

105 GIULIA REGISTER Registro Ricambio – February 2015

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.



UK LEGISLATION

Bob Owen

Vehicle Excise Duty Exemptions

To repeat our heads up from Issue 6-2014, if you have a 1974 built vehicle first licensed in 1975 and the date of manufacture is not recorded in the V5C, you can apply any time to have the DVLA record corrected to show the manufacture date and ensure the vehicle is able to claim its rightful exemption from VED. Once you have succeeded, you will get exemption from VED from April without more.

But don't forget the DVLA evidence rules for this are fairly tight. In most cases you will need to produce factory or equivalent data to support the claimed date of manufacture, or DVLA will not accept your application. If you are nevertheless sure and think you have proof that your vehicle was made in 1974, do let Ian know and we will see if we can help you make a valid application.

And, again to repeat, if you have a vehicle which you know crosses a later line (1975/1976 etc.) you can go ahead at any time to get the data corrected. In fact DVLA would rather you did as it spreads their workload.

London Ultra Low Emissions Zone

As expected, when Transport for London's proposals for this Zone came to be released for consultation, they included a blanket exemption for pre-1973 vehicles. They did this by amending earlier legislation. We have in our response to the consultation pointed out that, while 1973 was, at the time of the previous exemption, the same date as the date upon which VED ceased to be payable, the position has now changed. By the time the proposals become law, that date will be pre-1975, and the Chancellor suggested that the VED exemption should continue to roll forward on an annual basis.

In our response to TfL's consultation, we have proposed to TfL that they might wish to keep the ULEZ exemption consistent with the VED exemption.

Car Cruising Injunctions

In December our attention was drawn to news reports that a combination of local authorities who cover the Black Country had gained a High Court Injunction which was said to prohibit 'two or more vehicles gathering together in the Black Country between the hours of 1500 and 0700'. Clearly the injunction was granted to enable these authorities more readily to police the increasing incidence of 'car cruising' which is seen as a growing social

problem in their area. There are, we realised, several pre-existing High Court Injunctions, mostly in the Midlands, in similar terms. We made an initial approach to Wolverhampton Borough Council, one of the five Black Country authorities involved, simply to register our interest at this stage but expressing concern that our members out on a historic vehicle run might be caught by the injunction. Wolverhampton has sent us the precise text of the injunction.

While most of the injunction deals with obviously anti-social activities it does appear to rest on the implicit assumption that all 'car cruising' is anti-social. There is a question as to whether us more 'responsible' and often older motorists should be too supportive of suppression of the way in which a new generation of the young get started on an interest in cars, provided of course they do not otherwise cause offence and unhappiness to the public by way of bad behaviour, careless and reckless driving, noise etc. Were we all models of respectability and prudence in our younger more carefree days?

Be that as it may, on examination the Black Country injunction does appear to be rather widely worded. It appears to create a very slight risk that ordinary Saturday afternoon gatherings of historic vehicles might arouse the ire of someone in a community and thus be held possibly to be in breach of the terms of the Injunction. As the injunction includes a specific power of arrest, it might, in the hands of an over-zealous officer of the law, put some of our members at risk of, at the very least, some harassment and possible prosecution for Contempt of Court, the sanction which supports an injunction.

We will be considering this issue further and deciding whether or not to take it up with one or more of the authorities involved, with a view to getting a steer as to how as a matter of policy they would see historic vehicle gatherings, which might be of use to our members in case there was ever a problem in an area with an injunction in place.

DVLA NEWS

Ian Edmunds

Due in part no doubt to the holiday season there is not much to report on the DVLA front for this issue. I am in correspondence with them regarding a couple of issues raised by members and I would expect to be able to report further on these in the next edition.

Last autumn we requested that DVLA reconsider one aspect of their allocation of age-related registration marks. You may recall that some time ago it was announced that due to a shortage of available registration marks in the alpha-numeric (i.e. letters first) format all age-related marks from then on would be in the numeric-alpha format. Following a determined challenge from an individual historic vehicle owner this policy was reversed in the spring of last year with a revised arrangement to issue alpha-numeric marks to vehicles first registered before 1953 and numeric-alpha thereafter. Following some detailed research of the registration records FBHVC submitted a paper to DVLA in September suggesting that a more realistic change-over date would be 1959. We have recently written again to DVLA to remind them of their promise to consider this evidence. We will, of course, inform you of the outcome as soon as we know.

A little background to this may be interesting. 1953 was the year when the numeric-alpha format was first permitted but only two licencing authorities actually adopted it in that year.

At the other end of the scale some authorities, particularly in Scotland, never did change, continuing with the alpha-numeric format up to the adoption of the seven digit marks.

One detail of the vehicle record process that I have learnt during the summer is that the central file held by DVLA may contain a date of manufacture (as opposed to the date of first registration) for a vehicle without that date being printed on the V5C. Apparently the central file system also requires a particular marker to cause it to print the date of manufacture. Some records have this marker and others do not.

Most of the information that I receive suggests that in general the vehicle registration process is working well with the MoT and VED exemptions being applied without difficulty, both via the on-line system and at Post Offices. However... there is always one! I have recently been informed of a case where the V11 tax renewal form requested an MoT certificate for an exempt car and that, as a result, the local Post Office would not issue a tax disc. This case was resolved, rather slowly, by sending the paperwork to Swansea.

Club V765 signatories may be interested to learn, if they didn't know already, that the V765/3 document (Guidance Notes for V765 Signatories) has recently been re-issued (latest version 9/14). At the same time it has ceased to be available on-line because it is not considered to be a public document. This rather begs the question – is it automatically sent to V765 signatories?

Now that we no longer have a tax disc to look at the only method available to confirm the current tax status of any vehicle is via the DVLA Vehicle Enquiry Service (VES) available at <https://www.vehicleenquiry.service.gov.uk/> or by phone at 0300 790 6802. This requires the 'make' and registration number of the vehicle in order to search. In general this seems to work well but FBHVC are aware of a number of instances, largely of historic vehicles, where it has not. We are engaged in dialogue with DVLA on these anomalies and, as usual, will report back in due course. Meanwhile I would be interested to receive details from anyone who has experienced difficulties with VES with respect to a historic vehicle.

We are aware that some well-known makes don't appear on the VES drop-down lists of makes (Standard is a good example) nor will DVLA accept them as the make on the paper V5C, and also that vehicles in the 'not licenced' category (i.e. not requiring to be either licenced or SORNed as they were not in use when the continuous licencing procedure was introduced) often show a 'phantom' tax due date. It also appears that recently (re)issued V765 reclaimed registrations don't show on VES until the vehicle is taxed. Have you found any incorrect or confusing returns? Please let me know at vehicles@fbhvc.co.uk

I am indebted to my committee colleague James Fairchild for his continuing scrutiny and analysis of the VES and related matters. In an article in Issue 4 2014 of the Newsletter James listed a number of websites that can be used to check on vehicles. Since then the RAC have completely changed their vehicle check service, to the extent that the majority of older vehicles no longer return a result. We have queried this with the RAC but so far have had no response. Also, the other HPI checking site James referenced has been closed down. For now, if anyone needs to check the make of a vehicle (or indeed perform a paid-for HPI check) a site from AutoTrader and Experian is available, at <http://www.vehiclecheck.co.uk> - in general terms, if this site returns the result 'sorry number plate not found' then the vehicle is probably not on the DVLA database.

I have a memory of a regular column in a motoring magazine entitled 'Disconnected Jottings', I feel this piece probably qualifies – certainly in terms of being disconnected...

FBHVC ELECTION MANIFESTO

While the important matters of state will predominate in the forthcoming election campaign it is incumbent on special interest groups like FBHVC to ensure that all the parties are fully informed of their stance and that likewise they themselves are informed how the various parties view them and their particular views.

The Federation's Election Manifesto gives the FBHVC Board the opportunity to communicate what we stand for to all our member organisations and we are only mandated to represent the member clubs where we accurately represent the common good.

Copies will be made widely available to all members, MPs, MEPs and all other groups with an interest in historic vehicles and their rights of access to the public highway.

The power of the historic vehicle movement – The FBHVC Manifesto

The Federation of British Historic Vehicle Clubs (FBHVC) represents 530+ clubs and 250,000 historic vehicle enthusiasts. These enthusiasts embrace all forms of powered road vehicles which are 30 or more years old including motor cars, motorcycles, buses and coaches, commercial vehicles, steam, agricultural and military vehicles.

Research conducted by the University of Brighton and Historic Vehicle Research Institute in 2011 valued the historic vehicle movement at £4.3bn per annum, employing 28,000 people in the UK. Retention of specialist skills is fundamental to our work and in 2014 the Federation launched an Ofqualⁱ accredited course in Historic Vehicle Restoration.

Simply stated, our objective is to '**Maintain the freedom to use Yesterday's Vehicles on Tomorrow's Roads**'

To realise the potential of the historic vehicle movement, we call on all political parties to: In general...

- Recognise the economic significance of the historic vehicle movement and engage accordingly with it.
- Support our activities to gain heritage recognition of historic vehicles.
- Continue to support young people who wish to participate in Historic Vehicle Restoration Apprenticeships.

...and specifically through legislative powers...

- Implement the EU Roadworthiness Directiveⁱⁱ sympathetically.
- Extend the Vehicle Excise Duty exemption for historic vehicles.

1. Recognise the economic significance of the historic vehicle movement and engage accordingly with it.

We value our excellent working relationship with the All-Party Parliamentary Historic Vehicles Group (APPHVG) which provides an excellent mechanism for engaging both Houses of Parliament. We seek a similar relationship with our MEPs in order to represent the movement effectively with all other Member States in the European Parliament. We request all political parties to ensure appropriate resource in terms of finance and infra-structure is

maintained within the Department for Transport (DfT), Driver & Vehicle Licensing Agency (DVLA) and the Driver & Vehicle Standards Agency (DVSA) to ensure that, while meeting the needs of all other stakeholders, the needs of the historic vehicle movement continue to be considered.

2. Support our activities to gain heritage recognition of historic vehicles. In association with the Fédération Internationale des Véhicules Anciens (FIVA) we seek the recognition of UNESCOⁱⁱⁱ for historic vehicles as mobile heritage in the same way as established for historic ships and railways. The heritage impact within leisure and tourism is significant and provides an opportunity to develop the GDP of the UK community.

3. Continue to support young people who wish to participate in Historic Vehicle Restoration Apprenticeships.

The historic vehicle movement supports employment of 28,000 people in the UK. The European Commission is seeking views from industry and the public on ways to revise the Small Business Act for Europe to create an environment in which Small and Medium Sized Enterprises (SMEs) can prosper and grow. The Small Business Act is designed to facilitate SMEs access to finance and markets, to reduce administrative burdens and to promote entrepreneurship – and a particular focus of this new consultation is the concern about the shortage of skilled workers. This initiative is welcome in light of concerns within the historic vehicle movement that the skills necessary to service owners' restoration and maintenance needs may not be being transferred to younger workers. The Federation has taken a major step in creating the Ofqual accredited Historic Vehicle Restoration Apprenticeship and we encourage political parties to create opportunities to support the employment of young people.

4. Implement the EU Roadworthiness Directive sympathetically.

The Directive was formally adopted on 3 April 2014; Member States must now adopt national laws to implement the Directive. These laws must enter into force before 20 May 2018. We call upon our Parliamentarians and government departments to implement the Directive in such a way that the historic vehicles currently using our roads are able to continue to do so.

5. Extend the historic vehicle Excise Duty exemption.

The Federation recognises the initiative of the present Government in reintroducing this exemption on a rolling basis for vehicles over 40 years old. Historic vehicles are universally recognised as achieving their status when they become 30 years old^{iv} and we encourage political parties to support an alignment of the exemption with this age criteria.

Footnotes

i. *The Office of Qualifications and Examinations Regulation (Ofqual) regulates qualifications, examinations and assessments in England and vocational qualifications in Northern Ireland.*

ii. *Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC Text with EEA relevance.*

iii. *United Nations Educational, Scientific and Cultural Organization, UNESCO, is a specialised agency of the United Nations (UN).*

iv. *This definition of 'historic vehicle' has been universally adopted by the members of FIVA and is enshrined in the Charter of Turin.*

BENVENUTO

A warm welcome to Alf Dimaria who has sent me details of his recently acquired 2000 GT Veloce. This 1975 Bertone coupe is a South African import and according to the Archivio Storico at Arese may have been delivered there in CKD (Completely Knocked Down) form and assembled on arrival. Alf advises although his car is pretty much rust-free, his intention is to have the whole car resprayed in AR501 Alfa Red from the current AR514 and at the same time attending to any areas which may require renovation. The work has been entrusted to Autostilo in North-West London and we look forward to seeing the finished result at an event in the near future.



Buying a part-restored car can be a risky business. The renovation work can be of varying standards, dis-assembled parts often go missing and the history of the car is sometimes lost. When Max Summerskill purchased his 2000 Spider Veloce, it was part-way through a complete renovation. The

car has now been comprehensively renovated. The work, over a nine-month period, has included rebuilding the engine, brakes and differential, overhauling the electrical system, a bare metal respray from the original white to AR343 Dutch Blue, a full re-trim in dark red leather and fitting a dark blue hood. The car now sits on a set of the smart Cromodora alloy wheels which in my opinion suit the Spider very well.





I am always pleased to add some of the rarer models to the Register. A good example is John Williams' 2000 Berlina. Seen by many for the first time at Boughton House last year, John has owned the car since August 2011 and subsequently covered over 5,000 miles with no real problems. The Berlina has had various restoration work done

over the years and is currently in very good condition, no doubt aided by the Waxoyl treatment John has carried out. This Alfa is no 'park up and polish Princess', she is used regularly during the summer months attending AROC events and several classic runs with the HRCR (Historic Rally Car Register).



Believed to be originally from Sicily, Matt Howlett's Nuova Super 1300 was imported into the UK in 2000. The previous owner, a film set designer, told Matt the Giulia had been used as an Italian police car prop in the film Inkheart. Although Matt has a photo to substantiate

this, he has watched the film but the Alfa does not appear and he feels it must have ended up on the cutting room floor. The car is currently being restored and although the repair list keeps getting longer, Matt hopes to have the Giulia back on the road later this year.



Finally, two red Bertone coupes to add. First is Mark Campbell's 2000 GT Veloce, a lovely early example of the model from 1972 fitted with the low profile GTA replica alloys and fabric folding sunshine roof. Mark informs me he has sourced an original Motorola radio which will finish the interior beautifully.



Angus Clark has been the proud owner of his 1750 GT Veloce Mk 2 for couple of years. The car is in very original condition still having the factory floors, sills and spare wheel well. Recent work by Italspeed in Newbury has included new suspension and a brake overhaul while John Holden at Pure Bodies in Andover has been entrusted to refurbish the Alfa's paintwork.

I have been requested to include the following amendment to my Registro article printed in the December 2014 issue of 'Alfa Romeo Driver'.

'Stephen & Anne Price have recently bought a S2 1600 Spider Junior of 1972 vintage, although it has had a 2000 engine fitted at some time in the past. The LHD car was imported into the UK from Germany in 1989 but has only recently acquired a UK registration. It was originally manufactured in 1972 and delivered to Germany, this has been confirmed by the Alfa Romeo archive. It had its body work and underside restored and the car resprayed by Peels Motorkraft in Bristol about 18 months ago. None of the interior has been restored and that is what I am doing now, so the car will be ready for the 2015 season. During the coming weeks I am going to complete the restoration of the interior, much of it I have already done. All being well and good it will have its first Alfa Romeo outing at the Spring Alfa Day at Duxford.'



REGISTER WEBSITE

Please visit the Register website for the latest newsletter updates from the Federation of British Historic Vehicle Clubs (FBHVC) and a continuation of my report.

Stuart Taylor - Register website: www.aroc-uk.com/105Register