



The Federation of British Historic Vehicle Clubs 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.

Scrappage scheme

In practice we regret that there is little we can do to prevent historic cars being scrapped under this scheme, and we have been dismayed to see that a few very restorable vehicles have been earmarked for destruction. However there has also been some good news, when thanks to the intervention of the Riley RM Club, Victor Riley and BMW top brass, a Riley was saved from the crusher. It could be argued that because of this scheme we are at least finding out what cars are being destroyed because the owners don't realise they have a vehicle that could be preserved.

In many cases it cannot be in the best financial interests of the seller as the majority of our cars are worth more than the discounts that are available from dealers outside the scrappage scheme. Fortunately cases like that of the Riley remain exceptional and we are unlikely to get the government to make special arrangements on the basis of a handful of cases. Although we in the historic vehicle movement tend regard the current owner as a custodian for the time being, the harsh reality is that the car is their property to do as they like with. We can only repeat that it is up to all of us to spread the message that our motoring heritage should be preserved.

Car scrapping subsidy introduced in many member states

As a response to the economic crisis and its impact in the car industry, 11 EU member states have so far introduced financial incentives to encourage consumers to scrap old cars in favour of newer models. The initiatives have been taken to boost sales of new cars. Governments are also arguing that the schemes will also improve the environment by removing the older, more polluting cars, from circulation.

Paint

At last. After over six years, we now know where we are. In June, the Department of the Environment, Food and Rural Affairs (DEFRA) published guidance for the enforcement of the various paint regulations together with a code of practice for those selling non-compliant products. The result is that if you can find a supplier who has signed up to that code of practice, have a vehicle over 30 years old and complete a straightforward one-page application form, you may purchase cellulose and other non-compliant paint. This is not a perfect result but is nonetheless a victory for common sense.

Annual Giulia 105 Register Gathering

Photos – Jeremy Kitson



Ron Smith's pristine Sprint GT heads up the Bertone display



105/115 Spiders in formation

Over 40 Giulia's descended on Silverstone Circuit Classic Festival for the Annual Register Gathering on Sunday 26th July. Members took advantage of the 'buy one get one free' ticket offer and were provided with a large dedicated parking area on the inside of Bridge Corner which we shared with the main AROC display. The 'Rocking and Racing' themed event offered attendees three days of classic motor racing with cars on track from the 1920's to the 1990's, from Formula One through to Classic Saloons, Sports and Le Mans cars.

The Register displayed a fine representation of 105/115 Spiders and Bertone Coupes but sadly only two Giulia saloons, those of Des Clare and Paul Jaggard. We were delighted to welcome Dutch visitors Charlotte Coolen and Jack Habits who had travelled over in an S2 2000 Spider Veloce. Watch this space for details of the Centenary Year Giulia Gathering.

Someone please save this Giulia!



KOY ok – KOY in Concours condition June 2008 – Sacha BucatiniKOY burnt – A burnt KOY August 2009 – Douglas Valley Breakers

I was saddened to receive Sacha Bucatini's recent e-mail concerning the fate of 'KOY', the well-known, in AROC circles, bluetie Giulia 1600 Ti. Following an engine fire, the insurance company has 'written off' the car and it has appeared for sale at Wigan-based breakers Douglas Valley on the internet auction site eBay, at a totally unrealistic asking price of £8500. I understand the company has no immediate intention of scrapping the Giulia and are prepared to hold out to find a buyer. It would be a crying shame if this beautiful rare and original Alfa with only 65,000 miles recorded did end up in the crusher. Are you brave enough to save it?

Please call Douglas Valley Breakers on 0844 6633988.

Spider for Classic & Sportscar

The Register was pleased to recently assist C & SC magazine who were seeking a 1750 Spider Veloce roundtail for one of their 'Ultimate Showdown' articles. The Giulia was to be put head-to-head with a Lotus Elan and therefore needed to be a prime example. My thanks to Iain Robson-Cross who kindly volunteered his beautiful 1969 Spider. The article published in the October 2009 issue was I felt well-written and balanced. Although the author finally 'fell' for the Elan's charms, the Alfa was on its tail throughout the test!



C & SC Cover October 2009

Benvenuto

The Register welcomes: Nigel Beacroft – 1750 Spider Veloce (1969), Julian Dexter – 1750 GTV Mk1 (1968), Lawrence Alexander – 1600 GT Junior (1975) and Keith Forrest – 1750 GT Veloce Mk1 (1969)



"I have recently joined your club from Australia and have just received the Club Magazine. It would be great to get a picture of my car in it! It had 73,000 miles on it when I bought it in February 2008 and now 85,000 odd miles on the clock. When I return to the UK in 2010 I aim to bring it back with me." Keith Forrest – 1750 GT Veloce Mk1 (1969)

Stuart Taylor

[Home](#)