

Giulia 105 Register News

The Register is a member of the Federation of British Historic Vehicle Clubs. Here follow a few articles from the latest FBHVC newsletter I hope you will find of interest.



UK LEGISLATION

David Hurley

All Party Parliamentary Historic Vehicles Group

The All Party Parliamentary Historic Vehicles Group has reconvened after the election and held its Annual General Meeting at the Palace of Westminster. Lord Montagu was been re-elected as president and Conservative MP for East Yorkshire, Greg Knight, was unopposed as chairman.

Also returning to office was Labour MP Kelvin Hopkins, Luton North, who was elected vice-chairman and John Cryer, a former member of the group who lost his seat in 2005, but returned in 2010, was elected the new treasurer.

The group will continue to have regular meetings with the FBHVC and some officers of the group will be in attendance at Beaulieu to listen to the concerns of Federation members at the Beaulieu Autojumble over the weekend of 11-12 September.

Personal Observation

There appears to be a lull in consultations (at last) probably due to politicians being otherwise occupied in the run up to the election (and sorting out their expenses) and civil servants keeping a traditional low profile during this process. Whether we will see more outsourcing as a result of budget cuts in the funding of Government Agencies (VOSA, DVLA etc) and the DfT itself, only time will tell. One result of outsourcing is often reduced governmental control on fees and more simplified procedures that cater for the majority, to the detriment of minority interests – food for thought!

DVLA

Nigel Harrison

Revised DVLA Form

DVLA have just introduced a revised version of the V55/5 form, which is used for the initial registration of a used vehicle, and so includes historic vehicles. The form has been revised to comply with an EU Directive. The old versions of the form are no longer valid, but for a limited period, the old form will be acceptable for postal applications. Where an application is made via a personal visit to a DVLA local office, the new version of the form will be handed over the counter.

The revised V55/5 form and the associated V355/5 explanation sheet are not available for download, but are available at DVLA local offices. These offices are only open Monday to Friday, and from personal experience, the queues at my local office are shorter during late afternoon. Clubs will need to destroy all stocks of the old form. The revised form is still a 'dual sheet' form; i.e. it produces a carbon copy, but without the carbon paper being visible. The date code of the revised V55/5 form is 2/10.

Buyer Beware

An historic vehicle trader has contacted the Federation indicating that the number of vehicles he is being asked to look at which are 'ringed' is increasing. Ringing of vehicles, i.e. stealing a vehicle and changing the identity by changing the chassis number and registration number to match the details on the registration document, e.g. a V5C, has possibly been around as long as there has been motor vehicles. With some historic vehicles the chassis number is only secured by two self tapping screws, so to the unscrupulous, the highly illegal action of ringing a vehicle is comparatively simple. With some vehicles, the chassis number is also stamped directly onto the chassis or bulkhead, so a comparison between this number, and the number stamped on the chassis plate secured with the self tapping screws can be made. With some models it is only the last few digits that are the same.

Given specific written information on a suspect vehicle, the Federation will pass this on to DVLA for their own investigation. This could result in the registration number being withdrawn and either an age-related or possibly a Q plate being issued. Trading standards could well be interested as well, and it could result in ownership of the vehicle reverting to the insurance company that paid out the insured loss claim, and if the current keeper wants to retain the vehicle, having to buy it back from the insurance company.

When considering buying any vehicle, having knowledge of where the chassis number is directly stamped on the vehicle is useful background information. Confirmation that the chassis number on the V5C and on the vehicle are the same is a basic check. Buyer beware.

EVENT NEWS

Colin Francis

I have been interested in getting a calculator which shows hours and minute (sixtieths) as opposed to decimals for some time. I was told there is no such calculator available but I hear that they will be advertised in the Historic Rally Car Register magazine shortly.

I have returned from competing on the Three Castles rally in North Wales and the Classic Marathon in France. Both were very good events but cater for very different types as well as being different in many ways. The weather in Wales was superb while that in France was miserable! Both events do not use maps so anyone should cope with the navigation except when they use triangles or take you into car parks, but you will not get lost - merely lose a few marks.

The Welsh event attracts many newcomers especially from one make clubs while the Classic Marathon, in its 22nd year, usually attracts more experienced crews. You can do it as your first event but do not expect to be in the top ten.

The Three Castles is run under MSA rules while the Classic Rally Association event is included in the FIA regularity championship. If you are interested go to the FIA website and look under 'championships'. The CRA is also running a new type event called the Mountain Challenge in France from 12 to 17 September. It is not a rally but is based on the scatter principle and is all about going to remote mountain passes or cols and will require some ability in map reading. There is no set route and it starts in Evian les Bains in France and finishes in Monte Carlo. More details are available from the CRA website or by phoning 01633/263399.

Note that Drive it Day will run on **17 April** next year to prevent it clashing with Easter and there are many events listed on the FIVA website.

ANNUAL REGISTER GATHERING

My grateful thanks go to Clare and Ade Horne for their kind invitation to host the Register's Annual Gathering at East Anglian Alfa Day, held at Ickworth House near Bury St Edmunds on Sunday 13th June 2010. A strong turnout of 105 Bertone coupes, Spiders and Giulia saloons helped to bolster the attendance at this excellent regional event.

Several Register members entered their cars in the East Anglian Section Concours and were awarded with their efforts. Among them Martin and Marianne Webb with their delightful 1600 Spider Duetto and Peter Wood for his recently restored and beautifully presented 1750 GT Veloce Mk1.



Bertone coupes were plentiful this year. Notable examples were the Sprint GTs of Ron Smith and Alex Twitchell and the red 1750 GT Veloce of Andy Fotheringham (Mk1) and distinctive metallic gold Mk 2 of Andrew Stevens. (insert Twitchell GSGT) (insert 1750 GTVs)
Series 3 Spiders are at last beginning to find a loyal following. One long-term owner is Jeremy Kitson, the Herts & South Beds Section Secretary. Jeremy imported his own S3 from the U.S. where he had been working for a year or so. His car is a 1986 Graduate version in very good condition fitted with fuel injection and the later single S4-style instrument binnacle. The fitted Cromodora alloys set the car off very well.



A real pleasure was having 'KOY' – the 'saved from the breakers' 1966 Giulia Ti – back with us again. Currently in the care of Suffolk-based specialist Titus Rowlandson, the bluette saloon is well on the road back to full restoration. Some elusive parts are causing Titus a few problems and I am assured the white fibreglass bonnet from Jonathan Griffin's racecar Super is only temporary. Bodywork distortion due to the fire was surprising limited although the plastic ducting behind the dashboard and wiring loom did suffer rather badly. KOY is currently fitted with a GTA engine while the original unit is under repair. I wonder how many of you spotted those extra plug leads?



Thank you to all who attended. I enjoyed the relaxed opportunity to meet the many new Register members who were at Ickworth and having the chance to finally put faces to names of people I have only spoken to on the telephone or on email.

All pics in this section are by Jeremy Kitson

BENVENUTO!

The summer months have seen a large number of new members joining the Register.

Adrian Forfar from Coventry has sent me details of his 2000 GT Veloce. Originally sold by Harpers (Specialist Cars) of Stevenage, Herts in November 1974. Adrian acquired the Bertone coupe in 2005 and embarked on a restoration consisting of a full body strip down. A new front valance and cross member have been replaced along with a number of other major panels. The engine has been rebuilt with high compression pistons, new bearings and the cylinder head has been ported.



The white 1600 Spider Duetto owned by David Pearce was manufactured in May 1967 but not registered until January 1968. The car is fitted with a 1750 engine and has ATE brakes.

Helen Monckton has recently registered her 1750 Spider Veloce with me. The white convertible has had four previous owners and shows just 65,000 miles on the clock.

Peter Knight's giallo oca 1750 GT Veloce was first registered in November 1970. It has only had two previous owners and covered just 44,500 miles from new.



Steve Watson from Melton Mowbray has sent me details of his blu ollandese 1750 Spider Veloce. The car has had three previous owners, all in the same family! The low 46,000 mileage is backed up with every MoT Certificate.

Paul Green has recently acquired this 2000 GT Veloce. The Bertone coupe was originally sold as one of the ARGB run-out SE versions and still retains the finned alloys, tinted glass, leather seats and electric windows. The black vinyl roof and matt black painted grille have thankfully long gone. The car had been stored in a barn for a couple of years. Paul believes it was last run in 2005. Although the car is visually in good condition and had some restoration work done in the mid nineties, it is his intention is to bring it up to a good, solid and obviously road worthy condition for weekend and show use. Mark Nicholson of Italian Race Services in Basildon is currently carrying out the renovation. The car has had ten owners and Paul believes was originally yellow.



Stuart Taylor

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