

105 GIULIA Registro Ricambio – December 2014

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.



UK LEGISLATION

Bob Owen

Roadworthiness Testing Since the last Newsletter the Department for Transport (DfT) has opened its online website for comment.

You can find it at <http://www.dft.gov.uk/classic-mot/>

We suggest all readers do so. There you can see what comments have been suggested already and you can perhaps comment yourselves.

When this article was prepared there was a preponderance of comment against any exemption. Perhaps this is the time for us to remember that the existing MoT exemption arose in the first place partly because the Federation had expressed concerns particularly about older vehicles being damaged by testers unskilled in testing elderly vehicles. Also, when we canvassed our members on the subject a majority were in favour of the pre-1960 MoT exemption currently in place. Whatever may be the views on exemptions for more recent vehicles, we do not think that we want to lose the original points, so in due course we will take it up with DfT. That may well be through an extended comment on the site, if that is how DfT wish to obtain input.

Comments to date seem to be brief and based on opinion with little reference to actual fact. The Federation exists partly to bring together our members' various views and opinions and put them into a reasoned evidence based form. We are a bit concerned that DfT's current inclusive, populist approach may result in them being swayed by prejudice as much as fact. We will continue to push for our members' views to be taken seriously.

The website is also misleading in one respect. There is a motorcycle section, which suggests that the rules which come into force in 2018 apply to motorcycles. This is simply not the case. The EU Directive expressly says motorcycles are excluded till 2022 and it is clear that the requirements for motorcycles remain to be defined. We will be taking this up with DfT.

There is one other thing you might not immediately notice. The site refers to 'Great Britain', which means it is *not* about Northern Ireland. Will the average visitor to the site would realise that?

Northern Ireland will be working out its own means of complying with the Directive and readers in Northern Ireland might wish to check with their own Government what is being done. The Federation will be trying to establish what if any differences there are between

the two governments, with a view to ensuring that the interests of historic vehicle owners are fully recognised in both Northern Ireland and Great Britain.

VED Exemption

Since the last Issue a couple of points have arisen.

Firstly, DVLA have chosen to insist that if the keeper of a vehicle wishes to have a V5C record, which shows the date of first registration, amended to show an earlier year of manufacture, that keeper must provide either a record from the manufacturer (or where relevant a certificate from BMIHT) or an extract from Glass's Check Book.

This has caused some entirely understandable unhappiness among some club registrars who are used to having their dating letters accepted as good evidence of the date of manufacture. But DVLA have their reasons for having strict rules where the evidence decides whether a vehicle is exempt from VED. Members should note however that if they truly cannot provide the evidence DVLA is asking for but are sure of the facts, they or ideally the club supporting them, should contact the Federation for help.

There is some good news. DVLA have confirmed that anyone who knows that their vehicle will have this issue in the future, can apply at any time to have the V5C record amended to show the actual date of manufacture. We would recommend anyone who has a 1974 built, but first registered in 1975, vehicle to make their application to amend the V5C now, rather than wait until just before 1 April next year.

Discontinuance of the tax disc

I have no good news on tax disc discontinuance, despite support from the All Party Parliamentary Historic Vehicle Group.

The important reminder is that from 1 October, if you sell a vehicle, you will not be able to pass on any unexpired licence. You will have immediately to arrange to advise DVLA of the sale. This will be true even where the licence is Nil Rate, as will be the case for most of our vehicles. And, if the licence was subject to payment of VED, you will get a rebate for each complete month until normal expiry.

Likewise if you buy a vehicle you will immediately have to apply for a new licence. Again this is true even if the vehicle is in the Historic Class and is thus at a Nil Rate.

As I mentioned previously, we told DVLA of our concern at how the process of transferring the record of the keeper would work.

It is evident from discussions since that all concentration in DVLA has been on the interests of the operators of large fleets, such as lessors and hire companies. While this is possibly beneficial to the bottom line of these companies, it does appear to the Federation that the interests of ordinary citizens have been insufficiently taken account of.

DVLA have told us they will introduce an online service to replace physical delivery of the V5C tear off Section 8.

We would like to be able to brief you as to exactly what will be presented to buyers and sellers to enable the rapid transfer of keeper the law requires. But at the time I wrote this

article we had not seen what the new online system, to come into force less than a month from when you read this, will actually look like to the user.

We also do not know how ready the Post Office will be to deal with those who choose to use it instead of going online. Experience suggests the Post Office might not have much, if any, notice of what is required of them.

The proposed system still appears to depend entirely on an online database and to offer no formal evidence other than a receipt to licence holders. We don't know how far this will be acceptable to the authorities in other countries.

FUEL NEWS

Matthew Vincent

Ethanol-petrol compatibility study

The Vincent Owners Club, which accommodates enthusiasts for these excellent motorcycles has published an article in their magazine about the long-term effects of combinations of various proportions of ethanol and petrol on fuel system materials. The Vincent Owners Club article features work carried out in Germany, and published in the German magazine Oldtimer Markt. While the tests reported in these articles do not necessarily correspond to normal usage patterns, they do provide some useful information, whilst paradoxically giving rise to various questions. The tests consisted of immersion of fuel hoses and complete carburettors into blends of 5%, 10% and 85% ethanol, and petrol for a 12 month period. At the end of the 12 months, the items immersed in the fuels were examined, when it was found that the carburettor immersed in 85% ethanol was only fit for scrap, while fuel hoses in the same blend were untouched. Conversely, the hoses immersed in both 5% and 10% ethanol-fuel blends had disintegrated. There were differences between the effects on carburettors immersed in the 5% and 10% ethanol-fuel blends; in the 5% blend there was marked corrosion, whereas in the 10% blend, there was very little deterioration. This apparent anomaly was explained by the greater water absorbing capability of 10% ethanol blended in petrol.

The results raise questions about the materials employed, which are not disclosed. Elastomeric materials, such as those used in fuel hoses clearly can suffer as much or possibly more from hydrocarbon exposure as from contact with ethanol, and the combination of varying amounts of ethanol with petrol provides a further variable, so the issue is complex. However, there are materials which will resist both hydrocarbons as found in petrol, and ethanol separately, or in combination, which is really what is needed. The CONCAWE list of materials which the Federation published several years ago when concerns about the use of ethanol in petrol started to emerge, provides some assistance in this respect, since the oil companies appear to have checked this specific aspect in their studies. There is unfortunately no 'magic bullet' to protect against deterioration of fuel hoses etc., but replacement of unsuitable products with materials fully resistant to the effects of both hydrocarbon fuels, ethanol, and the combination will solve the problem. Information on compatible materials originally provided by CONCAWE appears on the Federation website, but for convenience is repeated here:

Material	Recommended
Elastomers	Buna-N (hoses and gaskets) Fluorel Fluorosilicone

	Neoprene (hoses and gaskets)
	Polysulfide rubber
	Viton
Polymers	Acetal
	Polypropylene
	Polyethylene
	Teflon
	Fibreglass-reinforced plastic

Corrosion of fuel system metals is more specifically laid at the door of ethanol, and safety would suggest use of a suitable corrosion inhibitor. The Federation has carried out corrosion inhibitor tests and has published a list of endorsed products which should offer good protection against possible corrosion from the combination of ethanol and petrol in historic vehicle fuel systems. Full details can be found at <http://www.fbhvc.co.uk/legislation-and-fuels/fuel-information/>

DVLA Ian Edmunds

In the last edition I referred to the forthcoming changes to the vehicle registration process in Northern Ireland; since that time I believe many of you will have received the Northern Ireland Electronic Vehicle Services (NIEVS) newsletter which has explained the procedures which are new for Northern Ireland. If you have not it is available from <https://www.gov.uk/government/consultations/future-of-vehicle-registration-and-licensing-services-in-northern-ireland>. However this newsletter was written for Ireland where people were obviously familiar with the existing procedures which we on the mainland may not be. Thus I am grateful for the following explanation from DVLA.

For historic vehicles imported into NI with a foreign logbook, in order to obtain an older style NI registration number, previously the applicant had to apply through the Association of Old Vehicle Clubs (AOVC) via the V3 process. The vehicle was inspected by the club and if successful, the application was passed to the Driver and Vehicle Agency (DVA).

This process differed to the process in Great Britain where an imported historic vehicle supported by a foreign logbook is allocated an age related registration number without the requirement to apply through an enthusiast club.

In order to achieve parity of service for customers in the UK, the requirement for an application to be supported by the AOVC ended when DVA offices closed their doors on 17 July. From that point, historic vehicles imported into NI supported by a foreign log book will be allocated an older style NI registration number without the requirement for the application to be supported by the AOVC.

In addition, historic vehicles imported into NI supported by a dating certificate will also be allocated an older style NI registration number in line with the current GB process.

In these contexts, the allocation of an older style registration number will be linked to a vehicle qualifying to be taxed in the Historic tax class. This is currently vehicles manufactured before 1 January 1974, changing to 1975 next year. DVLA will not however be replacing current style marks with the older style should the qualifying criteria continue to roll. These older style numbers will continue to be issued on a non-transferable basis.

Any vehicle imported into NI without any documentation will continue to be allocated a QNI number.

Where required the V765 scheme will operate in exactly the same manner as it does on the mainland with the same list of authorising clubs. Other points to bear in mind are that the Motor Insurance Database (MID) does not operate in Northern Ireland and in consequence an insurance certificate is required when taxing a vehicle. Also, of course, the Irish border is a VAT border so a vehicle passing from the Irish Republic to Northern Ireland is subject to the NOVA requirements.

We recently had a very productive meeting with DVLA from which I would like to pass on a few points:

- Clubs are far better placed to assist with V765 queries than the Federation itself. We (FBHVC) will always assist where we can but the detailed knowledge and the archive information rests with the clubs.
- DVLA asked us to remind clubs that the correct authorised signatory must sign V765 applications.
- In response to a question, DVLA explained that they keep a record of rejected V765 applications and if an application is re-submitted it is allocated to the same case worker who considers both original and new evidence on a case by case basis. Difficult cases were often referred to their policy group for an opinion.

A couple of recent cases have served to highlight the importance of checking the documents received with a vehicle when purchased or returned from DVLA after a change of ownership or other notifiable change. Keying errors, illegible handwriting and many other human failings can lead to incorrect entries on V5C etc. From a legislative viewpoint the vehicle is identified by the chassis number/frame number/VIN as stamped on to the chassis, frame or monocoque as appropriate. Any discrepancies here can lead to problems and are best addressed as soon as they come to light and separate from any other activity with DVLA. I believe that for some years now DVLA have used more advanced keying procedures to guard against mis-keyed entries, but mistakes can still happen.

We tend to hear about the problems encountered with vehicle registration etc., so I am pleased to be able to recount two instances where everything worked exactly as intended. Our Chairman reports that after a lengthy restoration he was able to easily and successfully re-licence a vehicle on SORN, for which he only had a V5, at a Post Office. A friend of mine, having repatriated a previously British registered car from Spain, was able to complete the NOVA application and obtain the necessary statement of 'nothing to pay' from HMRC within minutes. So, it can work!

NEWS

National Motorcycle Museum Burglary

At around 11.00pm on 27 August the inner foyer of the National Motorcycle Museum was broken into and a large amount of the museum's trophies and TT replicas stolen. Each of the trophy cabinets was smashed causing substantial damage to the displays. Many of the trophies and TT replicas have little scrap value but are unique and irreplaceable as part of this country's Motorcycling Heritage.

Because of the historical importance of these trophies the National Motorcycle Museum will be offering a substantial award of £20,000 for information which leads to the safe recovery of these important artefacts.

Anyone with any relevant information is asked to contact West Midlands Police or the National Motorcycle Museum on 01675 443311 or email museum director James Hewing james@thenmm.co.uk

BENVENUTO

Welcome to John Spear who has recently acquired this lovely 1300 Spider Junior. After a 30 year absence when he owned an Alfasud Sprint Veloce, John has made it back into an Alfa and what a pretty car it is! The Spider was signed off at Arese in July 1968 and promptly despatched to the UK and sold by AR London Sales. The car remained here until 2004 and was then exported to Ireland. It returned to the UK earlier this year and was purchased by John. According to Fusi, there were only 179 right-hand drive 1300 Spider Juniors ever produced so keep an eye out for this rare car at a club event in 2015!



By coincidence we have another Spider Junior to add to the Register this month. John and Anne Price have sent me details of their S2 1600 Spider Junior which it is believed has not



been used on UK roads since it's importation from Germany in 1989. The S2 Junior had several trim detail differences, among them a body-colour painted dashboard, fixed quarterlights and exposed door handles as opposed to the 'torpedo style' recessed items fitted to the Veloce models. This is another rare car, the Junior was never originally sold on the UK market and we look forward to seeing it out and about next year.

Now two Mark 1 Bertone 1750 GT Veloce's. The first is Julian Dexter's very early right-hand drive (chassis number 31) in beautiful bianco spino or hawthorne white. The car has recently received a full bare metal restoration and rebuild by Ian Ellis which included new sills and new metal replacement as and where required. The interior has been re-trimmed in the original black with new carpets. On the mechanical side, Ian gave the GT an engine rebuild, new powder-coated



suspension parts and fitted an lsd. All-in-all, a beautiful Bertone which according to Julian drives as good as it looks!



Our second Bertone is a left-hand drive 1750 GT Veloce which according to Centro Documentazione Automobilismo Storico at Arese was manufactured in January 1969 and sold to Alfa Romeo France in Paris. This car has recently been acquired by Ian Judge who advises me this red car was originally painted metallic light grey and the engine has been replaced with a two litre unit.

Giulia saloons are rare cars here in the UK, the Nuova Super is probably the rarest of them all! The model was never originally sold here and to my knowledge no right-hand drive cars were ever produced by the factory. The Register holds details of just nine examples but only five of these are known runners. So it is very pleasing to add Charles Brian Gill's 1974 Giulia 1300 Nuova Super to the database.



This striking white car with it's broad green and red stripes and period Momo Vega alloys was extensively modified in Italy and is now fitted with a two litre engine.

REGISTER WEBSITE

Due to the recently imposed 500-word limit for Registro Ricambi articles, I regret it is now necessary for you to visit the Register website for the Federation of British Historic Vehicle Clubs (FBHVC) newsletter items and the remainder of my Register report.

Stuart Taylor