



DRIVE IT DAY - Remember - Drive It Day will be on Sunday, 26 April.

The aim is simply to be seen so that the public is reminded that historic vehicles exist and that there are lots of people preserving them for posterity. So people don't need to do anything special if they don't want to - all they need do is just use an old vehicle instead of a modern one for whatever it is they do that day.

FIVA agree on 'Historic' vehicle definition

At the annual FIVA (Federation Internationale des Véhicules Anciens) General Assembly held in Brussels in October, part of the agenda was dedicated to finalising a definition of a 'historic' vehicle, a hot topic for a number of years. The wording agreed is:

FIVA defines a historic vehicle as a mechanically propelled road vehicle:

- which is at least 30 years old;
- which is preserved and maintained in a historically correct condition;
- which is not used as a means of daily transport;
- and which is therefore a part of our technical and cultural heritage.

This definition is important for a number of reasons, but mostly for political lobbying purposes. For example, the EU Commission have given indications that while they are happy to consider legislative exemptions for a reasonably small number of vehicles, used for relatively low mileages, they would become concerned if the number of vehicles or the mileage they covered grew too large. It is hoped that by lifting the defined age to 30 and excluding vehicles used for daily transport, this will be avoided.

The new definition will be officially effective for FIVA in 2010, but it will start to be used for some purposes immediately. Its adoption by FIVA does not mean that individual countries will use it for all purposes, and members may be assured that FBHVC will not cease to represent the interests of vehicles it currently covers.

INCENTIVES TO SCRAP OLD CARS

FBHVC is strongly committed to preserving the right to continue to use our classic vehicles on the road as freely as modern vehicles may be. We deliberately do not get involved with any matters concerning more recent vehicles, because this would tend to dilute our efforts and our influence. We are able to negotiate concessions from various requirements, particularly nowadays environmental requirements, on the basis that there are limited numbers of classic vehicles, and they cover only a low mileage. Similarly, the international body Federation Internationale des Véhicules Anciens (FIVA) have been told by the EU that at the present level of historic vehicle numbers they are prepared to continue to grant concessions, but would be concerned if the numbers rose significantly. Partly for that reason, FIVA have raised the age in their definition of historic vehicle to 30 years. In the normal course of events the vast majority of mass market cars are scrapped, perhaps to be re-cycled, when their economic life as everyday vehicles is ended, with only a limited number being kept by enthusiasts to become classic cars, preserved examples of our motoring heritage. Specialist cars, produced in small number, are always much more likely to survive.

A House of Commons select committee, the Environmental Audit Committee, in its report on VED as an environmental tax, has proposed a cash incentive for scrapping old cars on environmental grounds. This has been supported in a paper prepared for the RAC Foundation suggesting an incentive to scrap cars that are 17/18 years old, the last tranche not fitted with catalytic converters. Effectively this is intended to speed up slightly what is anyway the normal cycle of use and disposal. FBHVC does not object to this in principle, but would be concerned to examine the precise details of the proposal if it should be adopted by the government. We do wish to see a reasonable number of cars surviving to become the classics of the future, and we would be very strongly opposed to any element of compulsion, if that were ever to be suggested. (The RAC Foundation paper was misreported to have proposed compulsory scrapping, but thankfully that is not the case) We should also of course object to any more widespread incentive that would apply to older vehicles which we would already consider to be historic, or nearly so, which might encourage the scrapping of what would be potential restoration projects or source of spares.

The following press release has been sent to the Federation from RAC Motoring Services:

It has recently been reported that RAC Motoring Services is in favour of the compulsory scrapping of cars over the age of 17. We would like to confirm that this is a misquoted story from the RAC Foundation, an independent charitable trust think tank, that is entirely separate from RAC Motoring Services.

RAC Motoring Services does not support the wholesale compulsory scrapping of cars over 17 years old and certainly not classic cars which are an important part of Britain's motoring heritage. However, we do support the principle of a voluntary scrappage scheme where motorists with old, inefficient cars are given a financial incentive to scrap their car and replace it with a newer, more efficient model. This would be a voluntary Government funded scheme created to give a helping hand to those that want to change their old car but are struggling to do so due to the current economic climate and potentially limited resale value of their vehicle.

Established in 1899, originally as C.C. Wakefield, Castrol launched their first lubricant for cars in 1906 and have been at the leading edge of lubrication technology ever since. With the introduction of low viscosity engine oils and changes to anti-wear additives in modern oils in recent years, owners of veteran, vintage and classics are asking whether modern oils are suitable for their cars.

Choosing the correct lubricant for your veteran, vintage or classic vehicle is essential to ensure peak running and maximum wear protection. The technology of older vehicle engines is very different from today's modern cars, so to assist owners, Castrol reintroduced their older brands with their 'Classic Range' in the early 1990s. These Classic oils are produced to original viscosities and importantly have retained the necessary levels of additives including anti-wear additive ZDDP (zinc dialkyldithiophosphate) appropriate for the technology of the engines they are designed for and to provide overall protection. The ZDDP levels are appropriate for engines that are in use or running-in, including those fitted with new or reconditioned components, where care should always be taken to follow the manufacturers' recommendations when breaking in new components such as camshafts.

ZDDP additive provides a high level of anti-wear protection, but its phosphorus content is harmful to catalytic converters and other emission equipment fitted to many modern vehicles. It has therefore been reduced in the latest specification oils, designed for engines using the latest surface hardening technology and meeting the latest emission requirements for modern vehicles. These requirements also necessitate the use of other new emission equipment friendly additives not designed for use in veteran, vintage and classic car engines.

Oil formulations required for today's modern vehicles are very different from formulations needed for older vehicles, having thinner viscosity and alternative additive technology as stated earlier, making them generally unsuitable for use in older engines. This has been done in conjunction with new vehicle manufacturers who have increased the surface hardening of engine components to receive maximum protection from the new additives. Oils for modern engines comply with the latest API ratings and are designed for modern engine technology with tight tolerances and compatibility with catalytic converters. A car engine of old design has very different characteristics, with cork, graphite or rope seals, low pressure cog driven oil pumps, wider oil-ways with greater dependence on 'splash' and 'cling' lubrication, lower revving with lesser machine tolerances. Such widely different specifications demand totally different lubricants of thicker viscosity with appropriate additives specially included for the work they have to do. Oils even of the same viscosity, supplied by different oil companies can have radically different formulations and thus have significantly different performance characteristics. Oil classifications are designated 'S' (for spark ignition petrol engines) and 'C' (for compression ignition diesel engines). Oil classifications for older petrol vehicles range from SA for vehicles from the turn of the last century to SH, to the late 1980s and early '90s.

- *Inadequate anti-wear additive* (ZDDP) and the oil film between moving parts breaks down prematurely, resulting in metal to metal contact and damage to reground or new engine components particularly on run-in.
- *Inadequate detergent* will result in gum and lacquer clinging to the hotter engine components.
- *Too much detergent* can cause a build-up of metallic ash in the combustion chambers of older engines. In older engines with traditionally high oil consumption, this will cause detonation and pinking. In older engines where the carbon has built up over a number of years the detergents can also have a scouring effect causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent will 'wash' traces of carbon from seals and gaskets, revealing oil leaks.
- *Inadequate anti-oxidant* and the oil will permanently thicken during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings.
- *Inadequate corrosion inhibitors* and engine internals become pitted with corrosion and rust from acids and water formed during combustion.
- *Inadequate dispersing* results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge that will block filters and oil ways.
- *Inadequate pour point depressant* and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system.

For older vehicles; veteran, vintage and classic, use an oil of the correct viscosity as recommended by the vehicle manufacturer and shown in your vehicle's handbook. Where your vehicle requires a specific viscosity such as 30, 40, 50 and 20w-50, avoid using inappropriate low viscosity engine lubricants designed for modern vehicles such as 0w, 5w, 10w, 15w.

Castrol's vehicle lubrication records date back beyond the turn of the last century, detailing lubricant specifications for engine oils, gear oils and greases right through to today's classics, so to find out which Castrol grade is right for a vehicle, owners can simply refer to their vehicle handbook and select that grade from Castrol's Classic range. Castrol's Classic engine oils XL30, XXL40, GP50 and XL20w-50 are formulated to the original viscosities and contain the necessary levels of ZDDP anti-wear additive to provide appropriate protection for veteran, vintage and classic engines. The range is available throughout the UK via leading car specialists. For further information either telephone the Castrol Classic helpdesk on 01954 231668 or visit www.castrol.com/uk/classics

ESSEX WELCOMES CLASSICS

It has been brought to the attention of the Federation that car parks operated by Essex County Council all indicate that tax-exempt vehicles have no charge. This has been checked and they said their policy covered all tax-exempt vehicles, so it also covered historic. So, free parking in Essex for our vehicles!

ALFAHOLICS 8TH SPRING TRACK DAY

Alfaholics 8th annual track day for classic Alfa Romeos will once again be held at Castle Combe on Saturday 4th April 2009.



(Photo credit Alfaholics)

Owners of 105 series Alfas who would like the opportunity to drive their cars at speed in a non-competitive environment are very welcome.

Castle Combe, conveniently situated between J17 and J18 of the M4, is 1.85 miles long and combines chicanes and fast corners that make for extremely exciting and challenging driving. Autosport magazine has hailed Castle Combe as "The best club racing circuit in Britain". Once again, instructors will be on hand to offer advice and demonstrate cornering technique, while all corners will be 'coned' to show braking, turn-in and apex points.

With no fixed session times and 12 cars on the circuit at once, there will be virtually unlimited track time all day! This makes for a relaxed and sociable atmosphere which is always a great feature of our Castle Combe day. Additional drivers in any cars entered are welcome.

We would once again like to welcome all our international customers who would like to attend. For those who wish to stay over the weekend, we shall be organising accommodation nearby in Bristol. Please contact us for rates and availability. We will once again be organising a dinner at an Italian restaurant nearby for those people staying on Friday night.

Those who would like to attend the day as spectators will be warmly welcomed and those driving Italian cars can take part in a 3-lap circuit parade over the lunch hour.

The Tavern Restaurant in the paddock will be open all day serving food and drinks for the benefit of all.

Signing on will be held in the Media Centre followed by a circuit briefing by the Clerk of the Course, Andrew Banks, before familiarisation laps with instructors at 9am when the circuit opens.

For further information and to download a booking form visit: www.alfaholics.com or call: 01275 349455.

CLASSIC ALFA 2009 EASTER TRACK DAY

This year Classic Alfa are pleased to be back at the historic Goodwood Circuit on a Saturday making it easier for everyone to come & enjoy the day or even spectate. The date for your diaries is Saturday 11th April 2009 & as the event is always extremely popular (especially being a Saturday) please reserve your space quickly if you wish to be guaranteed a place.



(Photo credit Stuart Taylor)

If you wish to spectate you just need to turn up on the day & be signed in as a spectator at either 8.00am or 10.30am.

Goodwood will be providing an instructor for the day who can be booked through Classic Alfa in advance or on the day. This can either be with the instructor driving a couple of laps and then a driver swap, or it can be all done from the passenger seat with you driving the full 12 minutes.

This year, as last, 10 cars will be on the circuit at any time ensuring more than ample track time for everyone and hardly any queuing between sessions.



(Photo credit Stuart Taylor)

The day is also only for drivers of 750/101 Giuliettas, 102 series cars and of course 105 series Bertone GT's / Spiders, Montreals and Saloons and will be limited to 40 cars so that everyone should manage at least 8 sessions lasting 12 minutes.

The ten car format track day has a 98 dB noise restriction but this is pretty loud and all normal & tuned road cars should be fine. We will have clip on exhaust "cans" available to hire for £10 should you run into any problems and if you have open induction (i.e. just trumpets / ram pipes) on your carbs and a loud & ageing exhaust with only two silencers it may be advisable to bring filter socks to dampen the induction noise a little. You will need to wear a long sleeved shirt so your arms are covered and we will again include Goodwood's helmet cabinet so there will be a wide variety of helmets available free if you don't possess your own.

As well as the staff of Classic Alfa, there will be at least half a dozen Alfa specialists there on the day so there will be no shortage of knowledgeable advice! Also present will be a photographer to capture your finest moments & you will be able to purchase prints from them the following week.

Spectators are more than welcome throughout the day and the restaurant and snack van will be open the entire time.

The price for the day for one car & driver is £185+VAT (£212.75) with additional drivers still at £55+VAT. This is payable in full, in advance by contacting us either by phone on 020 (8) 679 0707 or by email - info@classicalfa.com (if for any reason you need to cancel we will of course refund if we have time to re-sell your place). Space is very limited for this wonderful chance to drive this historic circuit in the company of only classic Alfa Romeo's and every year we sell out, so be quick!

Members Cars

Des Clare – Surrey UK - 1971 Giulia Super





(Photo credit Des Clare)

Des writes: "It's finished and it's on the road. After six years of slow restoration, both here and in Australia, my Giulia Super finally passed all the tests. It was great to get it through the MOT. Best car they had seen for a long time and that's just after they had finished with an Aston Martin Vantage! I got down in the inspection pit as well to look at all the hard work that had been done.

With the MOT in my hand, the next hurdle was the DVLA. The application form went in for registration plates but all that came back was a request for the car to be presented for inspection. So off I went on the allotted day to Portsmouth DVLA. Chassis number checked, engine number checked, condition excellent, an excellent car! I drove home very pleased and encouraged by people's reaction so far. Three days later the notification arrived. I ordered the plates and they were fitted on 31st Oct 2008.

As you can see from the photographs the car is lacking in a lot of standard features. The dark green bodywork is a Maserati colour – Verdi Bosco – and the interior is all black with GTV bucket seats. I will not have much time to use my Super before winter sets in but there are still things to finish especially the bonnet gaps! Then I will be ready for 2009!"

105's Head for Silverstone

Despite what you may have recently read in the motoring press and media, the Silverstone Classic event is still very much 'in business' and will take place over the weekend of 24-26 July. New licensee, Goose Communications, has just been appointed by Racing at Silverstone to organise the 2009 event. Their press release heavily features classic car displays and they hope to attract the 60+ clubs, their members and their cars to the circuit in July.

The Register will continue to make plans for the Annual Giulia 105 Gathering which will take place in our dedicated in-field parking area on Sunday 26 July. A discount entry ticket offer will be available to all members, details in due course.

Stuart Taylor

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