

Giulia 105 Register – Registro Ricambio – October 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. Here follow a few articles from the latest FBHVC newsletter I hope you will find of interest.



WELCOME

Roger Wrapson

One of the recent monthly magazines was very proud to reveal the worth of the motor sport to the UK. The Minister of State for Business and Enterprise had worked out that the industry invests over £1 billion in research and development and employs 40,000 full and part time staff, while teams and suppliers created over £2 billion worth of business and total motor sport sales exceed £7 billion each year.

These figures make impressive reading but we have to point out that 'our' £4.3 billion from 28,000 employees clearly punches well above its weight in this respect.

The article quotes the Culture Minister stating: "engineering is an incredibly important skill – people should be learning it at school", while revealing the availability to the motor sport industry sector of Research and Development Tax Credits, the Regional Growth Fund and further funding from the Technology Strategy Board.

As the Federation's Trade and Skills Survey gets underway it's crucial that our net worth to UK plc is not overlooked and that the old vehicle industry is properly recognised in the corridors of Westminster so that we are included – as we quite properly should be – in training grants and other financial incentives that may be available to our industry sectors. The Federation's highly lauded Drive it Day was a very public showcase of the industry – lets ensure we're properly recognised.

FUEL NEWS

At the end of June the FBHVC's fuel specialist, Matthew Vincent attended a meeting at the British Standards Institute to discuss petrol labelling. There were a number of points of particular interest to member organisations.

The proposed volatility limits of petrol containing 10% ethanol (E10) in the revised European specification are likely to be agreed later this year. The inclusion of 10% ethanol will be accompanied by an increase in the permitted upper limit of volatility. Although the change is small, in effect it means that petrol with 10% ethanol will be more volatile than existing petrol containing no ethanol, or with 5% ethanol in blend. This change will not assist owners

of historic vehicles fitted with carburettors, but there has already been significant discussion about in-situ alterations for vehicles suffering from vapour lock in hot weather. The arrival of E10 will probably require a renewal of awareness of these remedies. Full details about this are already on the FBHVC website.

E10 can be sold in the UK as soon as the documentary work has been completed. It is expected that this will be achieved late in 2012, so in theory the product could be in the market from the first quarter of 2013. Exactly how much of this grade arrives, and when, is not known yet, and this situation appears to contradict statements made by the Department for Transport earlier this year at the clubs' meeting. DfT are expected to publish a leaflet explaining what will be happening. It was the belief of those assembled that petrol containing 5% ethanol would be retained until 2020, but it was also clear that over time ethanol levels would rise above 10% in order to meet EU legislation on renewable fuels. It is envisaged that high octane unleaded petrol (sometimes called 'super premium' and usually of 97-99 octane rating) would not contain more than 5% ethanol, and would remain as a protection grade for the foreseeable future.

The labelling for E10 was discussed in detail and it was agreed that the code 'E10' would feature prominently on the label, being given the same size lettering (15mm) as the words 'Unleaded Petrol' and the octane rating (95). The warning to motorists about the suitability or otherwise of the fuel will use smaller lettering (10mm), but should still be clearly visible. Despite apparent agreement at a previous meeting of a different format, the form of wording shown below was adopted: 'Not suitable for all vehicles. Consult vehicle manufacturer before use'.

This might in theory cause some logistical problems for owners of historic vehicles whose manufacturers no longer exist, but in reality, unless actions are taken by owners to proof their fuel systems against the effects of E10, it should be regarded as unsuitable for any historic vehicle.

Unleaded petrol containing up to 5% ethanol will not need to be labelled, but if the ethanol content rises above 5%, the fuel must be labelled. If the label on the petrol pump does not include the code 'E10', then the fuel should contain no more than 5% ethanol.

EU LEGISLATION

VEHICLE REGISTRATION

In April the European Commission proposed a new vehicle registration Regulation designed to reduce the administrative burden caused by the need to re-register a vehicle if it/or the owner moves to another Member State. The proposal has now been sent to the European Parliament for its scrutiny and FIVA has communicated its position on the proposed Regulation to the Rapporteurs in the Lead and Opinion Committees. FIVA has also shared its position with the chair of both Committees, Malcolm Harbour and Brian Simpson, both of whom attend the EP Historic Vehicle Group meetings and also with Bernd Lange, chair of the EP Historic Vehicle Group.

FIVA's position:

- notes that some vehicles have no registration papers and that some of these vehicles are on occasion sold within the EU;
- calls for the Regulation to acknowledge that in some Member States a system is in place to allow a vehicle without registration papers to be processed with relative

ease – whereas in other cases, authorities are unwilling to seek resolution leading to vehicles not being able to be used either because they are not provided with new registration documents or because they are classified as 'new' and hence are unable to meet the safety and environmental conditions applied to modern vehicles.

Hence FIVA calls for the Regulation to provide a steer to Member State authorities to help to ensure a consistent, efficient and effective approach to this matter; and suggests that the Regulation adopt a provision previously included in Commission Regulation No 183/2011 of 22 February 2011 amending Annexes IV and VI to Directive 2007/46/EC, Annex in Appendix 2 , Point 0 which states that: 'In the absence of a registration document, the competent authority may refer to available documented evidence of date of manufacture or documented evidence of first purchase.'

The European Parliament is expected to address the Regulation after the summer recess.

105's IN THE PRESS

The late summer of 2012 has been a good one for 105 publicity. The September issue of Classic Cars For Sale included an article on the Giulia saloon with Chris Savill's prugna Nuova Super featuring over several pages. Stuart Edwards' blu ollandese Giulia Super was part of a group test straged by Classic Cars magazine. In October the same publication featured David Edgington's Super in their 'Your Cars' column and my own Spider S4 was also put to test over the North Yorkshire moors by Sam Dawson, one their staff writers. I rather liked his comment 'The Spider squats on its rear wheels and leaps towards the vanishing point'. I have a feeling he must have enjoyed driving the car as much as I do!

Giulia's under the hammer

With an amazing sales rate of 89 percent of the classic and road cars on offer, along with the sale of a further 13 competition cars, Silverstone Auctions achieved a fantastic premium inclusive total of £1.1m at the recent Silverstone Classic Sale. The auction formed part of the Silverstone Classic weekend.

Highlights of the sale included a stunning 1959 Jaguar XK150 drophead coupe which fetched £67,760, an extremely rare 1960 Austin Seven 850 which sold for £24,080, and a 1996 Lamborghini Diablo VT for £59,360. Included in the sale was a beautiful 1975 Giulia 2000 GT Veloce with 36,000 original miles on the clock. Following some serious bidding interest, this car went under the hammer at £21,392.00. The same sale also saw a left-hand drive 2000 Spider Veloce, described in the catalogue to be in 'better than new condition' make £19,600 on the night. Could these be the highest prices ever achieved for classic Giulia's at auction in the UK? Bearing this in mind, I think you should seriously ask yourself whether your Giulia is now adequately insured?



And finally...

New addition to the Royal Household?

Has the Bentley been traded for an Alfa? Well no, not exactly. Here we see Queen Elizabeth the Second, photographed on a private visit to France in 1968 and waving to the crowds from the front seat of a Giulia Super. My thanks to Register member Sacha Rossi who sent me this contribution.



Una
Giulia
Super
per
Sua
Maestà
la regina
Elisabetta
d'Inghilterra
in visita
privata
in
Francia.

Stuart Taylor - Registrar