

## Registro Ricambio - June 2013



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](http://www.fbhvc.co.uk). Here follow a few articles from the latest FBHVC newsletter I hope you will find of interest.

### Changes to MoT tests, from 20 March 2013

*James Fairchild*

There are some changes due to take effect to the MoT test for all classes of vehicles from 20 March 2013. I will leave out references to items that obviously don't relate to vehicles constructed in the mid-1980s or earlier, like electronic stability control, supplementary restraint systems and will simply suggest that those wanting to see how the changes might affect current vehicle may wish to search online for 2010/48/EU (the directive number) and view detailed information themselves.

Registration plates front and rear are now a requirement (hitherto, it was possible to test a vehicle just on its chassis number) and must conform to the regulations in force when the vehicle was new.

Lamps: we have a new reason for failure being 'the front and rear position lamps do not illuminate with a single operation of the switch' (side lights and tail lights) which for commercial vehicles fitted with them, also needs to switch on the position lights (which are the front and rear upper marker lights of the 1980s onwards).

There is a new section entitled 'Electrical Wiring and Battery'. The reasons for failure here seem common-sense. Included here is battery security and whether the battery is leaking.

There is a check on the steering lock (on vehicles where this was fitted as original equipment), both that it doesn't deploy with the engine running and that it does deploy with the key out (the manual states that where it isn't clear whether one was fitted as OE, the benefit of the doubt should be given).

The presence of steering lock stops (where originally fitted as standard) is verified (previously it was just the security and correct adjustment of those fitted), as is power steering fluid level.

The brake fluid warning lamp becomes a testable item where fitted. This may be

combined with other things such as worn pads or parking brake applied.

The speedometer section now applies to all vehicles and not just class 5 (in the detail, we are reminded that this is 'all vehicles first used on or after 01 October 1937').

Engine mountings (including gearbox mounts where they provide essential support for the engine) are a reason for failure.

The adjustment of the driver's seat is also checked (specifically, that it can adjust, where adjustments are so provided).

A catalytic converter missing where one was fitted as standard (I wasn't going to include this item, until I saw on Wikipedia that the automobile cat was actually invented in 1973, and initially fitted to American cars of the mid 1970s)

By the end of 2013, a further small change is that the mileage (currently not included on HGV/PSV certificates) will be included along with the country of vehicle registration.

In summary, a vehicle doesn't need to be fitted with anything that wasn't OE when it was new, however more components that were originally fitted to a car will be checked. In reality this shouldn't cause any burden to the owner of a well-maintained vehicle. There is a large section (which I have omitted from the above) about ABS, EBS etc and one would expect that the owners of classic vehicles fitted with it (which in Europe, started with the Mark III Granada of 1985, badged Scorpio on the continent) ensure this system is in full working order.

We ask all member clubs to reinforce that vehicles must be kept in a good standard of repair whenever they venture out onto the road. Vehicles that benefit from the pre-1960 MoT exemption still need to comply with all parts of the MoT manual (subject to date exemptions etc.) and if deficiencies are identified at the road side (whether in a car or a HGV) the vehicle driver and owner could be subject to VOSA or police sanction.

### **Free VED for pre-73 Classics**

Owners of classic vehicles received a boost in the Budget. Classic vehicle tax exemption has been moved forward by a year, so vehicles built before January 1, 1974, will now qualify for a free VED disc. Previously this applied only to vehicles built before January 1, 1973. This comes in to force April 2014.

Motorists wanting to declare their vehicles as being off the road will no longer have to do so on an annual basis, because SORN declarations are now open ended.

## Request

I have received a request from Register member Stuart Edwards who would like to contact the owner of a Giulia saloon ( Nuova modified to resemble an earlier Super ) registration ULO 86R. Stuart was speaking to the owner at SAD this year but cannot recall his name. If you are the owner or know who is please could you call 0191 259 0240 email [Stuart@priors2d.freeserve.co.uk](mailto:Stuart@priors2d.freeserve.co.uk) Thank you.

\*\*\*\*\*

Following my requests for Giulia ownership experiences in previous issues of 'Alfa Romeo Driver', I am pleased to include the following article from enthusiastic Register member John Partridge

“As a long-time collector of Thoroughbred and Classic Car magazine, I read with interest the article in the May 2000 edition on an Alfa Romeo 2000 GTV owned by Adam Andrews then of Veloce Sport. That lovely car was a classic combination of rosso 501 with black interior with Momo Vega 2-piece alloy wheels. I must have read the article many, many, times over the years and eventually decided in late 2007 to find myself a GTV in the same or similar style. In late 2007 following an introduction by Dave Hood and Peter Wood of Wood Restorations, I managed in spring of 2008 to negotiate the purchase of a 1974 rosso 501 GTV with an immaculate black cloth interior and very rare 15” one piece momo vega alloy wheels. As a bonus the car has been rust proofed by Ziebart from new and had the stickers, plugs and engine bay full of black gunk to prove it. The car had recently been repainted and had a mileage of 40,009 miles. Further enhancements were Harvey bailey suspension and a sports exhaust.

Due to the low mileage I instructed Dave to replace all of the hoses and installed a modern engine management kit from Classic Alfa. This is a wonderful addition to the usability of the car, providing modern reliability and delivery without really sacrificing any of the car’s original character. The Momos were duly despatched to Spit and Polish for refurbishment, the radio reconfigured and I installed an i-pod lead in the glove box. I suppose these modifications will not mean that the car will never be a concours winner, but that does not actually bother me too much because of the enjoyment they provide. By modern standards the GTV is no longer a quick car, but the cohesion of the mechanicals and steering provide a scintillating driving experience along twisty A roads which I doubt could be matched by most modern machinery.

The beauty of the products of the classic car era is that you feel more in tune with the machine than you would in a modern car with the abundance of driver aids they inevitably provide.

It also helps, of course, that the body (designed by then 25 year old Giorgetto Giugiaro as a young man working for Bertone) looks fabulous. It is very easy to spend a long time looking at the lines of the car moulded together by the curves on the

front and rear screens which no modern design would simply allow. Apparently, if it looks fast when it is parked, the shape must be right and that certainly applies to the GTV.



Since 2008, having the car has introduced me to a variety of new friends within AROC and elsewhere in taking my car to motoring gatherings. I have been regular visitor of the Silverstone Classic, done the Giro Panoramico twice, travelled over the Peak District and various other day rallies in the midlands area. For me this is the joy of classic car motoring. The use of my car on

a rally or day tour with a navigator using some of the best driving roads in the area, taking in the best landscapes and locations that the organisers can provide simply puts the car in its element. The car is notably more compact than modern cars which aligned to its sharp steering makes it the perfect companion on these expeditions.

It has proved to be popular with Club events organisers being invited on the club parade at Alfa 100 at Shelsey Walsh, at Mallory Park on race days and at the NEC Classic show which sadly was missed due to some necessary work on the interior following rodent damage which is another story.



The bonus this Spring, due to amendments made by the Chancellor, is that my car will be tax exempt from next April. I can finally take it to the Classic car park at the Goodwood Revival which is simply the icing on the cake. In short my GTV has brought me nothing but pleasure and as a final benefit it has proved a far better investment than anything else available over the last few years.

This year is the 50th anniversary of the commencement of production of these fabulous motor cars. If ever an anniversary in motoring terms justifies being celebrated, this surely is it. *John Partridge*

## GIULIA BERTONE 50TH ANNIVERSARY



Auto Italia Brooklands - credit Andrew Brown

Please see the 'Club News' section of this magazine for a report on the first Bertone gathering at Brooklands Auto Italia Italian Car Day celebrating the first half-century of this iconic Alfa Romeo model. Our next meeting will be at the Classic Alfa track day at Goodwood on Saturday 22nd June where an area of the Paddock will be kindly set aside for 105 Bertones. This will be closely followed with a special display area at Summertime Classics, a re-modelled event organised by Auto Italia at Stanford Hall on Sunday 7th July. Display spaces will once again be at a premium so please email me at [stuart.alfa@virgin.net](mailto:stuart.alfa@virgin.net) if you wish your coupe to be included. MGS Coachworks will be presenting a trophy for the 'Best Bertone in Show.'

## BENVENUTO



Chris Cataldo - 2000 GT Veloce fitted with a 191bhp twin-spark engine.

The Register is delighted to welcome the following new members and their cars: Hugh Allan who has added a gorgeous 2000 GT Veloce to his stable.



Adrian Edwards - Spider S3 Quadrifoglio, Ian Carrott - 1600 Spider 'Duetto', Ian Stivala from Malta - 1600 Super

Stuart Taylor

Register website: [www.aroc-uk.com/105Register](http://www.aroc-uk.com/105Register)