

## Giulia 105 Register – Registro Ricambio – 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](http://www.fbhvc.co.uk). Here follow a few articles from the latest FBHVC newsletter I hope you will find of interest.

### WELCOME

*Roger Wrapson*

One of the recent monthly magazines was very proud to reveal the worth of the motor sport to the UK. The Minister of State for Business and Enterprise had worked out that the industry invests over £1 billion in research and development and employs 40,000 full and part time staff, while teams and suppliers created over £2 billion worth of business and total motor sport sales exceed £7 billion each year.

These figures make impressive reading but we have to point out that 'our' £4.3 billion from 28,000 employees clearly punches well above its weight in this respect.

The article quotes the Culture Minister stating: "engineering is an incredibly important skill – people should be learning it at school", while revealing the availability to the motor sport industry sector of Research and Development Tax Credits, the Regional Growth Fund and further funding from the Technology Strategy Board.

As the Federation's Trade and Skills Survey gets underway it's crucial that our net worth to UK plc is not overlooked and that the old vehicle industry is properly recognised in the corridors of Westminster so that we are included – as we quite properly should be – in training grants and other financial incentives that may be available to our industry sectors. The Federation's highly lauded Drive it Day was a very public showcase of the industry – lets ensure we're properly recognised.

### DVLA

*Nigel Harrison*

### MISSING CHASSIS PLATES

During a vehicle's restoration or repair, occasionally it is necessary to remove the chassis plate and it is important that it is reinstated onto the vehicle once work is complete. On some makes/models of historic vehicles, the chassis number is also replicated elsewhere on the vehicle; for others the chassis number is only on the maker's plate which is secured to

the vehicle and there is no other location where the chassis number is stamped directly onto the bodyshell or chassis.

Part of the MoT test is to record the chassis number. Where there are a variety of numbers on the vehicle, e.g. chassis number, body number etc, it is helpful to the examiner if you point out which is the chassis number as recorded by DVLA. This gives the MoT examiner a positive result on that point.

If, however, the chassis plate is missing it is possible that the examiner will record the body number on the MoT as being the chassis number. This is a mismatch, and the follow on to this is that you could well receive a visit from DVLA/VOSA to inspect the vehicle. In one case an inspector has suggested that a Q plate might be issued.

Where the plate is missing, and it is actually the same vehicle as on the V5C, the sensible approach is to obtain a replica chassis plate, get it stamped up with the chassis number as shown on the V5C, and secure the plate to the vehicle prior to the MoT taking place. Searching on the internet using the words 'reproduction chassis plates' will produce a number of suppliers.

If the vehicle with the missing chassis plate is not the same vehicle as on the V5C, obtaining and stamping up a replica chassis plate to match the V5C *is fraudulent*.

Prior to the MoT, as well as carrying out basic checks of the vehicle, it is a good idea to check that the chassis number is present and does actually match the V5C.

## EU LEGISLATION

### EUROPEAN COMMISSION PROPOSES A NEW VEHICLE REGISTRATION REGULATION

**In April the European Commission proposed a new vehicle registration Regulation designed to reduce the administrative burden caused by the need to re-register a vehicle if it/or the owner moves to another Member State.** The proposal states that re-registration for citizens who work in another EU country using a car registered by their employer will not need to re-register it and the administrative formalities for the re-registration within the EU of cars, vans, buses and trucks will be greatly simplified for those moving residence from one EU country to another and when purchasing a second hand car from another EU country. It will also become impossible to register a stolen car in another EU country.

The impact of the proposed Regulation will be that:

- Citizens who buy or sell a second-hand car in another EU country will not have to face additional technical controls and administrative problems.
- Citizens who spend part of the year in a holiday residence in another EU country will not have to re-register their car there.
- Citizens who move permanently to another EU country will have 6 months to re-register their car there.
- Citizens who work in another EU country and use a car registered by their employer there will no longer have to register it in their home country.
- Car-rental companies will be able to transfer cars to another EU country during the holiday periods without re-registration.
- For companies: cars, buses, vans and trucks should be registered in the EU country where the main office is established - other EU countries must accept this.
- It will become impossible to register a stolen car in another EU country, as registration authorities will increasingly cooperate with each other.

- Many controls will be abolished altogether, with authorities getting any technical information they need about the car directly from their colleagues in the country where it is already registered.

The proposal has not addressed the (rare) problem faced when a historic vehicle has no documentation as is intended to be sold within the EU and therefore requires re-registration.

The proposal is now being examined by the European Parliament.

### **GIULIA 50<sup>TH</sup> CELEBRATION MERCHANDISE**



A limited quantity of Premium 'Fruit of the Loom' white cotton T-shirts emblazoned with the Giulia Celebration logo along with a car sticker are now available from the Club Shop. Order on-line or by telephone on 01536 713227 / email [enquiries@arocshop.co.uk](mailto:enquiries@arocshop.co.uk) or visit the us at National Alfa Day.

### **GIULIA 105 REGISTER DISPLAY AT NATIONAL ALFA DAY**

The organisers of our National Day at Newby Hall have invited Register members to display their cars. Unfortunately due to work commitments I am unable to attend on the day but would ask those members who are interested to contact either Nick Wright or Colin Metcalfe (contact details on page 4 of this magazine) for further details.

### **GIULIA SUPER REGISTER INTERNATIONALE by Barry Edmunds**

This being the Giulia Celebration Year, it is probably appropriate to announce the re-launch of the Giulia Super Register. The Register was first established by Australian enthusiast Barry Edmunds in the early 1980's and at the time its main aim was fairly basic; to discover how many Giulia sedans there were in my home state of Victoria (Australia).

Gradually, as things are want to do, word spread about the existence of a Register devoted wholly to Giulia sedans and the numbers grew, and grew, and grew and the Register

gradually expanded, firstly to other Australian states and then to other countries around the globe.

The growth in membership was due, in the main, to a huge amount of work by a bunch of enthusiastic like-minded Giulia owners around the world; people like Dave Mericle in America, Stuart Taylor in the UK and Charlotte Coolen in Holland. There were also quite a few others in other countries too who so willingly took up the cudgels on my behalf to spread the word. Their efforts and support have certainly been greatly appreciated by myself and many others.

Over the years the Register also became quite a valuable re-source for many Giulia sedan owners seeking technical information and sources for parts for their cars. It is worth pointing out that back in the 80's and early 90's there was not a whole lot to offer in the way of replacement parts for anyone under-taking even a partial restoration of a Giulia. Thankfully this is not the case today with many specialist Alfa Romeo parts outlets ready and willing to provide almost anything for the Giulias.

Current membership of the Register stands at just over 1125 cars with ownership spread out over 24 different countries around the world. With your help I'm quite sure we can grow the numbers even more.

Sadly, of that 1125 plus cars mentioned above, not all are still with us, some of them going to Giulia Heaven, or lost along the way due to misadventure (can be read as accident or mis-deed) or due to the dreaded terminal rust problem which claimed far more than it should have. Fortunately many more did survive and thanks to the efforts of many enthusiastic owners.

a newsletter aimed at and for owners and fans of Giulia sedans around the world and produced by the Giulia Super Register Internationale.

**Super News**, an on-line newsletter produced by the Giulia Super Register Internationale, is now available and is aimed at and for owners and fans of Giulia saloons around the world. The idea for a publication devoted to one particular model of Alfa Romeo is not a new or recent one. It actually came about as a result of suggestions from a few fellow owners and with the celebrations of the 50th Birthday of the Giulia in full swing now was considered the appropriate time to produce a magazine devoted to the one model of Alfa Romeo that has so many devotees around the world.

If you would like further information about the Register, joining details and how to subscribe to the Newsletter, please send an email to [stuart.alfa@virgin.net](mailto:stuart.alfa@virgin.net)

## BROOKLANDS DOUBLE TWELVE

Register member Paul Dawson has very kindly sent me the following photographs taken on 16 June. Well-known Italian collector Corrado Lopresto transported four of his own cars to the event including this pair of 105 series prototypes. The red car would appear to be an early styling exercise for the Giulia saloon (note the different rear wheel arches – one curved, the other side straight-edged as per the production model), the white car which has both Giulia and later Berlina cues. Lopresto joined a five-car convoy from Milan with two other Alfa prototypes including the stylish 1971 Italdesign Alfetta GT.



## CLASSIC & SPORTSCAR MAGAZINE



I have to say I was somewhat disappointed with the much-hyped 10-page 'half-century' Giulia article in the August 2012 issue of C & SC. The main article appears to have been composed and photographed during the Alfaholics track day at Castle Combe earlier this year. I found a number of errors in Mick Walsh's account and to be honest was rather disappointed. For despite the previous help, guidance and assistance given to the magazine over a good number of years and the article featuring several AROC members and their cars, there was no approach, acknowledgement or credit given to our Club or indeed the 105 Register.

## BLAST FROM THE PAST



Register member Ken Shelton sent me the following memory:

*Hello Stuart*

*This is 1974. I picked this car up in Rome meeting my wife Cathy there. I came from Nigeria. We were married two years later. I remember it cost me £2400 equivalent in Lire and we drove home having its 1st service in Aosta then driving through the Simplon tunnel. I guess fearless in those days. In Rome I had to follow the sales agent and drove up onto a pavement to have seat belts fitted, as they weren't standard in Italy at the time, just in UK.*

*I wish I still had this car. Did 100,000 miles though and enjoyed every minute.*

*Cheers*

*Ken Shelton*

Stuart Taylor - Registrar