

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

### **FUEL NEWS**

*Matthew Vincent*

The legislative process to permit the introduction of petrol containing up to 10% ethanol is expected to be completed by very late 2012 or early 2013. Once the enabling legislation is in place, the product, which will bear the name E10, may be sold at petrol stations, but unlike petrol containing 5% ethanol, which is already on sale, and which carries no label, E10 must be labelled. There has been recent publicity suggesting that there will be no introduction of the E10 petrol until 2014 or 2015. This may prove to be the case, and it would be a situation which naturally the Federation would welcome. However, once the law permits the sale of this product, it must be recognised that it may appear in the market place. There may be retailers who wish to sell this fuel sooner rather than later. The Federation has been keen to ensure that when E10 petrol does appear at the pumps, it can be easily recognised for what it is, enabling the historic vehicle owner to make an informed choice over whether or not to purchase the product.

The higher octane petrol blend usually known as Super Premium contains much reduced levels of ethanol as a general rule, so this may be worth considering for those owners of historic vehicles who are concerned about possible adverse effects from ethanol addition to normal 95 octane unleaded petrol. Oil industry sources indicate that the Super Premium product, which must by law provide an octane quality of 97, but which may in fact exceed 99 octane, is blended to meet these quality levels without the addition of ethanol. In many cases no ethanol is blended into this product after it is transported from the refinery, although this is not always the case, making it very difficult to be precise about ethanol contents. Oil company producers do not always have close control over distribution terminals which is where ethanol is blended into petrol before sale at garage forecourts. However, on balance, purchasing a Super Premium blend of unleaded petrol provides the opportunity to minimise ethanol content.

### **DVLA**

*Nigel Harrison*

### **Notifying DVLA of year of manufacture**

The subject of exemption from the MoT has been covered elsewhere in the newsletter. The following concerns the details relevant to the DVLA.

Where an owner believes that their vehicle should be exempt from the MoT due to the law change but the Vehicle Registration Certificate (V5C) does not reflect this they will need to write to DVLA to request a change. The address to write to is DVLA, Swansea, SA99 1BA.

In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is important that evidence provided to amend or add information already held on the DVLA system is accurate and truly reflects the vehicle for which it is issued. Therefore it has been decided by DVLA, after discussions with the Federation, that for these specific cases requests will only be considered when accompanied by either an extract from the manufacturer/factory record or an extract from the appropriate Glass's Check Book. Both these documents will have a direct link to the chassis number that should already have been accepted and recorded on the vehicle record as part of the initial registration process.

DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. This is a change to what was mentioned in the last edition of the Newsletter, due to the nature of some of the notifications already received by DVLA. However, dating certificates will continue to be accepted for other purposes such as V765 claims and requests for age related numbers for recently restored or recently imported vehicles.

The appropriate specialist club will need to make the necessary checks to confirm that the physical vehicle is the same as on the V5C. This could well involve an inspection but in any case an overall photograph of the vehicle, detailed legible photograph of the chassis/frame number, and a copy of the vehicle details on the V5C would need to be seen. It could be anticipated that the chassis/frame number as recorded by DVLA might be missing certain prefixes or suffixes, as recorded on the physical vehicle, or there are minor long standing transcription errors. E.g. ' / ' rather than '1', 'B' rather than '8' etc. DVLA could well be already aware of these minor differences via the last MoT examiner. However, the core number should match or be contained in the number range of the legacy documentation.

In practical terms, I would anticipate that the DVLA will be able to assist owners in the location of the manufacturer/factory records if they still exist. Where this avenue draws a blank, I would anticipate that V765 scheme signatories will have their own copies of the appropriate Glass's Check Book, be it the Car Check Book, the Commercial Vehicle Check Book (which includes car based commercials), or the Motor Cycle Check Book (which includes scooters, mopeds and three-wheelers).

If difficulties arise, the Federation is here to advise.

### **EU LEGISLATION**

#### **A University study has questioned the benefits of Dutch LEZs**

A study by the Dutch University of Utrecht has concluded that the introduction of low-emission zones (LEZs) in five Dutch cities has had no measurable effect on traffic-related pollution. The researchers measured air quality in eight streets in Amsterdam, The Hague, Utrecht, Tilburg and Den Bosch before LEZs were introduced in 2008 and again in 2010 and the measurements were also compared with readings taken from suburban pollution monitoring sites outside the zones. Overall, the study found changes in pollution inside LEZs were no different from changes outside the zones. The exception was a reduction in air

pollution at one site in The Hague, which was attributed to a big fall in traffic volume and not just the LEZ. The authors have suggested that the small number of lorries excluded from the zones and rising pollution from diesel cars could explain the findings.

### **Building new cars uses more energy than previously**

The European Car Manufacturers Association has reported that the amount of energy used to make a car rose by 3.7% between 2005 and 2010 because more features are needed to improve drivers' safety and comfort. However, total energy consumption from car manufacturing decreased by 3.4% over the same period as a result of the economic downturn. The study also showed that CO<sub>2</sub> emissions per unit were down 2.9% over the period; that water use per unit also declined by nearly 22%; and that replacing solvent-based paints with water-based alternatives led to emissions of volatile organic compounds falling 37.5% in total and 32.9% per vehicle.

### **PARTS NEWS FROM THE SPECIALISTS**

New additions to the Classic Alfa range for 2013 include solid aluminium carburettor mounts in black anodised finish to retain the original look and the rectangular brake fluid reservoir for cars from 1968-78. [www.Classicalalfa.com](http://www.Classicalalfa.com)

Kevin at EB Spares informs me they have been able to retain their super low prices for Imasaf exhausts again this year. They can supply a full system for 105 GTV at £138.00. Under bonnet lamps are now reproduced £6.80 each, also the green fan switch for late Spiders are now available again £27.00. All prices plus VAT. Vented front discs and the suitable callipers make a period looking conversion upgrade on all 1750 and 2000 cars. Useful if you are needing new callipers after the winter lay up. EB are also stocked up ready for the spring rush with new standard callipers, £110.00 each and std Brembo discs £68.00 pair. [www.EBSpares.co.uk](http://www.EBSpares.co.uk)



EB Spares vented front disc

Highwood have recently commissioned a quantity of the headlamp surround mounting clips and the nylon tags - items #6225 and 6226 on their website. Also expected soon are the correct interior light lenses for the 2000GTV and other later 105 coupes and saloons, with the little windows at the bottom. [www.highwoodalfa.com](http://www.highwoodalfa.com)

### **GIULIA BERTONE CELEBRATES ITS FIRST HALF CENTURY**



Bill Earham's Giulia Sprint GT - Photo credit Bill Earham

Introduced to the press at the new Arese manufacturing plant on the 9th September 1963, the new Alfa coupe was designed with consummate skill by Carrozzeria Bertone in collaboration with the young and as yet unknown Giorgetto Giugiaro. A stylistically up-rated development of the Giulietta Sprint, the model promptly took the latter's place in the hearts of 'Alfusti' everywhere to become one of the greatest post-war Alfas. Over 210,000 examples of the Giulia GT were manufactured in a variety of mechanical guises during the model's fourteen-year production run.

The Register will be coordinating a number of celebratory displays during 2013. I am delighted to announce **MGS Coachworks** have kindly offered to present special 'Best in Show' awards at both the Brooklands Italian Car Day on Saturday 4th May and again at the Auto Italia Concours at Stanford Hall on Sunday 30th June where dedicated parking areas for the Giulia GT will be set aside.

## SHARE YOUR 105 ENTHUSIASM

I could write reams about my own 105's but I am sure you would all find that rather boring. Remember, one of the major aims of the Register is to encourage members to share their ownership experiences of these rather special Alfa Romeos. So come on, put fingers to keyboard or pen to paper and tell us in 500 words or less why the 105 series is your drive of choice?

## TRACK DAYS 2013



Photo credit ST Collection

Alfaholics - Castle Combe - Saturday 13th April. To book call 01275 349449

Classic Alfa - Goodwood - **TBA**. To book call 020 8688 4443

Stuart Taylor  
Registrar  
AROC Giulia 105 Register

[www.aroc-uk.com/105Register](http://www.aroc-uk.com/105Register)