

Giulia 105 Register - December 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.



E-petition to restore a rolling 30 year old exemption to VED

On the face of it, this is an understandable move to eradicate the invidious gap between the VED treatment of pre-1973 vehicles and more modern classics, caused by the actions of Gordon Brown who, when Chancellor, stopped the rolling nature of the Historic VED category. The FBHVC have consistently asked for reinstatement on a thirty year basis (originally it was 25 years) but whilst Labour were in power it proved impossible.

Prior to the election last year the Conservatives acknowledged the anomaly and agreed to review it if they gained power, while warning that it would probably need to be fiscally neutral. (That's before they opened the books!) The political climate (Coalition) and economic situation have deteriorated dramatically since the change of government. With the programme of deficit reduction adversely affecting government spending, including that for vulnerable sections of society, it is, *in my personal view*, the wrong time to raise the profile of this anomaly and could prejudice any future change for many years.

The theory behind e-petitions is that if the petition gets 100,000 signatures, and gets the support of the Backbenchers' Committee, it will be debated in the Commons. It is inevitable that the coalition would be against change at this juncture since it cuts across the main government policy and would give away revenue to a minority interest. You can also imagine the reaction of the opposition; it would be perceived as giving away revenue to 'Hooray Henrys' in their expensive classics whilst at the same time cuts to expenditure on the NHS, Social Services, concessionary fares for OAPs and libraries continue. Issues raised in any debate would leave a lasting bad feeling against our movement and make it politically impossible to change the concession for many years. It is also possible that some opposition members might question the continuing existing concession. It is vitally important to retain public and political support for our movement and to avoid any accusations of being a blinkered self-interested minority. Adverse press coverage would be inevitable.

The FBHVC board will debate the merits of this petition at its next meeting.

ORIGINAL DOCUMENTS AND DVLA

Original vehicle documents should never be posted to DVLA. If an original document is lost in the post, it would be irreplaceable. Where the application is made at the specialist unit at

Swansea, standard practice is to obtain a certified photocopy of the document from a DVLA local office.

The documentation required for an imported vehicle is contained in DVLA leaflet INF106, called '*How to import your vehicle into Great Britain*'. Amongst other things, DVLA require '*a non-GB registration document or certificate for your vehicle and any other papers you have relating to the vehicle, or a dating certificate from the manufacture or other acceptable source*'. It is assumed that the choices given are in order of DVLA preference. Imported vehicles are dealt with initially by DVLA local offices and past experience indicates that there can be subtle differences in working practices between offices.

Like many organisations, DVLA don't have the space to store paper documents. Typically a document would be scanned and then the original destroyed. It is reasonable that the DVLA local office will need to see the original documents. It is also possible that DVLA might be concerned that a non-GB registration document might be used later on to register a second vehicle and thus wish to endorse the original to prevent this occurring. However, that document is either the property of the vehicle owner, or the non-GB issuing authority.

With the imported historic vehicles which I have dealt with, the owners have had little or no documentation, the vehicle is so old that the original manufacturer either does not exist, or does not have the records, so looking at INF106, we gravitate to '*dating certificate (or letter) from other acceptable source*'. In practical terms means a dating letter produced by a club under the Reconstructed Classics criteria, which include a club inspection.

If you have had problems with DVLA destroying original legacy documents please contact the Federation.

GIULIA'S 50TH 1962 – 2012



Caption Giulia TI Photo Credit – Richard Williams

Plans are well underway in Italy to celebrate the 50th anniversary of the launch of the Giulia TI in 2012. The Registro Italiano Alfa Romeo are staging an 'International Rally' taking in Perugia, Assisi, Magione and will be held 18-20 May. The rally will include a gala dinner at the Castello di Cavalieri di Malta, laps on the Magione race circuit and a gathering on Lake Trasimeno. A prize giving ceremony will take place on the final day at the prestigious Villa Fidelia in Spello.

The Automobilitismo Storico Alfa Romeo are in the early stages of planning a day or weekend celebration on or around the 24th June at the Balocco proving ground located between Milan and Turin. Balocco was opened in 1964 so it is of major importance to the development of the Giulia model range. I shall update members with the latest information as soon as it becomes available to me.

Obviously the 105 Register here in the UK has plans to mark this anniversary with a variety of special events and displays around the country and we hope, in conjunction with Nick Clancy, to organise a club driving trip for Giulia saloons to the celebrations at Balocco in June next year.

WHERE IS THIS GTV?



I have been contacted by Register member Ken Shelton enquiring about a yellow orchre 1750 GT Veloce registration number GTB 99K. Ken's brother sold the car some twenty years ago to an enthusiast in Scotland but still has all the car's history from when collected at Arese in 1968 and driven back to the UK. The car has unfortunately never been recorded on the 105 Register. Ken tells me he has many anecdotes of the car's history and maybe more photos. The DVLA website advises the car is still in existence and is in fact licensed until September 2012. If anyone knows the whereabouts of this car, please could they contact me and I will put you in touch with Ken.

BENVENUTO



Caption Stephen Damant's 2000 GT Veloce – Photo Credit Stephen Damant

Another bumper couple of months for new 105 Register applications. Stephen Damant with his Giulia 2000 GT Veloce and S4 Spider, Simon Godfrey and Rod Stege with their 1750 Spider Veloce Kamm-tails, Jonathan Dale – 2000 Spider Veloce, Roger Thomas - 1600 Spider Duetto, Mark Lintott – 2000 Spider Veloce, Mark Slade – 2000 GT Veloce, Martin Wood – 1750 Spider Veloce roundtail, Kevin Walker – 1600 GT Junior, John Toller – 2000 Spider Veloce, Peter Bottome – 2000 GT Veloce, David Browning – Spider S3 and Mr & Mrs Raw from France who both own 2000 Berlinas. Welcome to you all!

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

Stuart Taylor - Registrar