

Giulia 105 Register News

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.



DVLA

Nigel Harrison

New style V5C and Vehicle Scrapping

DVLA are now issuing a new style V5C, which has a red front page. The most significant change is that the 'self scrapping' tick box has now been removed.

The standard practice of the scrapping a vehicle is to take it to an Authorised Treatment Facility (ATF) and a Certificate of Destruction (CoD) is issued. Some vehicles won't be processed in a standard manner. I quote from the DirectGov website: "If you're not given a CoD or your vehicle is not being destroyed, then you should complete the V5C/3 'Notification of sale or transfer [to a motor trader, insurer or dismantler]' section of your vehicle registration certificate (V5C), and send it to DVLA, Swansea, SA99 1BD.

You should get a letter confirming that you're no longer responsible for the vehicle. If you don't get this letter within four weeks, phone 0300 790 6802 for further advice. Text phone users can phone 0300 123 1279.

If you have broken up the vehicle yourself, you must either continue to tax it or tell the DVLA that you are keeping it off the public road. You can do this by making a SORN (Statutory Off Road Notification). You will need to make a SORN every year until you have taken it to an ATF, or told DVLA that you longer have it."

This means that anyone keeping the vehicle but breaking it for parts etc, should make a SORN declaration to let DVLA know that the vehicle is being kept unlicensed and off the road.

DVLA have indicated that if the scrapping box is ticked on the old style V5C, a letter will be issued about taking the vehicle to an AFT and obtaining a CoD. A disposal will be set on the record to take the vehicle out of the keeper's name. If the V5C/3 is completed to notify disposal, the former keeper will just receive an acknowledgement letter.

The new V5C will now be issued whenever a change to a vehicle record is received (e.g. change of keeper). From next July a gradual rollout to everyone else will start, so that when you tax or SORN your vehicle it will trigger the issue of a new V5C. Anyone with the existing blue version of the V5C need not do anything, as both types of V5C are still valid. For more information on the V5C and the DVLA Buyer Beware consumer protection initiative are at www.direct.gov.uk/buyerbeware

At this point, rather than just commenting on the clerical activities associated with the scrapping of a vehicle, it might be worthwhile quoting from the Environment Agency Position Statement on the physical aspects in this area. Unfortunately the EA lump together the restoring of a classic vehicle in the same breath as stock car racing.

"Some people enjoy restoring classic cars and other vehicles as a hobby. If an enthusiast acquires a vehicle for restoration we would not normally regard the activity as a waste management operation. Obviously, they must store the vehicle appropriately (somewhere where they are entitled to store it), dispose of unwanted fluids and damaged parts responsibly and not cause pollution.

If, however, several vehicles are brought onto a site to strip them for parts for sale, to repair/restore another vehicle (e.g. for stock car racing) or a mixture of the two, this is more akin to a 'vehicle breaking' operation. These sites need to be regulated. If the vehicles have already been depolluted at an AFT, then the site can be under a chargeable 'paragraph 45' exemption. If the vehicles haven't been depolluted at an ATF, then an appropriate environmental permit is needed; the site will need to become an ATF and Issue CoDs to the owners of the un-depolluted vehicle accepted."

The Federation will be seeking clarification on these points with DVLA and EA.

New V55/5 Form

In the last Newsletter I indicated that new version of the V55/5 form was being introduced, and suggested that a club's V765 scheme signatory would need to obtain stocks of this, and the associated V355/5 guide to filling in that form. Both are only available from a DVLA office. Compared to the previous version, the new V355/5 guide is actually quite useful. For example, one of the new fields on the V55/5 is 'Manufacturer', and the guide indicates that the owner should leave this box blank. However, 'Make' does need to be filled in. Similarly many fields indicate, 'take this information from the Certificate of Conformity'. Seeing that historic vehicles predate this concept, then it is reasonable to leave those boxes blank, unless an alternative source of information is indicated.

Press Article on Declaring SORN

There has been some comment in the classic motoring press about owners that have been in dispute with DVLA regarding their SORN declarations. In Newsletter No 6, 2009, I explained the problem relating to declaring SORN on a newly acquired vehicle, and a solution was given. (Past copies of Newsletter can be downloaded from the Federation website.) In the motoring press article, where it was possible to identify the vehicles, they were all post-1972 and vehicle excise duty would be payable, unless SORN was declared. There are always two sides to every story, and there is very often more to a case than initially meets the eye. As with all dealings with any government agency, it pays to read correspondence closely, and react in an appropriate manner, and keep copies of all correspondence. The Federation is due to have one of its regular meetings with DVLA shortly, and the subject of how SORN is enforced will be suggested as a topic for discussion.

Researching a Registered Vehicle

One of the options when considering acquiring a vehicle is to look at the website: www.vehiclelicence.gov.uk, then key in the registration number, vehicle make and basic details of the vehicle (excluding, any owner information, chassis or engine numbers). Details of this website

have been given in a previous Newsletter. However, this system can only give a positive result if the vehicle maker, as recorded by DVLA, is known. For example with one of my own vehicles, a Morris Minor with the registration number KAS 753, DVLA have recorded the vehicle maker as Morris Minor, (as distinct from Morris) so in a search using 'Morris' the vehicle licence website will bring up a nil result. DVLA have indicated that they want to retain registration number and maker in the search criteria.

Where you get a nil result, it is possible to investigate further by going to www.rac.co.uk and click on the link to 'Car Checks and Inspections'. Then go for a 'Car Data Check' and click 'Go'. Select 'Buy 1 Check' and key in the registration number and very basic information comes up on that registration number, including the all important vehicle maker as recorded by DVLA. There is no requirement to progress through to the actual 'buying' stage.

Finally, armed with the registration number and the maker, go to www.vehiclelicence.gov.uk and then do a vehicle check.

Vintage Tyres Winter Rebate

Until the 24th of December, Vintage Tyres are offering to refund your 17.5 % VAT on any set of four or more Dunlop car road tyres purchased at full retail price! Dunlop tyres are unrivalled for quality, authenticity and performance. Still produced in England from the original moulds, there is no better tyre for your classic or vintage car.

To say goodbye to the 17.5% VAT rate, and as a Christmas present to their customers, Vintage Tyres are running their best ever winter offer in 2010. They could be sending you a cheque for nearly £300 when you have bought four tyres!

It's simple. Call Vintage Tyres on 01590 612261 and order four or more Dunlop Tyres. Then download the rebate form from the website here: "[VTS Special Offers](#)", fill it in and send it off, and you will receive a cheque to the value of the VAT you paid on the tyres in the post - not a bad Christmas present!

For full terms and conditions, and to download the rebate form, please visit www.vintagetyres.com. As the offer only applies to tyres in stock at the time of ordering, please order early to avoid disappointment!

Alfaholics Release Pipercross Performance Air Filter For 105 Series Cars

Alfa Romeo specialist, Alfaholics, has joined forces with filtration expert Pipercross to produce a bespoke air filter for all 1968 -1982 105 series cars. It fits directly into the standard airbox, as a direct replacement for the OEM part, improving airflow and therefore performance.



Fabricated here in the UK, each Pipercross filter uses multiple foam layers to allow up to 30% more air flow through to the engine, improving power, torque and driveability over the stock paper filter. Fitment is simplicity itself as the Pipercross upgrade simply slips into the factory airbox in seconds.

The filter inside uses a unique multi-laminated open cell polyurethane foam construction, meaning the Pipercross unit can actually filter down to a much finer rate than the OEM part, preventing any foreign particles from entering the induction tract and protecting the engine. This same construction means that the filter can also go longer between service intervals than even leading cotton-gauze filters, before needing to be cleaned.

Despite these impressive abilities, all Pipercross panel filters come with a lifetime warranty and can be easily cleaned again and again for re-use, providing years of faithful service and paying for themselves many times over.

Priced at just £34.95 including VAT, it's the perfection addition to any cherished Alfa.

For more details on the extensive range of exclusive Alfaholics products, please visit www.alfaholics.com or call the team on 01275 349 449.

Earliest surviving Giulias in the UK

Having formally agreed Jonathan Griffin's '64 registered Giulia TI saloon was the earliest surviving in the UK, I was surprised to receive an email from a former AROC member advising me he still owned the '63 registered TI I referred to in my Registro Ricambi article back in April. I am currently waiting a date of manufacture confirmation for this car from the archive department at Arese.



'The earliest surviving Sprint GT breaks cover' – Photo credit Michele Mastrolacasa

By sheer coincidence, the following day another email arrived in my Inbox from AROC member, Michele Mastrolacasa, who had just acquired a very early Giulia Sprint GT for full restoration. Bearing the chassis number AR 751005, he was enquiring if his car could possibly be the earliest surviving 105 Bertone coupe? A quick check of the Register and I was able to confirm this for him. According to the Register entry, back in 1982, the car had been owned and later sold by Ken Carrington. He writes:

'I can't tell you how pleased I am to see the old Sprint GT about to be restored. Elvira (Ruocco) told me that it was the first Bertie to come to the UK (through Thompson & Taylor), and that the whereabouts of the first four cars was not known. The picture shows that there are a few bits missing from it, and I wonder if the original seats are still with it, as they were when I sold it? When I bought the car from Peter Brown, he had fitted a set of Sprint GT Veloce seats, as the original cloth seats needed re-trimming. My understanding was that only a handful of early cars had cloth seats. It will be a major restoration, but the car deserves it.'

Another early Giulia, although not an original UK-supplied car, is Marco Martino's stunning white left-hand drive Super. Manufactured on the 23rd February 1966, this car, although similar in appearance, should not be confused with the earlier TI model that it replaced. The Super offered an upgraded interior (the front seats were separate as were the backrest of the rear bench), a revised dashboard with circular instruments replacing the TI's strip speedo, a standard floor-mounted gear lever and several cosmetic revisions to the exterior. The major improvement was the twin choke carburettor set-up, replacing the earlier single Solex, giving the car a much improved performance and fuel consumption



Marco Martino's 1966 Giulia Super

The AROC stand at this year's NEC CMS boasted not one but four classic 105 Giulia models. Fronting the display was Jonathan Griffin's dark green TI saloon, the Frankel 1300 GTAm, Alfaholics GTC and Matthew Willmott's 2000 Spider Veloce. The cars attracted a great deal of attention and admiration throughout the three days of the exhibition. A BIG thank you to the owners for making their available to us for the display.



Giulias at the NEC – photo credit John Griffiths

Benvenuto!

A bumper number of new Register members this time around. Welcome to Dave Bartlett and Vassilis Petropoulos respectively with their S3 Spiders and Paul Pashley with his 1300 Spider Junior. The 2000 Spider Veloce formally owned by long-time AROC member Chris Haigh is now in the safe hands of Robert Incenti. Chris Hedley has registered his Sprint GT and Inigo Verastegui from Spain has forwarded details of his 1966 Sprint GT Veloce. Finally, Ed Gibson, proprietor of Shamoo Automotive, has recently acquired the purposeful-looking Giulia GTAm replica recently campaigned by former owner Nigel Bathurst in the AROC Sprint Series. Ed informs me he assisted giving Dream Rides in aid of the Sporting Bears Charity at the Footman James Classic Motor Show in November.



Ed Gibson's GTAm in the Dream Rides 'Paddock' at the NEC – photo credit Ed Gibson

Stuart Taylor

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

Home