

Registro Ricambio February 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.

WARNING - CONTINUOUS INSURANCE

Chris Hunt Cooke

The unfortunate experience of a member leads me to remind everyone of a potential misunderstanding about Continuous Insurance.

It is not unusual for enthusiasts to leave their vehicles with restorers and maintainers for lengthy periods. It may be that the vehicle is safely on a restorer's premises when the annual insurance renewal comes up. There might be a temptation to assume the vehicle is covered by the restorer's trade insurance and not to renew. Don't do that!

Under current legislation, which is of course designed to prevent vehicles being used on the roads without insurance, to the benefit of all of us, the DVLA vehicle records are regularly compared to the Motor Insurers Database and the registered keeper of any vehicle which is neither insured nor subject to SORN will receive an 'insurance advisory letter'. If that is ignored, the next step is a fixed penalty of £100 (reduced to £50 for early payment) and after that the matter goes to court. There are few exceptions. The relevant legislation is the Road Traffic Act 1988 S144A.

If a vehicle which is under repair or restoration is made subject to SORN, it cannot be used or left on the highway, which would mean it cannot be road tested while the SORN is in force, unless the restorer has a trade licence.

As most cherished vehicles are on historic vehicle policies, you might possibly be able to negotiate with your insurer a deal which recognises that the vehicle is largely going to be off the road for a while, perhaps by agreeing a very low mileage limit on the policy, but you must keep a valid policy in place to remain legal. You can check that your vehicle is correctly shown on the Motor Insurers Database by entering its registration number on askMID.com.

DVLA

Nigel Harrison

Age Related Applications

As described in the V355/5 Guidance Notes, DVLA will now accept photocopies of an owner's personal ID.

For an age-related application, there would need to be a copy of one of the following, in order of DVLA preference.

1. The overseas registration document, provided the chassis number and year of manufacture is indicated;
2. A dating letter from the manufacturer, if one can be supplied;
3. A dating letter from the clubs V765 scheme signatory.

The information about where the owner sends an age-related application is contained within DVLA information leaflet V355/5 that is the guide for filling in a V55/5 form.

The address to send the age-related application is DVLA, Swansea SA99 1BE.

Fraud

There are historic vehicles out there which have registration numbers obtained by fraudulent means. This is why successful claims for vehicle registration numbers are now allocated on a non-transferable basis.

One type of fraud could be to buy a genuine logbook, and then to get a replica chassis plate and registration plate to match the logbook. A specialist might be able to detect this fraud if the features on the vehicle don't square up with the features expected on a vehicle with that chassis number.

Another type of fraud involving a logbook, might involve bleaching/removing some of the text, to match the physical vehicle.

There are available now, perfectly legally, replica tax discs. The front of the tax disc, will, by its nature will be very convincing, but there are subtle differences to a real disc that are detectable by DVLA. However on the back of the disc it should indicate that this is a replica. That should be very obvious when the disc is photocopied.

MARKETPLACE

Should you have some pennies remaining in your bank account after Christmas, you might like to consider the following 105's to grace your garage. Details have been forwarded to me by selling dealers in Italy and USA.

1963 Giulia TI Super 1600. Road version, never raced. Very original model with Dunlop disc brakes. Matching engine and chassis numbers. Never damaged and in perfect and original in every detail. Original options of 80lt tank and oil cooler. Certificate of origin Alfa Romeo. 110,000 Euros.



Giulia TI Super. Credit Montini Automobili

More details and photos <http://filippomontini.wix.com/montiniautomobili>

1975 Giulia GTA 1300 Junior Stradale



According to Symbolic Motor Company this particular GTA is the very last example ever sold new by the Factory. It was sequentially the 7th to last of only 193 examples built and completed on July 18th, 1975 but not finally sold to the first owner until December 2nd that same year.

Chassis AR*776131* was and remains finished in Hawthorn White with black "Tex" vinyl interior. The only options fitted from new was a special limited slip differential with a 4. 55:1 final drive ratio and rear sliding, split sun screens.

Today, even hard-core GTA enthusiasts and collectors are surprised to learn Alfa's GTAs were in production for a full ten years from 1965 until 1975. Alfa continued limited production of the all alloy bodied, completely hand assembled GTA Juniors until the end of July, 1975 so that the teams racing them could compete in the coveted GT classes at which they were so dominant. Rule changes for the 1976 Season meant the GTA would no longer be eligible in the GT class and with little fan-fare, production at the Alfa Factory quietly came to an end.

The last of the GTA Juniors were nearly all purchased by race teams who gutted and stripped them out for track use to replace earlier team cars that had simply worn out from constant use. This particular GTA was destined for the same fate when initially purchased by the Florence-based racing team, S. C. A. R. S. p. A. The vehicle was however spared near certain destruction as a result of the rule changes the following year. The team owner instead road-registered this GTA and enjoyed it sparingly on the street over the next 30 years covering at most a few thousand gentle kilometers each year until his health saw the car trading hands for the first time since being completed and sold to him new.

After passing from the original owner, this GTA was initially acquired by a German collector and then traded and sold through a UK based broker to the wonderful Alfa

folks in the UK at Alfaholics (<http://www.alfaholics.com>) they in turn sold it to a very famous Alfa Museum collection in Japan from whom we were fortunate enough to find it and complete a purchase.

Today, this automotive treasure is largely regarded as the benchmark of originality and authenticity by which the handful of survivors are all judged. The GTA Junior Stradale's are the rarest of the GTA variants. This particular example has covered only 64,000 kilometers (39,000 miles) from new. It is completely without rust or accident damage of any kind, fully matching numbers, front to back and it remains meticulously preserved and conserved in a manner very difficult to fully convey in mere words and photos. All services are completely current and up to date. Every light, switch and mechanical feature is totally and completely functional as if assembled and built yesterday.

Take a moment to click on this link to access more than 100 high-resolution inspection photos and complete history from new. Pay particular attention to the original numbered keys, owners manual, individual, hand formed and hand-riveted body panels and various features and details unique to these machines:

<http://symbolicphotos.weebly.com>

BENVENUTO

The Register is delighted to welcome the following new members and their cars.



Neil Carpenter has sent me details of his recently acquired 2000 GT Veloce. The photo of the car is as it was when he bought it after a wash down and pumping up the tyres. Since buying the car Neil has stripped the body right down which he advises is in a remarkably good condition as it was "Dinitroled" from new. He is having the body repaired as necessary, stripped down to bare metal and then repainted.

He will then refit it with new parts as necessary. We look forward to seeing this rare piper yellow GT at a Club event in the near future.

Lees Hall's periwinkle blue GT is now back on the road after top end overhaul and new head gasket, plus some extra paintwork. The photo shows his Bertone coupe with Lees' 1971 1750 Spider Veloce Kamm-tail. He says he now needs



to sort out the coupe's interior but his wife says no more spending !!!



Michael Hall has recently joined the Register submitting details of his lovely 1990 Spider S4 2.0i. He is looking forward to the finer weather when he can remove the hardtop and enjoy some top-down motoring!

DIARY DATE: Alfaholics 13th Spring Track Day for classic Alfa Romeos will once again be held at Castle Combe on Saturday 5th April 2014.



Owners of 105 series Alfas who would like the opportunity to drive their cars at speed in a non-competitive environment are very welcome. The cost for a car plus driver is £195 plus VAT with additional drivers at £60 plus VAT.

One to one instruction is £20 plus VAT per session. As usual, demand is sure to be considerable (a number of

bookings have already been taken!) and numbers are strictly limited, so please contact david.giles@alfaholics.com as soon as possible in order to book your place and avoid disappointment! Alternatively, you can call us on +44 1275 349449.

Stuart Taylor

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