

Giulia 105 Register - October 2012

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.



LEGISLATION

David Hurley

Exempting early vehicles from MoT

After the extensive article in the last newsletter about the possibility of exempting early vehicles from the MoT test there is little to report on the subject in this issue. The DfT are still engaged in an information gathering exercise in order to prepare both a risk assessment and impact assessment. A formal consultation is some way ahead (we believe this will not be before the end of the year at the earliest) and will require approval from the Minister and internal government procedural bodies before issue.

Changes to MoT testers' manual

EU Directive 2010/48/EU of 5 July 2010 updated directive 2009/40/EC that deals with the roadworthiness testing of motor vehicles. The purpose of the update, broadly, was to take account of technical advances in modern vehicle design and to improve consistency in testing standards across the EU. Its requirements are mandatory for member states which have to put in place all regulations necessary to comply with the directive by the end of this year.

This revision exercise does not set new standards for vehicle construction and use, but does increase the number of items that have to be tested. To meet the new requirements, the Vehicle and Operator Services Agency (VOSA), is having to revise the wording of the MoT testers' manual and it published its proposed amendments earlier this year in the form of a consultation that was described as a 'review of mandatory changes'.

All the concessions for older vehicles have been carried forward. In all there are 215 rewordings, changes and amendments to the existing manual. Unfortunately these amendments are scattered through the 218 pages of the draft document which has not helped to compile this précis.

Briefly the additional items are:

- Inappropriate repairs/modification to brake systems, steering, suspension, tow bars;
- Power steering fluid level;
- Functionality of steering locks;
- Coloured headlamp lenses which reduce performance of beam;

Operation of tell-tale headlamp warning light when fitted (for vehicles without this equipment a note accepts a date exemption);
Speedometer (Class 5 only);
Security of rear doors, locks and hinges;
Oil leaks from steering box etc;
Ball joint dust cover missing or damaged/insecure allowing ingress of dirt (ball joints which did not have protective covers are not required to be retrofitted);
Integrity of electrical wiring and battery;
Operation of electrical systems relating to anti-lock braking, stability control, supplementary restraint systems, together with associated warning lights;
Security and condition of towing structure – includes balls and pins;
Integrity of tow bar electrical connections – both 7 and 13 pin sockets (tested even if tow bar is missing);
Condition of engine mountings;
Front and rear drive shaft and gaiters – includes support bearings;
Driver's seat adjustment (if there is any!).

In essence, if items are fitted they must be in good order, which should not raise concerns for responsible owners who maintain vehicles of any age.

One item we have picked up on, and have asked for clarification, concerns vehicles fitted new (or retrofitted) with high intensity discharge and LED headlamps. They will be required to be fitted with a headlamp washing system (wiper not required) and be self levelling. However the new text goes on to accept that some high performance vehicles fitted with HID that have limited luggage space and stiff suspension do not require a self levelling system.

It is envisaged that the final version will be available in January 2012.

DVLA LIAISON

Nigel Harrison

Continuous Insurance (CI)

The introduction of CI was explained in Newsletter 6-2010 and has now become a reality. If, as the registered keeper, your vehicle insurance expires (or is cancelled) whilst the vehicle is taxed, you will fall foul of the continuous insurance requirements. DVLA have now produced a fact sheet, 'Seasonal Vehicle Users'. This is either downloadable from www.fbhvc.co.uk under the Continuous Insurance tab, or if you don't have access to the internet, available from the Secretary and the DVLA.

The Motor Insurance Bureau is now sending out 'Insurance Advisory Letters' to the registered keepers of uninsured vehicles advising them to either:

- Insure the vehicle immediately.
- Contact their insurance provider if they believe that their vehicle is already insured.
- SORN the vehicle.
- Notify DVLA that they are no longer the keeper of the vehicle.

The fact sheet explains the penalties if the letter is not responded to. Essentially if the vehicle is taxed, it now also needs to be insured.

How Many Left?

In the last Newsletter I explained how it was possible to obtain vehicle data from DVLA. There is now a website called www.howmanyleft.co.uk, which uses publicly available DVLA data. This site reveals how many vehicles of each model (e.g. Minor) are licensed in each year between 1994 and 2011. Also is revealed, amongst other things is, how many of each model (e.g. Minor), for each year of registration, are still licensed or SORNed. What needs to be borne in mind is that the data relates to the make and model as recorded by DVLA, via their 'drop down' lists. That description might not always be the same as the physical vehicle.

Where a particular maker is missing from the DVLA dropdown list (e.g. Standard) then the maker of those vehicles is recorded as 'free text' and is displayed on the website with a maker of 'Other', followed by a country or a region e.g. 'Other British'. However the actual maker should appear on the V5C. If a model type, e.g. 8 as in 8 HP (Horse Power), is not on the DVLA 'drop down' list then the model name is coded as 'missing'.

If a specialist club is trying to establish how many vehicles exist that come into that club's area of interest, then the vehicles with model names coded as missing could be a problem. That problem could possibly be partly resolved by purchasing data which includes other information like engine capacity and body type, a subject covered in the last newsletter.

This website is a useful resource in revealing how many historic vehicles of each model have survived over the years, based on year of registration.

News from the Specialists

Among the many new additions to Alfaholics parts range are premium quality production exact replicas of the original door straps fitted to both 1300 & 1600 GTAs which are so often are now missing from the cars. Billet aluminium rear shock absorber turrets. These are extended versions to match the extended height of an OE steel top hat & Alfaholics 1" billet spacer. Saves 0.4KG total over OE hat & our 1" spacer. Steering column shroud for all early 105 series with a dashboard mounted ignition switch -Giulia Sprint GT/V, Giulia GTC, 1300 GT Junior, 1300/1600 GTA & metal dash Giulia. Available in LHD or RHD and comes complete with fixing bolts.

1969 Homologation GTA Arch Extension Set



These fibreglass arches have been made from a set of original Autodelta moulds that Richard Banks acquired over 20 years ago, which we recently discovered in our Devon warehouse! These arches can be found under the part number 105.59.54.109.00/110.00 and are listed under the 1969 homologation sheets for the 1300 GTA and under the 1970 homologation sheets for the 1600 GTA. Fitting these arches provides a very simple, neat and attractive way of fitting GTAm type wheels, such as our new Alfaholics 8x15" GTAm wheel. For further details go to www.alfaholics.com

Classic Alfa have just re-manufactured the RHD steering column grommet for most models. They have also made the early black screw-on gearknob for all 101/102/106 and early 105 series cars. Recently received in from Italy are reproduction roundtail Spider rear wings, early Bertone GT rear wing repair sections and the roundtail Spider ignition switch trim piece. See the full range at www.classicalfa.com

EB Spares have brand new radiators, not reconditioned, for 105/115 Spiders 1970-87, Spider 87-89 and GTV/ GT Juniors/ Saloon, with all the two-bolt fixing. £195.00 plus VAT.



Spider water hoses for 1987-89 cars, these are a special fitment for this car and have not been available for approximately ten years! Fuel tank sender units for Bosch Injection Spiders 1985-94.

Hopefully a few of the parts causing trouble for S3 and S4 cars are starting to come available again,

Piston and liners have been in short supply over the last twelve months but EB now have most available from stock again. The companies website has recently received considerable updating and review, please visit www.ebspares.co.uk

Class of '77 Alfa Saloon Group Test

By Jonathan Griffin

Photo credit Jonathan Griffin

The latest issue of Auto Italia magazine features a four-way Alfa saloons group test. The idea was based on the observation that it was theoretically possible to buy four different models of Alfa Romeo saloon brand new in 1977 - the Giulia (in Nuova form), Berlina 2000, Alfetta and "new" Giulietta.



I agreed to drive ATU (my Dutch Blue M-plate Super) up to Bruntingthorpe for the photoshoot after a late call the day before it was due to take place. I had an early start and a great drive up and arrived at the circuit to find Alan and Sue Dowd's pale blue, right-hand drive 2000 Berlina iniezione already parked up and Alan busy polishing. A concours red Giulietta 2.0 joined the group, and Chris Rees, the Auto Italia journalist, turned up in a lovely dark brown Alfetta saloon. We awarded ourselves a round of bacon sandwiches with mugs of tea in the canteen.



The day was fun, if incredibly hot! We spent quite a lot of time on the shimmering concrete gently manoeuvring, pushing and pulling the cars into different positions under the direction of photographer Michael Ward. Once he was satisfied with the set pieces, we drove in echelon around the circuit behind the Punto camera car. Michael was hanging out of the hatchback, secured by a harness to stop him falling out, motioning us into different arrangements. It was quite disconcerting to be waved closer and closer to the back of the Punto and then even closer, until my bumper was only a whisker from Michael's super-wide-angle lens. All credit to Alan's wife Sue, who had been volunteered to chauffeur the Fiat, for some super-steady driving.

The beautifully restored Alfetta saloon sprang a rather worrying engine bay fuel leak out on the Bruntingthorpe airstrip, but luckily my trusty bag of spanners and huge blue paper "toilet roll" came to the rescue and it was quickly sorted. Alan's Berlina engine bay was interesting, sporting an early '70s fuel-injection set-up that is probably rare outside the US.



All-in-all, it was a nice opportunity to see the four evolutions of Alfa saloon in action together and have a chance to observe the way they negotiated the corners. The low mileage Giulietta was rapid and tidy, probably as close to a new one as you could possibly get.

Chris was a smooth experienced driver and drove each of the cars in turn, with the owner in the passenger seat. He seemed to like the way the Giulia handled - it might have something to do with me telling him to "Go on - give it some beans!" round the handling circuit!

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

Stuart Taylor