

Registro Ricambio – October 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. Here follow a few articles from the latest FBHVC newsletter I hope you will find of interest.

LEGISLATION David Hurley & Bob Owen

EU ROADWORTHINESS REGULATION

The saga continues as the proposal wends its way through the EU system.

At the EU Parliament plenary session on 3 July 2013 a further amendment to the description of 'historic vehicles' was tabled by a British MEP which would have permitted changes provided they were purely for safety reasons. He had not discussed this with those MEPs having especial expertise in the subject and they did not support it as it was generally felt to be too prescriptive. In the event, it was not approved. Currently, given the approach not only of the EU organisations but also of most of the FIVA representatives, it does appear that any final definition will have some sort of prohibition on at least 'significant' changes to permit exemption from the test regime as a historic vehicle.

It would appear that the Commission are ignoring the views of the majority of the Transport Council (which is the body made up of national Transport Ministers) that this legislation should be a Directive. The Transport Council will be discussing progress again and hopefully their stance will prevail. We will be reiterating our views to Stephen Hammond MP, the Transport Minister, but also briefing the Scottish Transport Minister, Keith Brown MSP, who also attends the Transport Council, and for the sake of completeness the Northern Ireland Transport Minister, Alex Attwood MLA, as well.

Stop Press

As this issue was going to press we learned that the definition of an historic vehicle has been amended from:

'vehicle of historic interest' means any vehicle which fulfils all the following conditions:

- *It was manufactured at least 30 years ago,*
- *It is maintained by use of replacement parts which reproduce the historic components of the vehicle;*

- *it has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension and*
- *It has not been changed in its appearance*

to

‘vehicle of historic interest’ means any vehicle which is considered to be historic by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:

- *It was manufactured or registered for the first time at least 30 years ago;*
- *Its specific type, as defined by the relevant legal acts of the Union on type approval, is no longer in production;*

It is preserved and maintained in a historically correct condition, and therefore has not undergone major changes in its technical characteristics

FUEL NEWS

At the beginning of May the Federation wrote to Norman Baker MP, Parliamentary under Secretary of State for Transport, about the current requirement that petrol with an ethanol content of not more than 5% by volume (also called ‘protection grade’) must remain available in the UK is scheduled to finish at the end of 2013.

The letter stated our concerns namely there are known adverse effects when fuel containing ethanol is used in the fuel systems of historic vehicles and many of our member clubs have expressed concerns over these adverse side effects. While even a 5% level of ethanol in petrol is not entirely harm-free, it is nevertheless preferable to twice the level, as would be present in the proposed E10 fuel.

We sought an assurance that the provision of protection grade petrol, currently the super-grade petrol, containing not more than 5% ethanol, will be guaranteed in the UK beyond the end of 2013.

Mr Baker replied thus:

‘The industry fuel standard for petrol (EN228) has been revised and a new version has recently been published by the British Standard Institute, which allows up to 10% ethanol content. This means that fuel suppliers are free to supply petrol containing anything from 0-10% ethanol. Ultimately any decision to supply E10 should not be introduced while there remain a significant number of vehicles which may not be compatible with this new standard. I have met with and written to fuel suppliers to encourage them to delay supplying E10 until the UK market is ready.

With regards to the current legal requirement to supply the protection grade – petrol with maximum 5% ethanol content (E5) – we are considering whether this obligation should be extended beyond this year. I am minded to extend the requirement, but my officials will let you, and other stakeholders, know when a final decision has been taken.

Our current expectation is that E5 will – in any event – remain widely available for the foreseeable future, regardless of a legal requirement. It is also worth noting that prior to 1988 there were no limits on maximum ethanol content and petrol containing up to 25% ethanol was marketed in the UK from the late 1920s to the 1960s.

I would also like to clarify that UK legislation does not prohibit the supply of petrol with no ethanol content. The Motor Fuel (Composition and Content) Regulations 1999 set a maximum permissible ethanol content of petrol – there is no minimum content. It is therefore a commercial decision for suppliers whether to supply petrol with no ethanol content.'

MEMBERS CARS - 'ALFIE'

Anne & I bought our Giulia 1750 GT Veloce Mk 1 in June last year. I did my apprenticeship with Fiat and Lancia in the late 1970's and have owned a Fiat 124 Coupe since 1984. Early last year Anne and I started to look for a car to use in Historic Road Rallies. The shortlist boiled down to: 1 - Triumph GT6, 2 - Lancia Fulvia, 3 - Alfa GTV. We went for the Alfa on the grounds of there being a very helpful club, good parts back up, the car being technically advanced with good power & handling for the period and most of all it is a "pretty car".



We bought "Alfie" in June 2012. Initial work involved rebuilding the brakes, suspension, steering and some welding underneath. MoT was in September in time for the Goodwood Revival. Alfie was used up until December when the engine and gearbox were rebuilt. We fitted a 2.0 Spider LSD axle in February after the confirmation from Italy that it was a factory option.

In February Classics Monthly did an article/photo shoot which appeared in the May

2013 issue.

Our first event was The Tour of Cheshire on the 2nd March. We came 50th out of 75 entrants & 4th in class. The second event was the Ilkley Jubilee Rally on 21 April. (See John and Anne's report in Competition Corner in this magazine).

Alfie went to Brooklands Auto Italia on Saturday 4th May along with his Italian sister Fiji, the 124 coupe - His & Hers Italian classic cars!

John & Anne Giles

BENVENUTO

The Register is delighted to welcome the following new members and their cars.

Michael Arthur - Giulia GT 3.0 V6 24v



Bought as a scrap shell, this Bertone coupe has been extensively modified and now has a most impressive specification which includes a 3.0 engine, Ford T5 Cosworth gearbox, Cosworth LSD, independent rear suspension on coil-overs and stainless adjustable front spring seats. GTA front discs with 4-pot Brembo calipers, Cosworth solid discs at the rear. Servo assisted braking. Power assisted rack & pinion steering and many more modifications to mention! The body was so rotten all the floor had to be replaced and stronger chassis rails installed. A GTA bodykit has been fitted using glass-fibre and bonded into place. The car is painted in two-pack and lacquered. A most impressive machine and a credit to Michael's handiwork and skills.

Graham Smith - Giulia 1600 TI, a very early black LHD '64 car with grey cloth interior, originally purchased by the The Central Savings Bank of Palermo. Trevor Johnson - Spider S3 2.0, Lees Hall - 2000 GT Veloce, a former long-term stored car, painted in the rare shade of blu pervinco metallizzato (periwinkle blue metallic) and Claudio Rosiello - Spider S4 2.0i, a car he is painstakingly restoring to it's former glory and elegance.

Clive Baker - Giulia 1300 TI



Clive describes his latest acquisition as '*a pretty little left-hand drive 1966 Giulia which has obviously been loved. The engine bay is as clean as a whistle, as is the boot. The interior appears to have been reupholstered. There are relatively new red dampers underneath and there is evidence of good under sealing. She drives very tightly and there are no signs of any synchromesh problems. The engine pulls beautifully.*

Some of the paintwork has minor "worm patterns" under the surface, suggesting that it's going to need some cosmetic attention in the next year or so, and there is a little blistering under the boot lid edges. The offside rear wheel arch has been filled and will need a repair panel to its rear corner before too long. Otherwise, it's all very solid.

She has a five speed 'box and a floor-mounted shift, but a strip speedo. I don't know about the original steering wheel because it has a Nardi fitted (bliss).'

As soon as I saw the photos of Clive's car I remembered it being on display at Summer Alfa Day held at Lotherton Hall back in 2003. The Giulia had been purchased by Isle of Man resident David Ranson from John Liddle to take part in the annual 'Italian Job Rally', a fund-raising event for the National Children's Home and which was usually dominated by Mini's. He thought it would be good to see an Alfa Giulia in this event, the model having featured so much in the film. I am pleased to report the Giulia completed the 3,000 mile journey to Milan and back without incident. The car sadly 'disappeared' for a number of years so I am delighted to have her back again in the Register with such a keen and enthusiastic owner as Clive.

Stuart Taylor

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