

Giulia 105 Register - August 2012

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

David Hurley

MoT testing stations

The list of MoT testing stations that understand the needs of historic vehicles continues to grow, thanks to member contributions. It now stands at almost 250 and is updated weekly on our website. Many of these garages have joined the Federation as trade supporters too, so do please keep sending in your recommendations to the secretary.

European Commission outlines new Transport Policy

The European Commission has published a new policy paper on transport which is designed to reduce greenhouse gas emissions from transport by 60% and to reduce dependence on, and impact of, fossil fuel use and to reduce congestion. One of the headline goals is to ensure that by 2050 cars used in cities do not run on petrol. The idea is for electric cars, hydrogen cars, hybrid cars and public transport to be used instead, and to increase walking and cycling.

Another initiative is to develop an EU framework for urban road user charging and access restriction schemes for the increasing number of Member States which want to use charging schemes to alleviate congestion and shift transport patterns in cities. The objective is to ensure that the different schemes operate within a coherent EU-wide framework and that they are non-discriminatory.

Chinese-made tyres are breaching the PAH rules

The European Tyre and Rubber Manufacturers' Association (ETRMA) has published a survey showing that 11% of tyres sold in the EU breach the ban on the use of high-PAH extender oils in tyres and that all of those in breach were made in China. The survey added that not all Chinese-made tyres were in breach but also noted that the sale of Chinese-made tyres is rising by around 30% a year.

ETRMA wants EU member states to enforce the requirements more thoroughly to make sure EU tyre-makers that comply with the regulation are not disadvantaged.

New exemptions for end-of-life cars

New exemptions on toxic substances in end-of-life cars have been published – most concern the use of lead in various materials and components. The lead exemptions include the use of lead in capacitors and regenerative braking equipment, and another, for lead in continuously

galvanised steel sheets that was due to expire in 2016, has been extended. The European Commission says that the use of lead in these applications is currently unavoidable.

EU LEGISLATION

European Parliament Historic Vehicle Group

On 7 April, the MEP Historic Vehicle Group met for the fourth time in Strasbourg. FIVA and the VDA led constructive discussions on the importation of historic vehicles into the EU – addressing specifically the differing customs tariffs applied by the member states - and on biofuels. Further details of planned MEP rallies/historic vehicle activities were also discussed. Outputs of the meeting were that the Group members recognised the negative implications of the divergent approaches by Member State authorities to the customs code and agreed to raise the matter with the European Commission; the Group members recognised the need to ensure availability of E5 fuel in light of potential problems identified by the use of E10 in historic vehicles and will raise the matter with the Commission.

Earliest Giulia TI – the saga continues

Following the publication of Paul Pattison's letter about 415 LPX in the April issue of Alfa Romeo Driver, I was contacted via Sally Langley by Mark Lewin, a fellow Giulia saloon owner from Colchester. He knew the whereabouts of the December 1963 'Motor' magazine road test car. Amazingly, the TI still exists and is stored in a workshop awaiting restoration not so very far from where Paul had originally seen it all those years ago. My good friend Titus Rowlandson had expressed an interest in the car and was duly despatched to check it out. He reported back that the Giulia was in a very similar condition to the photos printed in the last magazine, very dusty, very rusty but still intact. The car will require some serious restoration work, probably more than he wished to undertake at this moment in time. So, could 415 LPX be the earliest Giulia TI in the UK? Watch this space!

105s at Basildon Park

A fine turnout of Giulia saloons, Bertone coupes and Spiders at National Day. Members were most complimentary about the Register and Model Parking arrangements. We will try to implement this system at NAD where space and staff allow in future.

Congratulations to both Neil Branham (S4 Spider 1.6) and Peter Wood (1750 GT Veloce Mk 1) for their respective wins in the Concours d'Elegance, Peter also taking home the 1st Place Overall Award and the Malcolm Morris trophy for the Best 105 Coupe at National Alfa Day. Let us hope for some kinder weather next year and the possibility to give these chaps some competition.

Benvenuto

A bumper number of new Register members to welcome this time around. Alan Dowd with his rare ex-Canada 2000 Berlina Iniezione, Jamie Yates with his ex-Cyprus 1300 GT Junior, the 1750 Spider Veloce of Stuart Palmer and the '65 Sprint GT of Stuart Sutton. A recent import from Australia is Ian Carr's 1750 Spider Veloce and from South Africa has come Guy Chatwood's Sprint GT. Two more Sprint GTs have been registered in the last couple of months, the red example of Richard Mann and the white car of David Newby. Finally, Richard Williams' green 2000 Spider Veloce, an original one previous owner cherished car that has finally replaced his ex-Mike Spenceley Giulia TI. Welcome to you all!



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