

Hello all and welcome to the May 2020, Newsletter.

Introduction:

Hello again, before we commence the club committee should like to continue to pass on their best wishes during these difficult times. Keep well and keep safe.

After further difficulties with 'IT' issues we continue with the similar format of Newsletter.

Articles submitted by members:

We have a couple of submissions from Chas and Keith. I have attempted to include some articles that have found their way to me from the internet sites I have subscribed to , as well as items from classic magazines.

Please continue to drop Keith or me a line with your submissions for all to read.

The following two quiz challenges are from Chas, have a go!!!

All the missing words are names / makes of cars shown on the current A-c-c.es "Our Cars" site.

Some of the answers have hints in the script. The figures refer to number of letters in the answer.
So here goes.....

A single Afrikaans horse rancher named Peter ___7___ awoke to the sound of a ___6___ roaring like a cough.(strange for a native of South America).

So downstairs for breakfast but unfortunately found his ___4___ bare..This clearly meant a trip to the nearest ___12___city with his german girl friend ___7___ who was considered to be a bit of a ___4___ .

After a difficult journey travelling down a dry ___7___ and tackling many ___4___ that constantly twisted and turned they reached the Shopping Mall.

Performing in the Mall, apparently a charity event and hence the reunion were ___9___ Mac playing 1920 favourites like the ___10___.

Whilst shopping they meet their gay friend ___9___ Helsing, an ex-Dracula mate who is now acting as a British ___6___.

The day was now ending (a bit like this story!!!) and Peter ___6___ed the trip a ___7___ so eagerly left the s___4___ to return to his ranch ___3,3___ ensuring he did not drink whilst driving so just had a ___6___!!!

The answer includes part of a Club Members name (Christian or Surname).
to help you identify the film or TV show. EG Club President and well known Film distributor = 20th Century Fox.
So give it a go.

- 1) Riley owner and WW2 retreat from French beach.
- 2) Campervan owner(??) and Simon Pegg horror spoof.
- 3) Jaguar owner and old long running cop TV series.
- 4) Chris s interest in the saga of time shifting DeLorean.
- 5) Jeep and Fiat coupe owners who BOTH have interest in copious chocolate production.
- 6) Club ex-treasurer and TV series about Clark Kents early days.
- 7) Regalia man and Dylans radio drama.
- 8) Mazarron couple with connection to a fictitious steam engine.
- 9) Golden BMW and fictitious striped animal that "sucks" upto car windows.
- 10) Steve and Amandas ability to shift from this world to any part of the Universe.
- 11) Live in Mojacar Pueblo(and France) but have no connection with Hitchcocks classic horror.
- 12) Has moved from MG to M-B just to annoy his neighbour Mr George Wilson.

12a)Events coordinator and classic chinese detective.

14) ANY club member and Bates Motel.

Info from Keith

As a reminder, the company my neighbour used is www.car-registrations-spain.com.which is based in Murcia.
(mainly for modern cars).

Please be advised that the hospital have warned that petrol pumps are helping to spread the virus. They suggest you wear gloves or use paper towels and dispose of them quickly

Articles from the internet:-

Coys of Kensington Automobiles, a subsidiary of one of London's oldest auction houses specialising in classic car sales, has gone into administration. The administrators appointed on April 17 by the High Court of Justice are FRP Advisory Trading of London.

The move into administration has not yet been posted on Companies House records, nor does it appear on Coys' own website which is still listing its next classic-car auction scheduled for July 11 at Blenheim Palace.

"This is a director-led administration," said Alastair Heath of City Press, which is acting as a spokesmen for FRP Advisory Trading. "We are starting an investigation into the company's position and will issue a report within eight weeks of the appointment."...

Mercedes SL converted to electric. I'm conflicted, I've loved cars as long as I can remember, but I recognise that, arguably, I'm as much a fossil in my views as the fuel that powers most of them. I'm not alone, it seems, as Sam Bailey, owner of Warwickshire-based independent Mercedes-Benz specialists the SLSHOP, explained.

"A customer said one day we'll not be allowed to drive these cars and that got me thinking," he said. "We've done full concours restorations, we've developed our own Sportline models and we've done a racing SL, and so the electrically-powered Zero felt like the natural evolution to all that, so we have guilt-free gliding with an electrified Mercedes-Benz SL.



Article on Aston Martin Investment:-

The confirmation of Lawrence Stroll's massive £536 million fundraising effort into Aston Martin last week was supposed to be a momentous occasion in helping the British sportscar manufacturer look towards a brighter and better future.

With Stroll's Yew Tree consortium bringing with it some financial muscle, including an injection of £260m of new capital, and shareholders approving a plan for Aston Martin's F1 works team, this should have been a win-win for everybody involved.

But in these unprecedented times of a global pandemic putting untold pressure on businesses, even those eye-watering cash figures were not enough to lift the gloom.

Against the backdrop of the company warning that, even with Stroll's input as its future executive chairman, it did not have the capital to survive the next 12 months unless it changed path and found even more cash, the stock market gave its verdict on what it all meant.

With its share price having traded around £2.20 before the General Meeting that approved the Stroll plan, news of the capital warning left investors worried. A day later it briefly crashed to 65p before rebounding above a pound the following day – although that could have been a dead-cat bounce effect.

Since then, however, things appeared to have stabilised amid signs of much less turbulence on the wider stock markets. As of Wednesday morning, Aston Martin's share price is bubbling around the 80p mark.

It is clear that these are not easy times for any car manufacturer, but it is the luxury makers who may well come under the most stress when the economy eventually recovers.

Aston Martin finds itself under the spotlight more than some others, however, because it is embarking on a new chapter right now. Plus it is putting the spotlight on itself because, at a time when some rivals may be questioning their F1 involvement, it is ramping up its presence.



As part of Stroll's original investment, Aston Martin will shift its title sponsorship deal of Red Bull (believed to be worth as much as £20 million) across to Racing Point from 2021, which will lead to the team being renamed Aston Martin Racing.

Just a day after the share price tumbled, Lawrence Stoll put out a Q&A making clear that the F1 project was pushing on full steam ahead.

"A brand with the pedigree and history of Aston Martin needs to be competing at the highest level of

motorsport," he said. "I think it's the most exciting thing that's happened in recent memory in Formula 1 and it's incredibly exciting for all stakeholders in the sport, especially the fans."

He added: "The global spotlight of Formula 1 is second to none and we will leverage this reach to showcase the Aston Martin brand in our key markets."

But even with an original proposal of a 10-year plan, and four years of sponsorship commitment guaranteed, it is still likely that it will not fully escape any financial pressure that comes to bear on the parent road car company.

For if the finances are put under extreme stress and then spending £20 million a year on an F1 project may not be viewed as a necessity. That is why the success of Aston's road car business and its F1 ambitions cannot be viewed in isolation.

Stroll had already dug into his pockets before the coronavirus pandemic erupted. As well as the wider investment plan, back in February this Yew Tree Consortium provided it with £55.5 million of short-term working capital support.

Key then to what happens to the Aston Martin F1 project long term will be what Stroll is able to do to get on top of the road car's finances.

In the short term, Aston Martin has talked of loans and other financial instruments being enough to see it through the next 12 months. But it will need a better plan longer term.

One rumour that has floated around for several months has been of Stroll slotting in Mercedes boss Toto Wolff to help make use of the management skills that have helped the Silver Arrows F1 team win six consecutive F1 title doubles. There was even wild talk of him becoming Aston Martin CEO.

But Wolff has been clear in recent days that his priority is in sorting out a contract to remain at Mercedes. He has point blank denied talk of him having a formal role at Aston Martin or of taking any 'strategic' investment in the team.

Asked about the speculation over his Mercedes future last weekend, Wolff told the *Osterreich* newspaper: "In most stories that could be read about it, people added up 1 + 1 and turned it into 3.

"What is my current status? My participation in Mercedes is solid, my contract runs until the end of 2020, and we are still in good discussions about what we want to do together. "We are discussing, but all of this has been pushed into the background by Corona. We all have bigger problems to solve now - human problems in our companies."

He added: "I'm not going to become CEO of Aston Martin, and I'm not going to make a strategic investment there either."

But not taking a strategic investment or formal role does not preclude Wolff getting involved financially on a smaller scale.

He and Stroll are good friends and sources have indicated that a personal investment could still be on the cards.

But any deal like that will not be on the scale that would be a game-changer for Aston Martin.

While any personal Wolff involvement with another car company would seem slightly unusual considering his focus on Mercedes, there would not actually be a conflict of interest, so it wouldn't impact him staying on with the German car manufacturer.

For Daimler is already a shareholder in Aston Martin, having struck a deal in 2013 to receive what was then 5% of shares (non-voting) in exchange for supplying its next generation of cars with high-performance engines and electronic components.

Daimler is now Aston Martin's largest supplier and, as confirmed in Aston Martin's latest prospectus last week, it has a veto over any future investment partners.

"The various agreements governing the supplier relationship between Daimler and Aston Martin Lagonda impose certain restrictions that have the effect of limiting the Group's ability to obtain investment from certain strategic Daimler competitors, or certain other restricted parties, without Daimler's consent," says the document.

"If certain strategic Daimler competitors acquire any interest or certain other restricted parties acquire a specified interest in the Company without Daimler's consent, either Aston Martin Lagonda or Daimler may give notice of at least three years that the principal operational agreements governing the commercial and supply arrangements between Daimler and the Group will terminate."

That effectively means should there be any extra investment plan – whether it involves Wolff or not – it could only be with Daimler's blessing.

One other suggestion recently is that former Lotus CEO Dany Bahar has also put forward an investment plan to

Stroll, which would help transform the Aston Martin company.

There are rumours that one of Bahar's ideas was to bring in Chinese backers and move Aston Martin away from a focus on production cars and towards more exotic machinery.

How much of this plan is true is hard to ascertain, but Bahar has declined to comment on any potential involvement he may have, while Aston Martin too has been silent on the matter.

In a fast-changing world that is facing unprecedented challenges, it is hard for any company to be sure about what the future holds in a few weeks from now, let alone months and years.

Aston Martin's road car or F1 operations will not be immune to that, which is why it still faces some considerable hurdles in the both the short and longer term.

But for Stroll, who had business successes with a host of companies including Tommy Hilfiger and Michael Kors, the current short term headaches will not distract him from his long term ambition.

"I am committed to Formula 1 with a long-term vision and this is just a temporary pause in the journey," he said.

One of the UK's rarest cars:

1957 Riley Two Point Six, one of only 14 left on British roads Sixty-three years ago, not even all Riley devotees greeted the new Two Point Six with unalloyed enthusiasm, and there was plenty of mutterings about “badge-engineering”. That it shared a bodyshell with the Wolseley 6/90 was unfortunate enough – the gulf between the marques was akin to the Henley Regatta and a rotary club – but, worse, it even lacked the traditional Riley “big four” 2.5-litre engine. The Riley Cycle Company was founded in 1896 and by the time the vast Nuffield Organisation acquired the concern in 1938, motorists across the globe associated the diamond badge with racing success at Brooklands and Le Mans.

After the Second World War Riley retained its design independence with the exquisite RM range. At the end of the 1940s, Nuffield implemented a more integrated approach for its upmarket cars. Riley, Wolseley and MG saloons would all feature the exquisite coachwork created by Gerald Palmer....



Riley in Black & Grey

For all you Formula One enthusiasts: What have Ferrari been up to?

Jean Todt says he put a "lot of pressure" on the FIA's technicians to get to the bottom of what Ferrari was doing with its engine last year, but had to accept they could never prove the Italian team broke the rules.

Earlier this year, the FIA announced that it had reached a private agreement with Ferrari in the wake of suspicions it had found a way around the fuel-flow restrictions with its power unit.

That secret settlement angered Ferrari's rivals, who felt that a potential breach of the regulations had been swept under the carpet. The FIA argued, however, that it had decided not to take the matter to a disciplinary hearing because it could not be sure Ferrari had broken the rules and it wanted to avoid a damaging court case.

Speaking at length for the first time about the matter in an exclusive interview with Motorsport.com, FIA president Todt revealed that he pushed F1's technical inspectors hard to try to understand what was going on.

"There was a suggestion by some competitors that Ferrari could be out of the rules," explained Todt.

"So for months our technicians have been on the back of Ferrari to try to understand [if] what they were doing was regular: legal or not legal. "I must say myself; I put quite a lot of pressure on our [FIA] teams to make as many controls [tests] as needed. "Saying that, we didn't need to do that, just because somebody who was a kind of whistleblower is telling us. But we need to make sure that each single team is running their show legal."

Todt said that checks on Ferrari ran throughout last season, and included last year's Abu Dhabi Grand Prix where Ferrari was fined for having given an inaccurate fuel declaration before the race.

"We wanted to go to the top of the problem," added Todt. "So we ran very, very complex verifications to try to understand the problem. "Again we made a control [check] on Leclerc's car in Abu Dhabi and the stewards decided that it was a human mistake, and they imposed the fine. We could say 'OK, that's fine' – but we still pushed a lot to have a full understanding of this situation."

Todt said that while the FIA's suspicions remained until the end of the season, there was little it could do to take the matter further because Ferrari was adamant that it was within the regulations.

Furthermore, the governing body had no evidence to prove that the rules had been broken.

He added: "Most of the top teams were saying 'we want to understand', but they said the most important things is that whatever is understood, the situation will [must] be clear for 2020. So we changed the regulations for 2020 where we were sure that there will not be any kind of ambiguity with the regulations.

"Then when we arrived to the conclusion that we think that what Ferrari did was not legal, which they debated. They said 'it is legal'.

"So I could have decided to give that to the court of appeal [and the International Tribunal]. We don't know what would have been decided by the court of appeal, it may have taken years, which was not in the interest of Formula 1." The fear about a damaging court case prompted Todt to decide a private settlement was the preferred route, with Ferrari being given an unspecified sanction.

While Todt has made clear he would be happy for the full details of the case and sanction to be released, he is bound to stay silent without Ferrari's approval.

It is understood that Ferrari has no interest in disclosing technical details about its engine which could prove beneficial to tipping off rival teams about its design secrets.

Article 4.6 of the FIA's Judicial and Disciplinary Rules states: "The prosecuting body and all persons taking part in the inquiry are bound by an obligation of confidentiality vis-à-vis persons or organisations not concerned with the inquiry. "Nevertheless, the prosecuting body may at any time make public its decision to conduct a disciplinary inquiry and the outcome thereof."

One aspect of the rival teams' complaints that has annoyed Todt is the suggestion that he tried to persuade them not to lodge an official protest. He is clear that his preferred option was always for a team to bring matters to a head by making an official complaint on a grand prix weekend.

"This is one of the most frustrating things for me, in the [teams] letter, that I said I tried to dissuade them to protest," he said. "We tried the opposite. "And individually, when I spoke with them, [they admitted] that it is true. I said 'why did you say this is true, why did you write that?'

"So I think it is clear that I encouraged them, if they were not happy, to make a protest. So we could have been relaxed. But nobody did protest."

A bit dodgy if you ask me !!!

What makes a car a classic?

That's difficult to answer, as there isn't a single definition of what is a classic car. (UK).

Her Majesty's Revenue and Customs has a definition for tax purposes, which is any car that is worth more than £15,000 and over 15 years old. The Driver and Vehicle Licensing Authority (DVLA) meanwhile deems any car built over 40 years ago to be an 'historic vehicle' which is exempt from road tax.

Another rule of thumb is if a car's value has risen since 'bottoming out' – its price as a used car has hit its lowest point, meaning any appreciation is the result of it being sought after by collectors.

You could say that a classic car is, like beauty – in the eye of the beholder. If enough people think a particular model is worth owning one then it's probably on its way to becoming a modern classic.

Are classic cars a good investment?

Yes, classic cars have been the best investment of any collectible over the past 40 years, outperforming art, books, stamps or fine wine, meaning they could offer a good alternative bet after stocks and shares.

The classic car market slowed in 2018 however, after years of strong growth. Only just over half of the UK's 50 most collectible models increased in value, while a quarter of them fell. Some of the most prestigious cars, like the Aston Martin Lagonda Series 1 and the Ferrari 308 GTB, saw their value slump by over 10%. But this cooling market could offer an opportunity for true enthusiasts to get good deals on the cars of their dreams.

The model whose value rose the highest last year was the humble but sporty Mazda MX-5. With the 1.6i version made in the early 1990s up by 8.5%, showing what a good investment modern classic cars can be. Legends from the '80s and '90s, like the Ford Sierra Cosworth or Vauxhall Lotus Carlton, have seen their values soar, with good examples fetching well over £50,000.

What should I buy?

A car's collectability is often driven by nostalgia, as buyers tend to look for the cars they saw and dreamed of owning when they were young. That could be an E Type Jaguar or Aston Martin DB4 if you were brought up in the '60s, a Jensen Interceptor if you were a child of the '70s or Porsche 911 (Whale tail) or Ford Capri if you grew up in the Thatcher era.

Prestige marques, like Ferraris, Porsches or Lamborghinis, will set you back a lot, but you don't need to have won the lottery to afford a classic car. British cars harking back to the heyday of this country's car industry won't necessarily burn a big hole in your pocket.

The MGB GT is a favourite entry-level classic. It combines an iconic name with a touch of Italian flair, thanks to the legendary designer Sergio Pininfarina who had a hand in its creation. Convertibles are in greater demand than the hard tops, but a good example can be picked up for less than £7,000.

If you prefer something more modern than a 1980s 'hot hatch' like a Volkswagen Golf GTI or a 90s roadster like the Audi TT Mk1 will set you back about £10,000 but could prove to be a smart investment.

But, no matter how much money you have to spend, do your homework first. It's a good idea to join the owners' club for the make and model you're looking to buy, to give you an idea of how much one would set you back and what are the potential pitfalls to avoid – many old cars suffer badly with rust, temperamental electrics or fragile suspensions which can be very expensive to put right.

Once you've bought the car of your dreams, you want to ensure a dustsheet in a garage isn't its only protection. Specialist classic car insurance offers a host of additional features not included in run-of-the-mill policies. For example, whereas an ordinary run-around's value is likely to depreciate over time a classic car's could well increase, so it's important to have a policy that allows you to agree a value for your pride and joy in case it's stolen or written off. It will also cover your vehicle, including any spare parts and accessories, while it is laid up in storage or undergoing restoration. And it can offer flexible cover if you only occasionally take your vehicle out on the road.

Classic cars can be a good investment as well as being objects of passion that give you endless enjoyment. With a bit of research and bags of enthusiasm you could soon be driving a four-wheeled icon that makes your pulse race without giving you a headache.

Classic cars to watch in the future

Saab 96, X300 Jaguar/Daimler Double Six, Fiat Panda 4x4, Land Rover Discovery Series 1,

Audi R8, Alfa Romeo SZ/RZ.

Salvage Hunters-Classic cars (TV)

For some people cars are a means of transport, for others they're a commodity to buy and sell for profit, and for another group they're a way of life - something to cherish, admire and lavish time and money on.

For the presenters of Salvage Hunters: Classic Cars - Drew Pritchard and Paul Cowland - it's clearly a case of the latter two as they look to make money from their passion for all things automotive. Antiques expert Drew and car dealer Paul have spent the last three years tracking down the good, the bad and the ugly of the UK's classics scene for their show on Quest. With the help of the country's automotive artisans they've brought everything from Alfa Romeos to Volvos back to life and made a few quid along the way.

Now they're back for a fourth series, which sees them tackle everything from a rust-riddled 1960s Fiat 130 coupe to an iconic 90s hot hatch in the shape of the Renault Clio Williams.

With the duo's efforts likely to inspire many viewers to take on their own classic car project, we spoke to Paul and Drew to get the inside line on how to buy and restore a classic, with advice on everything from best models for beginners to the common project pitfalls, the cars set to become future classics and the skills you need to succeed in any restoration.

What to look for when choosing a classic car project

The first step on any project is deciding on the right car. For first-timers, Paul's advice is to be diligent and down to earth.

Says Paul: "Firstly, choose something that you have a genuine passion for, having done decent research, and maybe visited a few shows. Also, be realistic. You may covet a Porsche, but if your budget is more Fiesta, pitch your tent accordingly. There's nothing wrong with that."

And once you've done your research get out and look at a few examples before parting with your cash. Tempting as that late-night eBay discovery might look on-screen, a few carefully staged pictures and some flowery description can hide a multitude of sins. Paul adds: "See a few before you buy. Don't ever buy the first one you see, read all the buyer's guides, watch the 'how-to' videos and learn before you shop. Then, always buy the best and most complete car you can afford, with decent history, provenance and mileage, if possible."



Among Drew and Paul's challenges this series is a rust-riddled Fiat 130 Coupe (Above)

And while right-hand-drive cars on UK plates might be the most common, Drew's advice is to think beyond these shores for cars to avoid one of the biggest problems for any restorer.

"My biggest bugbear is rust," he says. "It takes so long to sort and if not done properly it compromises the integrity of the car. There are so many imported cars from drier climates that to buy a rusty classic if it is not a rare or very valuable model is madness."

So what are the ones to go for?

The best starter classic cars

Some classic cars are far more common than others and it's these perennial favourites that are the place to start, according to Paul. "The best starter classics are the truly obvious ones, with plentiful supply, and great owner's club back up and spares market. Perennials like the VW Beetle, Morris Minor, MGB and Rover Mini are superb choices. Younger classics like the Mk1 and Mk2 Golfs and Fiestas can also be great fun for sensible amounts of money."

For his choice of starter classic, Drew looks to Germany: "Right now it's older BMW and Mercedes. They are just great solid cars to start with and have superb parts back up.

Popular models like the VW Beetle are a good first project thanks to plentiful parts and strong owner's groups and if your tastes err more towards modern metal that you can make a profit from, Drew reckons a couple of famous four-wheel-drives are a good starting point.

"I do think the early Land Rover Discovery - if original - have got growth, and any Subaru Impreza if you can find an un-abused one. They are out there - I've bought two in the last two years."

Appreciating classics

In Drew's opinion those relatively new but often neglected models are among the ones to watch if you fancy buying something now that's going to appreciate in value. Also on his personal watch list are hot versions of the modern Fiat 500. "The Abarth 500 range is a winner guaranteed - I'm buying 695s now. Also, the AMG range if your pockets allow. They are good bets but expect to lose money at first on both."

For Paul, the current momentum towards tiny turbocharged petrol engines and alternative fuels is opening the door for a new breed of desirable classics.

"I think the 'last of the dinosaurs' will be a good longer-term investment. As we move towards an electric and hybrid future, the cars that represent the 'Old school' thinking, like petrol turbos, V8s and manuals will become sought after. They'll represent an iconic time that people will want to go back to. It may take a while to realise the investment, but you'll have a lot of fun driving it in the meantime."



More recent Mercedes are among Drew's picks for a good starter project. Start small and once you've settled on the what for your project, the next question is the how.

While the idea of bringing a complete basket case back to life is an appealing one, Paul's advice is to start small and work up to the sort of major projects he and Drew tackle.

“Look for cars that need a small amount of small jobs to make into a nice car,” he advises. “Often jobs like a minor trim repair, alloy wheel refurb, paint polish and decent valet can knock four figures off a car’s sale price, but only cost a few hundred to put right.

“For your first project, try and avoid major restoration jobs that need lots of external help. That will cost money that the car will rarely make back. Keep it simple, small and something you can do in affordable chunks while still driving the car. Being able to use it will make a huge difference to your enthusiasm for the build.”

Paul and Drew draw on the expertise of an army of specialists from around the UK. Drew warns that even with relatively simple-looking projects, don’t assume it will be plain sailing: “There are very few easy and cheap projects out there, so don’t get anything too crazy as a first project as it may put you off.”

Whatever the project, it’s worth learning some basic skills. Being able to carry out work yourself both gives a sense of involvement in the restoration and will help keep costs down.

You don’t have to become a master paint technician but Paul recommends brushing up on some simple spanner-wielding. “Learn the basics of detailing, learn how to fit basic mechanical components like new dampers and suspension bushes, and maybe even try fitting things like seat cover kits and carpet sets,” he says. “These are all fairly straightforward skills that can be learned in a few days, and by watching online tutorials. The main thing is to have a go – and keep trying.”

For Drew, being able to find the parts is almost as important as being able to fit them: “It might sound an odd one but get good at sourcing parts cost effectively and pay the pros to do the work with the money you’ve saved. Welding, wiring and brakes are the jobs I always leave to the professionals.”

Focus on learning basic skills and leave the tricky stuff to the professionals and once you and the pros have worked your magic and you've got a roadworthy classic, what can you do to keep it in tip-top condition?

Says Paul: "Keep it clean, keep it regularly serviced, using the best parts you can afford, and most of all, keep driving and using it. Nothing keeps a classic healthier than regular use. For Drew it's three simple steps: "Use it, wash it, garage it and repeat."

The new series of Salvage Hunters: Classic Cars is on Quest every Wednesday at 9pm.

For you Bikers-The Benefits Of Motorcycle Riding Later In Life

When you picture your golden years, you might never have imagined that some of your best days would be spent cruising around on a motorcycle, but that is exactly what more and more people are doing later in life

Data shows that baby boomers make up 56 percent of the almost 1.4 million licensed to operate motorcycles, while only 30 percent of licenses are held by people ages 16 through 40. There are many factors that might contribute to the larger number of older riders.

After 40 is the time when most parents become empty nesters, which affords not only more time to enjoy hobbies like motorcycle riding but also the disposable income that can make owning a recreational vehicle like a bike or a trike possible.

After a decade or two of cruising around in family-friendly minivans and SUV's from soccer practice to dance class and every other extra-curricular activity, motorcycles are a great way for a couple to reconnect and begin to explore the sites, scenery, and activities that they didn't have time to enjoy when raising a family.

For most people, a motorcycle represents freedom and even that little bit of rebellion that we all hope is still alive somewhere inside the responsible adults that we have become. Just taking a few hours for an afternoon ride can leave you feeling relaxed and rejuvenated.

Riding offers you time to unplug from email, text messages and the rest of the world to focus just on what is

around the next curve. And taking a long weekend just to explore and unwind can feel as good as any week of vacation that you can recall.

There are actually some very simple reasons why bike enthusiasts experience this clarity after a ride.

People who have been riding motorcycles for over four decades and have witnessed many of the mental health benefits of riding. They refer to riding as a meditative activity. The attention needed to ride safely but with ‘energy’ requires near complete concentration. The mental demands of riding can help keep your mind clear and sharp, while the brotherhood that exists among bikers is very genuine. Riding with brothers (and sisters) provides significant psychological relief from excessive worry.”

In addition to mental health benefits, riding also offers some very important physical health benefits. Riders need to maintain at least a minimal level of physical fitness to enjoy riding. There is some walking involved, as well as the fitness level needed to get on and off the bike, don riding gear and to have the stamina for the ride itself.

Riding also requires a certain degree of strength and balance, which is used and practices with each adventure. And possibly the biggest physical health benefit is that motorcycle riders need to have quick reflexes to avoid possible dangers.

As mature adults, we all know and understand that staying in good shape will help to keep our reflexes faster which will also help to keep us alive in the event of a car suddenly stopping or swerving into our lane.

That same mature thought process is also what we all rely on to tell us when we have reached the time to make

some changes in our riding or to close that chapter of our lives? It is critical that each rider be honest with himself or herself about both physical and mental capabilities needed to ride safely.

This can mean electing not to join the group for a ride on a cool day when a your hip is giving you problems or when you are experiencing some vision issues. Or it could mean that it's time to trade in two wheels for three.

Trikes are the large three-wheeled motorcycles that many older riders are turning to for the added stability and comfort that they offer. In addition to the added comfort for riders, these larger yet still sporty vehicles offer a multitude of storage and cargo capacity as compared to a two-wheeler. This makes them a great option for an overnight trip or a long weekend.

What might surprise some riders who are considering the addition of a third wheel, is the cost of these bikes. The cruiser touring models can start at just over £20,000, as always the Harley holds an impressive price tag at over £30,000 for a new Tri Glide Ultra.

Regardless of the type of bike that you choose, the point is that just because you are a little bit older does not mean that you can't become a motorcycle rider or continue to ride. Older riders simply need to be honest about both physical and mental capabilities and make smart choices about when to ride and even what to ride.

There are many options that can offer more comfort, easier manoeuvring and require far less balance and strength sport bikes or large cruises. Riders just need to find the perfect bike to fit their needs later in life so that they can begin to continue to enjoy all of the benefits of motorcycle riding.

15 Little-Known Facts About Enzo Ferrari And His Sports Car Empire

Enzo Ferrari is responsible for the legendary brand of luxury sports cars. Here are facts you may not know about him and the company.

Not many people know the intricacies and mystery that surrounds one of the greatest car designer, manufacturer and businessman the auto community has ever seen. His cars have always been and will continue to remain the most technologically advanced vehicles that our tracks may ever see.

His vehicles have always outperformed their counterparts on the tracks; almost every Ferrari supercar is famous for something. Take the Ferrari 250 GTO, for example, that sold for \$48.4 million or the Famous Enzo Ferrari, and then you'll understand that Enzo might have intended for people to drive his cars, but he never had it mind to make them available for just anyone.

Catering for the rich was his game from the onset, and it has set him apart from his competitors. But there's still a lot you need to know about Enzo. Here are 15 little known facts about Enzo Ferrari and his sports car empire that you may have never heard about.

15 Enzo's Creation Story

There's always a beginning for every story and the birth of Ferrari began from a young boy who only got to fulfill his dream as a racer. When he was twenty, he raced for Alfa Romeo, where he crushed Mercedes and Auto Union on the tracks. In 1938, due to fascism, Enzo left Alfa Romero to begin his own race car company and the rest is history.

14 Car After His Name – 400 Were Made, Less Than A Dozen Are Black

Ferrari's success story continues with the creation of the Ferrari Enzo, a car that has been said to be the most technologically advanced car of its time. Only 400 units were made during the years it was produced and when the last one was made, it was donated to the pope in 2004

13 Doesn't Just Sell Supercars

As anyone would expect with a highly successful empire, Ferrari decided to leverage on its success, turning its luxurious focus to the world of beautiful clothes, colognes, watches, and several car models that's been scaled down. And believe us when we tell you that it's made huge profits off it.

12 Ford Wanted A Piece Of Ferrari

Somewhere along the line in Ferrari's life, Henry Ford wanted to purchase the company and in 1963 he made his move with an offer of \$18 million. However, negotiations fell when the control of the race team was brought up. Today, 90% of Ferrari is owned by Fiat.

11 They've Got A Racetrack

Ferrari, being a company that's dedicated to building race cars, certainly deserves a track of their own. Their very own race track, the Pista di Fiorano, spans 1.86 miles and is used to test every capability of the vehicle. Ferrari doesn't just claim commitment, they show it exclusively.

10 It's A Top Car Brand

Ferrari stands today as one of the most reliable car brands in the high-end world of super and hypercars and their place in the top is guaranteed because of their exclusivity and although they've tried to curtail production a few times, their value continues to grow. It's worth noting that the reduction in production was not due to low sales but to maintain the vehicle's exclusivity.

9 Enzo Loves His Drivers

Enzo loved the tracks and he loved his drivers. He valued their skill and held them in great esteem. He shows this in how he treats them. In fact, he paid Michael Schumacher so well that he became the highest-paid

sportsman while racing for Ferrari. Now that's loyalty.

8 Streetcars Weren't Originally Intended

Enzo Ferrari loved racing so much that he poured his heart into the creation of hyper and supercars, creating amazing advancements that meant the world to him. But when the factory and the race cars were seriously damaged and the money stream began to ebb, he turned his attention into the manufacturing of street-legal cars so he could raise money to finance his racing team.

7 Record-Breaking Ferrari 1962 Auction Sales

When the Ferrari 250 GTO was produced, it quickly left the market but it made an appearance at the RM Sotheby's auction house in California and sold for a maddening \$48.4 million. Plus, as if that wasn't enough, we're sure the value of that red-inspiration is going up soon.

6 Enzo Endured Lots Of Hate

Enzo was a great man, and most times, great men are often hated. Although in some of these cases Enzo might be held responsible for triggering the hate. Enzo's hater included but not limited to his employees and top-level manager and designers, Ferruccio Lamborghini, Henry Ford, and Carrol Shelby too.

5 Ferrari Has Never Made An SUV

Sadly, Ferrari has never made an SUV. Never have and never will. Since they began seventy years ago, Ferrari has never strayed from the production path of race cars. Don't think of asking for a sedan either, that one's

equally off the table. Many enthusiasts are grateful this is the case, however.

4 Not As Old As You Think

When you consider the success Ferarri has enjoyed over the years, you'd be tempted to believe that they must be as old as time itself. We too were also shocked to find that Ferrari isn't as old as other Italian automotive giants like Maserati, Lancia, Alfa Romero and, FIAT.

3 We're Counting Stars

Enzo Ferrari and his auto empire have been so dedicated to the production of exotic and powerful cars that we can barely count the different models or name our favorite model without going through a brochure. One contributor to this is that each Ferrari is specially customized for each client.

2 Everyone Wants A Ferrari

Without a doubt, Enzo's engines are powerful and beautiful. They're more than capable of shooting his vehicles to their maximum speed in the shortest time possible. Other car manufacturers like Fiat, Alfa Romero, and Maserati have all decided to power their vehicles with Ferrari's memorable engines.

1 Car Designer And Sunglass Lover

We've searched everywhere and believe us when we tell you that there's hardly a picture of this great car designer and businessman where he wasn't putting one of those signature sunglasses of his. A single glance at

any vintage or recent picture you can find and you'll easily spot him striking a good pose in his sunglasses.

That's it for this month, but don't forget to drop me a line with your motoring history or any topics of interest.

I will add the social/events calendar once the current lock down period has been lifted.

Until then keep safe one and all.