the Federation itself. We (FBHVC) will always assist where we can but the detailed knowledge and the archive information rests with the clubs.
- DVLA asked us to remind clubs that the correct authorised signatory must sign V765 applications.
- In response to a question, DVLA explained that they keep a record of rejected V765 applications and if an application is re-submitted it is allocated to the same case worker who considers both original and new evidence on a case by case basis. Difficult cases were often referred to their policy group for an opinion.

A couple of recent cases have served to highlight the importance of checking the documents received with a vehicle when purchased or returned from DVLA after a change of ownership or other notifiable change. Keying errors, illegible handwriting and many other human failings can lead to incorrect entries on V5C etc. From a legislative viewpoint the vehicle is identified by the chassis number/frame number/VIN as stamped on to the chassis, frame or monocoque as appropriate. Any discrepancies here can lead to problems and are best addressed as soon as they come to light and separate from any other activity with DVLA. I believe that for some years now DVLA have used more advanced keying procedures to guard against mis-keyed entries, but mistakes can still happen.

We tend to hear about the problems encountered with vehicle registration etc., so I am pleased to be able to recount two instances where everything worked exactly as intended. Our Chairman reports that after a lengthy restoration he was able to easily and successfully re-licence a vehicle on SORN, for which he only had a V5, at a Post Office. A friend of mine, having repatriated a previously British registered car from Spain, was able to complete the NOVA application and obtain the necessary statement of 'nothing to pay' from HMRC within minutes. So, it can work!

EU LEGISLATION

The following is an extract from the bimonthly report from EPPA, FIVA's lobbying service

Just before closing for the summer recess, the new European Parliament's committees' chairs and memberships were formalised for the 2014-19 term. Chairs of relevant Committees are: Internal Market and Consumers Committee - Vicky Ford (UK, ERC); Transport Committee- Michael Cramer (D, Greens); Culture committee – Silvia Costa (I, S&D) and chair of the Environment Committee is Giovanni La Via (I, PPE).

FIVA'S Patrick Rollet and Tiddo Bresters met with Bernd Lange MEP in July with a view to re-establishing the EP Historic Vehicle Group. Bernd Lange has been appointed chair of the International Trade Committee but has indicated his continued interest in the Group. Mr Lange and FIVA have discussed the possibility of the first meeting of the Group to be held in October at a reception in the EP when the FIVA research will be presented and to which all MEPs will be invited.

National federations have been asked to review the lists of their national MEPs to identify any returning or new members they know to be interested in historic vehicles so that ANFs and FIVA can encourage them to attend the reception and join the Group.

HAPPY 100TH BIRTHDAY MASERATI!

Geoff Lancaster

The author was invited to join journalists from across the globe at Modena for the launch of a brand new exhibition tracing the 100 years of Maserati. The event drew coverage in the Italian media with Ferrari President, Luca di Montezemolo being mobbed by TV crews.

A unique exhibition dedicated to the Centennial of Maserati was inaugurated in Modena on 19 June 2014. MASERATI 100 - A Century of Pure Italian Luxury Sports Cars retraces the story of the Italian car manufacturer through an exhibition featuring some of the Trident marque's most significant road and racing cars, plus a highly engaging multivision show employing 19 projectors (we thought this was a lost art since the invention of high definition video projection) enabling visitors to relive the most significant moments in the history of Maserati and to learn about the individuals who shaped its history. Staged in the futuristic Enzo Ferrari Museum, a

stone's throw from the Maserati headquarters in Viale Ciro Menotti, the exhibition will run until January 2015. Considering the historic value of the models exhibited, this is probably the most significant exhibition of Maserati cars ever staged anywhere in the world.

The inauguration of the new exhibition was attended by the CEO of Maserati, Harald Wester, and the chairman of Ferrari, Luca Cordero di Montezemolo. They were joined by the cousins Carlo and Alfieri Maserati, sons, respectively, of Ettore and Ernesto Maserati, the two brothers who in 1914, together with Alfieri Maserati, founded the company that still bears their name today. The guest of honour at the inauguration was the legendary Sir Stirling Moss, the 1950s Maserati racing driver who scooped incredible victories for the Trident marque. The curator of the exhibition is Adolfo Orsi Jr, grandson and son of Adolfo and Omer Orsi, owners of Maserati between 1937 and 1967. Coordinating the exhibition on the Maserati side is Luca Dal Monte, the company's director of public relations and press. The exhibition is organised under the supervision and direction of Antonio Ghini, director of MEF and of the Ferrari Museum in Maranello.

Twenty-one Maseratis will be on permanent display for the duration of the exhibition and a total of approximately 30 will be admired over the course of the six-month run. Ten or so cars will be exhibited on a rotation basis, allowing them to take part in the countless events being staged across the globe to mark the Maserati centenary in the coming months. At least two of the cars involved have been loaned to the factory by Maserati Club members. In keeping with the exhibition venue, which is dedicated to Enzo Ferrari as it was the birthplace of the legendary Modena-born car manufacturer, visitors will also have the opportunity to see rare Ferrari models and the most important Alfa Romeo racing cars of the pre-war period which were driven by Enzo Ferrari or entered in international competitions by the racing stable that still bears his name today. This part of the exhibition is located in the large workshop, where Enzo's father worked from the end of the 19th Century until his death, which today houses the extension to the Museum's exhibition space.

In keeping with Italian tradition all the luminaries present gave lengthy speeches in Italian with no simultaneous translation facility for the 250 or so assembled members of the world's press. Happily a translation of the speeches was in the press pack so I can bring you excerpts.

The CEO of Maserati, Harald Wester observed that: *"The Centennial of Maserati could not have come at a better moment in our history. I say this because today Maserati is a thriving company, with new models that have proven hugely popular with an ever-increasing audience and others, in the pipeline, which will propel the company towards the ambitious goals that we have set. This exhibition, which retraces our first century of history, is truly one of a kind: never before have all these models which have shaped our history been gathered together under one roof"*.

The Chairman of Ferrari, Luca di Montezemolo, who played a critical role in the re-launch of Maserati 15 years ago, said: *"Today has a two-fold significance for me: I can clearly recall the conditions of quasi-neglect in which Maserati was floundering in 1997 when, together with my team at Maranello, I took up the challenge of re-launching the company. We shut the production sheds for six months, renovating and re-industrialising them, we created the new executive building and the large, spectacular showroom and, above all, we began working on the design and production of new models, one of which in particular has come to embody the current success: the 2003 Quattroporte. After this success story, Ferrari is today managing this important Museum which helps demonstrate to the entire world the unique ability that Italian car manufacturers have always had to build cars that are truly the stuff of dreams"*.

The choice of which cars to exhibit fell to the exhibition curator, Adolfo Orsi, who explained his selection criteria: *"In the difficult choice between the countless models, both racing and road-going, that have shaped the long history of Maserati, I tried to imagine "the dream-garage" of every car enthusiast, selecting not only the best in terms of engineering and style, but also the most important and historically significant examples of each model. I was fortunate to find an amazing spirit of collaboration on the part of dedicated collectors, who very generously agreed to lend their vehicles, some of which have been flown here from the other side of the Atlantic as they are virtually impossible to find in Europe."* Given Mr Orsi's family links to the marque and his credentials as an automotive historian, it is probably safe to say that MASERATI 100 will be the most important selection of Maserati cars ever presented.

The common denominator of the cars on show is an inimitable style which is profoundly... Maserati. Lorenzo Ramaciotti, current head of the FCA Style Centre as well as Maserati, and the inspiration behind the latest Maserati projects including the sensational Alfieri, is ideally placed to define the essence of Maserati and the role of Italian styling in its history: *"For exclusive cars like Maseratis, style, together with speed and power, has always been a key element of success. Maserati's use of Italian designers who enjoyed the utmost freedom means that now, through the models on display, we can read a veritable anthology of designers at the height of their creative prowess. From Pininfarina, Touring and Frua to Bertone, Ghia, Giugiaro, Vignale and Zagato, all have contributed to the aesthetic heritage of Maserati with memorable models. Today the Maserati Style Centre is proud to carry on the tradition of the finest Italian Style with great passion, well aware of the responsibility that comes with a century of glorious history"*.

The Maserati exhibition encapsulates the two spirits of the company: the initial 'racing' vocation that characterised the period from the early 1920s until the end of the 1950s, followed by a shift in focus to road-going models, a period that testified to the company's coming-of-age as a car manufacturer.

Among the highlights of the exhibition are cars like the Tipo 26, the first car to sport the Maserati marque and the V4 Sport Zagato, which set the world speed record in 1929 driven by Baconin Borzacchini. It was re-bodied in 1934 by Zagato and is a recent winner at the Concorso d'Eleganza at Villa d'Este. The exhibition would not have been complete, of course, without the legendary Maserati 250 F - winner of the Formula 1 World Championship with Juan Manuel Fangio in 1954 and in 1957, the year when the Argentine ace triumphed after a fantastic comeback in the epic German Grand Prix at the Nürburgring circuit.

Sir Stirling Moss, who flew out with us for the inauguration, drove this particular racing car to some of his greatest ever victories, for example in the Italian and Monaco Grands Prix races of 1956. And of course it would be unforgivable not to mention the Tipo 60 Birdcage, another of the cars driven by Moss. This famous two-seater sports racing car with front-mounted engine, an ingenious Italian response to ever-evolving chassis for racing cars, was produced by welding together dozens of slender metal tubes to guarantee a rigid yet lightweight chassis. Used on the track by a number of private racing teams, it brought fame and prestige to Maserati with numerous wins from 1959. Sir Stirling I am pleased to say was in fine form and even took on a grueling 60 minute press conference in the afternoon following our alfresco lunch in the blazing midday sun in the museum courtyard.

The road cars on show include one model which, although produced only in limited numbers and still in a rather artisan manner, constituted Maserati's first road car: the A6 1500 of 1947 bodied by Pinin Farina and built around a racing engine. This was a first attempt, a sort of general rehearsal, which hinted at the future of the Modena company. Taking a chronological leap forward, we find the 3500 GT of 1957: the first *granturismo*. This was the forerunner to other important Maserati coupé and spyder models destined to earn a place in the automobile history books. And then there is the first series of the 'world's fastest saloon', the Quattroporte of 1965 once owned by Italian actor and Federico Fellini favourite Marcello Mastroianni.

Antonio Ghini, Director of the Museum named after Enzo Ferrari, said: *"The presence of an exhibition celebrating 100 years of Maserati in the Museum dedicated to Enzo Ferrari should come as no surprise. In reality, had Maserati not existed, Ferrari would not have been spurred on by the pressure of a rival, so this competition helped make Ferrari the universally acknowledged success story it is today. Indeed, Maserati was around even when Enzo Ferrari was a racing driver and, in the 1930s, it was an arch rival when Ferrari, with his motor racing team, competed with Alfa Romeo cars. Ferrari was well acquainted with the engineering talent of the Bologna-born brothers who had chosen the Trident as the symbol for their racing cars. However, what really sparked the future rivalry between the companies was the relocation of Bologna-based Maserati to Modena, following its takeover by the Orsi family. Future rivalry, because while Maserati in 1939 and 1940 won the world's most celebrated race, the Indianapolis 500, Ferrari was still busy building his first car, the 815 that didn't even sport his name. Only in the post-war period did the Trident and the Prancing Horse cross swords, and often drivers too, with Fangio crowned Formula 1 World Champion for both Ferrari and Maserati. The rivalry continued on the road, with the magnificent granturismo models designed and built just a few kilometers apart: in Modena and in Maranello. This exciting challenge, which made Modena and Italy the global reference for motorsport, came to a halt in the 1960s: while Ferrari remained firmly in the hands of its founder, who also gained backing from the powerful Fiat Group, Maserati underwent a series of changes in ownership, abandoning the world of competitive racing and adopting a different strategy in terms of market positioning. The*

'Renaissance' of the precious Trident marque came about in the 1990s with the acquisition of Maserati by Fiat Group and its carefully planned relaunch, entrusted precisely to its long-time rival, Ferrari. The launch of the Quattroporte in 2003 heralded the new take-off of this remarkable brand which today celebrates 100 years in business, presenting in this unique exhibition some of the most important and significant examples of its work".

The inauguration was also attended by Carlo Maserati, son of Ettore, who worked alongside Alfieri in 1914. He remarked: *"100 years have passed since uncle Alfieri founded the company 'Società anonima Officine Alfieri Maserati' and 116 since 1898 when the eldest brother, Carlo, then just 17, produced a motorised bicycle fitted with an engine he had designed and built by himself at home; it was an achievement that sparked a passion in his brothers, prompting them to follow his lead. The technical and sporting success they notched up in almost 70 consecutive years of business with both the Trident marque and that of OSCA is well known. This longevity can be attributed to harmonious relations within the family and a technical prowess that enabled them to produce a racing car in just six months of work. In memory of my father Ettore and my other uncles Bindo, Ernesto and Mario, I would like to express my gratitude to all those who have enabled Maserati to live on and to strive towards new goals".*

Alfieri Maserati, son of Ernesto, remembered that: *"Founded as Officine Alfieri Maserati in 1914, this company, which sprang from the enterprising spirit and genius of its founder, my uncle Alfieri, kept on going after his untimely death in March 1932, thanks to the determination and great personal sacrifice of his brothers. I'm duty-bound also to mention the outstanding design and engineering skills of the youngest of the brothers, Ernesto Maserati, my father. In those days the brothers produced a series of formidable racing cars, both Grand Prix models and "Voiturettes", as well as record-breaking automobiles that held up to 13 international speed records at the same time. After the Maserati brothers left the company in 1947, others carried on their work successfully. The acquisition by Fiat Group has enabled Maserati to attain the dominant position it enjoys today, with growing development in terms of quality and sales. The Centenary happily falls in the midst of all this, and the hard work, commitment and enthusiasm of all those who work at Maserati, a hundred years after the company's foundation, I find truly admirable. The spirit of the founders lives on."*

The Maserati brothers eventually sold the company to Adolfo and Omer Orsi. Adolfo Orsi jr. was named after his grandfather and for him the centenary is something special: *"Of the many thousands of automobile manufacturers founded in the first two decades of the last century, only a few survive today and fewer still are those that can boast a prestige and tradition on a par with that of Maserati. It was the Maserati brothers, with their passion for engines, that began this legend in Bologna: the untimely death of Carlo and of the founder Alfieri did not stop Bindo, Ernesto and Ettore, who fought like lions to keep the company going, driven by their absolute dedication and by the endless pursuit of technical innovation. In 1937 my grandfather Adolfo took over the helm and in 1939/1940 he relocated the factory to Modena. Maserati changed strategy: while continuing to win on racetracks all over the world, it became one of the most prestigious brands in the GT automobile sector. Monarchs, great entrepreneurs, celebrities from the world of entertainment and sport all flocked to buy a Maserati. After a period of mixed fortune, Fiat has injected new life into Maserati with a highly attractive range, and it has plans for further development in the coming years. It is no coincidence that the MASERATI 100 exhibition is taking place in Modena, where Maserati has been operating for some 75 years, and where generations of Modenese have channelled their energy and creativity. Famous drivers and engineers have, of course, contributed to the aura of legend, but so have countless employees and mechanics, proud to dedicate their working life to the company. My grandfather and father would be proud to see that their beloved Maserati lives on and can now celebrate a milestone that few other automobile manufacturers have reached."*

The afternoon presented the opportunity for the gentlemen of the press to visit the historic production lines. I'm not sure if the Modenese factory is unique in being situated slap bang in the centre of town, but it's certainly unusual in my extensive experience of vehicle manufacturing plants.

Very well done and thanks to Maserati GB and their Italian colleagues for packing a tremendous amount into, literally, a flying visit and for inviting the author to attend this historic celebration as their guest.

TRADE AND SKILLS

Karl Carter

Vehicle Restoration Apprenticeship

As reported in the last newsletter two colleges, Banbury and Bicester College and S&B Automotive Academy in Bristol, are planning to start the Vehicle Restoration Apprenticeship in September. Although the colleges are presently recruiting students we have still had to deal with the funding for the course, which will allow the colleges to draw down funds for the apprenticeship. This has been a learning curve for all of us as the Federation is responsible for obtaining government funding on behalf of the colleges. The good news is that we have finally got government approval from the Skills Funding Agency, which means that we have full government funding for the apprenticeship. This is also important going forward as it will now allow other colleges to get funding for the vehicle restoration apprenticeship course and this will allow us to extend the course geographically in September 2015. We have just met with the Banbury and Bicester team and they have made excellent progress in getting restoration businesses committed to the course and also students keen to enrol. The current situation is that seven places on this year's course have already been reserved by restoration businesses and there is a total of 18 students who would like to take up the course. With the ideal class size being around 12, it now looks as if we should be able to get full complement of apprentices when the course starts in mid-September.

The course is going to be held at Bicester College and one of the workshops is being dedicated to the new apprenticeship. This has required a re-fitting and workbenches are in place and both two and four post lifts are also being installed in the next few days. They have even managed to find a stock of AF and Whitworth spanners in the stores. On the practical side they have already bought a Morris Minor and an MGB GT for the students to restore.

TECHNICAL AND EVENTS

Tony Davies

Well summer has come and gone but that doesn't mean that we have to start using our everyday vehicles for fun. There are still many events on which we can enjoy our historic vehicles. Yes I know that some of the more rare ones are unlikely to come out in the rain but when the majority were built they were intended for use as all-weather vehicles.

The more light-hearted events, such as the excellent Clayton Classics series of Scenic Tours, are probably over for this year so I will concentrate on a few of the more traditional events for you to consider.

You may still be lucky enough to get an entry on this year's Rally of the Tests if you're quick and, perhaps, Le Jog one of the toughest UK winter events in early December. If you fancy a weekend in Belgium in March the Poppy Rally based in Ypres is also available. Details of all three are on www.heroevents.eu.

Two events from the Vintage and Classic Rally Register are also on offer; the Winter Classic, a one-day event in early January and the 3 day Tour of Wessex in February. Details are on www.vcrr.eu.

A little further afield and Bart Rietbergen's Winter Trial to Norway springs to mind. This has a Trial class and a less difficult Club class. Having done a few of Bart's events I can recommend them so please have a look at www.thetrial.nl.

HERO's Icelandic Saga in late April is another different event to consider. A holiday with some relaxed road sections combined with some mild competition is promised. Again www.heroevents.eu is the place to look.

Now if you really want an enjoyable event look no further than the Irish Classic Retro. Late April is the time to visit the Kilkenny area of Eire for an event organised by the Trial Drivers Club of Ireland. You will not be disappointed; I've done it several times and it is great fun as well as being a competitive event. As the promo quite rightly says a guaranteed craic and www.tdcireland.com is the place to look.

Finally, a new event is on the calendar for next April. The Principality Automobile Club will run an all new Classic Trial and Traditional Tour through Wales from 27 April - 1 May 2015. Starting from the prestigious Vale Resort Cardiff the event will use many new and innovative venues in the Cardiff – Aberystwyth -Llandudno – Llandrindod Wells –

Cardiff route for regularity sections and auto tests. The event has both competitive and touring assembly classes so why not have a look at www.principality-automobile-club.co.uk for further details.

Turning to technical issues and FIVA ID cards again, there is some discussion on-going within FIVA as to whether recently built or prepared historic vehicles fitted with out-of-period safety and survivability modifications should be issued with FIVA ID Cards. It is further debate on the old subject of authenticity versus reality and impacts on most, if not all, vehicles used to compete on historic regularity rallies. Being a pragmatist I know where I stand on such issues but where do you? Should we be demanding total authenticity or providing a category that caters for vehicles that are used on today's world class historic rallies? As I am member of the group involved in these discussions your views are welcome, via our Secretary please.

FBHVC AGM AND CONFERENCE

The fifteenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1100 in the C S Rolls Wing of the Hunt House, Paulerspury, near Towcester, Northants. NN12 7NA on Saturday, 11 October 2014 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 19 October 2013 as made available to members in November 2013. *[Copies available on request or at www.fbhvc.co.uk]*
2. To receive the Financial Statements for the year ending 31 May 2014.
3. Election of Directors. *[See note below]*
4. To receive the Report of the Directors.
5. *To amend the Articles of Association in line with the Companies Act 2006. [Copies available on request or at www.fbhvc.co.uk]*

Nominations for directors to fill the posts of chairman, deputy chairman, finance, and communications were required by 31 August 2014.

Changes to the Articles of Association are necessary in order to comply with the Companies Act 2006. The FBHVC has taken legal advice regarding the difference between member organisations that are incorporated versus those that are unincorporated bodies. For the purposes of the Companies Act the member organisations that are incorporated can vote on resolutions at the meeting as a legal entity. An unincorporated organisation does not have a legal persona and, in the eyes of the law, is not able to hold a position of member - but at this AGM only the person given as the 'nominated contact' on the FBHVC database may vote. Any organisation may appoint a proxy other than the FBHVC nominated contact if they so wish, though for an unincorporated organisation the Form will have to be signed by the 'nominated contact'. Please be assured that once the Articles of Association have been amended we will put in place a process to ensure that all member organisations, be they incorporated or not, will be treated consistently.

CONFERENCE 2014

Saturday, 11 October 2014, 13.30

Historic Vehicle Restoration Apprenticeships

Claire Serrell, Jaguar Daimler Heritage and Karl Carter, FBHVC Director, Trade and Skills

Social Media

Jules Gallagher, Stag Owners Club

Historic Vehicle Theft, a Crime of our Times

Alan Colman, Central Motorway Police Group

AGM and CONFERENCE: COST AND REFRESHMENTS

Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others.

Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at **£15.00** each to nominated delegates from FBHVC subscriber organisations and to FBHVC supporters but are £25.00 to others.

Tickets should be ordered from FBHVC secretary by **Friday, 3 October**. The address is Stonewold, Berrick Salome, Wallingford OX10 6JR. An SAE would be appreciated. E-mail: secretary@fbhvc.co.uk. Payment may be by cheque payable to FBHVC, or by card. If paying by card, please quote expiry date and security number.

CLUB NEWS

David Davies

Not only have the **Vintage Sports Car Club** been celebrating their 80th anniversary but also it was the 80th anniversary of the agreement signed between HJ Aldington owner/manager-cum-works driver of Frazer Nash and BMW - the very beginnings of BMW in the UK. An impressive line-up of 24 cars from the rare 335 to the popular 315 models lined up in the Orchard car park at the VSCC Prescott Speed Hill Climb to celebrate the occasion. Kate Clark-Kennedy, chairman of the **BMW Historic Motor Club UK** said: "For a relatively small car club, we have a very enthusiastic and active membership so I was not surprised to see such a fantastic display of cars from the whole pre-war range."

This year sees the golden jubilee of the **Daimler and Lanchester Owners Club**, many congratulations! 2014 is also the Diamond Jubilee year for the West London Section of the **Vincent HRD Owners Club**.

I suspect that many of you patronise your local Bulgarian 'hand car wash' for your modern car but are unaware of the finer points of washing and polishing your pride and joy. All is revealed in an article in the magazine of the **Crash Box and Classic Car Club** in its golden jubilee edition.

By the time you read this the **Routemaster Association** will have completed their diamond jubilee celebrations – we hope that all went well.

The **Sunbeam Motor Cycle Club** is celebrating its 90th birthday this year and reminds us that the club caters for any make of machine manufactured pre 1940.

There is a report in the **Morris Register** magazine suggesting that the reduction of ZDDP in API motor oils is due to their adverse effect on catalytic converters and that this has led to camshafts being damaged on 'older' cars -any comments?

The cover of the magazine of the **Morgan Sports Car Club** is a full-page reproduction of one of Valentin Tanase's dramatic paintings.

There is a fascinating article on the history of motor fuels in the **Rapier Register News**.

It is amazing what a bit of lateral thinking can achieve. There is an illustrated article in the **Rover Sports Register** on how to make what appears to be a very useful strap wrench from a discarded cam belt.

Food for thought in the **Pre-1940 Triumph Motor Club** magazine: a hi-tech company in Barnsley has reproduced the Climax water pump on their CNC machining centre - thus obviating the need to make a new pattern. The very same magazine has some very useful advice on how to avoid the man-traps and pitfalls that can be encountered with eBay transactions.

The magazine of the **Model T Ford Register** tells us that more than fifty different types of carburettors were manufactured to fit a Model T – and, yes, someone has managed to assemble a collection. The magazine also has an interesting biography of the Brothers Dodge and their relationships with Henry Ford.

Two items of especial interest in the magazine of the **Ariel Owners Motor Cycle Club**: you are all familiar with the little 'W' clips that retain headlamp reflectors and their tendency to make a bid for freedom upon removal, never to be seen again. Help is at hand, it seems. They are identical to the glazing clips used in greenhouses – so pop along to your local garden centre for fresh supplies. There is also a very useful article on the dismembering (and re-assembly) of the Burman GB gearbox.

The **National Vintage Tractor and Engine Club** magazine can be relied upon for some really excellent and atmospheric photography. The latest edition is no exception with an article celebrating 75 years of Massey Ferguson Combine Harvesters.

The **Reliant Kitten Register** Mewsletter has some useful facts and figures to help you identify your Reliant engines.

Staying with Reliants for a moment, the magazine of the **Sabre and Scimitar Owners Club** has a really detailed article on how you should go about washing and polishing your pride and joy.

There is a stirring photograph of Nigel Hilling's 'Stan' on the Land's End Trial on the cover of the journal of the **Ford Sidevalve Owners' Club**. There is also an article on the efficacy of molasses for the re-rusting and cleaning of steel components.

The **Humber Register** tells us that Samantha Anderson rode her 1910 3.5hp Humber into 29th place in the 2014 Durban-Johannesburg Rally – a 400 mile-long time trial over two days.

The magazine of **East Anglian Practical Classics** has a (mercifully) brief account of the antics of Sir Bernard Docker and the dreadful Nora. The Silver Flash is believed to have gone the USA in 1966, imported by one Gordon Lieftring, of Kansas City. Mr Lieftring sold it after a few years and then the trail goes cold with only one sighting at an auction in 1980 - over to you! Whatever became of the Golden Car?

There is an intriguing little article on the Gvang steam car in the July issue of the **Steam Car Club of Great Britain** magazine.

There is an interesting article in the **MG Octagon Car Club** bulletin on the problem of dissimilar metals causing corrosion when in contact with one another in a moist environment.

An intriguing snippet in the **Riley Register** Bulletin: Sir John Foster-Fraser rode around the world on a Rover bicycle - does anyone know more about this feat? The same magazine has a quite detailed account of the modifications carried out by the infamous Freddy Dixon to the 1934 6-cylinder Riley track car.

The magazine of the **Jupiter Owners' Auto Club** tells us that the Tees Transporter Bridge, currently out of action, is expected to be back in use in the autumn.

An interesting piece in **NECPWA** News on the names bestowed on famous competition cars in the 'good old days' and some of the origins – real or imagined – for these names. I have not noticed any of the current Formula One drivers fondly bestowing names on their bolides...

The **Rover P5 Club** magazine has the first part of an article on how to convert your tachometer from mechanical to electronic operation – an ideal pastime for those dark, winter evenings... and talking of winter, there is a comprehensive checklist of precautions for over-winter storage of your pride and joy.

There is a brief, but tantalising, biography of the late John Duff, a formidable exponent in Bentley in the heroic era and a remarkable all-round sportsman and athlete in the **Bentley Drivers Club** Review.

The magazine of the **Ford Classic and Capri Owners** has reproductions of some of the remarkable art work produced by America in the late 1950s and compares it with illustrations of current scenarios.

Staying with things American, the impressive magazine of the **Pre-50 American Auto Club** majors on the Pierce-Arrow company's products and informs us that the White House garage always had at least one Pierce-Arrow in residence up to 1934. And by the way, had you *ever* heard of the Dort Motor Car Company?

A useful tip from the journal of the **Midland Vehicle Preservation Society**: you should use 03332 000999 when calling the AA the 0800 number will result in a full rate charge from a mobile phone.

In the **MG Car Club** magazine's Looking Back feature there is a photograph of EX182 at Le Mans in 1955. We are reminded that next year will be the 60th anniversary of MG taking part with the first of the MGAs.

The **Colchester Vintage Motor Club** newsletter informs us that Henry Ford removed the handbrake on the Model A in 1927 to save money - and he also reneged on a contract to build aircraft engines for Britain. Packard stepped into the breach and built 6,000 Rolls-Royce aircraft engines for the RAF.

Staying with matters military: the magazine of the **Military Vehicle Trust** tells us that some 1.6 million metric tonnes of chemical weapons were dumped around the coasts of Germany at end of the war and shows us a series of rather unsettling photographs of some of the dismantling and disposal techniques.

Some statistics in the magazine of the **Morris Marina Owners Club** suggest that their cars come out well against other marques in MoT pass rates - 33% higher than other pre-1990 cars. As might be expected, brakes prove to be the Achilles heel.

There is a report in the newsletter of the **Sunbeam Talbot Darracq Register** on the Historical Retrospective, the Grand Prix de Lyon which celebrated the centenary of the last French GP to be held there. It sounds to have been the sort of weekend that only the French can organise and it seems a pity that we will have to wait until 2024 for a repeat.

The **Steam Car Club of GB** informs us that large numbers of Stanley boilers were dispatched to the Front in WW1 to provide power for the Pulsometer Engineering Company pumps that were used to pump water out of the trenches.

The newsletter of the **Southend and District Classic Car Club** has a fascinating photo-report on American Classics still prowling the roads of Cuba and a detailed and highly critical report on the General Motors Chevy Volt electric car.

The magazine of the **Southern Daimler and Lanchester Club** tells us that Henry Ford used the \$1000 grand prize from his victory in his one and only foray into motor racing in 1901 to provide the capital for the Ford Motor Company which he founded in 1903.

The **Swansea Historic Vehicle Register** magazine tells us that in 1990 the Japanese made 1.2 million miles of zip fasteners every year and that this is now a Chinese speciality with 80% of the world's requirements being produced there.

There is delightful photograph of Pat Gill on his 1926 Model M Matchless on the front cover of Jampot, the journal of the **AJS & Matchless Owners' Club**. Inside is an illustrated article on the making and operation of a useful looking piston locating and fitting tool. And, one can never begin too early, advance notice of the 2015 International Jampot Rally to be held in Denmark.

Some useful tips from Don Smith of the **Greeves Riders Association**, one of the top trials riders of the 1960s, include removal of chain connecting links. Use a screwdriver, or a coin, to ease one end of the clip out of its groove, then let it slide over the rivet head and the other end will pop out of its own accord. To replace, slide the closed end into place in its groove. Next, hold then open ends between the index finger and thumb, twist them, and insert one end in the groove. With a screwdriver, or the coin, you can ease the other end into place.

The magazine of the **National Steam Car Association** has an article on the extraordinary journey from Portland, in Maine to Quebec successfully undertaken by Ezra Fitch and two other White steamers in 1905.

What would seem to have been a grand day out, the NSRA Bring and Buy sale, is featured in the journal of the **National Street Rod Association**. Well worth a look in 2015.

Did you know that the house in which William Morris was born still survives and is marked with a blue plaque? There is a photograph of 47 Comer Gardens, Worcester in the magazine of the **Morris Register**.

Some interesting photographs in the **Crossley Register** newsletter: almost exclusively female labour amidst a forest in line-shafts and belting in the Crossley Motor works in 1918 and a couple of photographs of a Crossley Streamline, taken at Goodwood in 2002.

Some of the weird and wonderful concoctions used as lubricants down the ages are described in an article in the **British Made Car Club** magazine. Did you know that Neats Foot Oil was obtained by boiling the feet of cattle?

The first **Standard Motor Club** south of England gathering was held on 15 - 17 August 2014, organised by the New Forest Group.

The recently formed **Bedford Enthusiasts Club** attended the ever popular Vauxhall Bedford Opel Association show at Billing for the first time this July 2014. The BEC displayed a selection of Bedfords from 1950 through to one of the last produced, including a selection of caravanettes and light vans, demonstrating the wide range of Bedfords covered by the club.

NEWS

National Motorcycle Museum Burglary

At around 11.00pm on 27 August the inner foyer of the National Motorcycle Museum was broken into and a large amount of the museum's trophies and TT replicas stolen. Each of the trophy cabinets was smashed causing substantial damage to the displays. Many of the trophies and TT replicas have little scrap value but are unique and irreplaceable as part of this countries Motorcycling Heritage.

Because of the historical importance of these trophies the National Motorcycle Museum will be offering a substantial award of £20,000 for information which leads to the safe recovery of these important artefacts. Anyone with any relevant information is asked to contact West Midlands Police or the National Motorcycle Museum on 01675 443311 or email museum director James Hewing james@thenmm.co.uk