

Apology and Appeal

This Registrar has had a busy year trying to fit in all the AROC duties he has under his umbrella with an increasingly constraining day job. I must therefore retrospectively apologise for my absence and I promise to do better in 2009! If you have a question or a query, please do not hesitate to contact me either by telephone, email or good old-fashioned post. I would be delighted to receive running reports on your own cars for this column and the Register website. Sharing your experiences of owning and running a classic car with other members is of considerable mutual benefit. I could write pages about my own pleasures and indeed problems of Giulia ownership but I am sure you, the member, has many more interesting facts and foibles to share with us. So come on, don't be shy. A few lines, a couple of paragraphs, perhaps a page or two. All will be gratefully received.



Items of interest from the Federation of British Historic Vehicles Clubs latest Newsletter

DAYTIME RUNNING LIGHTS

The secretary received several calls following recent press reports that Daytime Running Lights were to become mandatory, apparently contradicting the note under EU Legislation in our January 2008 issue which said the European Commission had dropped proposals for compulsory use of DRL. As it happens, both reports are true, but it seems the press reports may have omitted the essential detail that such lights are to become compulsory fitments only for *new* vehicles.

According to *Hansard* for 4 February 2008, Jim Fitzpatrick, Parliamentary Under Secretary at the Department for Transport, provided the following written statement in answer to a question posed by Greg Knight, chairman of the All Party Parliamentary Historic Vehicle Group: *The UK has been successful in arguing against the introduction of mandatory use of dipped headlamps during daylight hours by drivers of existing vehicles. This outcome has been welcomed by motorcycle user groups. However, from early 2011 all new types of passenger car and light van will have to be fitted with dedicated daytime running lamps in accordance with the relevant European directive. By summer 2012 all new vehicle types will have to be so fitted.*

That is good news for historic vehicle owners and all motorcyclists in the short term, but within about six years, the majority of vehicles on the road will be using DRL, so vehicles that lack such lights will become less visible.

REGISTERING HISTORIC VEHICLES

For those that don't know, the V765 scheme is a mechanism where an owner can get back the right to display the original registration number on the vehicle. If there is insufficient documentary evidence for that, then possibly an 'age-related' number will be issued. There are circumstances where DVLA may allocate a 'Q' plate. Further information is contained in two DVLA information sheets, (V848) 'How to register your 'old' vehicle', and (INF 26) 'Guidelines for the registration of rebuilt or radically altered vehicles and kit cars'.

I think that some owners may not be aware of these DVLA information sheets, particularly when they have been claiming to have their vehicle registered under its original number. There needs to be a documentary link between that particular vehicle and that particular registration number. Typically this would be an 'old style' logbook, or a certified photocopy of the 'original vehicle register'. These documents are ideal, because they link the chassis number to the registration number. Sometimes these original documents have been destroyed. Alternative documentary evidence could be, for example, a pre-1983 tax disc or MoT.

Some owners appear to be under the impression, (or it may be wishful thinking), that if you want to get back the original registration number, all you need is just the original registration plate attached to the vehicle, without any associated contemporary documentation. Not so. In circumstances like this, provided the conditions of the above two information sheets are complied with, you will be allocated an age-related number. As said above, some 'original vehicle registers' still exist, typically in the original local taxation authority archives. A comprehensive list of which records still exists is listed in a book, now unfortunately out of print, called *How to Trace the History of Your Car* by Philip Riden (second edition 1998). Despite the title, it is equally applicable to commercial vehicles.

DRIVE IT DAY

Now in its third year, Drive It Day was once again a great success with all kinds of events taking part in every corner of the British Isles, with all ages of vehicles and any number of wheels.

The Federation was delighted to welcome over 100 vehicles throughout the day at the Royal Oak, Bishopstone, near Swindon, aged from 1902 to 1987. They were mostly on four wheels but there was a single three-wheeled Morgan, and a posse of bikes from AJS and Matchless Owners Club. Some of the rarer cars represented were a 1902 MMC, a Carbodies three-seat Daimler of 1955, and a Norwegian registered Auto Union. Some just stayed for a quick cup of coffee on the way to another run, others made a day of it.

The next Drive It Day will be 26 April 2009.

ARE THEFTS ON THE INCREASE?

A couple of years ago, there was a sense that thefts of old vehicles, particularly of higher performance cars of the 1960s, was increasing. We set up a system to enable victims to report their losses to see if there was any pattern. Over a period of about a year, we heard of fewer than 10 instances of theft, there was no pattern and we heard nothing more. Then recently, a 1965 Austin Healey was stolen in West London and a collection of motorcycles was stolen in Gloucestershire.

If similar thefts occur within one police region, it is likely the police will notice a pattern and investigate accordingly. If similar thefts occur in different areas, it is unlikely that the pattern will emerge for some considerable time - and that is why FBHVC asks to be informed of historic vehicle thefts: we can't do anything with any one case, but we might spot a pattern before the police are able to do so.

Measures to enforce insurance (from the record)

As reported in previous newsletters, whilst legislation has been passed to introduce this concept, we are not aware of any further progress on its introduction at the time of writing.

We have heard of instances where local police forces have recently been more active in confiscating vehicles deemed to be uninsured according to the Motor Insurance Database (MID). This of course is only as good as the data supplied by the insurance companies, who undertake to notify the MID within seven days of commencement of cover. We are aware of the deficiencies of fleet policies, and some special schemes, which occasionally do not pass over the information to keep the database showing that vehicles are properly insured, but it should be remembered that there is an obligation to keep the MID informed.

These errors and omissions usually only come to light when trying to tax vehicles on line. This should be a warning bell that your vehicle is not on the MID and you should contact your broker or insurer immediately. But remember also that ANPR cameras, both static and mobile, treat the MID as absolute gospel!

It has not (as yet) been compulsory to carry an original or copy insurance certificate with you (as in many countries) and sub section (4) of section 165 of the 1988 Road Traffic Act allowed for its production within seven days. However the recent spate of on the spot seizures relies on the amendment to the 1988 RTA by Section 152 of the Serious Organised Crime and Police Act 2005 which has inserted subsection (6) of the new section 165A which talks of producing documents immediately; a conflicting mismatch. This latest amendment is discretionary and could be seen as poor policing if used in this way unless other factors of serious crime are present.

Private individuals can check whether their own vehicle is on the MID by contacting ASKMID on www.askmid.com

Obviously this is not just an historic vehicle issue but if a motorist is stopped and can't remember who they are insured with, an overzealous official could seize the vehicle causing physical inconvenience and monetary loss, as contractors will charge for removal and storage.

The Federation will be raising this matter with the All Party Parliamentary Historic Vehicle Group and may contact the Association of Chief Police Officers.

Events

Of the events I have managed to attend this season, most have been extremely well supported by 105/115 owners with a number of the rarer models making an appearance. Of particular note it was good to see Derek Baty and 'KOY', his bluetone Giulia Ti from 1966 at the Stanford Hall Italian Concours in June. This car has been a regular AROC Concours Class Winner over the years with former owners Paul Pattison and Brian Irwin. Good to see it back in the winning circle once again. The Coppa Intereuropa Vetture Storiche meeting at Monza in June and reported on in detail in a previous newsletter, was a pure feast for lovers of classic Italian cars. The Scuderia del Portello paddock enclosure was packed with Alfas and particularly 105's.

Among those that caught my eye was this 1600 Spider Junior (note the absence of headlamp covers and the body-coloured painted dashboard)



Photo Stuart Taylor

and this lovely and so original 1300 GTA Junior.



Photo Stuart Taylor

There was an abundance of Bertone coupes from the earliest step-front Sprint GT's to the late Juniors and GT Veloces.



Photo Stuart Taylor

The Grand Prix de L'Age d' Or at Dijon later in June was another excellent classic car gathering. The Giulietta Register adopted this event as their centre-piece of their '08 European Tour and will no doubt be reported on in further detail elsewhere. Our French cousins do appear to have a certain penchant for rallying their 105's. These two Bertie's are good examples in question.



Photo Stuart Taylor

Despite the 'iffy' weather forecast, it was good to see a number of 105's at MITCAR last month. The red GTC of Gary Smith, the bluette Sprint GT Veloce of Brian Hawkins and the South African-built (we think – after collaborating with Eric Harrison and his paintcode swatchbook) French Blue 1750 GT Veloce of Craig Hall.



Photo Stuart Taylor

Also spotted was John Partridge's red 2000 GT Veloce with its newly refurbished Momo 'Vega' alloys and the rare 2000 Berlina of Ian Jephcott fresh from its recent trip to Spa Italia.

Alfaholics moves to new premises near Bristol



Photo Alfaholics

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After 9 years operating from Devon, Alfaholics have now moved to a modern 5,000-sq.ft warehouse on the outskirts of Bristol, in order to accommodate their rapidly expanding business. A bespoke state of the art racking system has been installed which currently provides in excess of 3,000 sq.ft of shelf space and has the ability to incorporate an integrated mezzanine level, thereby enabling us to carry even more stock lines with increased efficiency. Several new products have recently appeared on the website – Alfaholics.com - watch this space, as there are many more Alfaholics productions in the pipeline!

Classic Alfa moves West



Photo Classic Alfa

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After ten years in Dulwich, Classic Alfa have moved west to a newly built warehouse in Streatham, London SW16. As you can see it is very tall (8 metres high) and we have designed two mezzanine floor levels to provide us with nearly 3,000 sq. feet of much needed storage space.

Proprietor Richard Norris said, "Despite having moved our huge stocks of second hand parts to another location in 2006, we have been tripping

over our new parts for the past eighteen months. It will be fantastic to move nearly everything into one location as well as having a decent sized showroom for any cars we have for sale. We will keep the Dulwich warehouse as an over-spill unit and a place to store any cars awaiting dismantling, enabling Streatham to become the Classic Alfa Romeo mecca we have always envisaged!"

Beautiful Bertie

Long-time Register member, Steve Porter, has kindly sent me photos and an update about his recently returned to the road Giulia Sprint GT Veloce. After residing for several weeks at Mike Spenceley's Purley-based MGS Coachworks, where the car received many hours of bodywork refurbishment, Steve took his Bertone to O' Rouke Coachtrimmers in Sussex for a total interior re-trim in tan leather. The results as you can see are stunning!



Photo Steve Porter

Giulia Literature Library

I would like to thank AROC member, Mr Douglas Cook, who I met at Auto Italia Brooklands, for his kind contribution of a mint condition 2000 Berlina Instruction Book to the library. The Register now has most of the Giulia range instruction books available. Please contact me should require a photostat copy for your own particular model which I will be pleased to provide for £10 payable to AROC Ltd to cover copying, handling and postage charges. I also have a quantity of original factory spare parts catalogues in perfect condition for the Giulia 1300 / 1300 Ti and 2000 Berlina. In many instances, the 1300 and 2000 mechanical parts for the saloons, coupes and Spiders are identical. Therefore these catalogues can be used for guidance and reference. These publications are invaluable aids to identifying parts and components and were used by the dealers in the days long before microfiche and computers were ever dreamt of. Both are heavy items and the postage could be considerable. I will be happy to bring along copies to an event for inspection and purchase. The price for each catalogue is £15.00.

New Product Review

Having my contact details in the Club publications and on both the AROC and Register websites is a mixed blessing. On one hand, Giulia owners and enthusiasts have little difficulty reaching me for help, advice and information. The downside is I also receive a huge amount of unwanted and unrequested junk mail and email spam. Most gets binned and/or deleted but occasionally there is something that catches my eye. Recently I received an email invitation to test a new product. The text also said it was free so being one never one to turn down a 'free lunch' I expressed an interest and a few days later a large brown envelope dropped through my letterbox. The product, Carbaflo® KSP105, is a unique

perfluoropolyether (PFPE) product which has been specifically formulated to:

- eliminate interior and exterior trim squeaks
- lubricate interior vehicle components (vents, handles, locks, etc.)
- solve sticky doors, sunroof seals, and window channels
- reduce leather creaks

Carbaflo® may be applied to a clean surface by spraying, wiping, brushing or dipping. The Carbaflo® Aerosol enables you to accurately apply a thin film of material to any surface, via the regular spray nozzle or with the extension tube attached. From open areas of leather seats to lower glass channels and behind fascia trim, Carbaflo® Aerosol is difficult to beat as a quick, easy and cost effective way of solving noise problems permanently. The revolutionary clear, colourless Carbaflo® fluid shows initially as a shine on the surface, but soon changes to an invisible coating of microscopic droplets, which isolates and lubricates the contacting surfaces. Carbaflo® KSP105 fluid contains no volatile solvents or curing agents, so it is completely safe for home use. And with the range of special applicators provided in our kit, no squeak or rattle in your vehicle need go without the professional quality of Carbaflo® noise reduction, no matter how awkward the area.



Photo Carbaflo

Well enough of the sales blurb. I have an S4 Spider and as owners of this model will know, the poor fit and finish of interior has a tendency to, as the company quotes, squeak, rattle and buzz. Using the dropper bottle, I applied some of the product to the ill-fitting glovebox lid, around the door cards, the hardtop rubber seals and centre console joins. I have to tell you the product works and works well. Next I am going to try some on the window seals and see if it will aid the raising and lowering of the electric winders, notoriously slow on an ageing S4. I will report my findings in the next Register News column.

The product is not cheap - £69.99 (including VAT & shipping in the UK but if you have an annoying squeak or rattle and value your sanity, this could be a useful tip. Available only via the web <http://www.carbaflo-direct.com> or at one of the major motor show events.

Benvenuto!

A warm welcome to the following new Register members – Mark Sangser (Spider 1600 Junior), Graham Fleming (1750 GT Veloce), Philip Wright (Spider S3 2.0) and Robert Laws (2000 GT Veloce).

AROC Giulia 105 Register Website – www.aroc-uk.com/105Register

Thanks to the continuing help, advice and support from Mark Grimshaw, the Register website is going from strength to strength. If you have a Giulia 105/115 series Alfa and have not yet forwarded your details, you can now do this on-line. The Register can and only work if members keep us informed of the purchase, sale or the scrapping of a vehicle.

Stuart Taylor

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