

## Registro Ricambio – June 2014

### BENVENUTO

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

Wessex Section Secretary has recently added a tidy 2000 Spider Veloce to his stable of Alfas. The Spider had been laid-up for a number of years and was suffering from a seized clutch master cylinder. Local specialist Peter Smart sorted this for Nigel and now with a fresh MoT he is enjoying some top down motoring in this lovely car.



Alan Clarke-Morris has asked me to add his recently acquired 2000 GT Veloce to the Register. This is an early UK car manufactured in April 1972. The vehicle was supplied with a comprehensive history file which included a copy of an article from Motor magazine dated September 1981 featuring Alan's car. The Alfa was being tested by the magazine for a classic car report. It had been loaned to them by the respected and well known Alfa Romeo restorer Richard Banks.



I am always pleased to add rare 105's to the Register and Harry Filer's Berlina is a perfect example. According to the Automobilmismo Storico Centro Documentazione at Arese, this early 1750 was signed off by the factory on the 23rd December 1969. It is believed the car was then exported to South Africa possibly, as a CKD (Completely Knocked Down) vehicle and finished off at the assembly plant in East London. Recently imported into the UK, the Berlina was recently to be seen being fully enjoyed by it's new owner at the AROC 50th Anniversary track day at Bruntingthorpe.



Somerset resident and GT Junior owner Terry Kenyon recently sent me the following update about his Dutch Blue car. *'Having owned my 1600 GT Junior LGH 899N since late 2006, the car has performed amazingly well, both on road and track, with continental trips interspersed with outings with the HSCC and more recently with the AROC at Mallory Park last August. However it has become clear over the last year or so that it was time for a bit of TLC to attend to the various nasty bits that were starting to appear. So she is with Peter Smart at TMC Alfas near Dorchester having a complete bodywork makeover and respray. She should emerge sometime in June I hope.'* Interestingly, on checking the manufacturing date with the Automobilmismo Storico Centro Documentazione, I discovered Terry's Junior had originally been consigned to a dealer in Holland and was ordered in Piper Yellow!



Another South African import is Martin Brown's 1750 GT Veloce Mk 1. This is a beautiful Bertone finished in Bianco Spino from 1969.



#### **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. This includes Richard Tuby's fascinating research into the 'SE' version of 2000 GT Veloce, Mark Grimshaw's 'Drive It Day' report and Andrew Malek's love affair with his 1600 GT Junior.

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

#### **DVLA**

Nigel Harrison

#### **Extension of Historic Vehicle Tax class threshold**

On 1 April 2014, the threshold for Historic Vehicle taxation class moved from 1 January 1973 to 1 January 1974. This means that vehicles made in 1973, or registered in 1973, are now entitled to have the tax class of Historic Vehicle. However, the conversion from the existing tax class, e.g. PLG, to Historic Vehicle is not automatic. The registered keeper will have to claim it using the documents detailed below.



If the year of manufacture is not recorded on the V5C, and if the vehicle was registered from 1 January 1974 up to and including 7 January 1974, DVLA will let you register it as a Historic Vehicle, based on the assumption that the vehicle would have been made in the previous year.

There is no need to wait until the existing tax has expired, before applying for the Historic Vehicle tax class.

The DVLA information leaflet which explains about the Historic Vehicle tax class is leaflet INF34 that is called *Taxing Historic Vehicles*. This will be revised by DVLA to reflect the

changes being made. Unfortunately INF34 is not available to download but can be obtained by ringing 0300 790 6802 or emailing [Stores.order@dvla.gsi.gov.uk](mailto:Stores.order@dvla.gsi.gov.uk)

### **Applying for the Historic Vehicle tax class**

The following documents will need to be taken to a Motor Tax Post Office:

1. The V5C Registration Certificate. In the change section, put the tax class as Historic Vehicle, and sign and date the V5C. (Ignore any legacy note relating to DVLA Local Office.)

2. A V10 *Application for a Tax Disc*. On the form indicate a tax class of Historic Vehicle. (Ignore any note relating to an insurance certificate requiring to be produced). Any received V11 *Renewal Reminder to Get a Tax Disc* form should not be used.

3. MoT Certificate.

The Post Office will retain the V5C and post it onto DVLA in order for them to change the tax class to Historic Vehicle and issue a new V5C. Subsequent V11 Renewal Reminders should have the tax class of Historic Vehicle.

As with any communication with DVLA or government body, it is suggested that consideration be given to making a photocopy of all documents that are sent to DVLA.

### **Refund of Remaining PLG Disc**

Once the vehicle has been taxed as a Historic Vehicle, it will be possible to get a refund for each full calendar month left on the tax disc. A V14 form, which is called *Application for a Refund of a Vehicle Tax Disc*, should be completed and the PLG tax disc attached with clear tape to the form, then posted to DVLA. The PLG tax class is used as an example, and the same will apply to other tax classes.

**Missing V5C Registration Certificate** Part of the process for claiming the Historic Vehicle tax class is that the V5C needs to be amended. If the V5C has been lost or mislaid then to get a replacement one it will be necessary to fill in a V62 form. This form is called *Application for a Vehicle Registration Certificate*. The current fee for a replacement V5C is £25.

### **Correction of engine details on a V5C**

With the vast majority of tax classes, e.g. PLG, these are dependent on engine size/type. This means that when an engine change, or correction of the engine details, is notified to DVLA, there needs to be independent verification of the new engine details before DVLA will accept the change. The Historic Vehicle tax class is one of the few tax classes which is independent of engine size, so changes in engine size/type are not subject to independent verification by DVLA.

If the engine details on a 1973 vehicle are incorrect, it will be clerically simpler for the owner if the amended details are notified to DVLA on the new V5C that indicates the tax class of Historic Vehicle, seeing that no independent verification of engine size/type would then be required.

### **Incorrectly dated vehicles**

There will be a minority of vehicles that were registered in 1974 but were made in 1973 (or earlier), but DVLA does not have the year of manufacture recorded as 1973 (or earlier). Typically these will be sold off military vehicles, imported vehicles, vehicles that were slow to sell and hence registered later.

If an owner wants the year of manufacture corrected then there should be contemporary documentary evidence, which should either be an extract from the manufacturer's records, which indicates chassis numbers, or an extract from the appropriate Glass's Check Book. The Glass's Check Books come in three versions for cars, commercial vehicles, and motorcycles. The appropriate specialist vehicle club should be able to assist in providing a copy of the appropriate Glass's Check Book, or extract from the manufacturers records, but they could well charge a fee for this service.

Note that a dating letter on its own will not be sufficient to get the year of manufacture corrected. There needs to be contemporary evidence, which will include a chassis number, or bandwidth of chassis numbers and dating information.

To correct the year of manufacture the documentary evidence and the V5C will need to be sent to DVLA. Only when the corrected V5C has been issued, will it be possible to go along to the Post Office with the newly issued V5C and claim the Historic Vehicle tax class.

### **Historic Vehicles – the small print**

The existing usage criterion continues. This is the definition contained in the DVLA leaflet V355/1 called Notes about Taxation Classes. 'All vehicles, *except buses and goods vehicles used commercially* are exempt from vehicle tax if they were constructed before 1/1/1974. See leaflet INF34.' If a bus or goods vehicle is used commercially, there is not an entitlement to apply for the Historic Vehicle tax class.

### **V765/1 updates**

DVLA have asked us to remind clubs listed on the V765/1 that this list is updated every four or five months with amendments sent in by clubs and is available from [www.gov.uk/vehicle-registration/old-vehicles](http://www.gov.uk/vehicle-registration/old-vehicles). Club contacts do change and the most recent version should be used.

### **TYRES**

James Fairchild

Over one year into MoT exemption, I thought it might be an opportune moment to mention 'les chaussettes' as the French call tyres (translation: socks). For buses and trucks used 'in service', VOSA mandate that the driver does a visual check of tyres every day. In the case of an historic car that goes out once a month, checking tyres, and various other things, as part of the prep before pulling off the driveway each time is good practice. The VOSA checks require inspection of tread (to verify that there is tread, remove any stones etc.) and the visible surfaces (for exposed cords, cracks, etc) as well as checking the wheel nuts visually.

What are we looking for? Plenty of tread is the obvious thing, but we are also looking for uneven wear patterns and any cracks, exposed cords or bulges in the side walls as well as things like stones or twigs. It is easy to forget that tyres have two sidewalls, so get those wheels jacked up and removed so that you can take the tyre off to look at the other sidewall as well and inspect or clean anything else that is in that area, as well as removing the spare tyre from its cradle.

The other obvious thing is to check the tyre pressure. I find the easiest way to do this is to drive to my local superstore, which has 'free air' and a machine on which I set the required pressure on a digital display, then connect the airline to the tyre, and it either blows up or deflates as necessary, giving three beeps when done. Depending on the car, the correct pressures (which may well be different for front/rear, or for winter/summer, or for empty/full load, or for high speed/lower speed, or for radial/crossply, or for different tyre sizes, or for different brands of tyre, etc.) should be in your handbook or manual, or alternatively marque-specific owners clubs may be able to give an opinion of the best pressures for your vehicle. Remember to blow all five up! If your wheels are inflated with nitrogen, then the pressures still need to be checked, and the top-up needs to be with nitrogen to maintain the benefits (which I won't go into here). Also recall that tyre pressures are 'cold' pressures.

One other thing to check, which typically gets omitted, is to look at the age of the tyre. Many of us will be familiar with the tragic case in 2007 of the MGB driver who had bought some 'new old stock' tyres. One of these blew out at speed, and in the investigations turned out to be over 20 years old. There was also a coach crash in September 2012 where a front tyre on an Eos coach belonging to the operator MerseyPride blew out and was found to be 19 years old.

All tyres should be stamped on one side or the other with a date code. Tyres manufactured in the 21st century will have four digits in the format 5212, where the first two digits are the week and the last two the year (so the last week of 2012, in my example). Tyres manufactured in the 1990s will have three digits and a triangle (where 017 is the first week of 1997) where tyres manufactured in the 1980s and prior will just have three digits (017 could mean first week of 1987 or first week of 1977). If a tyre doesn't have a code, or it has worn away to the extent it is illegible, then err on the side of common sense and caution. How old tyres ought to be before replacement will depend on many factors, including a detailed appraisal of the tyre off the rim, as well as an understanding of the typical use that the vehicle is put to. Clubs may wish to tailor this advice based on their specific knowledge. On its website Bridgestone says: *'many tyre companies, including Bridgestone, warrant their tyres against manufacturing and material defects for five years from the date of manufacture. Based on their understanding a number of vehicle manufacturers are now advising against the use of tyres that are more than six years old due to the effects of ageing'*. Continental says: *'Continental recommends that all tyres (including spare tyres) that were manufactured more than ten (10) years previous be replaced with new tyres, even when tyres appear to be usable from their external appearance and if the tread depth may have not reached the minimum wear out depth.'* Also bear in mind that recommendations from manufacturers (whether of tyres or of cars) may apply to current production rather than historic vehicles.

It is also worth noting that tyres on a vehicle used rarely may actually deteriorate faster, particularly in terms of sidewall cracks, than those on a car that is daily transport. Naturally, the spare tyre on any car, modern daily transport included, is also caught by this. The British Tyre Manufacturers Association states *'Tyres that are used infrequently (e.g. caravans) and/or in coastal areas will age more quickly'*.

In December 2013 VOSA (now DVSA) issued a Recommendation to the bus/coach industry, stating: *'As a precaution, the Department for Transport strongly recommends that tyres over 10 years old should not be fitted to the front axles of buses and coaches. Such tyres should be fitted only to the rear axles of vehicles as part of a twin tyre combination.'* For the benefit of

those not overly familiar with commercial vehicles, 'twin wheel' relates to two wheels on each side of the axle (as seen on the rear axle of virtually all buses, old and new) and 'single wheel' relates to one wheel on each side of the axle (as on virtually all cars).

David Hurley, past chairman of the FBHVC's legislation committee, suggests that pre-1950 buses/coaches with tubed tyres have a very low risk of delamination, hence an age limit is disproportionate. Also, vehicles of this age typically have low maximum speeds.

Vehicles (of all types) that are particularly susceptible to running on old tyres could include those where new tyres of the correct size/type are no longer available or are prohibitively expensive. Where clubs represent vehicles where this is known to be a concern, we hope those clubs will go the extra mile to reinforce the points about tyre condition and safety, and potentially where it is feasible to do so, to have conversations with tyre suppliers about bulk orders or on technical studies to establish the suitability of alternative sizes on particular models.

It is also worth reminding people that the tyre code contains a letter for the speed rating. Certain tyres may be intended for plant/machinery, and could have a very low speed rating (example, speed rating B is suitable for a maximum speed of 31mph (the higher the letter the higher the permitted speed)). Do bear this in mind when sourcing tyres. If tyres are fitted to a lower speed rating than the Original Equipment specification for your vehicle, insurance companies may need to be informed.

Potentially there may be further research into the effects of tyre age (and other factors) in the future. Should the need arise, we would respond appropriately to any consultation on the issue, seeking that any measure would be proportionate and appropriate to older vehicles and their owners as well as reminding legislators that solid tyres/cross-ply tyres/tubed tyres are in regular use within our movement and that different treatment to modern cars doing 70mph (and more) with harsh braking on a daily basis may be appropriate.

Finally, it is no use in having good condition tyres without considering the rim itself. The Matra Enthusiasts Club report a known case of a Renault Espace (which has its spare tyre in a cradle below the car, and thus susceptible to salt and muck) where the spare tyre had literally rusted through. The picture shows your author's Renault Espace series one, which had all five of its steel wheel rims grit-blasted and powder coated. Whilst wire brushing and painting could be almost as good, the advantage of grit-blasting is that all of the metal (including crevices) is reached. This cost £13 plus VAT per wheel, then £10 per wheel to a local tyre fitter for attaching rim to tyre/new valve/balancing, fitting to the car, and removing the next wheel and splitting it - and yes, I did them all individually due to not being able to find additional spare rims of the correct profile/pattern/offset. There may be companies around who can offer an inclusive service. Similarly, many companies advertise alloy wheel refurbishment, but check for precisely what they do first. Again, when inspecting tyres, take off trims, and remove the wheel itself in order to look at the inner face.

**Links:**

Bridgestone article <http://www.bridgestone.com.au/tyres/passenger/care/age.aspx>

Continental article [http://www.tyresforlife.co.uk/www/tyres\\_for\\_life\\_uk\\_en/themes/tyre-information/how-old-are-your-tyres-en.html](http://www.tyresforlife.co.uk/www/tyres_for_life_uk_en/themes/tyre-information/how-old-are-your-tyres-en.html)

British Tyre Manufacturers Association

[http://www.btmauk.com/data/files/Replacing\\_Car\\_Tyres\\_1\\_June\\_2011.pdf](http://www.btmauk.com/data/files/Replacing_Car_Tyres_1_June_2011.pdf)

VOSA Dec 2013 Recommendation <https://www.gov.uk/government/publications/public-service-vehicles-tyre-age-recommendation>

## **HERITAGE**

Keith Gibbins

### **Drive It Day™ on Course for Record Participation**

Volunteers on the heritage team at the Federation of British Historic Vehicle Clubs (FBHVC) are predicting a record turnout for this year's Drive It Day event which takes place on Sunday 27 April. Enquiries and venue bookings are well up on last year at this time and the availability for the first time, through FBHVC, of five museum waypoints for clubs to use has encouraged more clubs to organise events around these attractions.

Ken Coad, the lead organiser on FBHVC's heritage team is very encouraged by the high level of interest this year: "Last year was our biggest event ever with the Sunday Times estimation that there were 250,000 historic vehicles on the roads. With the interest we have seen to date this could easily be topped. Club organisers should ensure they register their interest with us so that we can secure their privileged parking with the venues. It would be an embarrassment to turn up on the day with your club to find the parking is all taken. For the sake of a phone call your places can be assured."

Arrangements have been made with the following venues to act as waypoints for the day:

**Heritage Motor Centre Gaydon**

**Brooklands Museum**

**Bressingham Steam and Garden Centre,**

**Cotswold Motoring Museum**

**Lakeland Motor Museum**

In addition the secretary will be at the Royal Oak, Bishopstone near Swindon as has become traditional.

For more information or to book a venue for your club call Ken Coad on 01923 262960 or check our Facebook page. Drive It Day™ was created and is promoted each year by the Federation of British Historic Vehicle Clubs Limited (FBHVC) and has been registered as a trade mark. It commemorates the 64 cars that left London on a 1000 mile trial in April 1900. The objective for 2014 is to attract as many up and running eligible vehicles as possible out on the roads for this special day.