

Giulia 105 Register Registro Ricambio April 2014



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. Here follow a few articles from the latest FBHVC newsletter I hope you will find of interest.

LEGISLATION

Bob Owen

Roadworthiness Testing; moving forward

As predicted in the previous Newsletter, the EU institutions have reached agreement on the final form of the Roadworthiness Testing legislation. This agreement was finalised on 18 December 2013, though at the time of writing we do not have a final text to hand. No doubt it will be published very shortly and we will then study it and do our best to explain it fully to you all.

We may expect formal adoption this April and the UK will then have a total of 48 months (until April 2018) to incorporate it into our laws. That does not of course mean that it will take them that long, but it sets out the longest possible timetable.

But we do know some very important things. Firstly the legislation will be in the form of a Directive. This means that the UK, and of course all other states, will be able to incorporate its requirements into their laws in the way which best suits their existing legislation, institutions, procedures and processes.

The other thing we know is the terms of the definition of a 'vehicle of historic interest'. We understand the definition to be 'any vehicle which is considered to be historic by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:

- it was manufactured or registered for the first time at least 30 years ago;
- its specific type, as defined in national or EU law, is no longer in production;
- it is historically preserved and maintained in its original state and has not sustained substantial changes in the technical characteristics of its main components'.

It is those vehicles EU governments will not have to test. It is in fact up to these Governments whether they do indeed exempt these vehicles from testing. Our own Department for Transport (DfT) is at pains to point out that the exemption is a right they have, not a duty they must comply with.

Indeed there is clearly a body of opinion in DfT that there might be a need for even vehicles of historic interest to have some sort of periodic safety test if they are to use the public highway.

It is no secret that the Federation would have preferred the definition to have been simply age related. We argued our case, and lost. Some other countries had genuine reasons why that would simply not have been acceptable. Now, we could go on arguing for ever about which of the various wordings which have been suggested would have been best. But we are where we are.

The key phrase in the definition of a vehicle of historic interest which DfT will have to decide how they interpret is the third one: 'it is historically preserved and maintained in its original state and has not sustained substantial changes in the technical characteristics of its main components'.

The task ahead now is to work with DfT with a view to their applying this definition in the most favourable way. DfT are keen to have our input, though we must recognise that there may be others who are equally entitled to put their opinions forward about how our vehicles are dealt with.

It is already clear that in setting out their own rules, DfT will probably want safety to be a factor in how exemptions will be achieved, and this will inevitably involve some complexity, not least because safety can be a subjective matter. DfT don't have any preconceptions about how this could be achieved, and will be considering everything from self-certification onwards. They do actively want to achieve the most cost-effective outcome for everyone, including the owners of historic vehicles.

All that said, it seems inevitable that there will indeed be some historic vehicles which simply cannot be exempted, and the aim of the Federation will be to ensure that as testing becomes more modern and automated, it still remains possible to test those vehicles.

There has been some comment that the choice of a Directive means the MoT can stay as it is. This might be a premature view.

It is in the nature of the technical, as distinct from the drafting, aspects of the Directive that they will be the least capable of being massaged to fit existing rules while still meeting the requirement of the Directive. The Annexes in earlier drafts were definitely aimed primarily at the current vehicle population, and could have required significant adaptation to allow for 'manual' testing of old and specialist vehicles. We have not seen the final form of the technical Annexes to the text agreed, so we do not know how prescriptive they might be, or indeed whether they were amended at all in these final discussions.

We will have to see how DfT wishes to deal with the Annexes, and there might need to be extensive discussion with them to ensure that, as far as possible, none of this results in vehicles being unable to use the roads.

We will be continuing to push for the interests of our members to be fully accounted for as the UK adoption of the Directive proceeds. We will keep you posted as to progress, and may indeed find ourselves consulting with you all as we progress and any issues appear. If we do I hope we can rely on you all to help us by getting as many and as complete answers to our questions as possible.

VAT on Storage Charges

At the recent Classic Motor Show at the NEC a number of members raised the same query - why has the storage of vehicles now become subject to VAT?

The subject of self-storage of goods was included in the 2012 Budget and with effect from 1 October 2012 supplies of self-storage became standard rated rather than exempt. However as the subject matter was 'self-storage' this was deemed by many businesses that provided storage facilities not to apply to them.

In August 2013 HM Revenue and Customs were obliged to issue a new document making it clear that the change in VAT status from 1 October 2012 applied to storage of goods not just self-storage of goods. 'Goods' is a generic term covering anything that is tangible ranging from a pen, to a desk, to a motor vehicle or a bus, or a traction engine.

So the business that charges you to store your vehicles in what is termed a relevant structure, i.e. a building, a container, or a unit, is now obliged to treat the supply as one of services rather than the supply of land. The supply of services will incur VAT at the standard rate, currently 20%, whereas the supply of land was an exempt supply and fell outside of the VAT system. The supply of space for storage will incur VAT even if no goods are actually stored, so if you physically remove all your vehicles but continue to rent the space VAT will normally still be chargeable.

In summary VAT is chargeable with effect from 1 October 2012. However should you store your vehicles on a piece of land with no relevant structure then you are unlikely to be charged VAT but that is dependent upon the particular circumstances of the owner of the land.

VED exemption for historic vehicles

At Budget 2013 the Government announced that it will extend the cut-off date from which classic vehicles are exempt from VED by one year. From 1 April 2014 a vehicle manufactured before 1 January 1974 will be exempt from paying VED. Because this is a tax rates and bands related matter no draft legislation was issued for public consultation as part of the publication of the draft Finance Bill 2014 on 10 December 2013. The Government will publish the legislation when the final Finance Bill 2014 is laid in Parliament shortly after the Budget 2014.

FUEL NEWS

Matthew Vincent

Ethanol in petrol

Queries have arisen in the last few months about high octane unleaded petrol (Super Premium) sold in the UK, and whether or not this blend should contain ethanol, as it is supposed to be the so-called 'Protection Grade'. There may be some uncertainty about this issue, so a few words of explanation might be useful. Protection Grade will be limited to 5% ethanol when petrol of 10% ethanol content is introduced into the market. This has not apparently happened yet, although the legal framework is in place, and it can be legally sold but must be labelled appropriately. The higher octane Super Premium fuels are blended to achieve the high octane quality without addition of ethanol. However, they leave the refinery in that condition and move on to distribution centres where ethanol may or may not be added. This highlights the problem of predicting which Super Premium blends will contain ethanol and which will not. There was a time when Shell V-Power petrol was definitely ethanol free, but this changed some years ago now, and it is known that ethanol has been blended into Super Premium blends (Shell and Esso, and possibly BP) in some locations. Provided the ethanol content does not rise above 5%, where a label would be required, there is no breach of law or government intention in respect of Protection Grade. When petrol containing ethanol at 10% volume does reach the market, it must by law carry the label 'E10' and a warning that it might not be suitable for all cars, and the advice to consult the manufacturer. We recognise that the latter advice might be a bit tricky for the owners of some historic vehicles.

Supermarket petrol

A recent invitation to receive Tesco Club Card points when purchasing fuel from an Esso petrol station led to a conversation which revealed that Tesco sell Esso petrol and diesel, hence the Club Card arrangement. As one of the Big Three fuel retailers in the UK, Esso have always been keen to protect their quality image, so the sale of Esso fuel by Tesco is an interesting development which might go some way to refute the popularly held myth that supermarket petrol is of lower quality than that sold by the oil majors.

New petroleum regulations

A document issued for consultation by the Health and Safety Executive this month covers the revision of the rules governing the handling and sale of petrol. The new legislation is mainly concerned with garage forecourts and the like, but it does also cover proposed new rules for the domestic storage of petrol for use in lawn mowers, boats etc., so it is also of interest for the historic vehicle owner. There does not seem too much to be concerned about, as the domestic storage proposal is for individuals to be permitted to store up to 10 litres in plastic containers, or up to 20 litres in metal containers, all such storage containers to be suitably marked. For those who are interested or who would like the opportunity to comment, the consultation document can be found on the following link: <http://www.hse.gov.uk/consult/condocs/cd264.htm>. The consultation period runs until 7 February 2014.

DVLA

Nigel Harrison

Demise of Proof of Insurance Requirement

From 16 December, there is no longer a requirement to provide proof of insurance when renewing VED, or when a vehicle is being taxed for the first time. However, although the insurance certificate is not required to be produced, in the case of an age-related application the owner will still need to inform the insurance company of the allocated registration number, and get an amended Certificate of Insurance.

Quoting the Roads Minister: "We want to make it as easy as possible for motorists to access government services. Getting rid of needless bits of paper, making changes to free up motorists time, whilst saving money for the taxpayer is all part of our commitment to get rid of unnecessary red tape". However, there is still a requirement for a vehicle to be insured if it is taxed. This is picked up under the Continuous Insurance Enforcement (CIE). Under that system, a comparison is made between vehicles that are taxed, and vehicles that are insured. If a vehicle is taxed but not insured, or there is a failed match between the taxed vehicle database, and the insured vehicle database, there will soon be a letter in the post, which needs to be reacted to.

MoT and Exemption Declaration

When a vehicle is taxed, if it is subject to an MoT, then an original MoT certificate is still required. If it is a pre-1960 vehicle, it will be exempt from an MoT. However, DVLA have indicated that if it is exempt and being taxed for the first time, or a tax renewal is being done, (except for online) then there is still a requirement for an MoT exemption form, V112 or V112G to be completed.

Automatic SORN Renewals

Any SORN (Statutory Off Road Notification) which expired after 16 December will be renewed automatically. Previously the default after a SORN had expired was that a vehicle needed to be taxed unless SORN was declared. With the new continuous SORN system, there is still a requirement to notify DVLA of any changes in vehicle or keeper details, including an address change. The consequences of not notifying DVLA of an address change of any vehicle can be quite significant.

There are some desirable vehicles where the registration number and chassis number is in the public domain. If someone wishes to clone that vehicle all they have to do, if they want a V5C, is to fill in a V62 form, indicating the registration number, and chassis number. DVLA then write to the last registered keeper, and if DVLA don't get a reply within *two* weeks of posting, a new V5C is issued to the owner of the cloned vehicle. If it is years later when DVLA is notified of the correct address of the original competition vehicle then it can be quite difficult to unravel things, particularly if the cloned vehicle has been sold on. The cloned vehicle owner suddenly finds out his vehicle is not what he thought it was, and possibly worth a much smaller sum. It would lose all rights to display the replicated registration number, and depending on circumstances could be allocated an age-related number or even a Q plate. It is likely that both vehicles will have to be subject to a close inspection by DVLA/the police. There will be a delay in the issuing of a V5C to the genuine vehicle owner. Much of this would have been prevented if the genuine vehicle owner had notified DVLA of his new address, when the change occurred.

Extension of Historic Vehicle Tax class threshold

On 1 April 2014, the threshold for Historic Vehicle taxation class moved from 1 January 1973 to 1 January 1974. This means that vehicles made in 1973, or registered in 1973, are now entitled to have the tax class of Historic Vehicle. However, the conversion from the existing tax class, e.g. PLG, to Historic Vehicle is not automatic. The registered keeper will have to claim it using the documents detailed below.

If the year of manufacture is not recorded on the V5C, and if the vehicle was registered from 1 January 1974 up to and including 7 January 1974, DVLA will let you register it as a Historic Vehicle, based on the assumption that the vehicle would have been made in the previous year.

There is no need to wait until the existing tax has expired, before applying for the Historic Vehicle tax class.

The DVLA information leaflet which explains about the Historic Vehicle tax class is leaflet INF34 that is called *Taxing Historic Vehicles*. This will be revised by DVLA to reflect the changes being made. Unfortunately INF34 is not available to download but can be obtained by ringing 0300 790 6802 or emailing Stores.order@dvla.gsi.gov.uk

HERITAGE

Keith Gibbins

Drive It Day, Sunday 27 April 2014

Why not start planning your route to one of the venues promoted by the Federation of British Historic Vehicle Clubs for Drive it Day? Drive It Day is an annual occasion when vehicles of over 30 years of age have an opportunity to collectively show their prowess on UK roads and display them to the public. Any vehicles can take part: cars, motorcycles, commercial, agricultural, and even military providing they are road legal. The FBHVC has arranged a welcome at the following venues: Bressingham Steam and Gardens, Brooklands Museum, Cotswold Motoring Museum, Gaydon Heritage Motor Centre and the Lakeland Motor Museum.

The FBHVC has endeavoured to give reasonable country coverage for participants to either use the venues as a destination, or just a passing-through place to visit. It's also important to note this day also attracts many other vehicles of a newer vintage - often classics in their own right and considered special and well cared for to add to the pageant. This will be a memorable day with so much to see. Sunday 27 April is a diary date not to be missed and should be an occasion to both spectator and participants to get involved and see and visit some interesting transport museums on the way. Members of FBHVC clubs will be given a small memento of their visit.

As has become traditional, the secretary will also be at the Royal Oak in Bishopstone near Swindon (SN6 8PP) to welcome visiting members.

Rally plates are available, as in previous years, from Dragonfly Design: www.dragonflyhouse.co.uk

Applying for the Historic Vehicle tax class

Should your Giulia now qualify for the recently extended Historic Vehicle tax class, you will need to present the following documents at a Motor Tax Post Office. Note the 'Motor Tax' part of this sentence as this is important. As I understand the current rules and regs, your local village Post Office is not authorised to perform this service.

1. The V5C Registration Certificate. In the change section, put the tax class as Historic Vehicle, and sign and date the V5C. (Ignore any legacy note relating to DVLA Local Office.)

2. A V10 *Application for a Tax Disc*. On the form indicate a tax class of Historic Vehicle. (Ignore any note relating to an insurance certificate requiring to be produced).

Any received V11 *Renewal Reminder to Get a Tax Disc* form should not be used.

3. MoT Certificate.

4. A letter from the AROC confirming the date of manufacture obtained from the Automobilmismo Storico Centro Documentazione.

The Post Office will retain the V5C and post it onto DVLA in order for them to change the tax class to Historic Vehicle and issue a new V5C. Subsequent V11 Renewal Reminders should have the tax class of Historic Vehicle.

As with any communication with DVLA or government body, it is suggested that consideration be given to making a photocopy of all documents that are sent to DVLA.

ALFA WORKSHOP MANUAL

A Club member has the following manual available: Intereurope No. 133 1959-1969. Please contact me and I will forward your enquiry.

BENVENUTO

The Register is delighted to welcome the following new members and their cars.

Photographer Andreas Neier has sent me a collection of images featuring his 1992 S4 Spider 2.0i. I have chosen this one titled 'Bella in the Wicklows'.



Pleasing to currently be adding more and more S3 Spiders to the Register. A recent addition is Roy Matthews' 1988 2.0 example which he has recently restored to a beautiful standard having been laid up for a number of previous years. Roy's red Spider (E117 DFC) came with no previous history and he would be delighted to hear from anyone who may have any information about his car. Replies will be forwarded.

Another Giulia back soon to be on the road after a long period of slumber is James Hebditch's 2000 GT Veloce. James advises that he is currently working on recomissioning the Giulia and hopes to have it back on the road very soon. The GTV is his first Alfa, having owned smaller classics James wanted a larger classic that would be good for longer distance touring.



Although the engine does run, the brakes need attention and he has bought a set of new wheels and tyres, a Harvey Bailey suspension kit will follow in due course. The car was purchased from Black and White Garage who gave James an email from the Automobilmismo Storico stating the car was built in 1973. He is therefore looking forward to applying for road fund licence exemption.

Series 2 2000 Spider Veloce's are always in great demand and finding a good, sound example these days is getting harder and harder. One proud new owner is Andrew Inkersole who acquired this lovely 1977 grey metallic Spider just before Christmas.



Despite wearing an 'N' registration plate, Russell Richardson was delighted to discover via the Automobilitismo Storico at Arese that his beautiful low mileage 2000 GT Veloce was in fact manufactured in November 1973 and will therefore benefit from the 'rolling on' of the VED - Vehicle Excise Duty. This will see classics made during 1973 exempted from paying road tax. Though one question remains - where was Russell's car kept for the twelve month period before it was registered in January 1975?



REGISTER WEBSITE

Due to a recently imposed but to my mind totally impractical 500-word limit for Registro Ricambi submissions, I regret it is now necessary for you to visit the Register website for the Federation of British Historic Vehicle Clubs (FBHVC) newsletter items. I am extremely grateful to Mark Grimshaw for his help and assistance maintaining this website.

Stuart Taylor

Register website: www.aroc-uk.com/105Register