

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

### FUEL NEWS

Tests on the fuel stability additives began in early July 2011 with the aim of completing them by mid-October and announcing the results at the AGM. However, part-way through the 13 week test sequence contamination in the test bath was found to have influenced results and the tests were abandoned, the equipment stripped and cleaned and the programme restarted late in September. The results should now be ready at the end of 2011. This does mean enhanced confidence in the data and the additive performance assessment.

It should be remembered that these additives will only protect against corrosion in the fuel system. They do not have any effect on compatibility issues, which must be addressed separately. The FBHVC website carries all the information about this.

### DVLA

*Nigel Harrison*

#### RED V5C ROLL OUT

DVLA introduced the new red V5C in August 2010. If there was a change made in the vehicle record, either for the vehicle or the keeper, a red front V5C was issued. From September 2011, when a vehicle is taxed or SORNed, DVLA will send the registered keeper the new red front V5C, if they have not already been issued with one. A DVLA leaflet, called 'Your New, Red Front V5C (INS215)', shown below will be included with the new V5C.

This leaflet states: 'We [DVLA] will issue a new red front V5C for all vehicles by November 2012'. Although this is true for taxed and SORNed vehicles, DVLA have indicated that this is not the case for pre-SORN vehicles. A pre-SORN vehicle is one that was last taxed before 31 January 1998. Keepers of these vehicles also do not receive the renewal reminder for a tax disc or SORN (V11).

Why are pre-SORN vehicles not included in this initial roll out of the V5C? The names and addresses of the registered keepers of pre-SORN vehicles (assuming no ownership changes) will be at least 13 year old. It could be anticipated that a proportion of those registered keepers may have moved, or will be deceased. Also a proportion of those pre-SORN vehicles may no longer exist. The vehicle will still be registered at DVLA even if a new V5C is not issued.

After November 2012, DVLA have indicated that they: 'will be reviewing the pre-SORN records, to establish how best to issue red front V5Cs free of charge' and will keep the FBHVC informed about how the 'mop up' exercise will happen.

If you wish to apply for a red front V5C before the free one arrives, you are likely to be charged £25. The DVLA recommendation is that registered keepers of pre-SORN vehicle do nothing at this stage.

#### SORN CLARIFICATION

The subject of SORning remnants of vehicles is a difficult subject for DVLA and there have been some misunderstandings, which prompted two questions from a member:

*1. Do I now have to apply for SORN for my vehicles that were recorded by DVLC in 1978?*

The short answer is no. SORN is still only applicable to vehicles that were taxed on or after 31 January 1998 and known as pre-SORN.

*2. If I do not apply for SORN is there a likelihood that the registration number will be allocated to another vehicle?*

The short answer is again no, unless the number is transferable, and you as the registered keeper want to transfer the number to another vehicle. Also the vehicle needs to have an MoT before any transfer can take place.

On a related topic I was asked if it is necessary to alert DVLA to a recently imported car before it is restored, MOT'd and ready to be allocated with a registration. Again the short answer is no. An unregistered, but insured vehicle can be driven to and from a pre-arranged MoT test. When registering the imported vehicle, just take the paperwork (not the vehicle) into your local DVLA office. Included in that package would be either the non-GB registration document, or the club's dating letter. It could well be the case that DVLA may look at the non-GB registration document and request a dating certificate and after inspecting the documents, DVLA may wish to inspect the vehicle. Once again, because this is a prearranged DVLA inspection, it does not need to be registered with DVLA for the journey to and from the inspection.

#### APPEALS TO DVLA

Occasionally an application for a particular registration number is rejected by DVLA. It is understandable that both the clubs' V765 scheme signatory that promoted the application and the vehicle owner will be disappointed by that DVLA decision.

I have been made aware of a number of these cases within the last few weeks. In two of those cases the club V765 scheme signatory contacted the Federation asking for help and advice. This enabled the Federation to understand why the application was rejected, and to suggest a way forward. In the third case, the signatory decided to write a letter of complaint directly to DVLA, also sending a copy to the Federation.

I would have my doubts if a letter of complaint were going to produce the desired result. However, understanding why the initial application failed, and having a revised application that addresses the deficiencies of the original application is more likely to succeed. If that additional information is not available, then it may be necessary to accept the fall back position of an age-related number.

If an historic vehicle registration application is rejected, you may wish to consider contacting the Federation for help and advice.

#### CHASSIS/FRAME NUMBERS AND THE MOT

During the MoT test, the inspector will record on the MoT database the chassis/frame number as indicated on the vehicle. This is a mandatory requirement for vehicles first used on or after 1 August 1980 (except for kit cars). For 1980 vehicles onwards, the chassis/frame number is a 17 digit VIN, and the MoT inspector will already have advice on the location(s) of that single VIN (Vehicle Identification Number). The VIN is a standard format, with the last six characters being numbers.

For pre-1980 vehicles, the majority of which are historic, there can be up to three or more different numbers stamped on the vehicle. These numbers, if they are called anything, could be the chassis number, car number, or body number. On one model of vehicle there is one number stamped on the chassis, and a second number on the maker's plate, which is numerically 3000 higher than that on stamped on the chassis.

The MoT inspector cannot be expected to know which of the various numbers on a particular vehicle is the chassis/frame number as recorded by DVLA, nor will he have computer access to the DVLA record. Also the number might not be particularly legible, possibly because it has not been stamped clearly, or might include -, /, or spaces, which can cause difficulties in interpretation – for example is it a '1' or an '/'.

However, the registered keeper does have a copy - on the V5C. An example of a correctly recorded chassis number is shown below.

If the number as recorded by the MoT inspector is not the same as recorded by DVLA, this can generate a query letter from DVLA, which on occasions has led to a DVLA inspection.

Where there is more than one number stamped on the vehicle, or if the number is unclear, it has been agreed by DVLA and VOSA that the best person to advise the MoT inspector of the physical location of the chassis/frame number as recorded by DVLA for the vehicle, is the vehicle presenter.

## NEWS FROM THE SPECIALISTS

EB Spares advise me they now have available a new reproduction run of Campagnolo "Millerighe" alloy wheels 5,5J x14, 4 x108 ET 38 for all GT and Spider 105 models. Price will be £590.00 (plus carriage and VAT) for a set of 4.



The Westbury-based company also has a new production run of 6J GTA wheels available now. Please contact Kevin or Jason at EB for more info. [www.ebspares.co.uk](http://www.ebspares.co.uk)

The latest news from South London-based Classic Alfa this month is that they have bought Alfa rally driver Paul Wignall's company Retro Auto Components and in doing so have greatly expanded the range of performance engine parts they sell. All designed by UK Alfa race engine guru Jim Evans and include a new range of valves and camshafts, please visit Classic Alfas website for more information.

Company proprietor Richard Norris also advise me they have also made a few new parts –



- RHD brake master cylinder cover exactly as original complete with pressed drain holes – either in galvanised steel (£45+vat) or in stainless steel (£50+vat) both painted in satin black.



- Handbrake grip for all 105 series cars for £17.95+vat.



- 1mm oversize inlet valve for all performance 2000 engines - £19.50+vat

The annual Classic Alfa Goodwood Track Day will be held on June 9<sup>th</sup> 2012. Full details are on the website [www.classicalfa.com](http://www.classicalfa.com)

## GIULIA'S 50<sup>TH</sup> 1962 – 2012

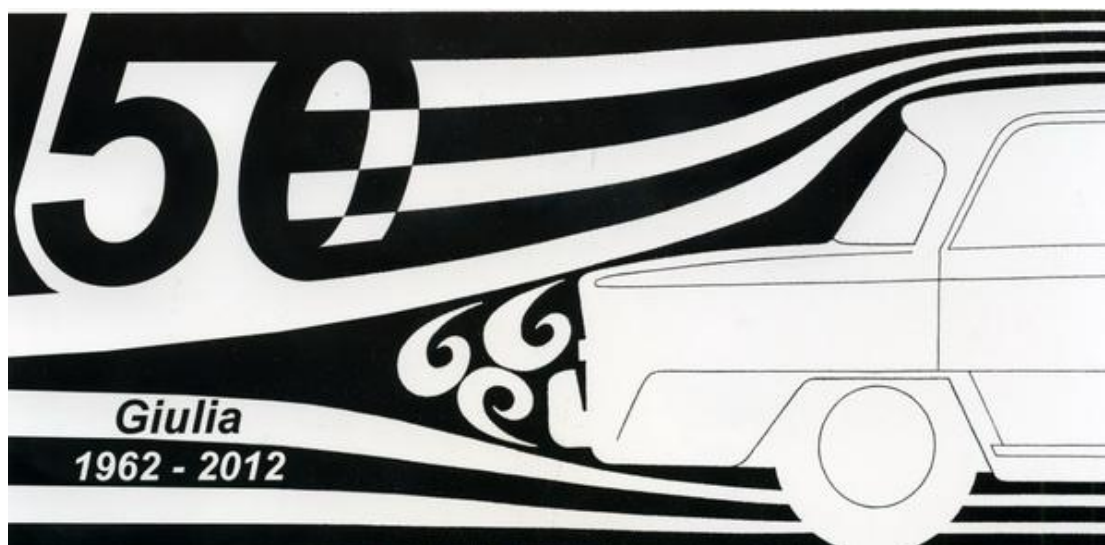


Photo credit SCARB

Plans are well underway in Italy to celebrate the 50<sup>th</sup> anniversary of the launch of the Giulia TI in 1962. Ken Carrington along with a number of other European club representatives, attended a preliminary meeting at Arese last November to discuss the celebration based around a weekend on or around the 24<sup>th</sup> 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. As I mentioned in the December issue of this magazine, I shall update members with the latest information as soon as it becomes available to me.

The Spa Italia event at Francorchamps in Belgium held over the weekend of 28/29 April has plans to heavily feature the Giulia anniversary this year with static displays, track runs and scenic tours. Again more details as the organisers announce them.

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's to the celebrations at Balocco in June next year. If you are interested in joining this trip, please contact Nick as soon as possible.

WHERE IS THIS GTV – we found it!

Following on from an article in the December 2011 issue of Alfa Romeo Driver, Eric B. Melvin from Scotland wrote to me.

'Having an enjoyable read of the December 2011 AROC magazine and came across the article 'Where is this GTV'? I am the culprit. I bought said vehicle (docs show initially bought in Italy 6th December 1968) from John Shelton in December 1994 and transported it back from Blackburn to Aberdeenshire on a trailer 31 December-snow all the way!

She required a fair bit of refurbishment as the demon rust had attacked the lower quarters, sills, floor, valances/ boot lid etc. This was completed in late 1995, together with a mechanical overhaul and a beautiful respray. She has been running in style ever since but with a very limited mileage as I have been living abroad for a number of years, as had John Shelton when he owned her.'

Thank you Eric for clearing up that mystery.

BENVENUTO!

New membership applications continue to arrive by snail and email and I am always delighted to receive them. Amongst the latest are Andrew Sampson (2000 Spider Veloce) who acquired his car in November 2011. Andrew Richardson (2000 GT Veloce, Don Gilkes (Spider S4 2.0) and Roger Harvey (2000 Spider Veloce) who tells me his car had been stored for the last ten years but is now up and running with a pair of special camshafts and a tuned exhaust. I was delighted to receive a membership application from Russell Douglas and welcome back a well-known Giulia to the Register. This red, green and white Sprint GT has a chequered race history having been successfully campaigned in the HRSR and HSCC Championships by former owners John Penfold, Graeme and his son James Dodd. Russell purchased the car in December 2010 for sprinting and hillclimbing.



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