



## FBHVC News

### LEGISLATION

#### Consultation on a Scheme of Continuous Enforcement of Motor Insurance

This is the official title of the long awaited document, which we have previously called 'insurance from the record'.

The FBHVC is supportive in principle of the government's desire to reduce the significant number of uninsured drivers and vehicles in the UK and is preparing a response which will raise some detailed points as outlined in previous newsletters.

The consultation confirms our previous understanding that appropriate allowance has been made for the exclusion of vehicles which are under SORN, or pre-SORN (that is, were last taxed before 31 January 1998).

An important development is that in the first instance it is proposed that a warning letter will be issued, not an automatic penalty letter, which had been mentioned previously. It will be important that this should be reacted to – not left to one side and ignored!

The proposal envisages that if you only insure your vehicle for short periods you will be required to surrender your tax disc and declare SORN (even if it is a nil rate historic class) on expiry of the insurance cover. Inevitably this will increase paperwork and visits to the post office.

#### Minor Modifications to MoT Test Content

The first addition is to check that any towing attachment fitted is not in an obviously unroadworthy state and is unlikely to become detached under load conditions. It is hoped that this measure will reduce the number of accidents caused by trailers becoming separated from the towing vehicle. The phrase 'worn balls' was not mentioned but came into your correspondent's mind!

The second proposed measure relates to the more detailed inspection of numberplates and contained text that seemed to assume that all vehicles carry reflective number plates. However the draft Statutory Instrument annexe did not show any amendment to the complicated age concessions that we currently enjoy for historic vehicles. We have however received verbal confirmation that the existing legislation remains unaltered. Our response emphasised that any text in the tester's manual should make the position clear regarding number plates on our vehicles, rather than using the misleading statements in the consultation document.

The purpose behind this measure is to ensure that vehicles carrying plates with an illegal background that could prevent ANPR cameras identifying them will fail the test.

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## DVLA

#### Appeals for historic vehicle status

In the last month, the Federation has received a flurry of enquiries where a particular vehicle is recorded with DVLA with a manufacturing date of 1973, but the owner has 'evidence' that the vehicle was actually made in 1972, and so should be classified as an historic vehicle, which of course has a nil rate of vehicle excise duty.

These particular applications are normally towards the specialist club, however, where there is not a specialist club registered with DVLA these applications come to the Federation, and we follow exactly the same procedure: the owner needs to provide photographs of the vehicle, legible photographs of all chassis numbers, the engine number, and other numbers on the vehicle and a copy of the V5/V5C. With these cases, as in all others, the Federation seeks out the appropriate specialist knowledge and dating documentation and that the key dating evidence, e.g. the Heritage Certificate, or page from Glass's Vehicle Check Book, are certified copies. Also, it is essential that the vehicle is inspected, and as explained above, that the inspector has the knowledge to 'look beyond the chassis plate'.

Seeing that the cost saving for historic vehicle status could be £185 per year, this is just the case where an inspection in the Outer Hebrides is justified. Alternately, if it is already taxed and insured the vehicle could be driven to the inspector.

The actual application to DVLA is made by the owner at his local DVLA office. The application would include the club dating letter (which would mention the date of inspection and what was found on that inspection), the evidence for the revised date of manufacture, e.g. Heritage certificate, together with the photographs of the vehicle, and photographs of the various numbers on the vehicle, including the chassis number.

Although the owner might receive the historic vehicle tax disc at the DVLA local office, this is always subject to verification at DVLA Swansea. In addition, as with any application, DVLA may wish to inspect the vehicle.

*Note: The AROC offers a dating letter service free to members. If you believe your car was manufactured prior to 31st December 1972 and you are still paying road fund licence, contact me without delay.*

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## Drive-It-Day

For me DID this year was rather disappointing. On the day I took my washed and polished Super on a run of over 130 miles to collect some wheels from a Register member in the Thames Valley. The route took in some sections of the M25, the A4 and a number of minor roads across the Chilterns but I only managed to spot about half a dozen classics and not one other 105!

Note from Mark G - You should have joined us in the Forest of Dean then See [Cotswold Section Website](#) for photos from the day !

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### Giulia 105 Register Parking at National Alfa Day

I understand from the event organisers a limited number of reserved Register spaces will be allocated to participating Registers at Newby Hall on 5th July. Spaces will be issued on a first apply first served basis and only with a clearly displayed windscreen pass. To receive your pass, please send a stamped addressed envelope to me before 30th June.

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### 105's Head for Silverstone– Buy One Get One Free Ticket Offer – Book Now!

The Annual Giulia 105 Register Gathering will take place at the Silverstone Classic on Sunday 26th July.

The Silverstone Classic started life in the early 1990s as the Coys International Historic Festival, and has evolved into what is today the Silverstone Classic. Now in its 17th year the Silverstone Classic has established itself as one of the leading Classic motor racing events on both the UK and international motorsports calendar.

The event features classic racing cars from the 1920s to the 1990s, from Formula One through to Classic Saloons, Sports Cars and Le Mans cars and brings together on track one of the largest collections of famous racing cars seen anywhere in the world. The 2009 event at the historic and demanding Silverstone circuit will see around 700 race cars and 900 competitors compete over two days in over 20 races.

In the under two-litre category, the U2TC (Under Two Litre Touring Cars) 48-car grid promises close racing in authentic period cars, keeping alive the spirit of the early '60s Touring Car racing.



Photo credit - Scuderia del Portello

Spectators will witness an adrenaline-fuelled Alfa Romeo versus BMW contest, with racing hero and Targa Florio legend Arturo Merzario in an Alfa GTA also driven by Marco Cajani, and ex-Arrows team founder Jackie Oliver sharing an ex-works Dieter Quester race BMW 1800Ti/SA, with ex-Formula Renault team owner Richard Shaw. With a Lotus Cortina prepared to the same specification as Sir John Whitmore's, which finished second in the 1964 European Touring Car Championship, and a Mini Cooper S fielded by Joe Twyman (son of car preparation expert Neil Twyman) and co-driven by American racing legend Bobby Rahal, Touring Car Racing has never been more spirited.

A key feature of the Classic is the huge car display, in excess of 4,000 cars from the world's most iconic marques, open pit garages and a variety of family-led entertainment from funfairs to air displays, exhibitions, shops and auto jumble displays. The AROC and Giulia 105 Register have requested dedicated adjoining infield parking areas at the Classic where we hope to lay on two superb displays of Alfas.

A '**Buy One Get One Free**' ticket offer is available. You may purchase up to 10 tickets using this special offer. Members should make their booking via [www.silverstoneclassic.com](http://www.silverstoneclassic.com) using the code **SC09ARO**.

This year the Silverstone Classic is going to a new level, offering both racing and non-racing fans the unique attraction of two world class concerts on the Friday and Saturday nights respectively. Both concerts will take place in the evenings after racing and will be separate to the main on track activities. For 2009, it will be bigger and more exciting than ever with much more to entertain you. The Silverstone Classic is the fusion of iconic rock, classic racing covering 90 years, celebrities, famous brands, car clubs and family fun.

Across the 3 days you can enjoy the excitement of Carlos Santana, Pussycat Dolls and Blue in concert, see over 600 stunning and rare racing cars in over 20 races, get up close to more than 4,000 classic club display cars, get involved with the world of Harley-Davidson® with stunt bikes and drag shows, watch celebrities race each other in a new celebrity challenge, be thrilled by flying displays and the Victorian Fun Fair. And if you have time left there are over 150 exhibitors offering the widest range of merchandise from art and antiques to automobilia.

Tickets for the live rock acts will sell at lightning speed so book early. Tickets sales for the racing will not be left behind because in 2009 the Silverstone Classic is Britain's biggest rocking and racing™ event.

FREE Open Paddock, FREE Grandstand Seating, FREE Entry for Children Under 16, FREE Car Parking, 4000 Classic Cars on display, 21 races over 2 days, Trade Mall and Shops, Cafes/Bars and Food Outlets.

\*All dates are provisional and subject to change. Please note that in this occurrence tickets will automatically be transferred to the new date.

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### New Vredestein Tyre for Classic Alfas

Vintage Tyres, based at The National Motor Museum, Beaulieu, have written to me announcing the introduction of a brand new tyre. The Vredestein Sprint Classic in 165HR14 is a quality European made tyre with an H(130mph) speed rating and an attractive classic appearance.

In stock now at only £65 +VAT, this is the ideal choice for many classic cars including the Giulia saloon, Bertone coupe, and Spider models. For more information on this, or any of Vintage Tyres wide range of products for classic cars and motorcycles, please call 01590 612261,

or via [sales@vintagetyres.com](mailto:sales@vintagetyres.com) and quote AROC Giulia 105 Register.

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#### Benvenuto

The Register welcomes:

Matthew Walton – Giulia 1300 GT Junior



Photo credit Matthew Walton

“Since buying the car twelve months ago it has been used on trackdays at Goodwood, Brands Hatch and Castle Combe. It's great fun though I need to change the exhaust as its last reading at 4500rpm was 106dB! I'm taking the car to the Le Mans 24 hours in June and am hoping to go to a RMA track day at Spa later in the year.”

Matthew's car is fitted with a two-litre engine, GTA exhaust system, Harvey Bailey suspension and modified fuel filler mounted on the top of the rear wing.

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Steve Miles – Giulia 2000 Spider Veloce



Photo Credit Steve Miles

“Made it out at last. On a nervous first journey - we attempted to make the Spring Alfa day from Nottingham to Bedford. Was not successful, as we set off a day early by mistake!  
We purchased the car last spring quite cheaply as an 'unknown runner' and had it repaired - brakes and a bit of welding. A fresh battery and dash of petrol and it past its MOT. Respray and a few months putting back together, plus a hood and here it is!”

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**Hugh Bradford – Giulia 1300 Super**



This left-hand drive Alfa was originally sold to the Italian diplomatic service and was used in both Belgrade and Berne. The Giulia returned to Rome in December 1980 and was imported into the UK in 1996 by the previous owner. Mr Bradford acquired the Alfa last year and reports the car to be in an excellent condition with a recorded mileage of just 75,000 kilometres.

*Stuart Taylor*

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