

## Giulia 105 Register - April 2011

The Register is a member of the Federation of British Historic Vehicle Clubs. The Federation 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 nearly 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](http://www.fbhvc.co.uk). Here follow a few articles from the latest FBHVC newsletter I hope you will find of interest.



### EDITORIAL

*Rosy Pugh*

Thanks are due to everyone who has sent in names of MoT testers who understand our historic vehicles; we will shortly be publishing the list on our website. Finally we would also like to thank the clubs that sent in information on fuel-related problems which was passed on to QinetiQ to be incorporated into their report on biofuels. The Department has now published this long-awaited report for Transport. A summary is available for viewing on our website.

### LEGISLATION

*David Hurley*

#### **FBHVC Discuss Key Issues with Transport Minister**

On Tuesday 30 November senior members of the Federation of British Historic Vehicle Clubs accompanied by Rt. Hon Greg Knight MP, the chairman of the All Party Parliamentary Historic Vehicle Group, attended a meeting with the Under-Secretary of State for Roads and Motoring, Mike Penning MP and two senior officials from DfT and DVLA.

The main issues raised by Greg Knight and the FBHVC were:

- **DVLA** - The bureaucracy involved with correcting or substituting engine numbers on V5C documents. Similarly, making minor engine capacity changes on old vehicles, which are not taxed on emission levels.
- **DfT** - Amending legislation to allow DVLA to mark V5Cs and computer records 'non-transferable' to enable current owners of historic vehicles to safeguard the permanent attachment of the registration to the original vehicle.
- **VOSA** - The UK should be making full use of the concessions allowed in the EU Roadworthiness Directive for old vehicles. The impact of the planned substitution of government testing stations to ATFs especially relating to Class 5 tests. The inconsistency between braking requirements for classes 5 and 6.
- **Fuels** - The proper labelling of petrol and diesel with a bio-fuel content. The provision of tested additives prior to the widespread introduction of petrol containing up to 10 per cent ethanol. What is the timescale for the publication of the commissioned reports relating to the impact of bio-fuel on historic vehicles?
- **Planning** - What changes are envisaged for modern vehicles, which could potentially adversely affect the old vehicle parc?

The Minister made it very clear at the outset that he is sympathetic to the old vehicle movement (being involved personally) and expressed his willingness to look at cutting out unnecessary regulation and bureaucracy where practical. He assured us that his officials would look into our concerns and report back.

Since the meeting the Minister has agreed in principle with the suggestion of exempting cars and smaller vehicles built on or before 31 December 1920 and PCVs built on or before 31 December 1940 from MoT testing. He has asked DfT officials to begin the process of consultation and making the necessary legislative changes. It is anticipated that these dates could be reviewed periodically and the introduction of a rolling date provision has not been ruled out. Public Service Vehicles will not be included in these concessions.

This measure is welcomed by the FBHVC as it will mitigate many of the problems experienced by the owners of vehicles in these categories at the annual test. We must emphasise that road-going vehicles must be maintained in full working order at all times and we must strive to ensure that our accident level does not rise from the present virtually zero position.

### **MoT testing stations**

We have received a good response from member organisations to our request for details of MoT garages that understand our historic vehicles. We are still compiling the list at the time of going to press – we do understand that these requests take time to filter through clubs' own newsletters and then to our office. Each of the garages is being invited to join the Federation as a trade supporter and a complete list of all them will shortly be on our website. We currently have over 60 names and would certainly welcome further additions to the list, especially those that understand motorcycles and commercial vehicles.

### **Continuous Insurance Enforcement**

There was a very comprehensive article in the last issue of this newsletter about CIE, but since then there have been some very misleading reports in the press about the subject and consequently a large number of enquiries to our office. The truth is that vehicles must be insured if they are taxed for the road, or they must be subject to SORN and parked on private property. It is clearly not sensible for vehicles off the road to be required to be insured as has been printed in many press reports.

### **Where is it now?**

Freddy Dale

I have owned Alfa Romeo's since I was 19 and have had over 20. I am now in my 50's and currently own and use a 159, 156, 147 and an immaculate classic spider S3 that only comes out in the summer. That's now, but the reason for contacting the Register is to see if you have my old 2000 GTV which I owned for over 20 years and sold in an immaculate condition. I have always regretted the sale and know from research that the car has been SORN for many years. Where is it, please can you help? The registration was ENJ 776K. (Replies will be forwarded - ST)

### **Parts News from the Specialists**

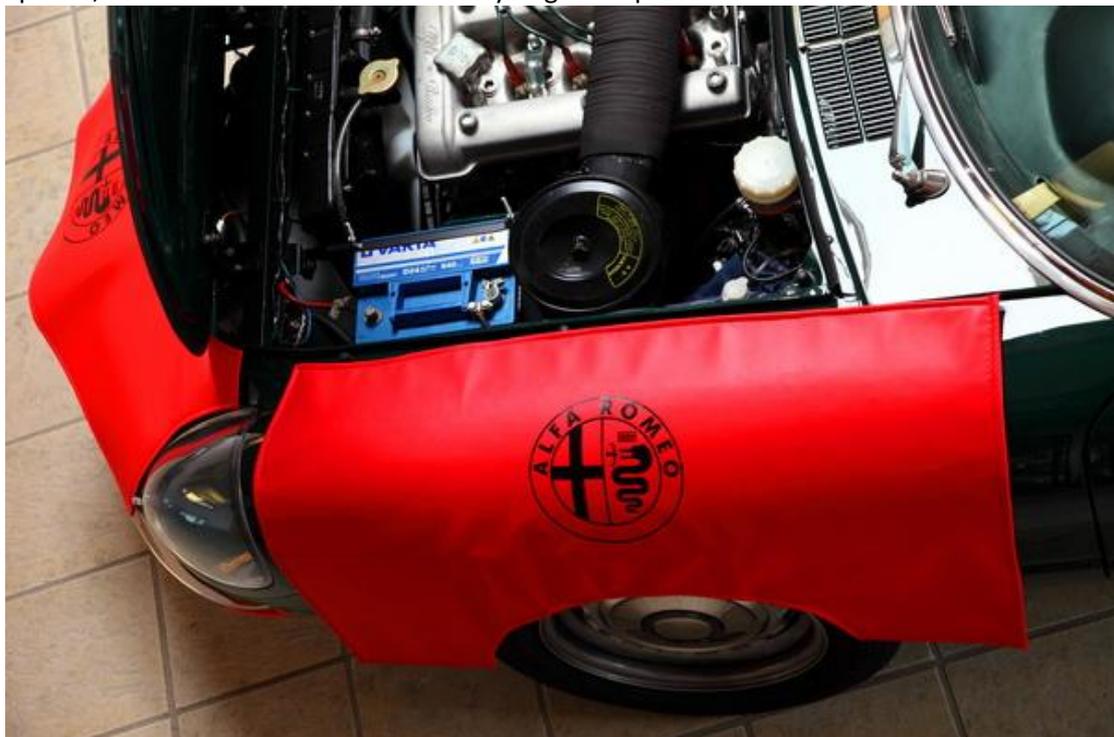
Classic Alfa have advised me they will be at Spring Alfa Day on Sunday 17<sup>th</sup> April at IWM Duxford with a representative display of their product range. Latest additions include new

radiators for 1600 Duettos, front brake discs for Montreals and the fusebox lids for early cars with the fusebox in the engine bay. Please visit [www.classicalfa.com](http://www.classicalfa.com) for full information.

EB Spares now have a range of sports steel wheels available. Brand new production with TUV approval so very high quality. 6x14 with 24ET and 30ET with or without hub cap nipples.



Expected in the summer is a new production of radiators for 105s. No more messing with old core units! Magnetic wing protectors in red with Alfa logo are now available. These are ideal for protecting the paint when working on your car. EB also have a front panel cover for Spiders, so when the bonnet is removed you get full protection.



Please visit EB's website for more info. [www.ebspares.co.uk](http://www.ebspares.co.uk)

## **SPIDER SPRINGS**

In the last magazine Neville Byford mentioned that he had difficulty in finding new springs for his Spider to provide a decent ride height. Jim Talbott has recommended EB Spares progressive rate Red Code springs, which he has used on his S4 for about ten years. He advises that these not only improved ride height (most S4s sit high at the back) but improved road holding and ride comfort as well as being very competitively priced. These together with the specially valved Bilsteins, he tells me, have improved the overall driveability of his Spider particularly as standard S4s tend to handle a little more 'soggily' than their predecessors.

## **BENVENUTO**

*I am delighted to introduce Register member Ken Shelton who recalls his 29 years ownership of his Giulia 2000 Spider Veloce.*

I bought GFV916S in 1982 from the showroom of Whalley Motors in Blackburn in 1982 with 6000 miles on the clock. It was registered in 1978 and the tale was that it had only done 6000 miles in 4 years because it was returned to the dealers because the roof was too low for the wife's bouffant hairstyle they had in those days. I drove it to work for about 18 months from Clitheroe to Ellesmere Port a journey of about 70 miles each way along the A59, M6, M56 and M53. In April 1983 I was taken on as staff and provided with a fully expensed company car (a 1600 Maestro!) and the Spider got parked up at home in my garage.

As the years went by the company car got changed every 3 years improving each time as I went up the corporate ladder and the Spider got increasingly abandoned much to my regret and was last registered for road use in 1984. In about 1990 my brother and I decided to refurbish the Spider and moved it from my garage to his about 3 miles away. I bought 5 new tyres, had the discs skimmed, new bearings all round (my wife worked at a bearing company in Blackburn), new brake pads, the wheels sand blasted and stove enamelled. Then he got a contract in Qatar and the project got abandoned. In 1993 I was transferred to Retford 110 miles away making it even more difficult to restore the Alfa as I also had to move house.

My Spider sat in my brothers two-car garage for 13 years with much embarrassment gradually deteriorating until I transported it on a step frame trailer over here as I was promised restoration by a local enthusiast which never materialised. It therefore sat in a locked steel-shipping container for another 4 years until last year in 2010 I found a garage that was enthusiastic to restore it. I must say at this point that if I had been an AROC member throughout I would have had no difficulty in finding someone to restore the vehicle with help and suggestions from all but I wasn't and was on my own. Various alleged car restorers promised much and let me down maybe because the resale value of vintage and classic cars had fallen. So the Spider had been stored in various garages and containers for 26 years much to my increasing embarrassment. We all know Alfas and the saving grace of mine is that it was Ziebarted at 103 miles (I have a certificate to prove it) and therefore the only bodywork I had to replace during its restoration last year was the drivers sill. Everything else is perfectly sound. In January 2010 I was referred to a local garage in South Leverton to have my alloy wheels in my ex-company car 2001 Mercedes 2.2 E Series restored and

repainted because they were corroding and causing loss of tyre pressure. I did and also bought 4 new tyres but noticed in the workshop that there was a Ford GT40 being restored for the then forthcoming Le Mans last year and we got talking. The rest is history.



Restoration work begins.



Beautifully detailed engine bay

I spent loads of money with Bradleys of South Leverton with all new parts from Alfaholics. The main differences from standard are that I have a stainless steel exhaust system, a new hood (which I regret), and a new brake balance box from Alfaholics to replace the servos and aluminium carburettor mountings. The rest is all standard. It was taxed, insured and MOT'd in August last year and I planned to drive it around locally in 20-30 mile trips to get the miles on so that it could have the head tightened down etc after running in. I managed about 350 miles and the bad weather came with 2ft of snow in these parts. The Spider got abandoned again although it has been started up every now and then.



The finished Spider with its proud owner

Finally, don't forget the Register website can be viewed at [www.aroc-uk.com/105Register](http://www.aroc-uk.com/105Register).

Stuart Taylor