



## FBHVC News

### Continuous Enforcement of Motor Insurance

Our response supported measures to combat the use of uninsured vehicles, but requested that our concerns about the impact of these proposals on the owners of historic vehicles should be addressed. We raised questions about the accuracy of the MID and also about the extra administrative burden the expected increase in the number of SORN applications would create, as well as the possibility that people could be liable to unfair penalties under the continuous enforcement legislation as well as SORN penalties just for neglecting to renew SORN. We do intend to carry out some further research into the implications of this proposed legislation with the Association of British Insurers.

### Manufacture and sale of vehicle parts

A member club has expressed concern that vehicle parts would no longer be available except from vehicle manufacturers and franchises. This rumour had started as legislation forcing manufacturers to share information on service and repair specifications was due to expire in 2010. The Right to Repair campaign gave details of the 'Regulation of the European Parliament and of the Council on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information' - however as this could only apply to modern vehicles (and commercial vehicles first) it was not considered to be within the scope of the Federation at present, although it was accepted that these more modern vehicles would become historic eventually.

We will continue to monitor this situation both in the UK and Europe.

### Car Scrappage

The Budget finally brought an end to the uncertainty about car scrappage. There are restrictions built into the scheme and it is voluntary on both sides: car manufacturers and dealers do not necessarily have to sign up for it and individuals do not have to use it. It is also for a limited period until March 2010 or earlier if the funding runs out. To be eligible for the scheme the car intended for scrapping has to be over ten years old, have belonged to the owner for at least a year and be roadworthy with an MoT.

The FBHVC remit is to look after historic vehicles over 25 years old: our vehicles are not the 'old bangers' at which the scheme is aimed - they are well maintained and cherished and we have a wealth of statistics that prove that classics do not contribute significantly in any way to pollution and greenhouse gases. At first glance this scheme would not appear to affect our members, as most vehicles that age would be worth more than the effective £1000 provided by the scheme, but of course we have to remember that these younger vehicles just might be the classics of the future as well as the future of our members' hobbies or businesses. We do not have the power to oppose the scheme but we are determined to fight to keep our vehicles on the road and preserve our motoring heritage. With the help of our member clubs we can only hope to influence anyone who is considering scrapping an historic vehicle by education and example. We ask all our members to help spread this message and preserve our motoring heritage as well as uphold the freedom to drive our vehicles. We have been very pleased to note that members we have spoken to since these proposals were announced overwhelming support these views.

### Renewal of photo driving licences

A number of our members have brought to our attention the fact that the first tranche of photocard driving licence photos are now due for renewal; they are valid for ten years. Although a reminder should be sent, the onus is on the individual to renew in time, at a cost of £20.00. For full details see [www.direct.gov.uk](http://www.direct.gov.uk).

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## AROC AlfaJumble

Are you looking for that elusive piece of trim, body fitting or just a window winder? The parts specialists can't help and no one is listing anything on eBay? Or maybe you have some Giulia parts kicking around in the garage looking for a new home? Then come along to the AROC Alfajumble on Sunday 11th October at The Alfa Workshop in Royston, Herts. Trading from 09:30 - 15:30.

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## Crazy Trip!

*Sacha Bucatini heads for Rome to play Cops & Robbers*

A few months ago an informal meeting in Rome was organised by a few of my Italian friends. It was meant to be a catch-up and therefore I had booked flights to Milan, to then pick up an Amaranto-coloured Super with a friend in Pesaro and drive down to Rome. With just ten days to go, it became obvious that it was going to be a good meeting, thirty-four Alfas and sixty people. My Giulia Super had been sat in a garage for the best part of five years and five days before, I just snapped.

Luckily the chaps at Rusper had done a cracking job over Xmas, but it had been sitting for six months. Anyway, it started and I thought "you only live once" and on Sunday I booked a flight to London (I currently live in Spain) for Tuesday evening and a ferry to Le Havre for Wednesday night, dropping me off in Le Havre Thursday morning at 08:00! A friend's words "a Giulia may run badly but will always get you home" were always in my mind as I crossed France and the Mont Blanc tunnel with no real preparation or plan, not even sure whether I had breakdown cover!

I was worried sick, but who cares I thought. I got off the ferry and drove thinking I'd have a coffee in Paris, the car went too well and didn't want to stop. I thought Lyon, nope, she wanted to press on. Geneva, nope, and suddenly, twelve hours later I was on the Tangenziale in Milan having stopped three times for petrol but having survived solely on two litres of water! 1050km!

I had planned to stop overnight in Milan, but then had decided that Friday (Milan-Pesaro-Rome) would have been another crazy day and therefore preferred to press on, making Friday more bearable! My friend forced me to have a bite, then he took the keys and drove off with me half-unconscious in the passenger seat! Within an hour we were heading down to Bologna-Rimini-Pesaro, amazing. We got there at 02:30 and parked up a tired but respected Super!



*Sacha's Super waiting to board the ferry at Portsmouth*



*Bianco & Amaranto bask in the Spring sunshine*

On Friday, we collected his recent purchase that had been cleaned up and re-sprayed and played cops and robbers all the way down to Rome, a distance of 450km!

On Saturday morning we met up with a gang of friends, many of whom we just know through the web. All we have in common is Alfas, no clubs, no ASI, no membership no nothing.



*When in Rome..*

Two of these maniacs are serving policemen who borrowed the police museums Alfetta.



*Polizia Alfetta*

Another chap with a blue-white replica got permission to help out on the day and there we were, driving through Rome with a green police Alfetta in front (real one!) with cops in uniform, stopping the traffic at lights. Thirty-four Alfas cruised through Rome revisiting the scenes of some of the main '70s Italian polizieschi, dozens of which were made.



*Alfas on display in Rome*

Anyway, I hope to write a short piece for a local paper in Rome and some more of my trip for the club magazine. I have hundreds of photos which I am collating and will place on my website eventually, plus hope to have some footage of the real "Super Serpent" winding through Rome, on YouTube before very long.

Enjoy  
Sacha Bucatini

PS. The Super is now resting in Mamma's garage in Rome where's she'll receive some new carbs and bits and then it's ferry over to Barcelona and a "short" drive over to Madrid! (600km)

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## **Benvenuto**

The Register welcomes...

### **Rich Myles – 1600 GT Junior**



"I am the 6th owner, I have owned the car for 10 years and drove it as a daily driver in London for the first three with maintenance through Lombarda. The next six years she spent quietly in a shed in rural Scotland while I travelled and pursued other interests.

Last summer I had her re-commissioned by Michael Bonello of Bonello Auto Service in Newcastle-upon-Tyne who did a fine job. I now have the car in Cambridge and drive her in the dry on a regular basis with plans to gradually upgrade and finish details while keeping as much originality as possible."

### **Philip Howorth – 2000 GT Veloce**

"The car was totally rebuilt, bare metal, seam-welded, Waxoyled in 1992 and has only done about 1500 miles since. It has many new/recond parts including gearbox this year. Engine rebuilt in 2004, resprayed last year."

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Stuart Taylor

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