

Registro Ricambio December 2013



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.

FUEL NEWS

Bio-fuels

In May this year the Federation wrote to Norman Baker MP, the Parliamentary Under Secretary at the Department of Transport with responsibility for bio-fuels, to seek assurances that 'protection grade' fuel would continue to be available after the current agreement runs out at the end of 2013.

The letter pointed out that there are known adverse effects when fuel containing ethanol is used in the fuel systems of historic vehicles and many of the member clubs represented by the FBHVC have expressed concerns over these adverse side effects. While even a 5% level of ethanol in petrol is not entirely harm-free, it is nevertheless preferable to twice the level, as would be present in the proposed E10 fuel.

The Federation has received comments from clubs about fighting the introduction of ethanol in fuel. We are very sympathetic to anyone who has had problems even with E5 petrol but we have to recognise that this is a battle we cannot win and our only defence against bio-fuel is to offer means of coping with it. In 2011 the annual conference covered the subject in great detail and our research into anti-corrosion additives also offers an antidote to the corrosion element of the problematic 'three Cs': corrosion, combustion and compatibility. The website carries a great deal of information about bio-fuels www.fbhvc.co.uk/legislation-and-fuels/fuel-information.

Leaded petrol suppliers

The list of leaded petrol suppliers is now much smaller than in the early days but there are still a number of them around and supplies are available if you are prepared to travel a significant distance. The full list can be found on our website.

The DfT have been in touch with us to check that these garages are indeed trade supporters of the Federation. They have also asked us to point out that producers, importers and distributors of leaded petrol must hold a permit from the Secretary of State for Transport in order to comply with Motor Fuel (Composition and Content) Regulations 1999. This UK legislation can be viewed at <http://www.legislation.gov.uk/>. In order to apply for a permit please contact International Vehicle Standards at the Department for Transport at ivs.enquiries@dft.gsi.gov.uk

DVLA

Nigel Harrison

Incorrectly dated vehicles

There are a number of vehicles where the DVLA record was taken on in the 1970s and the record is derived from just the old style RF60/VE60 logbook. This logbook did not record the year of manufacture, and DVLA have derived the year of manufacture from the year of first registration.

For most vehicles this 'work-around' works. However there will be a minority of vehicles, such as decommissioned military vehicles, or used imported vehicles, which were first registered with the predecessors of DVLA and DVLC in the 1960s and early 1970s, where this does not work accurately. This can lead to a pre-1960 vehicle having a later year of manufacture recorded by DVLA.

The existing procedures are that if an existing registered vehicle has an incorrect year of manufacture recorded by DVLA, then an extract from either the manufacturers/factory records, or the appropriate Glass's Check Book is required before DVLA will consider correcting the year of manufacture.

There will be certain makes/models of vehicle where this information does not exist, and alternative forms of contemporary evidence can be considered by DVLA. For example this could be a military 'Date in Service' record which indicates the chassis number, or a dated auction sheet which includes the year of manufacture and chassis number. There will be other contemporary documents. A focused covering letter should be sent explaining why this contemporary evidence is being used, and how it relates to the physical vehicle. However, a dating letter without supporting contemporary dating evidence won't be acceptable to DVLA.

Certification of Documents

With the demise of the DVLA local offices, they are not going to be there to certify the owner held pre-1984 documents for the V765 scheme, like the old style RF60/VE60 logbook or tax disc. DVLA have made a number of suggestions about the way forward but at the time of writing we are still waiting for firm proposals in writing.

GIULIA GTC - JLR 804D

I am indebted to fellow Registrar Eric Harrison for sending me this block of magazine-sourced photos featuring a former UK car which is now resident in Australia. The GTC was launched at the 1965 Geneva Show and was built in collaboration with the Milanese coachbuilder Touring, which modified the upper section of the car and reinforced the chassis to compensate for the absence of the roof. Mechanical components were identical to those of the Sprint GT. It is understood 1000 units of the car were produced between 1964 and 1966 with 100 of these being right-hand drive.



JLR photographed in 2000 by owner Bryan Barton



JLR 804D, chassis number AR760005,

was originally supplied by London-based dealers Taylor & Crawley in March 1966. The purchase invoice total with taxes came to £2,035 16/-.

The car's second owner, a Mr Tim Spitzel, can be seen in one of the photos enjoying himself at one of the AROC's sprint days at RAF Duxford, probably in the 1980's. After a short spell with the third owner, a Mr Barton from Nottinghamshire, the car disappeared from the Register 'radar' and so it is pleasing to see it enjoying a new spice of life in sunnier climes. If anyone can identify the owner, I would be pleased to forward details of the GTC's history to him.

I am pleased to include the following account in Register News from life-long Alfa (and particularly 105 Giulia Bertone) enthusiast, Terry Richardson.

ALFA ROMEO AND ME

It all started one day in the mid-1960's when a fellow mad motoring friend called one morning saying he had arranged a ride (not a drive) in an Alfa Romeo at Sharpes of Lincoln and would I be interested in going. After due consultation with my wife (young newly wed) I set off for my life changing experience.

On arrival at Sharpes the salesman took us to a dark green Giulia 1600 T.I. He drove us from Lincoln to Newark and back at high speed (exceeding 100 mph at times) on a very twisty road and we were able to carry on a conversation and listen to the radio. I was so impressed (but poor) that I said one day I will own an Alfa Romeo. Five years later and still dreaming, I was introduced to a friend of a friend who happened to do a bit of car dealing and was an Alfa enthusiast who just happened to have one for sale. It was a 1965 Duck Egg Blue (officially blu celeste AR301 - ST) Giulia Sprint GT.



It was love at first sight! After several days trying to convince the wife that I could not live without it and that I would find a way of fitting the two of us plus two children, a third in a carry-cot and a boxer dog into it in reasonable comfort, I bought it. I was like a dog with two tails! I fitted it with a tow bar (people said I was mad) and

towed a caravan with it for several years. Eventually the family outgrew it and the Sprint had to go.

A few years later perusing the second-hand car ads (as you do) I spotted a Duck Egg Blue Giulia Sprint GT for sale. There weren't many of them about in those days. Now a little older and richer I bought the poor old thing back as a project second car (some young idiot had let it run out of oil and ruined the engine and gearbox). This was never completed as I found a 1972 2000 Spider at the right price. Unfortunately due to the old Alfa problem of rot this broke its back. A kind friend repaired it for me and I gave him the Sprint as payment.

Following the Spider I owned a 116 series 1.8 Giulietta which again got Alfa rot (Russian steel) followed by a 2.0 TS Alfa 75, a 3.0 V6 Alfa 75 (both excellent cars), a 1989 S3 Spider 2.0 and then a beautiful LHD 1972 Junior Zagato 1600. Age and the

fact that my navigators did not like sitting in the 'death seat' on rallies, I started looking for something else.

It hit me like a bolt of lightening, a 3/4 view of a 1976 silver Montreal in a Classic Car magazine - it was that feeling again. I had never taken much notice of this model, as at shows they always seemed to have rough engines and miss fire a lot. The Alfa Bug won and I travelled with a friend to Bristol to view this one and two red ones on private sale. The silver one won and I duly purchased it. At first I had nothing but problems (injection) which finished up with the fitting of a new fuel pump and filter (Green Flag considered buying the car off of me as a cheaper option than keep getting me home!) I had it tuned at a local garage (not cheap) since then life has been heaven. It has been to several classic car shows and rallies each year and always draws the crowds. It successfully drove to the International Montreal Meeting in Luxembourg in 2008 and back with no problems and also on the Centenary trip as far as Zurich (my fault, not the car!)

Back In Heaven - this was to be my Last Ever Alfa! Unfortunately life is not that simple - is it??

It was Christmas 2011 and I was delivering a Christmas card to the friend who had repaired my old Spider 2000 and received payment with my old Giulia Sprint GT. For years I had tried to buy the GT back with no success but this year he was moving to a smaller house and some things had to go. He asked me if I still wanted the Giulia and of course the answer was YES - an answer I would regret later. We duly agreed a price and I transported the car back home.

My youngest son Adrian had previously had a 2000 GT Veloce refurbished by Adam Andrews of Veloce Sport at Heckington in Lincolnshire. I duly asked him to have a look at mine. He said it could be refurbished at reasonable cost so I asked him to collect the car and start the work. Unfortunately there were a lot of hidden problems and it took over a year to complete and a lot of money. Adam did me a part-exchange for the Montreal and I had my sentimental Giulia Sprint GT back looking as good as new and to top it all, the car won the prize for 'The Car The Judges Would Most Like To Drive Home' at the 2013 Spring Alfa Day.



Back in heaven again BUT...this is DEFINITELY the last Alfa Romeo for me!!!!

Terry Richardson

BENVENUTO

The Register is delighted to welcome the following new members and their cars. From Southern Ireland, Rob Horgan - 1750 GT Veloce Mk 1.



Simon Emsley - 2000 GT Veloce. This is an early 2 litre car which Simon is currently working through in readiness to enjoy in the coming years.



Paul Baxter - 1750 Spider Veloce US specification. Imported into the UK in 1990. Stripped and rebuilt to a high standard with upgrades by John Mayhead and purchased from him by Paul in 2006. A new mohair hood and leather interior has since been fitted by Coburns and the car is regularly maintained by Maidenhead-based Alfa specialists Alfa Aid.

Seth Gottesman has recently acquired an early 1600 Super, a Giulia believed to have been a demonstration car for Alfa Romeo (GB) when in the late 1960's, their offices were in Sloane Street, London SW1.



Stuart Taylor

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