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Volume 53/5 October 2019  
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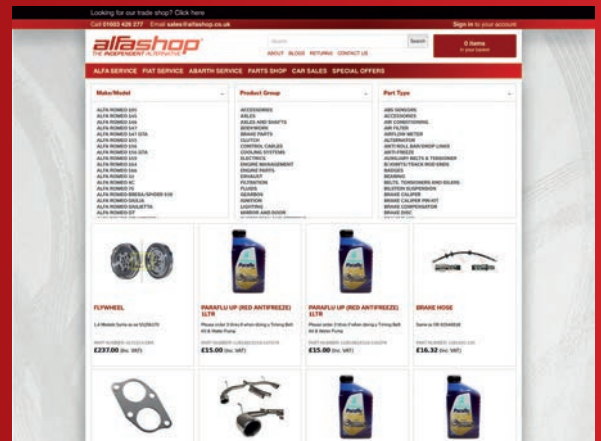
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**Cover photo:** In 1932 Alfa had its own bodyshop producing all metal bodies on the 6C chassis

**Photograph:** Centro Documentazione Museo Alfa Romeo

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Managing Editor: Guy Swarbrick  
Model Register Editor: Steve Ball  
Section News Editor: Clive Baker  
Display Advertisements: Nick Wright  
Classified Advertisements: Nick Wright  
Diary Dates Editor: Nick Wright

**Regular Contributors:**

Peter Collins, John Griffiths, Richard Murtha,  
Jamie Porter, John Williams, Nick Wright

**Contributors:**

Hugh Allan, Jon Dooley, Duncan Fraser, John Griffiths, Martin Lee,  
Stephen Paddock, Guy Swarbrick

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**Who to send your magazine and website contributions to:**

Features and letters – Guy Swarbrick – editor@aroc-uk.com  
Model Registers – Steve Ball – steve.ball@aroc-uk.com  
Competition reports – Richard Murtha – richard.murtha@aroc-uk.com  
Sections News items – Clive Baker – clivepbaker52@gmail.com  
Section Diary dates – Nick Wright – manager@aroc-uk.com  
Display advertisement – Nick Wright – manager@aroc-uk.com  
Classified advertisement – Nick Wright – manager@aroc-uk.com  
Webnews – Nick Wright – manager@aroc-uk.com

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Graham Scott's 1750 at the Kop Hill Climb page 76



Richard Gidley's 155 1.8 8V page 15

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

Club Webmaster: Bill Smith webmaster@aroc-uk.com

# Contacts

Alfa Romeo  
Driver

## Officers and Board Members

### AROC CLUB MANAGER & TREASURER:

#### NICK WRIGHT

8 Ickworth Court, Felixstowe, Suffolk IP11 2XL  
Tel: 07753 857029.  
Email: manager@aroc-uk.com

### CHAIRMAN OF THE BOARD:

#### JOHN GRIFFITHS

25 Heards Close, Wigston Harcourt, Leicester LE18 3SW  
Tel: 07748 881317  
Email: john.griffiths@aroc-uk.com

### VICE CHAIRMAN:

#### RICHARD MURTHA

Tel: 07976 384980  
Email: richard.murtha@aroc-uk.com

### COMPANY SECRETARY & DIRECTOR:

#### PETER J FARQUHAR

Blairgowan, 25 Dalhousie Street,  
Carnoustie, Angus DD7 6HE  
Tel: 07572 427129  
Email: peter.farquhar@aroc-uk.com

### FINANCIAL DIRECTOR:

#### JOHN TIMMS

Oak Villa, Gravel Road, Binfield Heath,  
Henley on Thames, Oxon RG9 4LT  
Tel: 0118 946 1987  
Email: john.timms@aroc-uk.com

### THE DEVELOPMENT OF REGISTERS

#### CHRIS COUSINS

Tel: 07872 911678  
Email: chris.cousins@aroc-uk.com

### THE DEVELOPMENT OF SECTIONS

#### GRANT RICHARDSON

Tel: 07980 238940  
Email: grant.richardson@aroc-uk.com

#### JONATHAN GRIFFIN

Tel: 07973 258612  
Email: jonathan.griffin@aroc-uk.com

### THE DEVELOPMENT OF MOTORSPORT

#### RICHARD MURTHA

Tel: 07976 384980  
Email: richard.murtha@aroc-uk.com

### PUBLICATIONS

#### PETER J FARQUHAR

Tel: 07572 427129  
Email: peter.farquhar@aroc-uk.com

### EVENTS

#### JOHN GRIFFITHS

25 Heards Close, Wigston Harcourt, Leicester LE18 3SW  
Tel: 07748 881317  
Email: john.griffiths@aroc-uk.com

### COMMERCIAL PARTNERSHIPS

#### JOHN TIMMS

Tel: 0118 946 1987  
Email: john.timms@aroc-uk.com

#### PAUL JONES

Tel: 07983 147782  
Email: paul.jones@aroc-uk.com

### PUBLICITY (INCLUDING ONLINE)

#### PAUL JONES

Tel: 07983 147782  
Email: paul.jones@aroc-uk.com

#### DUNCAN LANGFORD

Tel: 07491 247526  
Email: duncan.langford@aroc-uk.com

#### BEN COOK

Tel: 07411 819840  
Email: ben.cook@aroc-uk.com

The list of Model Registrars can be found on page 20  
and Section Secretaries on page 85

## Member Services

### MAGAZINE EDITOR &

### CLUB NEWS:

#### GUY SWARBRICK

Tel: 07970 410424  
Email: editor@aroc-uk.com

### ADVERTISING:

#### NICK WRIGHT

8 Ickworth Court, Felixstowe, Suffolk IP11 2XL  
Tel: 07753 857029  
Email: manager@aroc-uk.com

### WEBMASTER:

webmaster@aroc-uk.com

### AROC CAR INSURANCE SCHEME:

#### CHRIS KNOTT INSURANCE,

5th Floor, Cavendish House,  
Breeds Place, Hastings, East Sussex TN34 3AA  
Tel: 0800 008 6687 (or 01424 205079 from mobiles)

### INSURANCE VALUATIONS:

#### STUART TAYLOR

Tel: 07808 720450  
Email: valuations@aroc-uk.com

### DVLA LIAISON:

#### KEN CARRINGTON

Tel: 07770 524326  
Email: dvla@aroc-uk.com

### AROC PARTS SERVICE:

#### RACHEAL WHITEHEAD

Email: parts@aroc-uk.com

### AROC SHOP:

#### DANIELLE KISBY

Email: danielle@aroc-uk.com

### MEMBERSHIP:

#### NICK WRIGHT

8 Ickworth Court, Felixstowe, Suffolk IP11 2XL  
Tel: 0330 1330 558  
Email: membership@aroc-uk.com



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Martin Lee and friends dodge the weather and some mobile chicanes through the spectacular scenery of the Lake District

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As the nights start to draw in and the show and shine season comes to an end, Alfa Romeo Driver takes a different turn in this issue. We're on the road with Martin Lee and friends around the Lake District – and then join Duncan Fraser on a rather longer journey to Milan in his 2000 Veloce Spider.

In the first part of a new series on the history of the marque, Jon Dooley takes a long look at the first Alfa Romeo factory at Portello, on the outskirts of Milan.

Then we focus on four very different motorsport events – starting with the massive Silverstone Classic. The racing may be historic, but the infield parking creates a very modern classic car show feel. It was my first time at the event and I can't wait to go back again next year – hopefully with slightly better weather! The Goodwood Revival is a very different event, with the infield becoming a quirky mix of 40s, 50s and 60s fashion and motorabilia – and, this year, glorious weather. Jon Dooley forked out for a three day ticket and was treated to some great racing and more than one sort of chicanery. At a more down to earth level, we visit two traditional British hillclimbs – Hugh Allan takes us up through the seaside town of Saltburn while Jamie Porter's From the Workshop column temporarily takes up residence at the Kop Hill Climb at Princes Risborough in Buckinghamshire.

The East Midlands Section's annual celebration of all things Italian – MITCAR – suffered badly with the weather in 2018, but – as Club Chairman John Girffiths explains – this year's visit to Jaguar Land Rover's Classic Works in Coventry was designed to be weather-proof.

Ahead of the Remembrance Day commemorations in a couple of weeks' time, we have a report on the Wessex Section's visit to the war memorials and cemeteries, in and around Ypres in Belgium.

Finally, we have a review of Auto Italia Editor – and Club member – Chris Rees' new tome on the 75 years of Alfa coupés and spiders.

All that plus, of course, John Griffiths on Detailing, John Williams review of the auction and classic scene and Richard Murtha's review of Alfa-related motorsport. No Modified Register column this month, but it will return in the December issue, back in its original home in Registro Ricambi.

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# Club News



Nick Wright on the Club's new membership database and a re-cap of member benefits

In the August issue of the magazine I mentioned the planned implementation of a brand-new membership database for the Club. Whilst it can potentially pose a risk to put planned launch dates in print, I am pleased to confirm that it did indeed go live on 1st August!

I know many of you have logged on to check your details already, but if you have not yet done so I would like to ask that you do at your earliest convenience please. Just visit the Club website, [www.aroc-uk.com](http://www.aroc-uk.com) Homepage > Members > My Details. Enter your registered email address as your username and, on the first visit only, follow the Reset Password link. You should then receive an email allowing you to create your own secure password. If you experience any problems, or do not receive the email please contact me and we can

resolve it for you, it may just require resetting at this end. We are planning on increased use of the enhanced email function of the database in the future, so it is important that you check your details to ensure that you are not missing out on these forthcoming changes. All members will continue to receive their renewal notices by post for the moment, but the subsequent reminders and direct debit notices will be sent via email, where possible, in order to maximise efficiency and reduce the ever-rising postage costs. If you do not have, or wish to use, email we will of course continue with your existing postal arrangements. With the membership element of the database now up and running, the second part of the staged roll out will be that of the records we hold of the members' cars. I will be calling on you for your input with this and will be in contact in due course, so please watch this space.

As with any business, it is important that we continue to monitor and control our financial costs. Being able to communicate with the membership via email, as mentioned above, benefits us with this process when paper and postage costs continue to increase beyond our control. This, of course, allows the Club to maintain current membership fees rather than being forced to pass them on through increases to the subscription costs. So, if you can help us to help you, it would be much appreciated.

With all this talk of moving online and saving costs, I would just like to confirm that there are absolutely no plans to cease production of the printed version of our Alfa Romeo Driver magazine! It has always been an excellent magazine which continues to evolve and is a tremendous asset to our Club.

On the subject of financial savings, we have a range of partners in our member benefit schemes, who offer

you discounts on an array of products and services. I know many members manage to recoup some or all of their membership fee by taking advantage of these offers, and some even get more back than the membership cost! We have just received confirmation that the 10% in store Halfords discount is being continued for a third year. You will need to download the voucher from the forum to hand over at the till to claim.

We are just approaching the first anniversary of the Club joining forces with Pirelli Tyres. During the year there has been a great uptake on the deal that Pirelli are providing members against certain tyre purchases. This offer entitles you to claim a fuel gift card of up to £200 on purchases of up to 8 Pirelli tyres within a calendar year

and can be used for your friends and family, providing the terms and conditions are adhered to. For full details please see our website, or contact me for details. In addition to this, Pirelli have also kindly offered special prizes to lucky members for hospitality tickets to the British F1 at Silverstone and the Salon Privé at Blenheim Palace this year. So, a big thank you to Pirelli Tyres for their support over the last twelve months,

including involvement at Section level. We look forward to building on this in the future!

All participating Companies in the member benefits scheme and relevant codes are in the Member Services area on the Club forum or drop me an email for details. Don't forget the AROC Parts Service too which is online at [parts.aroc-uk.com](http://parts.aroc-uk.com).

We are planning a wall calendar for next year, subject to sufficient interest, which will again feature members' cars. If you have a photo you would like to be considered for inclusion, please email a high resolution version to me by Monday 4th November at the latest. By sending your photo you are agreeing to it being used on the calendar. If it is not your photo, we will require consent from the owner of the photo please.

The Classic Car Show at the NEC runs from the 8th to 10th November and AROC have a display in the Premium Hall as usual. There will be over 3000 iconic classic and vintage cars and bikes on show this year. Fortunately, we only have to source enough cars for the Club display though! We have some great Alfas lined up again this year, and I'm really looking forward to it already, although I can't believe it has come around again so soon. Discounts for weekend tickets are available from [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com) using our exclusive code CC2127. If you are attending the show, do come along and say hello. Hope to see you there!



Nick Wright  
Club Manager

***"many members manage to recoup some or all of their membership fee by taking advantage of these offers"***



# Chairman's View

John Griffiths' regular update on happenings in the Club and at Alfa Romeo Romeo



John Griffiths  
Club Chairman

Regular readers will know I normally keep this column chatty and easy going, but this time I want to include something a little more serious on Club developments. As you may have read in The Club Manager's leader piece, the AROC Board of Directors has decided to bring membership administration 'in-house' this summer, granting the contract to Club manager Nick Wright and specifically his business operation, ending the relationship with Lavenham Press for that service. Lavenham continue as our magazine producers, a job they do very well. I'd like to thank them for their many years of good service with membership admin and in particular for its supervision by Lis Whitehair, who is effectively taking an early retirement from the company.

To go with this change, we have a new membership database now on-stream, owned wholly by the Club and safely hosted in 'the Cloud', which means we can crack on with plans long in germination for a new, integrated, model Register database, too. This work has required considerable planning and investment but brings with it a robust and secure operation and lower overall operating costs, so it's a 'win-win'. As Nick has mentioned, we are still very keen to keep the membership subscription price down, and we're pleased that it is still cheaper in real terms than ten years ago, by quite some way.

With the number of Alfas on the roads still on a general slight downward trend (around 88,000 licensed and 16,000 SORN, a couple of percent down on same time last year), we're still pleased to see membership up yet again this year, pushing towards 4,000. Writing this in September we're not at year-end report time, but it is still looking healthy for our Club, up over 100 on the same time last year.

National Alfa Day - NAD for short - is still very fresh in the mind with its outstanding attendance of over 900 cars. The 'vibe' generated by the hundreds of Alfisti present was tremendous. I'm delighted to say Alfa Romeo UK are still very much primed to help us at next year's edition too. Indeed, it was great that at the huge, if rather wet, Silverstone Classic event at the end of July this year they were insistent that our Club parking display was slap bang next to theirs as event sponsors. We are already working on Bicester Heritage for NAD in 2020, the date to be just before Goodwood Festival of Speed. We're dependent on the finalised date for the British GP, so late June or early July is expected.

Putting on great events is core to our Club's offerings of course, alongside our printed magazine— something blossoming under editor Guy Swarbrick. I'm pleased to say = and I certainly delight in the variety of content he's

commissioning from members. (Don't tell him by the way – need to keep him on his toes!)

It was really heartening to see FCA making a multi-million-dollar profit in the past year, with boss Mike Manley aiming to double that by 2022 - but it's unlikely to come just through 'truck' sales. There are real challenges with the ongoing USA-China trade war and related performance in that giant Far Eastern market. It has been made clear, however, that FCA is still open to merger talks with Renault/Nissan. There needs to be rebalancing of share distribution in the latter alliance, it seems, before there's real progress - but the recent resignation of the Nissan CEO may unblock some of that. We will keep a watchful eye.

Quattroruote magazine is essential reading when in Italy (well, with a translator app!), and the August edition had a great article on the forthcoming Alfa Tonale. I really can't wait for that car to come out and seeing the recent billion-plus Euro investment for its production at Pomigliano - along with a new 'electric' Fiat Panda - is just great.

Feedback from people who have seen the Tonale concept car at the Goodwood Festival of Speed, and at the Alfa Museum in Milan, has been tremendous. It is a genuinely good-looking car, smaller than some expected, and by many accounts its attractive, futuristic styling will be carried directly into production, even if the name isn't.

We're still a good year and a half from seeing it here but there is promise of a production-ready debut for the car at the Geneva show in March. Let's hope FCA's faith in the strength of the brand continues as sales of its other Alfa

Romeo models, brilliant to drive and look at as they are, just tick along. In that camp we just have a mild refresh of Giulia and Stelvio for the 2020 model year - new touchscreen (and remote controller) infotainment, minor trim changes and some new colour and wheel options. The expected 'mild-hybrid' variants still some way off. We can, nonetheless, continue to do our bit as Alfisti to promote the brand.

Talking of which, the NEC Classic Motor Show (8-10 November) is coming up where our Club has its display in the premium Hall 1 again. We have some fabulous classic Alfa Romeos lined up again - all belonging to members - and this year with one who is a well-respected TV celebrity. We'll keep that person and the display cars a surprise here - suffice to say that it's another great cross-section of the marque across the years, this time with a loose theme of 'winners'. I look forward to seeing lots of you there again. It's always great to chat to people as we immerse ourselves in a display reflecting some great Alfa Romeo history. Some grand designs, indeed. (Oops!)

***"we are still very keen to keep the membership subscription price down, and we're pleased that it is still cheaper in real terms than ten years ago"***



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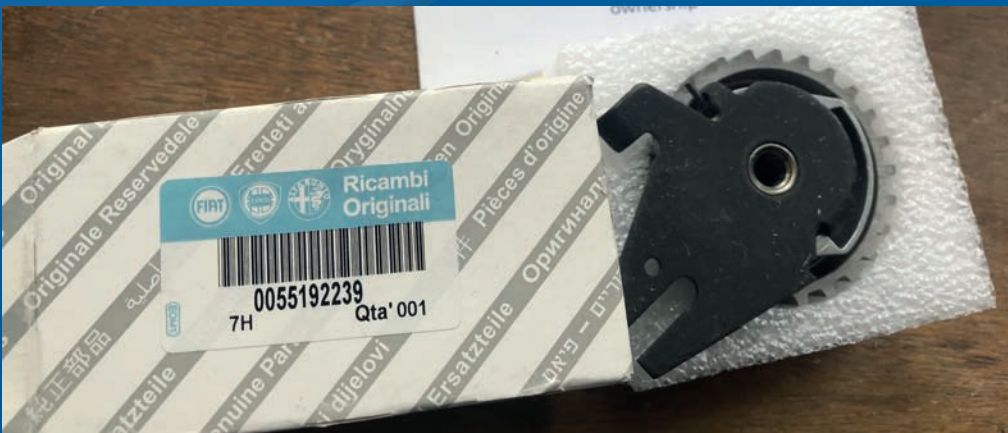
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# Secretary

The Club's General Meeting takes place in November - Peter Farquhar has all the details



**Peter Farquhar**  
Club Secretary

I will not risk the Editor's red pen by attempting to explore the concept of linear time here but the speed with which time appears to pass never ceases to amaze me. Almost eight years have passed since that crazy General Meeting at Rotherham at which twenty members of the Club were elected to the Board. Of course, the rules have been changed to ensure that there is no repeat of that chaotic shambles; arrangements for the election of members of the Board have been carefully detailed, and a limit has been set for the number of the members of the Board.

This year only one nomination for membership of the Board has been received and, accordingly, an election will not be required. The nomination is for David Faithful - our current MiTo Registrar - and you can read David's personal statement below. David will

join at the first meeting of the Board following the General Meeting.

A General Meeting has to be held every second year and this year the General Meeting will take place at 11.30am on Saturday the 23rd of November 2019 at the Mercure York Fairfield Manor Hotel, Shipton Road, York, YO30 1XW. The General Meeting is a good opportunity to meet the members of the Board and to hear first hand about everything happening in the Club. There will be a question and answer session to allow everyone attending the meeting to ask any of the members of the Board anything about the Club. Any questions regarding the arrangements for the General Meeting should be addressed to Nick Wright, Club Manager.



## Personal Statement – David Faithful

I have loved Alfa Romeo since I first saw an Alfasud in my teens. I was nineteen when I bought my first Alfa Romeo, a Sprint Green Cloverleaf, and I have never looked back.

I have been our MiTo Registrar since early 2017 and in that time I have been on a mission to re-invent many aspects of how a Register functions, communicates, engages with members and, crucially, creates and publishes its own content (videos, pictures, stories, articles, guides and the occasional thought-provoking analysis) to support and inform members. Importantly, this effort is driven and evaluated by members through our annual survey, so whilst some of these ideas are mine, most of the good stuff comes from members themselves.

I believe this collaboration is the most important aspect. Our members typically know what they want, and certainly know what they *don't* want. But sometimes you have to just create something and show it to members and they either like it or not. And that's fine, because learning is often about understanding what we do wrong then changing or stopping things to create space for new ideas.

I believe our future success as an engaging Club essentially depends on our ability and conviction to create, curate and deliver many forms of diverse, informative and unique content on-demand to our members. To enrich the experience, knowledge and engagement of our members should not be an aspiration but an imperative. This needs to underpin everything we do and our technology must be an enabler. We should be an influential authority and publisher of Alfa Romeo content; a trusted source that moves and inspires people with our innovative thinking and reflection on the brand.

I've spent decades delivering business change projects and these days I run a software company, so I've cultivated a sense of what is difficult and what is easy. Some things are hard and take time, but many things we can just do tomorrow.

We won't necessarily have the funds or the bandwidth to achieve everything immediately. But we should do the things that benefit members the most. The things our members tell us they want. I passionately believe we must transform what we do and how we do it to protect our future. We do many things incredibly well, and I'd love to help re-invent the other aspects to build an exciting future for our Club and our members.

## Notice of a General Meeting of the Alfa Romeo Owners Club

A General Meeting of the Alfa Romeo Owners Club will be held at 11.30am on Saturday the 23rd of November 2019 at the Mercure York Fairfield Manor Hotel, Shipton Road, York, YO30 1XW.

All members are welcome and tea and coffee will be available from 11.15am before the start of the meeting.

Please remember to bring your membership card.

All enquiries regarding arrangements for the General Meeting should be directed to Nick Wright, Club Manager.



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Nickle with a brass finish. Black cardboard box with Alfa Romeo Owners Club in gold.

**£12.50**

## New AROC Long Sleeve Shirt with Pocket

Denim

**£30.00**



## NEW Mens AROC Polo in Indigo

with contract button-down collar. Available Small – 3XL A great smart-casual piece for any man's wardrobe.

**£32.00**



## New Unisex AROC Chunky Hoody

Red & Navy, Double fabric hood with heather grey waffle fabric inner, Chunky white flatlace drawcords, Hidden earphone loops Pull over hoodie

**£40.00**





**In memoriam:**  
**Chris Bligh**  
**IEng MIRTE MIMI**  
**1942 – 2019**

Club members were shocked to learn of the passing of Chris Bligh on the 10th of September. Many of our locals will remember Chris with a great deal of fondness as the hard-working and always jovial Yorkshire Section Secretary for many years in the 2000s. I suspect it is not only members living in Yorkshire who'll remember him, as he made many friends throughout the Alfa Romeo community nationally, too. For instance, North West Section Secretary Neil Branham and his son James were regular visitors to the Bligh residence.

A well-respected and much-loved character, Chris had a passion for many things in his life; a life that he always lived to the full and always gave - without exception - his all. And then some! He was always willing to cheerfully go the extra mile for those who were fortunate to meet his acquaintance and even more so for those of us who were privileged to have him as a great friend.

As well as being a stalwart of the Yorkshire Section, Chris also briefly served on the Club's Board where he gave his usual lot. You wouldn't expect anything less of the man. After long spells of employment with DAF Trucks GB where he served as Regional Service Manager, Scania GB (Service Development Manager) and as an After Sales Coordinator for Lex Commercials, In later life, Chris was Senior Partner at C & V Consultants - guiding a large number of truck dealerships across the country in the development and training of customer-facing staff, both onsite and in a classroom environment. He also assisted in the development and upgrading of workshop and parts



department computer systems, being instrumental in their implementation and also maximising dealers' efficiency through re-organisation of their workshop layouts.

He incorporated and applied the same great working-life organisational skills in his role as Yorkshire Section Secretary - and with some relish. Chris was a lover of all things motorised and self-propelled and, of all the events he organised for us, our visit to The Trolley Bus Museum at Sandtoft was surely one of the most notable - and must surely have been one of his personal highlights. He was in his absolute element, literally compelling the staff at the Museum to explain the intricacies and workings of almost all of the moving exhibits! His thirst for mechanical knowledge was almost child-like but that, in essence, is why you could do nothing but love him. His raw enthusiasm and passion was infectious. Chris also arranged

a number of the Club's big regional events with his usual proficiency and vigour. We had some good times!

A few years ago, Chris and his wife Val moved down from Yorkshire to Exeter to be closer to family, where he continued enjoying life as was his want. As you would expect, Chris set about making friends in the area being the affable and outgoing soul that he was.

Only very recently, though, Chris was admitted to hospital suffering from pneumonia. Despite fighting his illness with dignity and courage Chris remained his usual jolly self - even using his Facebook account with his customary humour - until the end.

I'm sure that you'll all join me in offering sincere condolences to his wife Val and his family at this sad time. R.I.P. Chris. A true gentleman and an inspiration to us all. He'll be sorely missed.

*Colin Metcalfe*



**In memoriam:**  
**Stephen Clinch**  
**1958 – 2019**

I'm sad to report that Stephen recently collapsed and died whilst out for a regular jog near his home - a great shock as he was only 61.

Stephen was a Lancashire Section regular, a popular attendee at our meetings and was pleased to keep his 156 Sportwagon in top condition. He'd had to search quite widely to find the car, since, as a vegetarian, he didn't want one with a leather interior and was at pains

to keep it pristine - ensuring that fellow Lancashire Section member Ferdi kept it up to standard.

Stephen made a great contribution to the Club by using his professional design expertise to win the competition to design our 50th Anniversary logo - he was an architect by training, specialising in architectural conservation - his own house being a fascinating Grade II listed building (dating from the 17th century) which Stephen cherished. Stephen also won the competition to design the Club's Victor Ludorum logo a few years ago.

We will all miss Stephen's contribution to our Section meetings, and extend our sincere condolences to Julie and his family

*Richard Murtha*



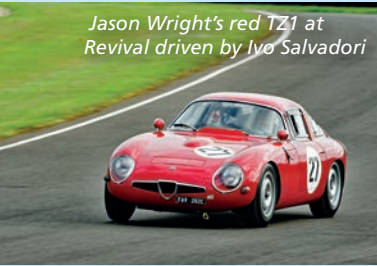
# OUT AND ABOUT

Peter Collins' photographs from Brands Hatch, Hampton Court and Goodwood

Alfa Romeo Championship races at Festival Italia Brands Hatch



Jason Wright's red TZ1 at Revival driven by Ivo Salvadori



The yellow TZ1 of Lawrence Auriana driven by Joe Colasacco



Geoff Gordon's Giulietta Ti



Julian Majzub's 308 GP car



Hampton Court Festival of Elegance



1900 CSS Zagato



6C 2500 Pininfarina Cabriolet



6C 2300 B at Bonhams Revival with replica 1900 Cabriolet body fitted in period



Nardi Alfa Romeo 6C built under restoration by Jim Stokes Workshop







# Letters

Write to the Editor: [editor@aroc-uk.com](mailto:editor@aroc-uk.com)

**Members enjoy reading what others have to say about their cars and opinions about the Club and Alfa Romeo in general. So please send the Editor your contribution to add to the mix. We would be delighted to receive your letters by email or by post with any pictures, digital or print, that you think illustrate your message.**

**Mike Croll will receive an AROC Mug for his letter this month.**



## Which Lamborghini?

Dear Sir,

I am contacting you regarding the picture of the Puma GTV in the last issue of Alfa Romeo Driver, taken on a visit to the Lamborghini museum by Alexander Goldbloom. The reason that I am interested is that I own an example of the Nova kit car (only the bodyshell has been used - underneath, the VW chassis has been replaced with a tubular spaceframe and the entire Alfasud drivetrain - including the engine, gearbox, brakes, driveshafts, wheel hubs, and cooling system - has been used to create a proper mid-engined sports car), on which the Puma GTV was based. You can see the similarity...

This particular model (previous Pumas included a copy of the American Deserter beach buggy, and an off-road style vehicle called the Ranch) was produced in three distinct series, of which the later ones (the Puma 033 and Boxer 90) both featured Alfa boxer engines from the factory as standard. The example in the museum is the earliest model, originally intended for VW power but now clearly sporting an Alfasud engine (albeit connected to the same inadequate VW drivetrain).

VW underpinnings notwithstanding, as celebrity endorsements go I think you will agree this is a pretty big one! In fact, I had thought that the Puma Club Italia would be all over this on social media but they appear to be unaware of this exhibit and its celebrity owner.

What I am trying to find out is which member of the Lamborghini clan the car actually belonged to? The registration plate dates the car to somewhere in the early to mid-1990s, which probably excludes Tonino Lamborghini (he would have been in his late 40's - early 50's at the time), but perhaps one of his children? Ferruccio Junior could be a likely candidate, as I believe he is a motorbike racer, but maybe it was his pop-princess sister, Elettra?

Anyway, if you have any more information about this unusual car I would



be very grateful. The styling of the Nova (and subsequent copies, like the Puma) was actually inspired by the Lamborghini Miura, so in a way the car has returned to its spiritual home.

*Lauren Proctor*

*Thanks for getting in touch Lauren – can anyone out there help?*

*Ed*

## Lambo too

Dear Sir,

I write after having spluttered over my cornflakes on reading that the editor of Alfa Romeo Driver has "never really understood the appeal of Lamborghini". May I ask if he has ever driven one, heard one go past, or taken off his Alfa Romeo rose-tinted glasses to ever look at one! Seriously?

Who could not see the point of a Miura? A Countach? A Diablo or an Aventador? And that's before you start looking at the various one-offs and track editions. Reconsideration

by the Editor is not a 'maybe' as he suggests - I would propose it is critical for collective on-going faith in his judgement!

I write as the father of one of your younger members - an 18 year old who loves his red petrol 159, and as a past owner myself of various Alfa Romeos, Maserati and yes, Lamborghini - as well as numerous other classic cars.

While I am writing, may I say the magazine is a quality production, but in the interests of constructive suggestion, it is let down by a couple of things;

1) Where are the articles on the magnificent and storied history of Alfa Romeo? Especially its racing history from pre-war, the 50's, 60 and 70's? There is enough content from numerous public sources to give at least one wonderful story per edition.

2) Where are the articles on current racing - Alfa Romeo Formula 1 is resurgent and an update might be nice from the Alfa perspective via various press releases/website etc.

3) Where are the updates on Alfa Romeo cars and owners doing well in high profile classic car events such as Goodwood, Silverstone, Pebble Beach etc. Again from public sources.

4) And lastly from a purely personal POV, what is it with not showing any Alfa 159s in the current magazine (I went from cover to cover) and under-representation in every edition we have looked at in the past year? Generally regarded in period as one of the best looking cars Alfa built in recent years - and arguably still one of the prettiest saloons built this millennium by any manufacturer. The lack of photos of the 159 is just plain odd. My son has tried to address the balance by sending in a fantastic photo of his car last year he took aged just 17, but it was not used. I understand you use what is sent, but perhaps a nudge to take and use more 159 photos at events would be nice.

Yours in the promotion of Alfa,

Ian Forbes

Thanks for the feedback, Ian. I'll start, if I may, with your points about the magazine.

As well as being reliant on members for contributions, we only have a limited number of pages and readers with a wide variety of interests - but we do try to cater for everyone!

Hopefully, you will enjoy the first of our features on historic Alfa factories in this issue - which also touches on the contemporary race and road car history of the period. It's our second historical feature of the year - fourth if you're young enough to think of Tarquini's historic BTCC win as historical - but, while it won't be the last, there won't be one every issue.

We covered Alfa's return to F1 (as well as the marque's return to the BTCC and the exploits of the Giulietta in TCR UK and WTCR) extensively last year - starting with my feature from pre-season testing in Barcelona (before I took over as Editor) and in every subsequent issue - as well as an in-depth technical feature on the differences between BTCC and TCR cars.

The feedback we received was that it was a lot of coverage of series that are covered extensively elsewhere and that

we should concentrate our precious pages on things that people won't find elsewhere. We will be running an (almost) end of season review of Alfa Romeo Racing in the December issue and will be following the AROC-backed HMS Racing Giulietta - or, possibly, Giuliettas - in the BTCC next year.

You'll find articles on the Goodwood Revival and Silverstone Classic in this issue, as there was in October last year.

As for the lack of 159 coverage, it's certainly not a case of bias against the model - I owned a Sportwagon until May of this year, as does the Club Manager Nick Wright, who we interviewed about his car in the December 2018 issue. I didn't get to see your son's 159 picture, but any small items like that should be sent to the model Registrar (details on page 18), who I'm sure would be happy to share them in the 159's three-times-a-year column (which you'll also find in this issue!). And if any readers want to propose longer features on the model, we'll happily consider them.

And to address your first point last, I for one am grateful that we don't all like the same things - the world would be a very boring place if we did. As for Alfa Romeo tinted spectacles, I neither like all Alfa Romeos\*, nor do I only like Alfa Romeos. I do like most Italian cars but, after two months further reflection, still don't get Lambos. The Miura was the best of them, by far, but the clean lines are, to my mind, spoiled by fussy details.

\* The list of Alfas I don't particularly like is, to be fair, very short...

Ed

### Cleaning up

I'm sure many GTV owners experience a tense time when the MOT due date rears its ugly head - and those blessed with the direct injection engine (JTS) will no doubt empathise when I mention the dreaded emissions problems that 'carboned-up' valves can land you.

Mine has run pretty close to the fail mark several times - but usually a litre of Archoil injector cleaner, followed by

an 'Italian tune-up', has scraped her through. However, scraping through doesn't really do it for me, so this year, Dave at Intaservices in Leicester took it upon himself to sort the problem once and for all - I'm talking, of course, about a hydrogen purge.

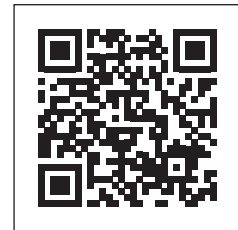
Now I'm no scientist - and if anyone told me there was a simple yet scientific method for removing carbon from the inside an engine, I'd most likely be the first to pour scorn upon the idea. But the proof of the pudding in this instance, is documented by HM Driver and Vehicles Standards Agency. It failed the emission tests before and passed afterwards.

So, what actually happens? The link below explains the actual science behind the process, but I can only add that since the treatment the engine pulls better, has stopped 'hunting' when stuck in low speed traffic, no longer produces the smell of 'dead cat' after a short run down town and generally revs more freely and feels genuinely more responsive.

If you're looking for preventative maintenance I can highly recommend the treatment. I'm an impartial recipient, and my experience has been 100% positive.

Cheers

Mike Croll



The treatment - also known as carbon cleaning - is available from a number of Alfa specialists. My 1750 TBi Giulietta was treated by Autolusso in Bedfordshire and my findings mirror yours.

It isn't, sadly, a 'once and for all' cure, but at the price it's well worth repeating every two or three years.

Ed

## AROC MEMBERSHIP ADMINISTRATION CHANGES

From the 1st of August for all membership matters, including renewals, payments, and any membership queries please contact Club Manager, Nick Wright:-

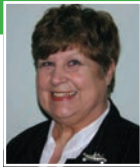
Email membership@aroc-uk.com  
Telephone 0330 1330 558 / 07753 857029  
Post AROC Ltd. 8 Ickworth Court, Felixstowe, Suffolk IP11 2XL

Renewal letters will continue to be sent by post, however subsequent reminders will be emailed where possible. You may also receive other important membership communications by email too, so please don't forget to check your inbox and spam folders. You may need to add the Club to your 'safe sender' list. For those members without email, we will continue with the post so you will not miss any information.



## Pre-War

As this season winds down, congratulations to AROC Pre-War Register Members who keep the Alfa flag flying at Vintage/Historic events. Here are a small selection of our heroes in action.



### Chris Mann

Chris has been playing with his glorious collection of early Alfas since before I bought my 1750 in 1964. Still getting his hands dirty and *still* winning.



Photograph © Alan Cox

Chris at VSCC Cadwell in August in his delightful Helle Nice liveried Monza.  
Photo, courtesy of Alan Cox

### Alex Hince

I am a great admirer of Alex, she is indeed inspirational. I don't remember her ever trailering her 1750 to any UK events (mind you, I do remember her trailering away from one meeting after an incident).



Chateau Impney where she means business.  
Photo, Alex Hince



Typical paddock shot with parents Trisha and Richard Pilkington at rear.  
Photo, courtesy of Alex Hince

### Adam Moody

Another hands on owner/user, Adam has owned the 1500 for some years now and takes part in most forms of vintage speed events.



Photograph © Alan Cox

Adam Moody competing at Cadwell in August.  
Photo, courtesy of Alan Cox

### Nick Rossi

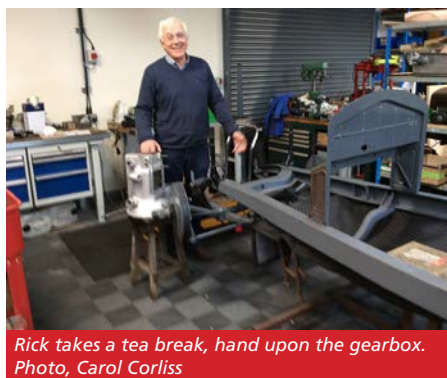
Competing quite often at VSCC events Nick always seems to be enjoying the performance of his 1750.



Photograph © Alan Cox

Nick Rossi 1750 at Cadwell in August.  
Photo, courtesy of Alan Cox

I called in on my friend Rick Hall at his Bourne premises. Many of you will know that Rick owns one of the most respected historic Grand Prix and sports car restoration and preparation firms in the world. However, the Alfa is his own property and very much a labour of love. His total but sympathetic renovation of the 1750 GT is progressing but of course they always take longer than anticipated.



Rick takes a tea break, hand upon the gearbox.  
Photo, Carol Corliss



Axle awaits installation. Photo, Carol Corliss

### Archive Photo

This picture turned up on Facebook recently with no copyright information.

John LeSage attending a friend's wedding. His fabulous 8C 2300 was for some years described as Castagna coupé but is now described as Touring of Milan coachwork. I have special memories of this car having been given a ride from Silverstone by John. I was frankly terrified. A lovely archive picture.



John LeSage. C1966 with his wonderful Touring bodied 8C. Photo, copyright unknown

This message was received recently. Any budding authors with lots of archive stuff take note.

Hello,

I am a commissioning editor at Amberley Publishing in Stroud and I am looking for authors to write books for our new classic cars series. The series consists of paperback books which may be between 8,000 and 18,000 words and with between 70 and 200 illustrations, depending on the content. If you or any of your contacts would like to discuss a book about vintage and pre-war Alfas I would be delighted to hear from you. I will be happy to send you further information on the series and the publishing arrangements. Many thanks.

With best wishes,  
Alexander Stilwell

Carol Corliss

## Giulia 105

### Keeping Up-To-Date Update

In a previous issue of the Alfa Romeo Driver, I requested owners of the Giulia Berlina to contact me so I could gauge the accuracy of the Register file. I am somewhat disappointed to report I received only three responses. I know for certain there are many more Berlinas out there. I just need your registration number, chassis and engine number, paint colour and interior trim. I look forward to hearing from you.



### WLO 586G

I am delighted to report the white Giulia Super, registration number WLO 586G has been 'found'



In this issue we hear from Register member **Richard Gidley**



In 1994 I was eight years old. It was the first time had laid eyes on an Alfa Romeo 155. This 155 wasn't on a forecourt, on a driveway or in a car park - no, it was at Brands Hatch. The car in question, or cars should I say, were those of BTCC racing drivers Gabrielli Tarquini and Giampiero Simoni.

The mid-nineties were to touring cars what the 70s was to F1 and the 80s were to rallying. The BTCC series back then really did seem to be at its peak! I remember seeing the fiery red 155s effortlessly carving their way through the pack. Italian drivers, in Italian cars making mincemeat of the opposition. It was a joy to watch.

Fast forward to 2019 and I sit here writing this with a 1996, red 155 sitting on my driveway. I had always admired the 155. Seeing it racing around Brands, headlights ablaze with its boxy yet handsome physique, looking planted and squat with its black wheels and lowered ride height, it just looked great.

I was casually browsing the internet for 155s. I had recently experienced a 1975 2000 GTV Bertone Coupé restoration where the final nearly ended in premature divorce from my wife to be, so another Alfa probably wasn't the best idea at the time - until I happened to stumble across a Facebook offering one evening.

The advert was for a standard and unmodified 1996 1.8 8-valve widebody with Sportpack. The car also carried the number plate N155 TRU. My curiosity got the better of me and before you knew it, I had arranged to travel some 120 miles on a glorious sunny Sunday morning to meet the owner in Stow-on-the-Wold - a mid-way point for convenience.

On arrival, I was greeted by an Italian gentleman, accompanied by his daughter, who was evidently very proud of his car. He was the second owner from new, having bought the car at two years old from a lease company where it had covered 77,000 miles in two years. He subsequently owned the car for a further 20 years and amassed a comprehensive history file to back this up.

At first he seemed a little reluctant to let the 30-something-year-old Essex-boy sit in his car and inspect. He was even more reluctant to let the Essex-boy drive it, as I found out when on the test drive - his daughter commenting "he doesn't let anybody drive it." Test drive completed, and after receiving praise about my driving and how quickly I adapted to an unfamiliar car, I found myself walking around the 155 and pondering my next move.

Luckily, I had my Dad in tow. My Dad is a serial petrolhead, with four previous and one current Alfa Romeo forming a small percentage of his car history. Although I take his advice on board, it still boiled down to whether or not I wanted to part with my hard-earned cash and bring the 155 down south to a new home.

I caved. All the memories of 1994 flooded back and all of a sudden, I was that eight year old boy again, standing there looking at a red 155 with black wheels, only this time I was old enough to drive and had enough spare change after the Bertone restoration (just about!) to snap it up.



Richard Gidley's stunning 1996 1.8 8v Sportpack

The drive home commenced. I had 120 miles ahead of me, to find out whether I'd made a good decision with my head or a bad one with my heart. I wasn't disappointed! The journey offered a variety of different driving roads, from twisty B roads, to fast sweeping A roads and eventually motorways.

All the while the 155 never skipped a beat - she handled, sounded and revved like a car that had been designed to be a driver's car. With every mile that passed I grew more and more confident in the fact that she had been looked after. No warning lamps flickered at me, no knocks or bangs from the suspension, no pulling to one side under braking - just pure pleasure from a car that was from an era before electronic aids began to numb the driving experience.

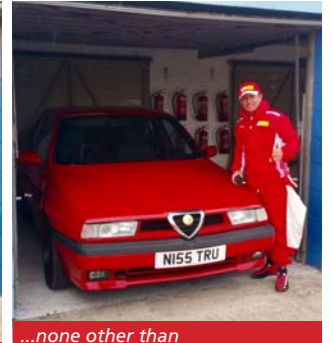
Since owning the car, I have replaced a few sensors, a pair of front shock absorbers, had a custom stainless-steel exhaust fitted from the middle box back, and had all four wheels refurbished...but that's it.

It starts on the button every time and still puts a big smile on my face even though it's "only" the 1.8 8v engine. Who cares about outright power anyway with handling like the 155's.

As an extra special touch, not long after I got it, a friend of mine and fellow Alfa nut Marco Martino got his friend to personally sign my car - his friend is none other than Giampiero Simoni himself!



Who's that scrawling on my car...



...none other than Giampiero Simoni!



Giampiero up close to an old flame



The very rare Alfa Romeo 155 Signature series



Thanks to Giampiero for making a 155 owner very happy!

I think you'll agree this is a nice and very unique addition to the car, particularly considering this year is the 25th anniversary of Alfa Romeo winning the BTCC with the 155. All I need now is for Gabriele to add his signature to the car and I'll have a full house... watch this space!

Steve Ball



and the interested previous owner is now speaking with the current keeper.

### 105s at Zandvoort

The year would not be complete without our annual pilgrimage to what has become known as Alfa Heaven or to be more precise, Spettacolo Sportivo, the Stichting Club van Alfa Romeo Bezitters National Weekend at Circuitpark Zandvoort on the North Sea Coast. Here are just a few of the stunning 105s that caught my eye.

This very early Giulia 1300 with 'cheese-cutter' front grille, strip speedo and very basic interior.



Giulia 1300

Genuine or replica? This stunning Team Luria Giulia GTAm certainly looked the part and even had Toine Hezemans, the Dutch Autodelta team driver's name on the side.



Giulia GTAm

Series 4 Spiders do not come any classier than in glossy Nero (Black) with the tan Alcantara interior. This one was a mint example set off so very well with the GTA-style alloy wheels.



S4 Black

### Green Log Book

South Coast 105 specialist Ian Ellis recently wrote to me advising he had just been given an old green log book for a 2000 Spider Veloce, registration number CNK 6K, which is apparently still in circulation. The interesting thing is that it was once owned by the Chelsea & England goalkeeper Peter Bonnetti! It's also an early car - chassis number 14. Ian says he would be happy to pass the log book on to the current owner if they are a member of the Club or on the 105 Register. So if you are the owner of 'CNK' and would like

this interesting piece of your vehicle's history, please get in touch directly with Ian Ellis.

### Benvenuto!

A warm welcome to the Register for Paul Newberry who has recently acquired Ali Jarman's S4 Spider. Letting the Spider go was a big wrench for Ali, however the car is now in Paul's enthusiastic hands and we hope to see it out and about at Club events in the near future.

Paul Mackinnon kindly forwarded details of his Bertone coupé. Originally a 1600 GT Junior, the car now runs a 2 litre engine and brakes, has been de-bumpered and is fitted with Alfaholics suspension, exhaust system and 14" GTA-style alloys.



Mackinnon GTJ

Peter Pearson's 1750 GT Veloce was originally sold in Singapore in 1970. The car came to the UK in 1992.



Pearson 1750GTV

Michael Sutton's 1600 Spider 'Duetto' has recently returned to the roads of Suffolk, following a three-year bare-shell restoration, retrim and mechanical overhaul using genuine Alfa Romeo parts. The car looks stunning in white with its red interior.



Sutton Duetto

### Email contact

The email address that I have used for the past ten years was recently compromised and I have been locked out of my Virgin account. If you have sent me an email to [stuart.alfa@virgin.net](mailto:stuart.alfa@virgin.net) in the last couple of months and not received a reply, my apologies. Please can you now only use [105register@aroc-uk.com](mailto:105register@aroc-uk.com) - thank you!

Stuart Taylor

## Alfasud



Welcome, all you Sud-meisters out there, to your latest instalment of Registro Ricambi. Since my last report interest in our cars has remained buoyant with plenty of enthusiasm being displayed by owners past, present and potential.

### National Alfa Day

Speaking of which, I was unable to attend this year's gathering but managed to obtain several photographs courtesy of Yorkshire Section's Nicholas Williamson, who took some excellent shots of the 'Suds and Sprints in attendance.



Heaps of Moffat TLC. Photo, Glenn Moffat

One of my (many) favourites is the ex-Ed Meardon Alfasud Super; now in the singular custody of Glenn Moffat who's been administering heaps of TLC on this beautiful example, getting work finished just in time for NAD. Despite this I understand that Glenn's car did need some running repairs at Bicester Heritage thanks to a burst tyre but nevertheless looked absolutely wonderful on display there.



Perfection! Photo, Nicholas Williamson

It was good to hear from Ian Brookfield, who was at NAD with his wife Joanne's new venture SudShop. Ian and Joanne's commitment and investment should hopefully ensure that we manage to keep our wonderful cars on the road for a long time to come.



SudShop at Bicester Heritage. Photo, SudShop

### Sprints

Along with the saloons and hatchbacks, the Sprint is now getting more of the attention it deserves as Nicholas discovered at NAD, where there were many fine examples on show.

Closer to home, several Yorkshire Section members attended the recent East Yorkshire



Italia meeting at The Sailmakers in Hull, where there were lots of Italian machines in attendance including Mike Rushforth with his immaculate early series Sprint. I'd seen Mike's car looking good from afar before but close up and personal it looks even better. We spent a good twenty minutes chatting about our favourite subject ('Suds and Sprints naturally!) before it was time to go but in the end the condition of Mike's car gave me the inspiration to get my own Sprint's restoration finished.



Mike's immaculate Sprint. Photo, Mike Rushforth

### Suds and Sprints under restoration

Which leads us nicely on to those of us who are trying to keep the magic alive by undertaking full restorations on our cars. Along with my own - more of which later - there are a number of owners who are spending time (and a lot of their hard-earned!) returning their little Alfa Romeos to their former glory.

Among these enthusiasts, Phil West looks to be making a splendid job of his Alfasud, the work on which appears to be of a cracking standard. Craig Hemsley is undertaking a running restoration of his Ti while David Faithful is getting frustrated with his MOT tester when no amount of arguing would convince the chap that his Ti doesn't have to have rear belts fitted. Hopefully, David will have got that one sorted by now.

### Sprint Speciale 039

Which brings us rather nicely to news of my own Sprint, currently nearing the end of a marathon programme of refurbishment. Regular readers will know that progress stalled late last year due to the original body shop closing down when their panel beater left them and his replacements not being up to the required and expected standards.



Sprint Speciale 039 in a former life and in one piece. Photo, Colin Metcalfe

Work has since transferred to another bodyshop to complete the restoration under the watchful eye of Euan Colbrun at C.P. Garage Services. With a bit of luck and a fair wind, I could actually have my car back home shortly! To keep my levels of optimism and aura on a high, I was trawling through the library on my home PC recently and found this long-forgotten image of 039 when she was last on the road. She will

return looking even better and driving more sweetly than ever before (...it says here!)

### The Market

It's been great seeing all the 'Suds and Sprints out and about during the summer. Along with Glenn's car, Andi Bray's Ti and Dave Armstrong's QV, many other lovely examples of Italy's finest have been chiefly prominent. At the time of writing, however, there are three or four cars for sale that would make ideal projects for renovation and would keep their new owners manifestly occupied over the Autumn and Winter months. As I said at the top of this epistle and at the end of my last offering in Registro Ricambi a few issues back, our little cars continue to attract the due recognition that they truly deserve, which is nice!

See you soon. In the meantime, enjoy your family motoring, Italian style!

Colin Metcalfe

### 145/146



My passion for the Alfa Romeo 145 and 146 began back in the 1996 when my first boss came to work in his 145 Cloverleaf - one look at that and I fell in love - my passion for Italian cars had begun.

Firstly, I would like to thank you all for the warm welcome I've received via the Facebook page, at various shows and in person, since taking over the 145-146 Register back in February. This is my first ever column in a magazine so you will have to bear with me!

This year is the 25th anniversary of the 145 and 2020 is the 25th anniversary of the 146, so it's been great to see so many of both models at the AROC shows this year and I look forward to seeing many more next year and in years to come.

I would like to welcome you all to join the 145/146 Facebook page - whether you owned one in the past, have one now or hope to own one in the future - to share your memories, tips or ask for advice.

I currently own two 145s, a red 1.6 Boxer on a 1996 N plate, which I am currently restoring.

I bought the red 145 in June 2018 in Colchester and drove it back to Derby. It was being used as a van, so there was a lot of work to do to both the interior and exterior of the car although mechanically all the running gear and engine were fine and in good working order.



My 1.6 Boxer

In January 2019, after looking for a lot of new parts and an interior, a friend of mine who works at a local scrap yard, rang me to tell me there was an Alfa 145 for sale. I asked him for some photos which he duly sent and after looking at the photos and confirming it had the parts needed I bought the whole car. I was now the owner of a

blue 1.6 Twin Spark Junior on an S plate, which was delivered to my house shortly after.



The new 1.6 Twin Spark Junior

My wife had quite a shock when she arrived home from work to find another 145 sitting on the drive - I had a lot of explaining to do but we're still married, so she must love me!

After having a good look around the new car I was seriously considering trying to keep both 145s on the road but something in my head said I had to save the Boxer-engined car over the Twin Spark. So, the decision was made to use the Twin Spark as a donor for the Boxer.

James Fernley

### 156



Hello all, I hope everyone has had a lovely Summer.

It feels like a long time ago now, but we had fantastic weather and turn out at National Alfa Day this year, at Bicester Heritage. We enjoyed a display of over 30 156s of all types and specifications, creating a fantastic display. Hopefully next year we will have even more.



NAD LINE UP 1



NAD LINE UP 2

While I was at NAD I met the owner of the 156 TI Sportwagon that I mentioned in my last column. As it turns out, he lives only a few miles away from me. It's a gorgeous car and, being a TI, is incredibly rare. It is also for sale and can be found on the AROC Facebook marketplace.

While I was at my local Alfa specialist (Alfa Aid) recently, I was shown a very special 156 that one of their customers had sourced and taken to them for a service and check over.

It's a 2002 2.0 twin spark Selespeed. But what makes this car stand out from the crowd is that it's so original. It's covered 31,000 miles from new and has always been well-cared for and garaged.

Every detail on the car is like going back to the Alfa Romeo show room in 2002. The



steering wheel and seats show no sign of wear, the body work is blemish free and the engine bay is immaculate. It's still sitting on its original Selespeed alloys and has no modifications at all. I'm sure that the new owner is very impressed with it and will keep it in this perfect condition.



156 selespeed side profile



156 selespeed engine bay

While I was at Alfa Aid, I was also informed about a problem with fitting Koni FSD or special active shocks to a GTA with standard springs. The problem is that on the original front GTA shock the base plate is welded 15mm lower than a standard shock. The Koni range of shocks don't have separate shocks for a GTA, so it will sit 15mm higher than it did originally.

To overcome this, you can fit Eibach lowering springs. But these advertise a 20mm drop, so it will give an overall drop of 5mm.

If anyone has found any other alternatives, I would love to hear about them. Feel free to email me on the address at the end of Registro Ricambi.

*Oliver Yarrow*

## 147

Having (with great excitement) finally tracked down and secured a pair of roof bars for our five-door 147, we're now committed to driving these cars for the foreseeable future. Found on one of the usual 'for sale' sites, there was of course the expected intervention from Murphy's law - in this case, we and our 147 are in South London and the roof bars were in Durham.

The vendor was a very decent chap, though - despatching them as soon as the funds were transferred and packing them really well (bet his family have fun unwrapping Christmas presents), so everything arrived in good order. Sadly, he no longer drives an Alfa, so with the 147 having gone several years ago he was probably as surprised and delighted to get rid of them as we were to find them. Patience, it would appear, really is a virtue.

Again on a high note, we're still getting regular additions to the Register. This month there's a left-hand drive 147 going home to Italy where the new owner has a house. The other was an existing 147 owner who bought another car to replace his old one because it required too much welding and it was cheaper to buy another than carry out the repairs. The 147 has to be one of the best buys

on the market at the moment - albeit now at the lower end - when considering everything from value for money to driving pleasure.

I believe I may have made this point before, once or twice, so apologies for the repetition - but I needed to mention that we still love driving our 147 and hopefully we will continue to see new additions to the Register as we have done so far over this year.

With another Summer season coming to a close, it may be valid to consider how Alfa Romeo will progress in the medium term and what form future 'classic' Alfas will take. We do know the next incarnation of the medium sized hatchback would have to be at least part electric, but so far there is no sign of a new model of this type. We now face the prospect of the last classic Alfa Romeos powered solely by internal combustion engines being the Giulia and Stelvio range, although petrol looks like being with us, at least in part, for the next twenty years. Certainly longer than diesel fuel, which appears to be the new antichrist.

The new SUV offering looks great and seems to be virtually ready to go, and with the GTV being reincarnated soon too, the question is whether Alfa will ever see fit to replace the current Giulietta range - or will it suffer the same fate as the Mito? It seems a shame not to have a new 'entry level' Alfa Romeo on the horizon for younger drivers as this approach certainly seems to work for BMW, who gain their customers early with aspirations of progressing to the higher-end models. Maybe the hope is that the new compact SUV will appeal to 147 or Giulietta drivers - who knows?

I hope you all had a great Summer and are looking forward as much as I am to some decent Alfa driving days over the Autumn and Winter.

*Robert Potok*

## 159



Hello/Ciao - and welcome to another edition of 159 greatness. It's been a weird couple of months from my point of view - I've heard of a car being bought for under £500, there's a great review coming up in another fantastic magazine featuring one of our very own members and at the same time I'm having a major rebuild and service on my own Sportwagon. Many more rust issues are coming to light and need some major rebuilds to combat this.

One thing I will say is that ownership of our great model is on the up - possibly due to how cheap they are selling for nowadays - and more people taking the opportunity to own a member of the Alfa brand. Also with Alfa Romeo being re-established back into Formula 1, it's bringing the spotlight back to what we already all know.

The weather is now starting to turn and the nights getting darker, which means shows and driving weekends are coming to an end. The joy of 159 ownership is that these cars last the whole year round and will take whatever the great British weather can throw at us. In a few weeks time, when it's raining cats and dogs and we run to the car and jump in to get out of the rain, we can sit and relax in comfort and not have to bother about demisting the car as much as some of the sports cars etc but instead relax and enjoy the drive, the same as the rest of the year.

As I was saying in my opening statement, one of our own - Robin Jamie Dawson - has purchased a very low mileage TBi that I'm sure most of us saw advertised. Since purchasing it, he's gone to work detailing and upgrading any wear and tear items that were on the car (yes there were a few,

despite the mileage) and has even opted for the early interior over the later one.

We were approached by Auto Italia to be involved in an article, to include Robin's 159. We arrived on the airfield and were met with a brand spanking new Giulia. Moral here is we all need to go get the next issue if we don't already subscribe and see how fantastic Robin's new car is looking (the Giulia wasn't too bad either)



Following on from the last report and continuing my campaign against rust, get onto YouTube and search for Full Boost J4. The owner is a great Italian car enthusiast and currently doing an extreme job on a 159 which is worth watching - particularly as it backs up my "we need to act now policy".



Samir £500 purchase

I mentioned earlier (and many times previously!) about how cheap 159s are now - but what do you actually get for your money? To find out, I'm going to review a £500 car to see what sort of quality your money might buy for this sort of budget. You never know, we may see a 159 doing "rust to Rome" (if anyone does, please let me know in advance). I'll report back after I've viewed the £500 car and let everyone know my findings.



My own 159 adventure has taken a bit of a negative turn. After four years of ownership, it's let me down twice in a month. The first breakdown was the result of the shock absorber spring-seat snapping which caused the car to almost hit the ground. Luckily, it was two minutes from home. After replacing the top mounts, shock absorbers, gaitors, suspension bolts and tyres I was back on the road - but only briefly. Now it has a new timing belt, pump, inlet manifold, thermostat, EGR cooler modification, new intercooler pipes, upgraded injectors, a rebuilt turbo and a few



other things at the front, more details will be provided when I'm back on the road.



Robin's fantastic 1750 tbi

I'd like to wish everyone safe motoring as the crazy weather comes in - and if you have any info etc please contact me on the 159 Register email at the end of the Registro Ricambi.

Chris Macdonald

### New Spider

The record turnout of Spiders at NAD was a sight to see. I may have missed one or two late arrivals when I climbed the control tower to take last months' Alfa Romeo Driver cover picture – but I got to 29. Everybody seem to have a good time.



Record Spider line-up at NAD

Way back in last December's issue, I mentioned the custom outdoor car cover I ordered at the Classic Car Show in November. It hadn't arrived, so I promised an update in February. It still hadn't arrived by the time the February issue went to press.

It did, finally, arrive – in April. But by then it was a little bit late to test its Winter-warding properties. In fact, from April to July, my car was in pretty much constant use.

At the end of July, I had a week away on business, two weeks on holiday in Sicily and another week on business. It made sense to shade the Spider from the unusually sunny weather, so it finally came out of the bag.

The cover's well made and a good fit. There are some nice touches – like a Velcro flap to allow the aerial to poke through (although I decided to take the antenna off).

There are four straps to secure it – one under each bumper overhang and two under the main body. It has a soft lining and is breathable, but it's a heavyweight, fairly stiff material.

The manufacturers recommend washing the car and putting the cover on with the car wet. I did – and I can't really endorse their recommendation. When I removed the cover after just under four weeks, the paintwork was unharmed – but covered in stubborn watermarks.

It remains to be seen how well it works in the Winter, but at least I've tried it now!

The cover came off just in time for MITCAR and there were a handful of Spiders there – although it was difficult to keep track as they were spread across the two car parks.



Car cover in place at last

Our sympathy goes out to Register member Richard Mallender whose beautiful blue example was recently declared beyond economic repair due to structural damage by his insurance assessor – and appeared on an auction site as repairable shortly afterwards.



Richard Mallender's written off Spider

On a happier note, as cars pass the 10 years old mark they are starting to get the 'full' classic treatment, with a couple of members' cars in the process of comprehensive re-sprays. Craig Percy's car – a regular at Club events – is among them and Craig has been sharing pictures of the process on the Facebook Group.



Craig Percy's restoration in progress

Guy Swarbrick

### 8C/4C

Well it's a sad time - 4C model availability has now come to an end in the UK. The last 4C Spider was taxed at the end of August by Mangoletsi and Motor Vogue Group, due to the Government's tight LWTP rules.



The last 4C Spider at Mangoletsi

There are some bargains to be had, but let's hope the values start to increase like the 8C Coupé and Spider have over the last five years - to over £200k (their lowest just under £100k).

The unconfirmed number of dealer registrations in the UK for the 4C are shown below. The total of 510 cars excludes fleet, manufacturer's own demo and pre-registered cars.

- 6 - 2019
- 24 - 2018
- 131 - 2017
- 132 - 2016
- 93 - 2015
- 124 - 2014

I would expect with manufacturer's cars, the total would hit 550 cars, but this is still a very low number. I have requested the split for Coupés and Spiders, and all other info, and will probably write an article on the matter over the Winter months.

The show season has come to an end and the last event I will attend will be the NEC Classic Car Show in November, so come and say hello. It was great to see so many of you using your 4C for proms, local shows and charity events – a special thanks goes to Dave Atkins for taking my son Liam to his prom.



Liam going to the prom

Remember, if anyone would like a mention in this column or would like to write an article please drop me an e-mail. The magazine is run by car people for car people and your contribution will support this aim.

Paul Jones

### Stelvio

Another Summer draws to a close and the stand-out event for me and Stelvio-isti had to be National Alfa Day.



You'll already have read about it and you may well have been there - we saw 20 Stelvios on site, surely the largest gathering on these shores outside of Portbury Docks - plus the debut of the distinctive F1 Edition.



Stelvios at NAD 1





Stelvios at NAD

Chatting to owners, the over-riding sense of "I can't believe how well it drives" came through again. It's not without its irritants (sat nav, start-stop, alarm sensitivity), but people who spend time with it really take to the car. Memorably, I was speaking to one lucky owner about his recently collected QF model, and when asked for first impressions he was lost for words to describe how good it was and how much he enjoyed it - but his smile said it all.

Below the QF, Alfa UK have given us a new top of the range model - the Ti now replaces the Milano Edizione. It adds the very attractive carbon fibre grill and mirrors, new and exclusive 20" wheels (the jury is still out on the design to be perfectly honest), a leather topped dashboard, laminated glass (for improved sound proofing), hands free tailgate and active cruise control.



Alfa Romeo Stelvio Ti

Perhaps most interesting of all is the one mechanical change, bringing Frequency Selective Dampers (FSD) as standard. Not to be confused with the electronic Alfa Synaptic suspension which remains an option, I understand FSD to be a mechanical system by Koni which allows the damper force to vary depending on the type of bump.

This allows for 'less' damping over small repetitive (i.e. high frequency) bumps where the suspension needs to react quickly to be supple, but allows the same unit to provide a greater damping force over larger infrequent bumps (i.e. low frequency) where the damper needs to offer greater support for stability.

Simply put, you're asking something different of the suspension when navigating a potholed urban street than you are when executing a high-speed lane change, and a passive unit will always be a finely judged compromise. Adaptable systems theoretically offer the best of both and it would be fascinating to try a back to back comparison with a model on standard passive dampers.

Personally, I think Alfas over the last ten years have had very well judged damper settings; the electronic adaptable Skyhook system in the Mito QV is akin to witchcraft in the way it deals with mid-corner bumps in a short wheelbase car, and I felt that the damper tune of the later Giulietta 1750s was excellent for a truly comfortable but stable fast hatchback.

The Giulia/Stelvio Giorgio platform allows yet another level of suspension possibilities, so it'll be exciting to see what the engineers can do when given access to some additional technology.

Winter beckons - a harsh one if you believe the papers - so a reminder to any new owners reading this that tyre skipping on full lock in cold weather is a chassis trait (not a fault) and a trade-off for having a responsive front end. Personally, I think this car is even more fun on dark slimy roads; dirty paintwork aside I don't think Winter is a season for Stelvio owners to fear!

Alex Pope

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## Register Contacts

### PRE-WAR: Carol Corliss

Strawberry Thatch, 20 High Street,  
 Thurlby, Bourne, Lincs. PE10 0EE.  
 Tel: 01778 423629  
 Email: prewar-register@aroc-uk.com

### 1900 + 6C2300/2500: Peter Marshall

Mariners, 14 Lower Station Road,  
 Billingshurst, West Sussex, RH14 9SX  
 Email: ar.01177@yahoo.co.uk

### GIULIETTA (750/101): Peter Yaxley

1 Hedgerow Close, Rownhams,  
 Southampton, Hants. SO16 8JU.  
 Web: www.giulietta.com

### 2600: Ian Packer

Tel: 0781 6600036  
 Email: 2600-register@aroc-uk.com

### 105/115 GIULIA REGISTER: Stuart Taylor

Tel: 07808 720450  
 Email: 105register@aroc-uk.com  
 Website: www.aroc-uk.com/105Register

### ZAGATO: Franco Macri

Cordings Farm, West Buckland,  
 Wellington, Somerset TA21 9LE.

### MONTREAL: Chris Slade

8 The Grange, Elmdon Park,  
 Solihull, West Midlands B92 9EL.  
 Tel: 0121 7425420 (eves)  
 Mob: 07976694402  
 Email: montreal-register@aroc-uk.com

### ALFETTA, GTV6 & 116 GIULIETTA: Alex Jupe

Thirza Cottage, 210 Brockhurst Road,  
 Gosport, Hants PO12 3BD  
 Email: alfetta-register@aroc-uk.com

### ALFASUD: Colin Metcalfe

55 Manor Road, Beverley, East Riding of Yorkshire HU17 7AR  
 Tel: 01482 867590  
 Email: alfasud-register@aroc-uk.com  
 www.alfasuduk.co.uk

### 33: Paul Hide

21 Grange Avenue, Billingham, Cleveland TS23 1JH  
 Tel: 01642 531407  
 Email: 33-register@aroc-uk.com

### 90: Chris Cousins

Tel: 07872 911678  
 Email: 90-register@aroc-uk.com

### ALFA 6: Chris Cousins

Tel: 07872 911678  
 Email: 6-register@aroc-uk.com

### 75: Chris Cousins

Tel: 07872 911678  
 Email: 75-register@aroc-uk.com

### 164: Daryl Staddon

Email: 164-register@aroc-uk.com

### ES30 SZ/RZ: Adrian Jardine

Email: sz-rz-register@aroc-uk.com  
 Tel: 01628 788887

### 155: Steve Ball

Tel: 07876 200699  
 Email: 155-register@aroc-uk.com

### 145 / 146: James Fearnley

Email: 145-146-register@aroc-uk.com

### 916 GTV/SPIDER: Nathan Anyan and Gary Fisher

Email: 916-gtv-spider-register@aroc-uk.com  
 Nathan Anyan Tel: 07572 155159  
 Gary Fisher Tel: 07817 120343

### 156: Oliver Yarrow

Email: 156-register@aroc-uk.com

### 166: Racheal Whitehead

Email: 166-register@aroc-uk.com

### 147: Robert Potok

Email: 147-register@aroc-uk.com

### GT: James Gibson

Email: gt-register@aroc-uk.com  
 Tel: 07515 161840

### 159: Chris Macdonald

Email: 159-register@aroc-uk.com  
 Website: www.aroc-uk.com/159-register

### BRERA: Ian Chester

Email: brera-register@aroc-uk.com  
 Tel: 07771 843427

### NEW SPIDER: Guy Swarbrick

Email: 939-spider-register@aroc-uk.com  
 Tel: 07970 410424

### 8C: Paul Jones

Email: 8c-register@aroc-uk.com

### MITO: David Faithful

Tel: 07748 348484  
 Email: mito-register@aroc-uk.com

### MINARI: John Hammond

50 Pixham Lane, Dorking, Surrey RH4 1PL  
 Email: m1nar1@yahoo.co.uk  
 Web: www.minari-register.org.uk

### NEW GIULIETTA: Alex Black

Email: new-giulietta-register@aroc-uk.com

### 4C: Paul Jones

Email: 4c-register@aroc-uk.com

### NEW GIULIA: Graham Whiteside and Duncan Langford

Email: new-giulia-register@aroc-uk.com  
 Graham Whiteside Tel: 07446 947747  
 Duncan Langford Tel: 07491 247526

### STELVIO: Alex Pope

Email: stelvio-register@aroc-uk.com

### MODIFIED: Ben Cook

Email: modified-register@aroc-uk.com

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# AROC Lives - Domande e Risposte

The Sections and Registers were one of the basics on which the Club was formed and are still as important today as they ever were, so this feature will let us get to know the Secretaries and Registrars better. Starting from the top of the lists, some issues of the magazine will include answers from a Section Secretary and a Register Contact, sometimes from just one or the other.



## This month we meet Grant Richardson the Surrey Section Secretary

### Who or what inspired your love of Alfa Romeo and or the Owners Club?

Fiats. Bear with me...

I grew up just being an absolute car fanatic - simple as that. Alfa Romeos specifically - there aren't many of them in New Zealand - or there certainly weren't when I was growing up. They were exotic enough over here (in the UK) in the 60s and 70s, until the 'sud, arrived. But in New Zealand, there just weren't any. The only common Italian brand in NZ was Fiat - a good friend of mine had a Bambina which we had a lot of fun in. Alfa Romeo never really made it in large numbers, so Fiats were my dream.

The first time I recall seeing an Alfa Romeo in the metal was when I was at university. I got roped in to acting as driver to help a friend ferry his family to a gathering of some sort. He happened to have five sisters (poor lad) who were amongst those who needed transport. I had thought that one or two of them might want to ride with me. What I hadn't known was that my friend had an aunt who had a red 105 Bertone coupé. For some reason, the girls preferred to ride with her. Up to that point I really hadn't quite understood the draw of Italian cars...

While I was there, they staged a revival of an event called the Waimate 50 at a place called - wait for it - Waimate, which was about 30 miles down the road. It was a street race that used to run up one side of the very wide main street, turn around and run back on the other side. I found some old photographs at home the other day; the thing that I remember most was seeing a Lamborghini Espada - how exotic was that? In 1981... anywhere. What I'd forgotten was that there was an Alfa Romeo P3 2900 taking part. So that would have been the first time I saw a pre-war Alfa Romeo and heard it in action, running up and down the street. And I thought, yeah, fantastic.

I grew up reading about all the racing greats, so I was familiar with the legends of Nuvolari and Fangio and the Formula One racing in Alfa Romeos and all the rest of that. But as a day-to-day car, they just kind of passed me by because they were just so rare in New Zealand.

When I was Dunedin, one of the guys in the motor club had a 'sud but I only ever saw that and heard it going up a quarter mile. The club arranged a drag race one day and

this guy came along in his 'sud and everyone was really amazed by it... it was only a 1.3, so of course he was rewiring the nuts off it - and that was the thing that impressed everyone because we're all there with Minis that you didn't want to rev over about four and a half thousand and there's this guy rewiring this thing like crazy to get up the ¼ mile.

When I went to Australia in '84 the first car I bought there was my first Fiat, - a 128 -, which was a great little car. I had an absolute hoot with that. It taught me about rev limits though - head-gaskets don't really take too well to continued bursts to 8000rpm even if they are Italian. Then I bought a 125 Special that came with a broken clutch. Because it was cheap I could afford to pay someone else to fix it instead of doing it myself, so I sent that off to be fixed and was offered a loan car, which turned out to be a 'sud. It was only a 1.2 saloon, but after driving it the two or three miles home, I thought what a cracking little car, now I get what all the fuss is about. From then on, I guess it was always trying to find an Alfa. I'd driven one and that was that.

So when I arrived in the UK in 1986 there was only one choice of car for me. That was the first of my two 'suds.

### What does your role as Section Secretary entail?

Thinking about what to do locally. The big question is, what do we do? How do we

get people engaged? I've got a long mailing list but I've met, probably, a third of people on that list over the years I've been doing it. There's still a lot I haven't met.

For me, the big thing is thinking about how to get those other people involved. I know that certain events suit certain types of people, other events suit others, and we try to mix it up to give everyone an opportunity to join in.

### What's the next big Section project or the last most recent one?

It's been fairly quiet this year, to be honest, because we staged Southern Alfa Day last year, which got rained out - which was a shame. Everyone put such a lot of effort into planning the event only to be undone by the weather.

To be honest, the next thing we're going to do is have our AGM and plan what we're going to do next year.

I'm the third Antipodean in a row to hold the Surrey Section Secretary's role. Angus MacLeod was the first, he ran Surrey for many years. It turns out that he also grew up near Christchurch and returned there about 7 years ago, I caught up with him when I was last home in 2017 for my father's surprise 80th birthday party. Andrew Stevens ran the Section for a couple of years, he is from Perth in WA. So I am the third Antipodean Surrey Section Secretary. So when I start looking for a successor there may be some unusual criteria that need to be met...



### What's the best thing about the job?

When you organise something and people turn up. Our Section meeting in February this year is a case in point. It was an awful night in the middle of Winter, yet we still had 20 people and their cars come down to the pub to meet up and have a natter over the cars. When you get people turn up like that it's great.

Our concours event is biggest one of the year - 30-odd cars filling up the pub car park. When you're getting the problem of too many people – actually, that's great. You think, "we've really got something going here".

### Any downsides?

You've got to keep on top of it. Don't have any illusions about the fact that it does take time and quite a bit of organisation. Sometimes, when you've got a lot of other stuff going on, it can be difficult to keep on top of it. As always it's just about balancing time. That's life, isn't it?

### Any other hobbies?

I have plenty of things to fill my time with. A big, old house that needs a lot of work. I do still like playing with cars. The thing about my GTV6, of course, is that it's tucked away in a garage, so to get it out and play with it's a real hassle - but I've now got a 'new' (to me) Panda and I'm just enjoying tinkering - putting things right on that.



I'm an engineer. If you give me something, I'll pull it apart and see how it all works. Sometimes I might even manage to get it back together and working again. Most times. I can dismantle an early iPod very quickly - I had a lot of practice with my kid's iPods - replacing batteries and screens and things like that. I just love tinkering with stuff and cars are the ultimate toy to play with. Houses I guess are similar, in a different way.

### What's your finest hour?

My kids - the birth of my two daughters. That and the priceless look on my father's face when I was the last guest to arrive at the surprise lunch for his 80th birthday in 2017.

### What's the best piece of advice you've ever been given?

I don't know that there's much I've been given. Would I have taken any notice of it anyway? Probably not. I've always done things the hard way - I forge my own way, I guess.

### Your most treasured possession?

GTV6, I think. I had to get a car to drive to work as my wife had broken her old car (a Citroen AX). So I let her use the family car to get to work, which gave me the opportunity to buy a car for my own use. My criteria were simple: an Alfa Romeo, and I quite fancied a V6. So a GTV6 it was. That was in 1999. I used it to commute 10 miles to Heathrow for a year, it coped no problem and just ran better and better as it was used more. That car is unlikely to ever be for sale.

### Any unusual stories?

Keeping to the car theme, the first time we went to the Cranleigh Classic Car Show as a Section, we were invited into the ring to say a bit about the club and what we do. You may have heard of the chap who was running the event, Mike Brewer from Wheeler Dealers. This was back in 2015. I have to say that meeting him was great, he is every bit an enthusiastic about cars in real life as he is on the show.

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**LEASYS**





# A day out in the Lakes

**Martin Lee** and friends dodge the weather and some mobile chicanes through the spectacular scenery of the Lake District

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**Above**  
Parking for 5 in  
Duddon Valley

After much planning, the day had finally come for this year's Lakes Run. It was an early start and the first thing to do was to check the weather forecast. The day had been given a yellow weather warning by the Met Office for torrential rain and thunderstorms. The weather warning was still in place, but the sun was shining outside, so we crossed our fingers and set off in the Brera for our meeting point at the McDonald's restaurant just South of Durham. Another group was

meeting at the Westerhope McDonald's in the North of the region - and we were expecting a few more to join us when we got to the start point in the Lake District.

We weren't the first to arrive as there was already a Sargasso Green V6 GTV waiting in the car park (just getting an oil top-up) and, while we were enjoying our McBreakfast, we were joined by a stunning 156 GTA. I had been expecting a couple of others, but by the time we were due to leave there were only the

**Right**  
Italian line-up  
on the A66







**Left**  
Photo stop on  
Wrynose Pass

**Below**  
All the V6s,  
(and the Brera)

three cars there, so we set off towards Cumbria and the Lake District.

As we were crossing the M6, we were joined by another 156 GTA which had travelled down from Dumfries in Scotland, and when we arrived at the Rheged Centre car park there was already a gorgeous black Giulia QV waiting for us.

We were soon joined by a couple of Giuliettas which had come from the meeting point at Westerhope, and a little Abarth 500 completed the line-up.

With bladders relieved, we set off onto the A592 towards Ullswater, and were soon reminded of the big problem with the Lakes on a gorgeous sunny day – traffic, and cyclists. We crawled along the side of Ullswater lake at 30 mph, which does give plenty time to take in the scenery, but starts to drag after a while, and even when we started the climb up Kirkstone Pass we were stuck for a long time behind an old Mk 2 Transit campervan before it finally pulled

over to let us pass and we got to give it some beans up the mountain.

We turned off by the Kirkstone Inn down onto The Struggle, but when the rear-view mirror showed we were missing a few, we had to pull over to the side of the road to wait for them to catch up. It seems the Abarth had had an issue with the fuel cap not sealing properly, and had been leaking petrol – not fun for the GTA following behind it. They caught up fairly quickly though, and it made a good spot for a couple of photos - although we were still missing one of the Giuliettas which had missed the turning down The Struggle. Another issue with the Lakes is the intermittent phone signal, so with no way of contacting the missing G, and knowing they had details of our lunch stop, we carried onwards.

Ambleside had been my big worry when planning the route, as the previous year we'd managed to lose a few when the traffic lights had changed and split





the group. This year we had no such problems, and all cars managed to stay together and onto the A593. Unfortunately, not for long, as the Abarth managed to get cut off when we had to negotiate a group of cyclists. Then one of the Giuliettas suffered a puncture just past Skelwith Bridge and had to quit for the day, heading back to Carlisle to find a new tyre.

The rest of us continued up across Wrynose Pass, initially stuck behind a huge Audi 4x4 who thought she was on some mountainside off-road adventure, sticking in crawler gear all the way up - which I'm pretty sure wasn't doing the gearboxes & clutches on our cars a lot of good behind her. Luckily, she pulled off the road near the top of the pass, and let us stretch our legs going down the other side - and enjoy the fantastic views across the mountains. We had to cut short our photo stop at the bottom when we saw the Audi creeping down the mountain again towards us - we didn't want to get stuck behind her again lol.

We turned left through Duddon Valley to avoid Hardknott Pass - the first year we did the run there were a few cars damaged bottoming out at the top of the pass. I'm sure there are still bits of GTV exhaust embedded in the tarmac at the top.

Another stop for some photos in a space just big enough for the 5 remaining cars, and then onwards through Duddon Valley which was almost completely clear of traffic. We had to keep the speed down as the GTA's were struggling a bit with ground clearance - although, bizarrely the Brera didn't have any problem here.

We turned right towards Eskdale for some lovely switchbacks at the bottom of the hill, then some more wonderful roads across Austhwaite Brow (just watch out for the huge cows in the middle of the road), and on to our lunch stop at the Bridge Inn at Santon, where we caught up again with the Giulietta we'd lost on Kirkstone, and were soon joined by the Abarth, both of whom had taken the short-cut across Hardknott Pass.

The Bridge Inn is a great little pub, with plenty of car park space, and they always do us well. Food is great, although a little overpriced as with everything in the Lake District - but staff and service cannot be faulted.

The weather then decided it was time to throw some rain down - at least it waited until we were inside the

restaurant - and by the time we'd finished, the rain was pretty much done too.

We continued West towards Gosforth, then turned right onto the A595 towards Calder Bridge, where we were briefly followed by a police patrol car. Eventually, they decided that - as we were clearly responsible, honest and law abiding citizens - there was nothing for them to do there. Or maybe they just wanted to admire the beautiful Italian machinery for a bit.

We then headed across Blakely Raise towards Ennerdale, another wonderful road with almost zero other traffic all the way (maybe the lunchtime rain had scared everyone else away!).

At Ennedale Bridge we bore right towards Croasdale, and then left towards Lamplugh - not the best road of the day - and had to be really careful with the undertray on some of the dodgy camber sections, before turning onto the better roads towards Loweswater, and again those glorious mountain views ahead. We continued onto the B5289, and then across to the B5292 and over Whinlatter Pass - probably the tamest pass in the Lake District, but it still has some good views coming down the other side.

Leaving the twisty roads behind, we then joined the A66, where we found a large layby to get some pictures with all the remaining cars together (minus the Giulietta which had retired earlier and one of the GTA's which needed to get away early). We then continued on to our end point at the Pooley Bridge Inn for dinner - another lovely Lake District restaurant which we've used the last couple of years and always gave us a great service. Now under new management, we were pleased to see neither the service nor the food has diminished in quality.

All in all, a great day out, beautiful scenery, fantastic company, and some lovely cars - and the torrential downpours coming back over the A66 even managed to wash off most of the mud that we'd accumulated during the day.

Many thanks to those who joined us - Paul and Diane Currie (Giulietta), Alan and Lynne Etheridge (Giulietta), Sarah Brookes (Abarth 500), Dave Burdon and Joanne Hall (156 GTA), Paul Finley and Jeanette Lee (Giulia QV), Lee Harrison (GTV), Paul and Max Phillips (156 GTA), and last but definitely not least, my lovely wife/navigator, Sue.

**Below  
No struggle on  
The Struggle**





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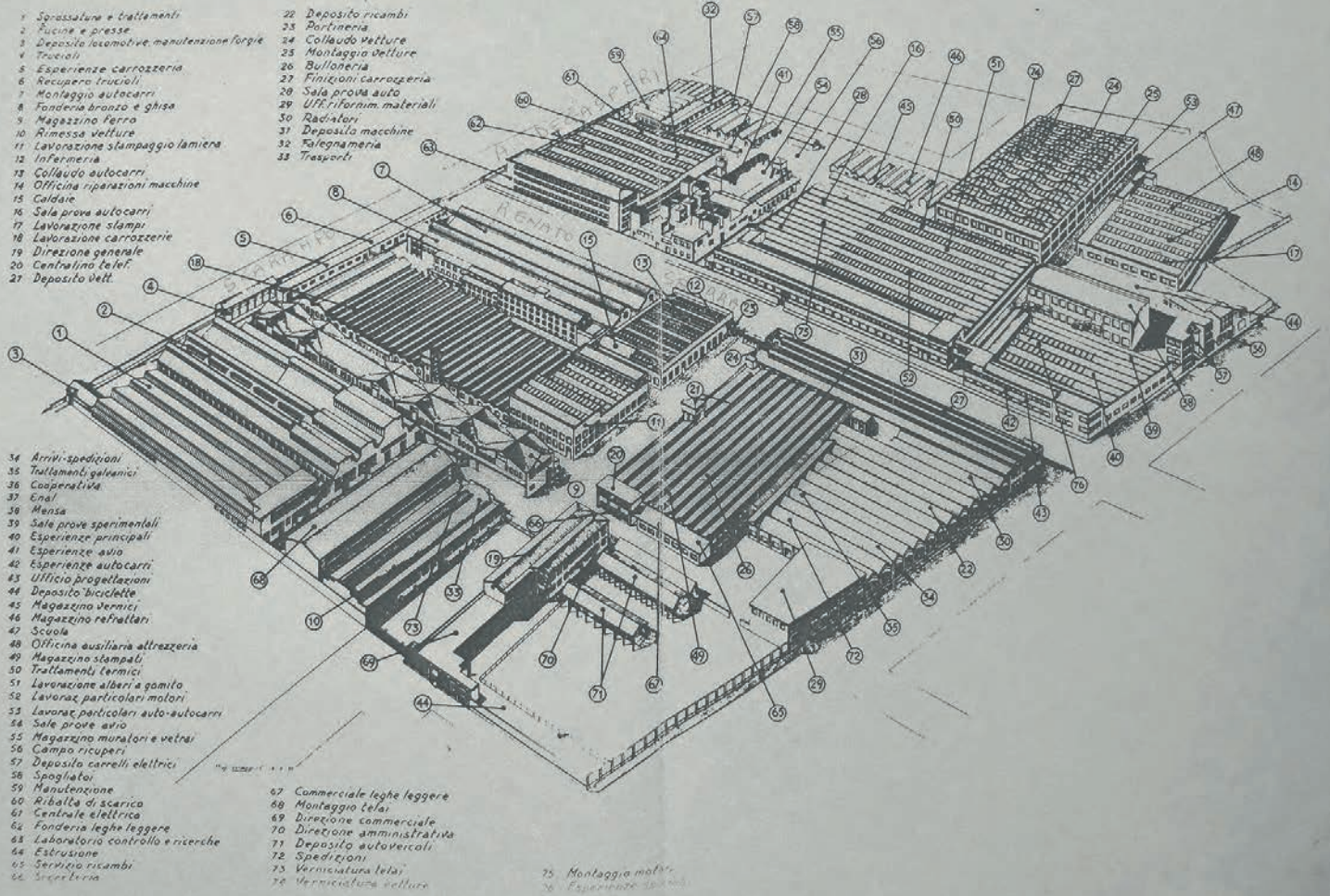


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# ALFA'S FACTORIES - PORTELLO

In the first part of his new series on Alfa Romeo's factories, **Jon Dooley** takes us to Portello in the North of Milan

**Above**  
This is a 1952 plan of the Portello plant. The upper right curved frontage goes all the way back to Darracq. Photo, copyright Centro Documentazione Museo Alfa Romeo

**A bit of philosophy**  
The original plan for this series of features on Alfa's factories was to begin with Arese - the vast 'new' plant created alongside the autostrada to the Lakes, beyond Milan's Tangenziale outer ring road. Arese - now shockingly turned into a huge retail park - is the most familiar to many younger Alfisti, by virtue of the Museo Storico - the only remaining clue to its existence.

But that would have meant starting in the middle so, instead, I will begin with the first Alfa factory at Portello.

The more familiar or accessible history of these things would seem to be superfluous; books and other things cover the subject quite well. So I will, instead, offer up what I feel are the salient pieces that help to explain the history - leavened with some personal experiences. In doing this, I realise that what I regard as current or recent is ancient for many Members.

In your youth, everything is current and mostly permanent. As the decades go by, you notice that a generation of Alfa models has gone from being on the streets in volume to rare. In my lifetime, the 6C 2500 had about fallen off, the 1900 was current and the Giulietta was new. Five years later, the 1900 was a rarity,

the Giulietta was current and the Giulia was new. And so on. I remember the shock at seeing 116 Giuliettas, in Polizia colours, piled high in a scrapyard next to the Tangenziale when I still thought they were fairly current.

The same shock, the sensation of a loss of permanence, came after Portello was gradually left behind in the transfer to Arese - all bright, fresh and overwhelming in its scale, the size of a substantial small town. To go back to Arese in recent years to find it "already" being demolished - and then later virtually gone altogether - hits in the stomach, conveying the ultimate mortalities of all life.

Examining these histories and the constant changes in the background - at the company and world level - brings home that the instabilities and other issues we live through now are nothing new. At the same time, maybe we should wonder if they matter rather more than we think.

## How it all started

Before we deal with the setting up of the factory at Portello, let's consider the ingredients that lead there. We can go back a very long way indeed - to the end of the last Ice Age.



The melting of the ice sheet above what is now the Indus Delta in modern Pakistan brought about a remarkable chain of effects. The tribes there were among the most advanced on earth - early pioneers in metal working as well as mathematics. The melting of the ice sheet caused a displacement of those people; as the Earth warmed and the temperate areas moved North, so did they. Their civilisation passed through biblical centres, like Ur of the Chaldees - where the first use of the wheel has been traced and into the area North of where Turkey is today.

No sooner were they comfortable there, but there was a major disturbance in sea level - possibly associated with a sudden ice melt or slippage into the sea in Canada. The rapid wave effect broke through the Eastern end of the Mediterranean, creating what is now the Bosphorous and the Black Sea - scattering the tribes settled there. The 430 feet rise in sea level since the end of the Ice Age was bound to be significant and may have provoked the widespread development of metal skills around the fringes of the Mediterranean and onward into the UK via Ireland. There were, however, three main tribal groups that migrated westward - one settling in Scandinavia, another in Bavaria and a third in what is now Northern Italy - specifically, Lombardy.

They brought with them knowledge of creating and working in metal and Sweden, Bavaria and Lombardy became major metalworking centres.

Italy only became a unified country between 1859 and 1861. Between the decline of Rome and the birth

of modern Italy, the area was composed of diverse and evolving small, often city states. When I was in Perugia in 1965, I celebrated the fact that they had parking spaces marked "per stranieri" - for foreigners - until it was explained to me that stranieri included those from Assisi, down the valley. Until a couple of hundred years previously, Perugia would have been at war with Assisi. These tensions produced a major industry for metal working - particularly for armour - with some keen sponsors, like the Pope.

Apart from the application of metal alloys, the manufacture of armour made aspects such as heat treatment and the shaping of metal to increase strength hugely important - while constraining the weight of the items. Armour would be useless if a crossbow bolt would penetrate - or if it was so heavy that the wearer could not get himself up after falling down. Cannons and other paraphernalia drew in casting, machining and further metallurgy.

The strength of those skills is illustrated by a description in the major book on coachbuilder Touring of Milan of the test requirements to be recruited as an apprentice. The applicant was given a sheet of aluminium, a pair of tin snips, a panel hammer and a dolly. The test was to cut the sheet in half and beat out two halves of a sphere that would fit together perfectly around the equator. Those that passed were good enough to start as an apprentice. An Alfa friend of many years once said he felt that Italian babies, on delivery, would first cast something in aluminium before taking the mother's milk.

**Below**  
During the First World War the Romeo & Co factory produced munitions, with due care. Photo, copyright Centro Documentazione Museo Alfa Romeo





### Italy as a new nation

Napoleon's adventure across Europe - though it ultimately overreached itself and failed - triggered movements that challenged the historic feudal aristocracies. A series of mergings of the different states - accompanied by battles between them - and with France and Austro-Hungary as onlookers, deal-makers and sometime participants, created what we know today as Italy.

These struggles took place chiefly between 1859 and 1861 and were completed by 1870 when the Veneto had come in from Austro-Hungary and the Papal State was annexed. Across those years, the capital moved from Turin to Florence and finally Rome.

The unification meshed with industrialisation that was sweeping Europe. Electricity was coming in and, in Northern Italy, that electricity was largely hydro-electric generated. The young nation had not yet established regulations covering things like use of water. Industrialists seized the wild west situation and built their own hydro schemes. Trains had arrived, soon electrified, and the new tunnels through the Alps were gradually being constructed - the Gotthard Tunnel being completed in 1882.

Italy's economy was still largely agricultural and artisan-based. Rail development through the tunnels under the Alps produced a transformation in trading. The combination of artisan skills, electrical power and transport presented opportunities - and then came the first cars.

### The City of London

The City was already a centre of trading, finance and investment. One of the tools, then as now, was design and intellectual property rights. A group led by a lawyer, John Smith Winby, was allied to the French Darracq company, built up by Alexandre Darracq on the back of the acquisition of various patents, including one from Leon Bollee using belt drive to the rear axle.

Winby's initiatives and contacts created spin offs from the French company that, in the UK, later evolved into STD (Sunbeam Talbot Darracq). Another was set up in Spain. The formula seems to have been to create associated companies that could be financed with their

own set of shareholders. Examples of shares issued in 1906 show them as bearer shares or warrants, some with a UK shilling stamp for stamp duty.

In Italy, a group of local investors came forward and created SIAD (Societa Italiana Automobili Darracq) in early 1906 with the idea of building a pair of small two-cylinder Darracq models in Italy, to satisfy the lower-end of the market. By the end of 1906, the initial plan to set up in Naples was replaced by the final version, based in Milan, which was much better placed geographically and skills-wise.

The plan did not go well. The Darracq model was low-powered and did not have good brakes - not a good combination for mountainous Italy. Also, the Darracq patents were superseded and supply of components from France to Milan was not always of good quality or smooth timing but the cars found a place of sorts for use as taxis.

Much later Fiat's head of design Dante Giacosa, laid down criteria applicable to Italy, quoted in his magnificent book, *Forty Years of Design at Fiat* "The basis of design and principles on which calculations are based in fixing the dimensions of component parts in Fiat automobiles start from the context of driving in Italy:

- Many narrow twisting roads with prevalently mountain gradients
- Great variations in the nature of the road surface
- Frequent overloading
- A wide range of needs, tastes and attitudes to be catered for
- Tendency to regard driving as if it were a sport
- Road tax system based on the engine capacity and number of cylinders
- Scarcity of fuel
- Low-octane fuel

It is a perfect exposition of why we came to love Italian cars.

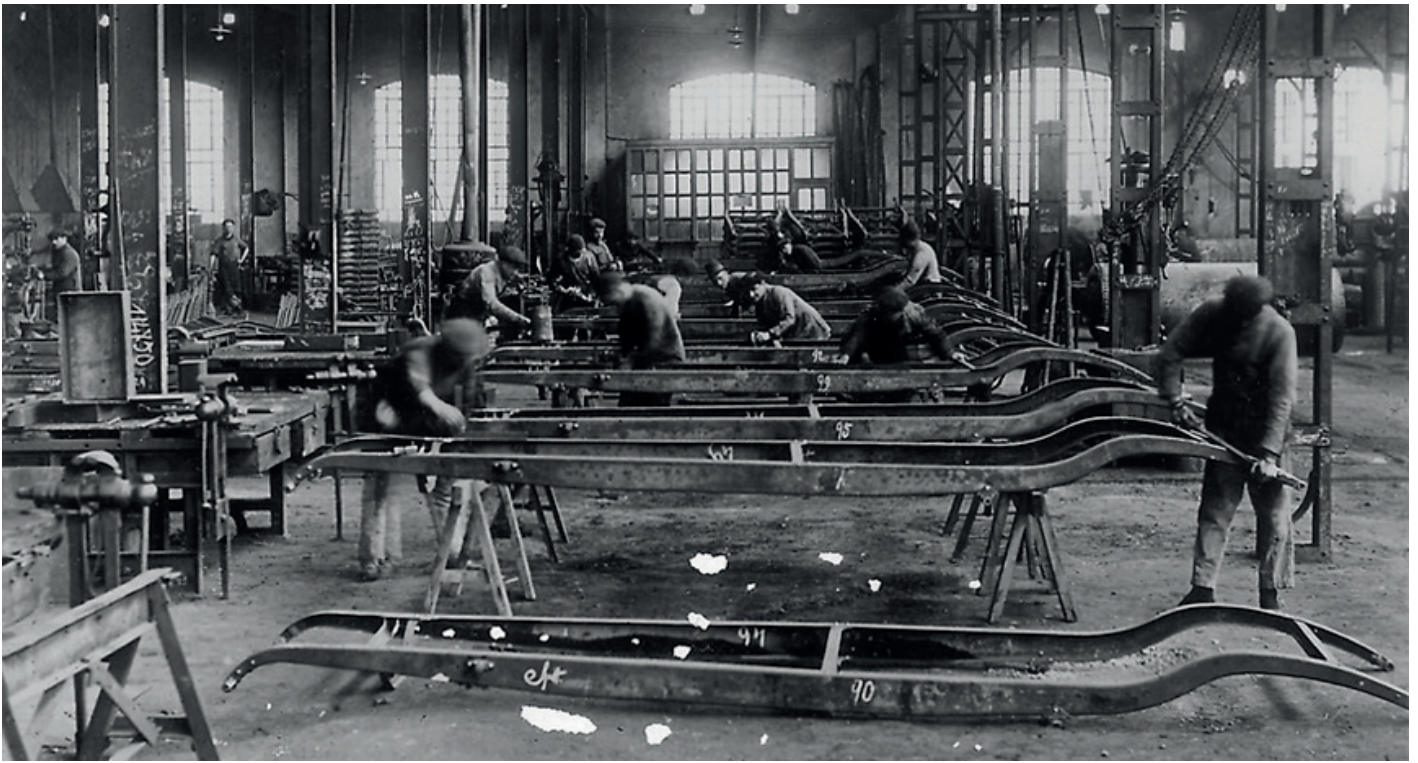
On top of the product marketing problems economies and finance did not run smoothly. A worldwide recession hit in 1907 and the effects led to SIAD being put into liquidation. The Board Members examined the situation and, as the car market in Italy was a strong growth

**Right**  
Some of the first production as A.L.F.A. before World War 1. Photo, copyright Centro Documentazione Museo Alfa Romeo



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prospect, took out a bank loan from the Banca Agricola Milanese and formed a new company, A.L.F.A. (Anonima Lombarda Fabbrica Automobili) in June 2010.

Just like the "company administration" we see today, ALFA was able to pick up the assets of SIAD and leave the liabilities behind. Smith Winby came onto the new Board as a director, in part because the fingers he had in other pies - particularly public transport - offered potential sales and, doubtless, because he had access to investors.

### Portello the factory

SIAD had set up its factory just outside the ring road around Milan - which became the inner ring as the city expanded - to the North West. It occupied a segment between the Via Marco Ulpio Traiano on the Eastern edge and Via Gattamelata on the Western side. Originally Traiano was the Via al Portello - portello being a gate.

To find it you came out of the centre of Milan - from the Duomo, the Galleria Vittorio Emanuele and the La Scala Opera House - found the Sempione Park with the Sforzesco Castle and then passed out of the North West end, up the Corso Sempione to the Piazza Firenze. After that Piazza, the Corso Sempione becomes the Viale Certosa. Once up to the inner ring, Viale Renato Serra - which the last time I was there had an upper level as well as lower - one block to the left or West brings you to Via Marco Ulpio Traiano.

As a teenage pilgrim to Milan from 1960, finding the factory was like getting to the Holy Grail. Sadly, the visits - coinciding as they did with the Italian GP - generally meant a brief turn down from a security guard. Sempre chiuso. The scale of the place, by then well within the city, was substantial.

Initially, as SIAD, the factory occupied the space to the North of the ring road with an impressive curved terrace frontage up on what is Via Grossotto, on a semi-circular piazzale. The factory buildings and layout were modern for the time, with large clean unobstructed floors and glass roof sections. The cleanliness was aided by the use of electricity instead of old-fashioned steam driven power units. Originally the architecture of power distribution followed the classical pattern of large units powering tools driven by belts, but very soon it was

realised that electricity allowed smaller motors to be distributed exactly to the tooling they drove.

As part of the reorganisation as ALFA, the Board recruited - not for the last time - a Fiat designer/engineer, with the remit to bring forward models that were distinctly not Darracq. Giuseppe Merosi quickly designed and developed cars identified as the 24HP, followed by other versions, which were sprightly and advanced for their time and aimed at export. No sooner did the outlook seem stable but a little (hardly local) difficulty - the First World War - came along. Italy was at war with Austria-Hungary and the main front was along the mountains along the frontier, North and East of Udine and into the Dolomites and the Tyrol region. Unlike the trenches fought in France and Belgium which faced each other horizontally, the trenches for the Italians and Austrians were vertically above each other.

The change in focus to war materiel was financially stressful and beyond the means of the Banca Agricola. In September 2015, ALFA had to be liquidated, a process which involved the Banca Italiana di Sconto which had connections with a smaller engineering company, Nicola Romeo & Co. which had a small factory nearby in Portello and had also secured a valuable military contract. Romeo was originally from Naples but had built a mini group supplying items for the railways and public transport and was well placed for delivering war materiel. ALFA was taken into the Romeo group and by the end of 1915 had restarted, but was now entirely given over to munitions, including shells, compressors and flame throwers. There was also work in aircraft engines and even planes. Facilities included cast iron and steel foundries, forges and heat treatment shops. The spread of skills was enormous.

### The First World War ends

The end of the war arrived quite suddenly. The need for war materiel had gone away. The company was cash rich on the back of the war work and this led it to acquire further companies. But the challenge of converting to peace time work was major and a wide range of products began to be made. Cars - based on the pre-war designs - came back into production utilising the material that was already on hand. For the first time they became badged as Alfa-Romeos - hyphenated on the badge but not elsewhere.

**Above**  
The chassis assembly shop in 1932. Photo, copyright Centro Documentazione Museo Alfa Romeo



**Right**  
In the lead up to the Second World War and after, truck production was a more major activity than car production. Photo, copyright Centro Documentazione Museo Alfa Romeo



The biggest challenge, though, was social. Generally, when a war is on, everyone works like crazy without counting the cost. Once the war is over, the people who have sweated away in the shops - and the people, who have survived the front, the shells and the bullets - want some progress in their lives.

The high profile of the Romeo group was caught up in the upheavals that included strikes, occupations and worse. That turmoil ended at the end of 1920.

In 1921, the new Merosi designs were put into production - the RN, the RL and the RLS. These were sprightly enough to be quite competitive in the market and, here and there, in competition. They were however to be eclipsed by what was to follow a few years later.

Vittorio Jano was recruited as designer - again from Fiat, who had already built a leading Grand Prix car based on his designs. By 1924, Jano had the Alfa P2 Grand Prix car ready. This is the wrong place for a blow-by-blow racing history, but note that Alfa won the first Grand Prix World Championship, with the P2, in 1925.

Apart from the P2, Jano's main contribution on the car side was a new 6C 1500 - and then 1750 - range. Just as the Giulietta was in the fifties, the new 6C was essentially the first modern small car. A car that could perform with the Bentleys and Mercedes and others that depended on cubic capacity. The small size and light weight meant the Alfas handled and braked as well as they went. The base models were single overhead cam and the sports/race cars were twin-cams and, often, supercharged. The only cars on the same level were Bugattis, although Delage were also good in competition.

Just as demand lifted for the 6C, the 1927 Wall Street crash occurred and, with it, world-wide depression. To reduce borrowings, some elements of the group beyond Portello - chiefly on the rail and industrial side - were sold off. The factory changed from the original artisan-skill-centred to a process-centred organisation. At the end of the twenties, Alfa opened its own body making section which ran alongside the traditional supply of rolling chassis that would be clothed by many coachbuilders around Milan, Italy and across Europe (including the UK).

Zagato even moved itself next door to Alfa to an address on the Via Marco Ulpio Traiano.

And then came Mussolini and fascism. "Il Duce" and friends had developed fascism from about 1922 - a product of disenchantment at the non-nationalist approach of the Socialists and of the War, with the poverty that followed it. It strongly promoted nationalism - with references all the way back to the Roman Empire - and appealed to the poor, who would take any change as a possible improvement. It also appealed to the old money rich and the Catholic Church, who were frightened of Socialism.

Mussolini came to power in 1922 and by 1926 had achieved a one party police state. With an aggressive State and selective application of the law, you either went along with it or risked unpredictable outcomes.

One of Mussolini's creeds was state involvement in industry. The world and Italy sank into deep depression from 1929, with a collapse in the banking system and a major drop in economic activity. While Roosevelt moved towards the New Deal for the USA, Mussolini set up IRI (L'Istituto per la Ricostruzione Industriale, Institute for the Reconstruction of Industry) in 1933. Whereas straight capitalism would let firms close in various forms of bankruptcy, administration and so on, as it does today, IRI would step in, acquire the assets from the business and keep it going.

Alfa was one of the first candidates, in 1933. Mussolini had a special love for Alfas but he could also see the strategic importance of the firm for his military ambitions. He was a good sponsor. Only the emergence of Nazi Germany's approach with Mercedes, Auto Union and so on dented the ambition. Alfas of the thirties were true supercars while at the same time the aero and other military driven technology created abilities, knowledge of materials and facilities that were almost unsurpassed anywhere. IRI was supposed to be temporary until two things intervened. Fairly early on, a series of banking failures meant that IRI had to encompass finance as well as industry. Then came the Second World War (after Italy had also helped spark a few flames in North Africa and then the Spanish Civil War).

The story continues in the December issue of *Alfa Romeo Driver* to the end of the article.

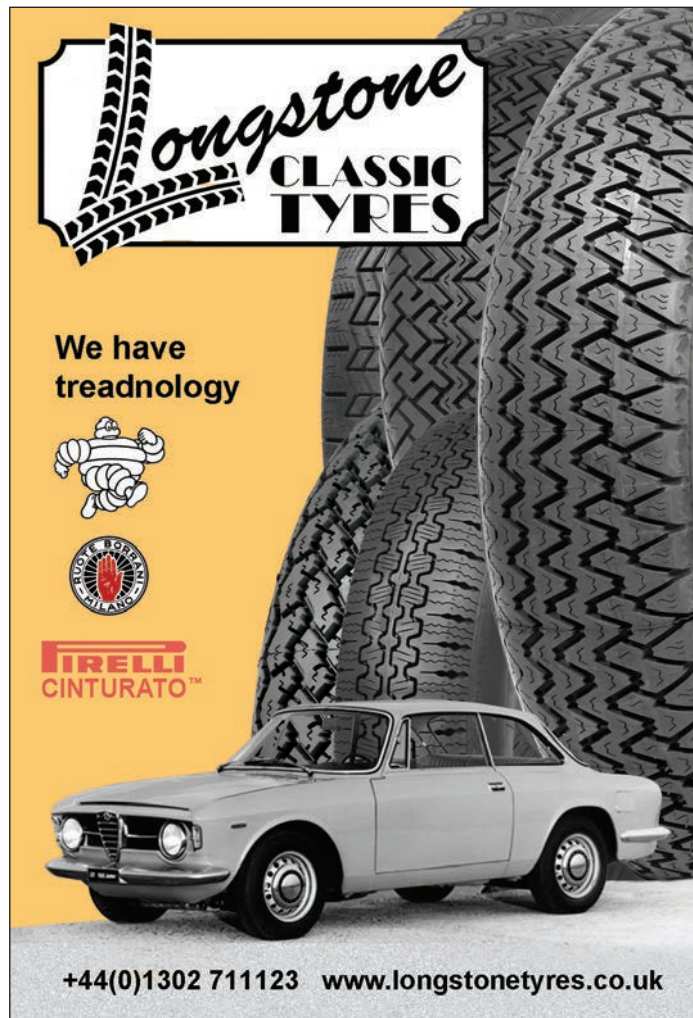




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# Italy or Bust

**Duncan Fraser** Driving the circuit at the 109th Alfa brand celebrations in 46-year-old Italian beauty

**Above**  
4C leading  
the Parade

Turning sixty, I was told I should be setting myself some challenges and enjoying some good life experiences. Having owned a 1973 Alfa Romeo 2000 Veloce Spider for 29 years, it was time to drive this 46-year-old Italian beauty back to its home country.

The planning started - and the first question was where to go. With the help of Google Maps and some research, the Museo Storico Alfa Romeo in Arese near Milan seemed like an obvious place to head. Being just outside Milan, it felt right to combine a holiday with my wife in the Italian lakes. According to Google Maps, it's 802 miles and 22 hours 44 minutes - not using motorways - from our home in Berkshire to Arese. We had pencilled in some dates at the end of June into early July, so I started looking for Alfa events to attend.

I noticed on the Museum's web site that there were plans to celebrate the 109th year of the Alfa brand on the Sunday 23rd June - A.L.F.A. Anonima Lombarda Fabbrica Automobili started life on the 24th of June 1910, becoming Alfa Romeo in 1918. The location and the dates were set.

Time to prepare the car for the trip. It was in reasonable shape and had been reliable since doing some major work in 2016, when it had new sills, a respray and replacement springs and shock absorbers.

The cylinder head was also replaced after discovering a hairline crack. A good second-hand head was located and reconditioned. I fitted the cylinder head and had confidence the top end was in good shape - and all the associated parts were cleaned and checked.

Since 2016 the car has covered about 2,500 miles and a few long trips mainly to events in the UK - Goodwood Revival, an Italian Breakfast Club meeting, again at Goodwood - and a National Alfa day at Knebworth House. In total, the car has covered just under 90,000 which I believe is genuine.

My wife was keen for me to upgrade the safety belts as the original static belts kept falling off her shoulder and were difficult to adjust. After talking to many Spider owners I purchased inertia reel safety belts from Classic Alfa - and then the fun started. Fitting them on to the same mounting points seemed straightforward - however, the inertia reel body interfered with the frame of the soft top roof, preventing the roof from folding down. I had to make an extension bracket to lower the mounting position closer to the rear seat. For convenience, I also fitted USB and a power socket, so we could charge our phones and use a portable sat-nav.

The car was fully serviced - I changed the oil and all the filters - and added electronic ignition. To my later



cost, I decided to change the gearbox oil as it probably hadn't been changed for many years. I hoped it would help with the minor whine on second gear synchro - a common problem with 105 Alfas. A job for another day.

An MOT was also on the list. The car doesn't require one any more - however, having a second opinion and the brakes checked on a rolling road always gives you confidence - especially when travelling to Italy. This proved to be worthwhile as the tester spotted two issues. First, he managed to snap the bonnet cable - better now than later - and spotted a very small water leak seeping from the water pump. Otherwise, it passed. A new pump and cable were fitted. The car was now in good shape.

We left on Wednesday evening after work - planning to avoid the M25 rush hour - travelling to Folkstone. This was our first overnight stop before getting the early Eurotunnel Le Shuttle the next morning. We had three full days to get to Milan for the Sunday event. Our journey to Folkstone was not the best, over three hours to do 100 miles.

We were plagued with traffic and very heavy rain - the wipers on the Alfa have never been used so much. I had treated the Spider to a new set of blades after 29 years, but they and the wiper motor struggled in the heavy rain and the spray from large number of lorries heading to Folkstone. We were feeling very vulnerable and getting wet in a small and not a well-protected old sports car. This car feels much happier on the open roads on a sunny day. We had left behind modern cars more suitable for these conditions with all their mod cons, ABS, air bags, good wipers, heaters that cleared the windscreen and no water dripping on your feet!

Up early to catch the train to France and the original plan was to avoid motorways. But we were on a tight schedule with three days to Milan and the forecast was not great, more rain. The decision was to eat up the miles and use the motorways through the Northern part of France.



The Alfa was running well, we had clocked up 430 miles from home before the weather turned and we could get that roof down. At last the car felt different - roof down, sun shining, quieter roads; this was more like it. We arrived in Dole just south of Dijon for our overnight stop, booking the hotel that afternoon using our phones on the roadside - what would we do without modern technology!

Day three and the plan was an easier drive today. 175 miles, non-motorway, stopping in Annecy (an alpine lakeside town in South-Eastern France) for lunch and to get reasonably close to the Italian border. We stopped for the night in Saint-Jean-de-Maurienne, South of the Alps, 25 miles from Italy and close enough to Turin that we

**Above**  
Turin, Via  
Roma Parade

**Left**  
Made to Italy

**Right**  
Made it to  
the Museo

**Bottom right**  
Museo car park





**Right**  
Alfa 109th

**Below**  
Welcome Parade

would have enough time the following day to look around the city and, being a Saturday, the traffic would be lighter. We were close to where the car was manufactured, too – at Pininfarina's factory on the outskirts of Turin.

The following day we crossed the border into Italy. First achievement complete. It was an easy and scenic 80 miles route into Turin. We visited the museum of the Holy Shroud, we walked around Turin seeing the sights and, to my amazement, we came across a classic car parade in the Via Roma - part of the opening of the Turin motor show. There were a few Alfas, including a very nice Giulietta Spider.

We left Turin and headed toward our first booked accommodation in Belgirate on Lake Maggiore. Chosen for its location, 40 minutes North of the Alfa Museum and within walking distance of a train station for a city trip into Milan on the Monday – as well as a nice view over the lake.

We left the hotel and got on to the road early on Sunday the 23rd of June, to make the 40 minute trip to the Museo Storico Alfa Romeo. I cleaned the car the night before - my tool kit included a wash leather and polishing cloths. It was mainly the wheels that needed cleaning from brake dust, as now we had covered just over 900 miles. The rest of the car was relatively clean from the rain.

The weather had changed dramatically, we were in the middle of a heat wave that waged throughout Europe. The temperature today reached 37°C - it was very hot in a car with vinyl seats and no air-conditioning.

As we arrived in Arese, we spotted several Alfas gathering in small groups along the side of the road in lay-bys and car parks and it became obvious they were meeting up with their fellow Alfa owners before driving in convoy into the Museum. The car park was pretty full of Alfas as you might imagine - however, we did see a group of original Fiat 500s.



As we parked the car, it attracted some attention by virtue of being the only British car. There weren't many Spiders there - the vast majority were modern Alfas and a hand full of classics – an S3 Spider, Junior, Giulia, 33 and 75s.

As the time approached 10am, the special Alfa Romeo 109th anniversary of the brand's foundation day started with a parade on the in-house circuit. As we met in the museum car park it became apparent that all models, both current and historic, were eligible to join the parade. The locals encouraged us to join in. We drove towards the circuit entrance and entered the circuit. The parade was led by the Alfa Romeo 4C, safety car of the FIA World Touring Car Championship. We drove around the circuit for a few slow laps - it soon became congested – and then







**Right**  
Castello  
Sforzesco Milan -  
Snake symbol

the cars were assembled for a commemorative photo. This was truly amazing - and we did get asked if we had travelled all this way just for this event. I did explain!

After the parade we returned to the museum car park and entered the museum. I was totally in my element - it was a remarkable place. Recommended by a number of Club members - and I can see why.

We left Arese and headed back to our hotel in Belgirate. We were exhausted after a most enjoyable day - better than expected; the parade put the icing on the cake. I was feeling rather smug about achieving my goal of driving my Alfa to the Museo Storico Alfa Romeo. From here onwards, if the car broke down it could be transported back home. Good recovery insurance was purchased before our departure. However, I was full of confidence it would make it all the way and get us home.

The next day we headed into Milan by train, leaving the car at the hotel and for a well earned rest. It was always in my plan after the last four days travelling and a day in a car museum my wife needed a change. Some culture was needed.

Milan was hot - 39°C - we visited the Duomo, Galleria and the main sites in the centre of Milan. We headed over to the Castello Sforzesco - Sforza Castle built in the 15th

Century - to find the symbol of City of Milan, the snake and the red cross. Both are used in the Alfa Romeo logo, as we had discovered on our visit to the museum the previous day.

The draftsman and designer Romano Cattaneo, who created the Alfa Romeo logo in 1910, was inspired by the symbol of Milan. The red cross and coat of arms of the Visconti family again dates back to the 14th or 15th Century. The logo has developed over the years but has always had the cross and giant snake apparently eating a man, however the company maintains that "the logo's snake is not eating the human, rather the human is emerging out of the snake indicating a rebirth". I'm not sure we will ever know the true story, which dates back to the time of the Crusades.

The following day - day seven of our trip - we moved further up Lake Maggiore to Baveno. The plan was for three nights in three different locations along the East side of the lake, heading towards Switzerland - and homeward.

After a slow drive, visiting places along the way we pulled into the hotel in Baveno. We checked in and moved the car into the underground car park. As I drove in, I could see two classic Alfa Romeos. Then another. And another. I drove around the car park and couldn't keep count. I was beside myself.



**Left**  
Castello  
Sforzesco.  
with logo



**Right**  
Symbol of Milan





**Above**  
The German Alfa  
tour assembled  
at the hotel

Parking the car, I got out and counted 19 Classic Alfa Romeo Spiders, all German plated and all sitting with their roofs down. Eight being the same model/era as mine, one Duetto, one S3 and nine Giulias. I couldn't believe my eyes. How amazing is that? How did we pick this hotel? What a surprise.

Upon investigation, the cars belonged to a German tour company running a four-day corporate event using the hotel as a base. The cars had been transported down from Germany and went out each day on a different scenic route. Every morning I had to go to the underground car park to watch and chat to the team prepping the cars for the day. I was in my element.

Day eight and - after watching the Spiders leaving the hotel for their day's run - we headed over to Orta San Giulio a pretty village on Lake Orta (a small lake West of Lake Maggiore). To our surprise we bumped into the Alfa tour, who were visiting the village with a lunch stop.

Day 10 saw us head to our third stop on the lake in Locarne, just over the border into Switzerland. We had two days relaxing - other than the odd bike ride exploring the area - before heading home.

On day 13, we started our trip home. The planned route was over the Swiss Alp taking in two passes - the Gottardo pass at 2106m and the Susten Pass at 2224m; a good test for the car and driver!

The scenery was just out of this world. Beautiful blue lakes, green fields and rugged snow-capped mountains and to cap all that absolutely fantastic roads. The mod cons in a modern car went out of the window. This was driving by your seat of your pants using the gearbox and revs for what they were made for. Music to my ears - just fantastic.

The car was running really well especially around the mountain roads with the roof down and snow on the side

of the road. However, a few minor issues had started to creep in, which I was keeping a close eye on. The main one was oil leaking into the footwells. I had checked that there was no oil leaking from underneath the car, I could only find it in the footwells. A process of elimination and some investigation revealed that the oil was coming from the gearbox, through the gear lever gaiter. I had probably not helped the situation by changing the gearbox oil before leaving. A combination of new oil, more oil in the box and the oil getting thinner due to heat from the weather and the long distances we had been travelling, plus using the box fully around the Alps roads had probably made this worse. On top of that, the engine was pinking when on full load round the Alps. I was using hi-grade fuel, so it could be the timing slightly out - or just the thin air. And a rear tyre was rubbing on the wheel arch when we hit pot holes - probably due to the weight in the car. Luckily it wasn't damaging the tyre - which was a relief.

That night we stopped near Biel/Bienne in Switzerland. Checking the car again there was more oil in the footwells

**Right**  
Fancy meeting  
you here...





– but now it was combined with water as the heavens had opened when we arrived at the hotel. The footwells were dried and the oil cleaned out. Inspecting under the centre console the leak was definitely coming from a perished gear lever gaiter. There only seemed to be a small amount of oil, but oil goes a long way. With trepidation we carried on, keeping a close eye on the leak.

The next day we drove from Biel/Bienne, Switzerland to Reims, France - some 280 miles. We stayed off the motorways for most of the day, other than the last 70 odd miles so we could get to Reims in good time to enjoy an evening in the city. As we pulled into the car park, we spotted that the car was now leaking oil from underneath, dripping badly and leaving a trail. Not the most encouraging sight.

We checked into the hotel then inspected the car. The oil was dripping from the footwells onto the ground - but no oil was coming from the underside of the gearbox. The oil was leaking from the gaiter into both footwells, then leaking through the floor drain gromets.

We were 300 miles away from home; I had to sleep on this and work out a plan. I chewed it over to work out the best options - as a mechanical engineer, I just couldn't leave this anymore and do nothing. Gearboxes need oil and, in the worst-case scenario, seize up. I wasn't going to change the gaiter at this stage of the journey, so we needed a way of limping home.

The plan was to top up the oil, but first we had to find some. Petrol stations today do not stock gearbox oil as it not normal for modern cars to need topping up. We searched the internet and found a large retail complex on the outskirts of Reims and French hypermarkets tend to sell car parts - but, as we drove into the retail park we spotted Norauto - a French "Halfords". Perfect.

Having purchased 2 Litres (the car holds 1.8 Litres) I found a quiet spot in the back of the car park. While my wife went off to buy our breakfast. I put on my overalls,



jacked up the car and filled the box up. It took 1 Litre of oil, which was a relief because it meant that there was still some (800ml) oil left in the box. While I was underneath the Spider, a car pulled up and the friendly driver called "Are you all right?". As I emerged from under the Alfa, I discovered the voice was coming from the French driver of a French-plated Triumph TR7. Classic car drivers stick together.

Despite this short pit-stop, the car behaved well on the last leg of the journey and we arrived home in one piece, covering 1825 miles over 14 days and visiting three countries. Mission accomplished - Italy and back. Together with driving on Alfa Romeo's circuit, bumping into 19 classic Alfas and driving over the Alps made it a truly fantastic trip. A great achievement and for a 46-year-old car, the Spider performed magnificently and was great fun to drive. A lifetime of memories and it still puts a smile on my face.

Now it's time to change those gaiters!

**Above**  
Suston Pass  
2224m

**Below**  
Gottardo Pass  
2106m







# Wessex Section Tour of the Ypres Salient 31 May – 03 June 2019

Stephen Paddock and the Wessex Section visit Ypres and the surrounding area

**Above** Hill 60 car park  
**The Context**

In recent years there has been sufficient interest for the Wessex Section to organise our own Alfa related trips overseas. We had previously joined Nick Clancy's excursion to the Mille Miglia in 2017 and last year went as a group to the SCARB Zandvoort two day event. Both were superb, however, for 2019 we opted for something quite different. Alice and Steve Bockett are extremely knowledgeable about WW1 battlefields and have visited many times the resting places of relatives who had made the ultimate sacrifice. Having just commemorated the centenary of the end of WW1 we thought it appropriate for us to pay our respects to the fallen. It also gave others a chance to investigate their relatives' involvement in the Great War and possibly visit graves or memorials.

**Right** Ypres Grote Market

### The Journey - There and Back Again

Seven cars, carrying 14 Wessex members, met at the Premier Inn near the FolkestoneEurotunnel terminal on the evening of the 30th May and readied ourselves for an early morning train. Our squadron comprised a 105 GT Junior, two 916 spiders (TS & V6), a 916 GTV V6, a GT, a Brera 2.2 and a 940 Giulietta diesel. The

crossing was quick and equally swiftly, we managed to arrive in Ypres in time for lunch. The place was buzzing in anticipation of the weekend so straight to a cafe once the cars were eventually all parked in the Grote Markt. And boy, what a square, surrounded by the rebuilt Cathedral, town hall buildings and Cloth Hall. Our hotel, the New Regina, was on one side and comes highly recommended (great breakfast, newly refurbished rooms, Belgian beers).





### The Menin Gate

Before dinner, we ventured the short distance to the Menin Gate for the Last Post ceremony at 8pm. This takes place every day and often features particular regiments and invited military bands most with connections to the 54,000 names inscribed on the memorial of the fallen who have no known grave. To my wife's delight the Royal Dublin Fusiliers happened to be present on that Friday night which made it especially moving for us. More on that later. We returned again on Sunday night, taking up a better position as the crowds were fewer, to see saw the four buglers, all provided by the Ypres Fire Brigade as always. Earlier on Sunday we were honoured to place a wreath in remembrance on behalf of the AROC Wessex Section.



### War Grave Visits

Saturday broke bright, sunny and very warm as we all embarked on the first leg of the tour prepared by Steve and Alice. First was the Essex Farm cemetery where the Canadian doctor Colonel John McCrae had a field dressing station and was inspired to pen the poignant 'In Flanders Fields' poem after the death of a close friend. This, like all the British and Commonwealth War graves, was immaculately kept, bright and colourful with the plants and shrubs, leaving you feeling optimistic on departure.

As a contrast we next visited the German cemetery at Langemark. Here the approach is different, horizontal plaques, large oak trees casting shadows, large mass graves and tens of thousands of names, all very moving in its own solemn way. Then on to Tyne Cot, the largest Commonwealth War Grave Commission cemetery in the world on the slopes of Passchendaele, the scene of the 3rd battle of Ypres. There are over 12,000 individual graves and 35,000 names of those with an unknown resting place. Here in the visitor centre Steve was able to point out a photo of what is most probably one of his relatives who, after emigrating to Australia, volunteered for the army and was killed in the fighting in Europe.



**Left**  
We Remember Them

**Right**  
Tyne Cot

**Below**  
Menin Gate atmospheric at night

We then ventured to the site of Hoge Crater which was created by the detonation of a huge underground mine. The crater has since been infilled, but it was a place for reflection, lunch and a visit to the excellent private museum established at the site. After that we moved





to Hill 60 where one such crater still exists and the front lines are marked in the ground, literally no more than 10 metres apart.

On Sunday, two more beautifully restful cemeteries were visited in the morning. Despite the extent of the fighting at Sanctuary Wood and Polygon Wood, which in all honesty defies belief, these sites today offer tranquillity and a fitting place to remember the sacrifice of the Commonwealth armies.

Following that we split into a few groups, some opting to reach out to Vimy Ridge, others returning for a relaxing afternoon in Ypres with the ramparts walk a worthy option, and the remainder moved on to Zonnebeke where the Passchedaele museum was visited. This is well worth the effort as it tells the story of the three battles of Ypres from all sides and it is perhaps more unusual for us to see artefacts from the German, Belgian and French armies as well as the more familiar Commonwealth forces. The reconstructed trenches were impressive despite the obvious lack of mud and water that afflicted the occupants of the time.

with his endless supply of jokes and gags, no doubt honed after a career in the Royal Navy. Thanks Ray, I now understand what those bathroom hand dryers are really for.

### Fighting For Car Parking With The Stags

We arranged for covered parking whilst in Ypres for additional security. This was under the Novotel close by and despite its awkward entrance was very adequate until one evening when we ended up competing for space with a Triumph Stag tour. They had been parking in the hotel courtyard but the threat of drizzle overnight had sent them scurrying for their burrows. Never have so many Stags been seen together from various countries and all seemingly unscathed in terms of overheating in the 30C+ heat of Sunday (although one did have a sheet over it, we hope that it wasn't kaput).

### A Personal Pilgrimage

Steve and Alice discovered another resting place of a relative during recent research to be in Arras. We were already scheduled to visit the Canadian memorial at Vimy Ridge and Arras was just a short step away. Ruth and I were aware of a great uncle who fell in the Battle of the Somme during an eventually successful attack on Ginchy on the 9th September 1916. This was mounted by the 16th Irish Division including the

**Left**  
Canadian Memorial at Vimy Ridge



**Right**  
Delville Wood in the Somme



**Below**  
Polygon Wood Cemetery

### Eating (And Drinking) Out

We were able to eat out as a group thanks to Alice's foresight in booking restaurants. This worked really well and food, beer and wine were duly ordered and consumed with enthusiasm. Ray helped lubricate things







Left  
Us by the  
Menin Gate

Royal Dublin Fusiliers and his grave was known to be in Delville Wood. Originally we thought this too much of a diversion being another hour south of Arras, but the appearance of the Dublin Fusiliers at the Menin Gate on the previous Friday, purely by chance on our part, made us determined to get there. So a rush south, a respectful and emotional visit achieved, and the date with Eurotunnel still met.

These hugely significant sites are very close to Calais and really warrant a visit at some time during your lifetime just to help appreciate the sacrifice made by so many millions for our futures, albeit bringing the total madness of the conflict itself close to mind. Thanks again to Steve and Alice for organising and for David & Andrea, Bill & Margaret, John & Judith, Steve & Dee, and Ray & son-in-law Andrew for your splendid company.

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# Italian cars descend on the new bastion of the British 'Classic' Motor Industry

John Griffiths Reports back from MITCAR at Jaguar Land Rover Classic Works

**Above**  
Nice to see  
Lancias back in  
Alfa Driver

MITCAR 2019 was the 19th edition of the event - nowadays organised by the AROC East Midlands Section. The event upheld its tradition of moving to another new venue each year. After the horrendous weather for the event at Arbury Hall last year - where a virtual monsoon brought an early halt to proceedings with our lovely expansive parkland transformed into a mud-bath in parts - this year we were based somewhere quite different - and waterproof!

The old Peugeot works at Ryton near Coventry has been flattened and a smart new business park opened in its place only a few years ago. Among the new huge new buildings are Jaguar Land Rover 'SVO' (Special Vehicle Operations) and, the focus for us this year, JLR Classic Works - both incorporating smart landscaped parking areas, all with marked bays. Very different to the typical event field!

JLR Classic Works is the largest classic vehicle

**Left**  
Maserati Ghibli  
of Richard Stubbs



**Right**  
Tony Ludovico's  
Alfa 6







**Top left**  
Some great classic Alfas present

**Top right**  
Clive Richardson's stunning 8C Competizione

**Middle right**  
Two beautiful Montreals by the main entrance

operation of its type in the world, comprising a 12,000 m2 building that includes 54 individual workshop bays and strip down areas, a dedicated engine shop and space for 480 vehicles.. It makes a fascinating indoor experience. As you walk in there is a Classic showroom featuring some fabulous restored and original examples of the marques. There's even a configuration area if you fancy regenerating your old E-Type.

Into the workshop, the working bays where Classics are restored to an 'as new' condition sit alongside areas where continuation models are built – literally from scratch. Currently those comprise a run of exact replica D-Types and some lovely 5-Litre Supercharged V8 Land Rover Defenders. The D-Types, after months of creation, are sold for £1.75 Million – true works of art. To give an example of the effort – the original carburettors are no longer available, so are created from scratch, including

milling from a block of aluminium, and fashioning the jets and springs exactly as required. This goes down to every single component. The run of a handful are all sold out, should you feel the urge to buy! The Defenders are part way through their build run of 150, the 90 and 110 inch wheelbase versions are priced at around £160K. All were sold months ago.

Behind the workshop is an incredible storage area holding around 500 cars of varied makes, including some great Italian cars. For owners Tata group to obtain some very rare early JLR cars, it purchased a huge private collection, which happened to include an Alfa 6C (Villa D'Este), a Maserati Merak, a Ferrari 456 GT and even an Iso Grifo. The Works team brought all of these out from the vast array of ramp-storage for us to enjoy. No photos allowed in that part sadly, if understandably. Other special cars included five superb XJ220s, some mid-

**Below**  
Alfas parked neatly by model







**Top Left**  
Award winning  
Abarth replica of  
Mike Foster



**Top middle**  
loads of Abarths  
present as ever!

**Top right**  
Nice selection of  
Maseratis



**Middle left**  
Quentin Butler's  
1900 Super leads  
Topolino and 4C!

**Middle right**  
Prize winning  
Fiat 850 of David  
Townsend

restoration; the stunning Jaguar C-X75 experimental Supercar from the 2015 James Bond movie, 'Spectre', several development Jaguars - including XJ8s and XJSs – not forgetting spotless Series 1 Range Rovers and early Land Rovers. A feast for 'Petrolhead' eyes.

And on to the show! Outside, our team arranged the many (well over 300) Italian cars as they arrived across the two JLR parking areas, separated by a two-minute walk. This was a small inconvenience given the opportunity to visit this impressive venue which is only very occasionally open to such tours without paying a significant premium. And what a selection of Italian cars we had to see! It was amazing to see so many rarities and special cars in attendance, and all beautifully presented.

They were supported by wonderful lines of Abarths, Alfa Romeos, Fiats and Lancias all neatly parked in bays by the organising team. A long line of 'Exotics' was presented at the JLR Entrance, which included a very nice new V8 F-Type V8 and a top-spec Range Rover, courtesy of our hosts, parked alongside Dave Atkins' beautiful, tiny, Fiat Gianni 500 Tv.

Our organisers choosing award winners had a heck of a time. After much effort, Brian Smith managed to generate a very long shortlist, and we had some long conversations to come to the decisions. The Car of the Day though is always chosen by Public Vote, which helps a bit - though voting was very wide-spread given such a broad choice of cars!





The category winners were as follows.:

**Car of the Day (The Camshaft Trophy) - Fiat Topolino - Jacqui Kowalewsky**

This car was bought as a pile of bits, and pretty rough at that, around 5 years ago. It has undergone an utter transformation to become a splendid example of this charming machine from the 1950s.

**Best Exotic - Maserati Ghibli - Richard Stubbs**

A 1994 car, one of the best developments of the 'Biturbo' line, Richard's is a simply wonderful example in bright racing red.

**Italian Rarity - Alfa 6 2.0 V6 - Tony Ludovico**

Another tremendous machine in a very hard-fought category. This example has only recently been imported from Italy and is in an excellent original condition. It's particularly surprising how well these cars from the early 1980's have aged. It looks really handsome today though, as I well remember, it was very much seen as 'quirky' when new! Its V6 Busso engine - in its Italian tax-beating guise of just 2 litres—is a work of art, too.

**Organiser's Choice - Fiat 850 Coupé - David Townsend**

A simply beautiful little machine in pale blue, and itself another real rarity too.

**Special Award - Fiat Abarth reproduction (1800cc Twin Cam) – Tony Ludovico**

Tony won a MITCAR award last year too but with a different 'Abarth' recreation. This new one is particularly special as it features an 1800cc Fiat Twin Cam, giving a great noise on its stubby exhausts and a real turn of speed! He's done a tremendous job in bringing it to life.

We presented the awards at around 12.30 as dark clouds were looming and the wind had freshened - however, many stayed on to enjoy the venue well into

the afternoon. There was just so much to see, and it was terrific that the JLR Engineers were so happy to chat to us. Nikki Leighton from the team was on hand all day to talk about the car collection, including the Italian machines, which also included her own delightful red 'new' Giulietta she'd brought in!

Thanks as ever to Nick Wright for not only bringing the AROC Events gear, but also organising the ticketing system.

I must put in a huge thanks to JLR's prime event organiser Tony O'Keefe and the great team who acted as our hosts who made everyone feel very welcome. A big thanks also to all of the marshals and helpers from The East Midlands Section. Special mention to Alan Lathwell for his direction duty almost all morning in 'Area 1' - not easy subdividing vehicles whilst preventing tail-backs, then up at the SVO area, to Duncan Langford, Alex Black, Alex Pope and Matt Manners for doing such a great job of arranging the Alfas and Abarths, in particular. Mark Gunston, Dave Atkins, Paul Jones, Sal and Graham and Matt Cox performed some great parking and direction duties and of course, Martin and Jackie Lindus for manning the 'gate' for the whole morning. (They tell me they really enjoy it!). And Brian, of course for all that car award reconnoitring!

So, another successful event. It was great to hear so many people enjoyed it on the day. If you didn't make it please go to the AROC YouTube channel and see the brilliant video made by David Faithful—it is quite superb, and he turned it around same day!

Where will MITCAR be next year? We don't know yet! But it will need to go some to be as good, or as unusual, as this 19th edition. Thanks to everyone who brought their cars along.

*John Griffiths*

Photos, John Griffiths, Alex Black, Rob Hill, David Faithful and Phil Gunn

**Top left**  
Jacqui Kowalewsky receives her award from John

**Top right**  
Sensational Jaguar D0Type continuation model

**Middle right**  
AROC Members' Ferraris - Martin Lindus's F430 and Colin Duffield-Harding's 328 GTS

**Bottom Left**  
Maserati outside the SVO works

**Bottom right**  
V8 F-Type meets Italian V8s







# Silverstone Classic 2019

**Guy Swarbrick** reflects on his first visit to the UK's biggest classic car and motorsport festival

**Above**  
Olivier Hart in the  
Giulia Sprint GTA

Despite wet and windy weather for most of the weekend, over 200 Club members braved the elements to take advantage of the Club marquee and umbrellas – and the shelter of the Alfa Romeo hospitality area.

Alfa action on the track was rather limited, but those that were competing provided some fine entertainment to cheer up the rather soggy, wind-blown spectators.

Friday saw Niklas Halusa qualify 8th – and 2nd in class – for the Bentley Centenary Trophy for Pre-War Sports Cars. His 8C 2300 Zagato Spider was nine places and

eight seconds ahead of David Cooke's 8C Monza.

Qualifying for the Historic Touring Car Challenge saw Geoff Gordon and Richard Meaden almost exactly halfway down the grid in 21st, while Ian and Frank Guest put their GTV6 in 27th place. Paul Clayson's GTV6 started 39th with Glyn Allen and Darren Roberts 2000 GTV in 42nd.

The RAC Tourist Trophy for Historic Cars (Pre '63 GT) event saw two Alfas entered – a Giulia 1600 Sprint, driven by Joe and Jack Willmott and Sharon Adelman and Rob Hall's very pretty Giulietta SZ – making up the

**Left**  
The Club's display  
was within  
squelching  
distance of the  
Alfa hospitality  
unit. Photo,  
Nick Wright



**Right**  
Niklas Halusa  
in the 8C 2300  
Zagato Spider







**Left**  
The 33TT3 driven by Niklas and Lukas Halusa

**Right**  
David Cooke, 8C Monza



**Left**  
Olivier Hart's Giulia Sprint GTA

**Right**  
The Banks brothers may have been driving a McLaren, but the Autodelta logo was still to the fore

final row of the grid, with the Wilmotts in 39th place and Adelman and Hall in 40th.

Best performance by an Alfa in qualifying came from Olivier Hart who put his Giulia Sprint GTA on the front row of the Transatlantic Trophy for Pre '66 Touring Cars, just two tenths off the pole-sitting Ford Mustang.

The Transatlantic Trophy matched the Historic Touring Car Challenge for the largest Alfa representation with Andrew Lawley's GTA in 21st, James Gibbons and Alex Jupe's Giulia TI in 55th and Rebecca Rettenmaier's GTA in 56th.

Niklas Halusa was back on track with Lukas in the Yokohama Trophy for FIA Masters Historic Sports Cars in

an immaculate 33TT3, which qualified 18th. There was also an Alfa connection at the front of the grid, with Andrew and Max Banks – owners of Alfaholics – putting their McLaren M60 on pole.

Saturday dawned even wetter and windier than Friday. The RAC TT possibly had the worst weather of the day and the Willmotts' Giulia Sprint left the contest after two laps. The Giulietta SZ of Adelman and Hall did rather better, climbing to 28th – albeit three laps down.

By the time of the Bentley Centenary Trophy, the light was fading but the rain had abated and Halusa was able to improve his grid spot by one place to take 7th and



**Left**  
Paul Clayson's GTV6

**Right**  
Glynn Allen and Darren Roberts in the 2000 GTV



**Left**  
Rebecca Rettenmaier's Giulia Sprint GTA

**Right**  
Ian and Frank Guest in the GTV6

Photos,  
Guy Swarbrick



**Right**  
Sharon Adelman  
and Rob Hall had  
the worst of the  
weather in their  
Giulietta SZ



1st in class in his 8C, with Cooke, unfortunately, retiring with six laps to go.

The Gordon/Meaden Alfasud Sprint was out on lap two of the Historic Touring Car Challenge, but the Guests' GTV6 improved with 20th and Clayton's similar car finished 27th, three places ahead of Allen and Roberts' 2000 GTV.

**Below**  
Geoff Gordon  
and Richard  
Meaden's race in  
the Alfasud Sprint  
was short-lived

The battle between Hart's GTA and the two leading Mustangs was one of highlights of the weekend but, sadly, it was only to last for nine laps. That left the hugely entertaining, power-sliding Giulia TI of Gibbons and

Jupe to finish as the leading Alfa in 39th, just ahead of Lawley's GTA. Rettenmaier's GTA took 44th.

To nobody's great surprise, the Banks brothers took the win in the Yokohama Trophy with the Halusa 33TT3 climbing to 11th place overall, a lap down.

Despite the relative lack of Alfa action on the track – there was none on Sunday - there was plenty more exciting racing, including historic F1, F2 and F3 cars. As always, there was plenty to do around the circuit with a fun fair, trade stalls and thousands of classic cars to admire – as well as free concerts in the evenings.





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# Goodwood Festival 2019

**Jon Dooley** spends a long weekend travelling back in time at the premier classic motorsport meeting of the season

**Above**  
The first start of Race 1 with Emanuele Pirro making a fine start of the line. The ill starred Volvo of John Haugland is in blue/orange on the left. Photo, Jeff Bloxham

**Rocking And Rolling At The Goodwood Revival**  
The Revival is a unique race meeting. You go there to see cars being raced that you now rarely see elsewhere. There is the annual dose of being able to hear those Ferrari V12s singing away in those evocative 250GT SWBs, bringing back the mental pictures of Moss and Parkes dicing away. Everyone appreciates being able to compete on such a beautiful flowing circuit with echoes everywhere of special memories. Stirling Moss's 90th birthday was celebrated this year and we send him appreciation of his iconic life.

This year was a first for me - rather than chase around friends begging away, I reached deeply into my shallow pockets and bought a three-day ticket. The pain of payment was offset by the fact that the sun shone all weekend. What also helped was the generosity of

spirit I encountered everywhere from those providing organisation in so many ways. For someone increasingly arthritic, it made such a difference not to be presented with the sort of baffling bureaucracy that, as friends will know, can wind me up - a lot.

There was a range of Alfa interest - though rather reduced from whatever you can call 'normal'. The Grand Prix Cars to 1951 field had two Alfas in it - the ever-red 308C of Julian Majzub that qualified well up and the Tipo B P3 of American Charles Nearburg a bit further back, but running on petrol instead of the commonly used methanol. Majzub called it a day after five laps but the P3 came home pretty creditably. They are courageous those fellows. Nearburg I was told broke the wheel driven land speed record in 2010 at 414 mph on salt. I don't think it was in the P3! Like Julian, another

**Right**  
Charles Nearburg's Tipo B P3. Photo, David Harbey





Alfista friend, Michael Gans, had trouble with the 1935 Maserati V8R1 and did not emerge to the grid.

The Fordwater Trophy for smaller GT cars is sometimes a good hunting ground for Alfas - I remember Willie Green's exploits with a TZ2 years ago. Two Giulia TZs were entered - one Larry Auriana's yellow car for Joe Colasacco, the other Jason Wright's familiar red example. Jason was filming at Reims for a forthcoming production on Phil Hill, leaving preparer Ivo Salvadori to drive his car. It did not go well: Ivo burnt a piston in qualifying and was out; Joe Colasacco qualified fifth but did not make it to the start. At the back of the field, Sharon Adelman qualified last in a Giulietta SZ but did manage to finish. In the friends department, Michael Gans qualified his 2-litre Abarth second - I think the first time it has been out. Like Colasacco, he didn't make it to the start. It was a disappointing outcome considering the effort that goes into bringing and presenting such cars.

There was the Glover Trophy, for the sixties 1.5 litre F1 cars, where we as the reds looked forward to seeing Jason Wright's ATS Derrington Francis performing in the hands of Andy Wolfe and to hearing Joe Colasacco in Larry Auriana's 1.5 Flat 12 Ferrari. Alas they both had to stop fairly early.

All of this left us hoping for another stirring performance from Geoff Gordon's Giulietta TI in the two-part St Mary's Trophy saloon race. Preparation before the race had been made fraught, with the car destroying its propshaft in testing. The test continued, thanks to the loan of a propshaft from Gavin Watson but it did show up continuing vibration. With the gearbox removed, cracks were revealed in the bell housing and a spare was pressed into use.

At The Revival, practice showed up continuing vibration and the decision was taken to swap out the gearbox for a newly rebuilt spare lent by Andrew Lawley, who races a GTA and the ex-Shepherd Barron Giulietta Sprint Veloce. Both drivers, Emanuele Pirro and Dickie Meaden, showing their class and qualifying second on their respective grids for Races 1 and 2. On pole for each was the distinctly grunty Studebaker Silver Hawk shared by ex-F1 driver Karl Wendlinger and Touring Car ace Patrick Watts. Dickie

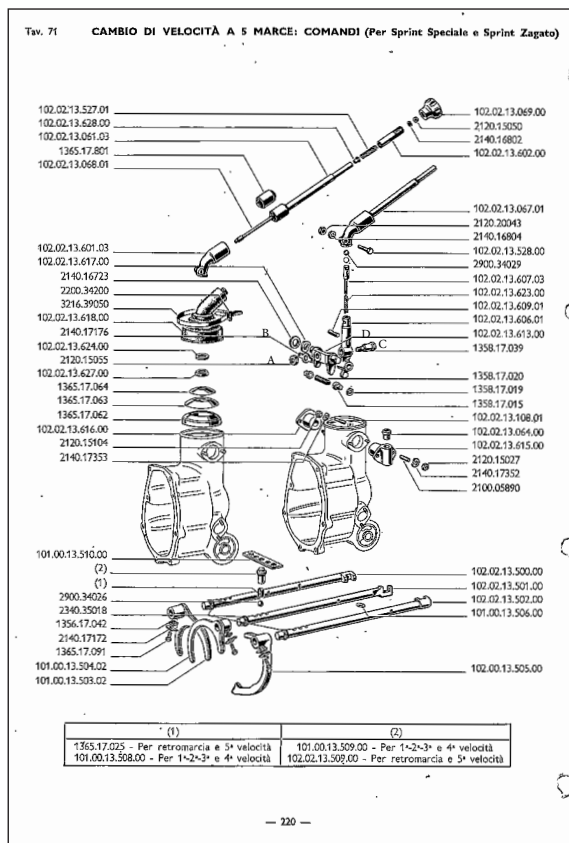
reckoned it helped him that his session was stopped after an unfortunate Jaguar tripped onto its roof.

Race One, on the Saturday, had two starts and Emanuele got away best in both. The second start followed a heavy accident to John Haugland's Volvo, which got on the grass exiting Fordwater and went all the way to the bank at the St Mary's right hander. It seemed like a carbon copy of Stirling Moss' 1962 accident and is a perfect example of the way Goodwood can quickly lead you into trouble. It looks straightish and is flat but a bit of inaccuracy and lack of attention can have big consequences. It was sad for the Volvo and its Norwegian crew, who were very pleasant people, next to the Giulietta in the Paddock.

Emanuele drove a fine race, embarrassing the Studebaker for the first few laps and coming home five seconds behind, ahead of the rest by about the same margin. The gearbox swap had dealt with the vibration problem.

Back in the Paddock, we were met by an eligibility scrutineer who wanted to lift the cam covers and check for, wait for it, roller rockers. Pete, of Raceworks, the Giulietta's preparer, arranged to have the covers sealed for checking after the second race. A couple of minutes after the scrutineer left, we all started laughing because, of course, a twin cam does not have rockers! Seven cars were disqualified for running the long time proscribed roller rockers, including the Studebaker and also the very well presented Vauxhall Cresta adjacent to us, run and driven by regular Alfista Chris Snowdon. Evidently a major clash between law and custom. There followed much uncertainty about the next day's Race Two, what the grid would be and how the DQs would be reflected in the results.

The answer was revealed as the grid for Race Two formed up. It was precisely as per the qualifying order and ignored the disqualifications. Dickie Meaden already knew, before the off, that provided he finished no more than five seconds behind the Mike Jordan A40, he should have the combined outright win. Away from the start, Dickie in the Alfa got the jump on the Studebaker, went into Madgwick on its outside and emerged in front on the run to Fordwater. The pattern from then followed



**Top left**  
Two Gordons: Jeff Gordon, right, of Nascar fame, meets Geoff Gordon, left, of Goodwood fame. Could be interesting

**Bottom left**  
Geoff Gordon, centre, with his two star drivers, Emanuele Pirro, left, and Dickie Meaden, right. Photo, Jeff Bloxham

**Right**  
The offending items. A, the nut that fell off. B, the missing tab washer. C, the special bolt. D, the selection fulcrum that detached



**Right**  
The Tipo B P3  
on track. Photo,  
David Harbey



**Left**  
Ferrari 1512  
driven by Joe  
Calasacco. Photo,  
David Harbey



**Right**  
Julian Majzub's  
308C. Photo,  
David Harbey



the pattern of the first race for half a dozen laps until the Grant Williams Jaguar got ahead and the Studebaker dropped back, either with an overheating engine or overheating brakes. Dickie drove a perfect race but left us anxiously waiting for the end to arrive and the chequer. Sadly it was not to be. The A40 came by the TI, with less than three minutes to go on the clock, and the next thing was the Giulietta missing the Chicane and coasting into the pits. In terms of what might have been, the disappointment for everyone was devastating, especially Geoff, Dickie and the Raceworks team. It all felt so unfair.

Inside the car lay the gear lever with the selection "tree" down in the box attached to it. It was not the normal gear lever separation or breakage. I have never encountered that in 55 years. Afterwards I realised why. The nut that came off the bolt (see the diagram) is one that never has to be undone when rebuilding a gearbox. And if perchance someone does undo it, it needs to go back secured with the required tab washer. No one involved was actually at fault, especially Andrew

Lawley who lent the box - though he will doubtless have conversations with the rebuilder. For me, it was another reminder that so many people working on this stuff seem to do so without any of the basic documentation - a shop manual, a parts book or even an owners' handbook. They must feel they inherit knowledge genetically!

Looking back, Geoff and his team have a lot to be proud of. The car ran beautifully and was able to equal previous years' lap times (1m 35s) while carrying an extra 30 kgs of ballast, imposed by the organisers with barely ten days to go. Looking at the plentiful TV of the car, the handling has improved substantially with clearly better traction as well.

Just to rub in the loss of Race Two, the winning Jaguar of Grant Williams was itself disqualified after the race, it is said for a non-original cylinder head. So the second place held by Dickie until he hit trouble would have been upgraded to a win.

The disqualifications produced the normal combination of indignation and disbelief. I also feel some disbelief in that the issues picked up were contrary to specific rules.

**Right**  
Sharon  
Adelman's  
Giuletta SZ.  
Photo, (left)  
Madeline Harbey,  
(right) David  
Harbey



**Left**  
Emanuele Pirro  
in Geoff Gordon's  
Giulietta Ti. Photo,  
David Harbey



**Right**  
Joe Colasacco in  
Larry Auriana's  
Giulia TZ. Photo,  
David Harbey





**Left**  
Dickie Meaden uses a little bit of the Duke's turf exiting The Chicane. Photos, (left) David Harbey, (right) Jeff Bloxham

There can always be some argument and discussion on interpretation but I am always staggered to find deliberate breach of fundamental rules, even including cubic capacity. What self-esteem can be found from a success achieved with the aid of outright blatant breaches?

There is one worry from the general use of roller rockers, which can add of the order of 10% to the power of a pushrod engine. Rockers are easily checked. More difficult is checking for roller lifters (cam followers) on them, which can contribute twice the percentage gain of the rockers. Combined we are talking 30%, with reliability. Looking around there are several aftermarket sources of both and applications on many engines we see on classic car grids. These are the sorts of things that produce performance distortions relative to what was seen in period. I fear that an epidemic of this stuff may have wormed its way in.

We can be very proud of the Giulietta's performance. Find it on YouTube or the Goodwood RRC streams. It was a shame that Gavin Watson's similar, if less highly developed, Giulietta TI did not get an invitation, again. He deserves encouragement as he is no further behind Geoff's car than are many others.

The St Mary's Trophy races, with mixed fields of saloons, remain a crowd and media favourite. These races with the Giulietta TI and then a GTA at the front of the fields in their alternate years give Alfa enthusiasts great heart, all over the world, thanks to the TV coverage.

### The Revival – The Photographers' View

Goodwood's showpiece event of the year and, arguably, the best historic race meeting in the world, is the Revival - now in its 22nd year. Blue skies, sunshine and gorgeous weather, especially for the late afternoon races, were a photographer's dream.

We headed out to the back of the circuit for most of the races where a lot of the action takes place. Madeline caught the back end of the Haugland Volvo incident which delayed the St Mary's Trophy - a race featuring close driving between a range of unlikely cars. The subsequent disqualifications were somewhat disappointing.

Although there were fewer Alfas taking part in the various races this year, the RAC TT Celebration featuring a range of powerful, noisy 60s GTs continues to delight.

David & Madeline Harbey



**Below**  
The Giulietta is dwarfed by some of the American competitors. Photo, Madeline Harbey







# Saltburn Hill climb

Hugh Allan visits the North Yorkshire seaside resort of Saltburn-by-the-Sea for the annual hill climb

**Above**  
Hugh with Peter  
and the GTV

The Goodwood Festival of Speed is a world class spectacle of valuable historic and modern machinery. This year it was great to see the likes of the "Beast of Turin", Alfa Romeo F1 cars and record breakers like Parry Thomas' "Babs" close up in the paddocks - and in action.

Sporting legends of the calibre of Jackie Stewart were in attendance, taking these special vehicles up the famous hill or around the forest rally special stage track. But for us ordinary mortals and enthusiasts, might there be a more modest grass roots affordable equivalent that we could be a part of? A few pounds entrance fee to participate; without the corporate village; open house

to spectators. That's exactly what is laid on every year by the enterprising Middlesbrough and District Motor Club at Saltburn-by-the-Sea. This bijou jewel of the Cleveland coast provides a scenic backdrop that I would argue is superior to Goodwood on the South Downs.

MDMC open up their hill climb to all comers. Checking out the form I noted that in 2018 there was only one Italian car and decided that this wasn't really good enough. Fellow Yorkshire AROC member, John Williams, agreed – and, by applying early (the event is over-subscribed), we were delighted that we both got an entry. We had doubled the Italian car participation compared with the previous year!

**Left**  
Land crab pickup



**Right**  
A pair of Ducatis







**Left**  
Saltburn cliff lift and pier

**Right**  
1936 Roller with Bentley following

A total of 126 vehicles took part - roughly half and half cars and motor bikes. Italians were better represented amongst the two wheeled contingent – Ducati, Gilera, Lambretta and Moto Guzzi being in evidence and in action.

Sunday the 8th of September 2019 was a beautiful, clear and sunny day. From 9am we gathered at the car park behind the shore promenade, the action being due to start at 10am. That gave us time to have an initial browse around the wide and eclectic range of machinery that had entered – from the earliest - a 1913 Lagonda, claimed to be the oldest monocoque car in the world - to the most recent - a 1979 MGB, one of several of that model. Our two Alfa Giulias - John's Berlina and my GT Veloce, are 1972 and 1973 respectively.

After our briefing (simple stuff: don't be an idiot and no heroics please) we were ready for the off. Vehicles tackled the hill in six batches and we got three or four runs over the day.

Gathering behind the start line I was in a batch that included a Healey 3000, Minis, an MG TC, a Mk2 Jag and

several bikes. Cars were ticking over and the bikes were rewing while the start marshal directed proceedings. He was on his walkie-talkie to the other station marshals at the bends and the finishing line and holding area at the top of the hill, which isn't visible from the bottom. The start marshal reminded me a bit of Timothy Spall in gruff and grumpy mood. His signal for the off was a tad on the casual side but I was ready for it. I gave it full throttle on the level section up to the first hairpin and the start of the climb proper, holding second gear through the next sweeping curve and into third nearing the top with the chequered finishing board in sight. It's strictly *not* a timed competitive event, it's on a closed public road and the organisers need to keep on good terms with the local authority, but Peter - my passenger and fellow petrol-head, had his camera in movie mode and from that it transpired that I took about 33 seconds - not a lot of difference between my three runs.

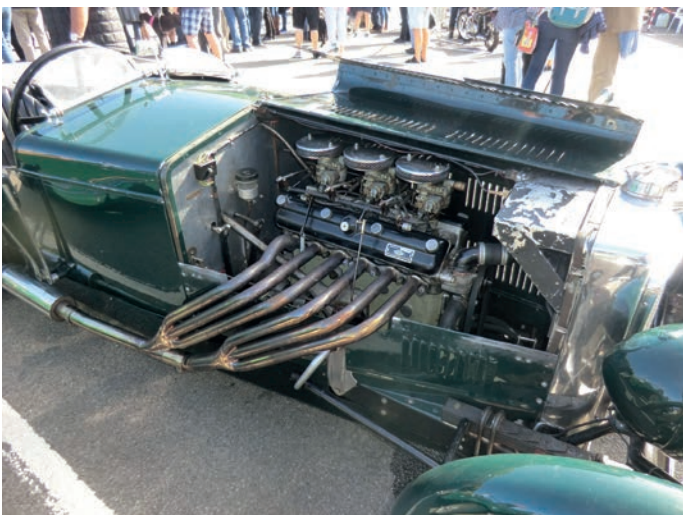
John and Gill in their Berlina were equally spirited in their ascent. The PA announcer called their car correctly,

**Left**  
1935 Railton Sports

**Right**  
Railton engine bay

**Below left**  
Frazer Nash Bristol engine

**Below right**  
1968 NG (not MG!) TC Roadster (MGB kit car) and 1931 Morgan 3-wheeler





**Left**  
The bike paddock



**Right**  
The Starter controlling the pack



but I heard mine being introduced to the crowd as an "Alfa Romeo Romeo"!

As one might expect, a few of the racing bikes were fastest off the line - if anything, generally, they were more of a spectacle. As the day went on, more and more seaside day trippers crowded around the start and mingled amongst us in the paddock. A couple were enthusiastic Alfa owners and it was good to chat with them. The Mayor and his entourage turned up in the afternoon, chain of office glinting in the late summer sunshine, and were taken up the hill in a 1926 Bentley, piloted by its elderly lady owner. At Goodwood I recall a modern Rolls Royce wafting its regal way up the hill. At Saltburn we had that, too - but real class in the form of a 1936 Rolls 25/30 Park Ward.

Many of the cars entered were specials or rarities - great to see and inspect. A Hillman Imp with a BMW motor cycle engine at the one extreme; a 1935 straight eight Railton Sports at the other. And when did you last see an Austin 1800 Ute ('land crab' Aussie pick up)? My car of the day was the chain driven 1935 Fraser-Nash, a lovely thing with its six cylinder triple carb Bristol engine.

Saltburn has other attractions - a fine pier, good surf for the neoprene-clad and, for those with an interest in

mechanical contrivances, Britain's oldest surviving water balanced funicular cliff lift still in operation - taking its passengers between the promenade at sea level and the edge of town on the cliff top above. My companion Peter had a special connection with it, as twenty years before he had been responsible for fitting its emergency braking system.

Static display events have their place in the calendar, but for my money, seeing the cars and bikes in action is a better spectacle. All credit to the Middlesbrough and District MC for their well organised and enjoyable event. Videos can be seen at <https://www.youtube.com/watch?v=3dN0546nHJA> and at <https://www.youtube.com/watch?v=Kon5859KnFc>. My GTV makes a fleeting appearance in the opening frames of the first of those, John's Berlina is seen later, at the start of a run.

**Below**  
John & Gill  
Williams and  
Berlina





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# Best of British Salon Privé

Blenheim Palace plays host to one of the highlights of the summer social calendar

**Below**  
Pirelli launched  
is P Zero  
Experience at  
Salon Privé

Think cucumber sandwiches, croquet and boater hats. It's the automotive equivalent of Glyndebourne or Henley.

Firmly established on the English summer social calendar, Salon Privé – which recently took place at Blenheim Palace in Oxfordshire – is a motor show like no other, and for the fifth year running has been sponsored by Pirelli.

Here, they do things properly. Instead of the burger kiosks seen at many car shows, there are lobsters washed down with Champagne for lunch. Everything stops at 4pm for afternoon tea, complete with scones and cream. The Duke of Marlborough, the current resident of the palace, even hosts lavish dinners for his special guests.

But, underneath the pomp and ceremony, it's actually all about cars – and not just the sort of cars that you might find in a period drama (although there are plenty of those too). Instead, there was everything from classic

supercars to modern electric hypercars from the next era of motoring.

And this was the perfect platform for Pirelli to launch one of its latest cyber technologies to the UK market: Track Adrenaline. This new digital system, which works via an app, has been designed specifically for those who like to put their supercars through their paces on the track.

Not only that, Pirelli also announced that its P Zero Experience is coming to the UK in partnership with Salon Privé. This exclusive track-based event is far from a traditional track day, though. Redefining at a stroke the entire concept of taking your car out on track, the P Zero Experience will take place at Silverstone in the summer of 2020, shortly before the British Grand Prix weekend. It follows the success of recent events at Mugello in Italy and Yas Marina in Abu Dhabi, as well the forthcoming date at Hockenheim in Germany.







But going back to the lawns of Blenheim Palace. A highlight was the Salon Privé Concours d'Élégance, contested by more than 50 of the rarest and most valuable cars on Earth, each prepared to breathtakingly high standards.

A panel of international experts – often including a celebrity or two – chooses its winners for each category, but every single entry was a marvel in itself.

Salon Privé's Classic and Supercar section featured upwards of 3,000 cars on display for motoring fans of all ages to enjoy, proving that you don't always need to dress up to gain entry to the Salon.

In total, a staggering 11 new models were launched at the event, including five European debuts and one world debut, making this very traditional event a showcase for modern technology as well as long-established automotive heritage.



**Above**  
High-end classic cars are a big part of the Salon Privé experience

**Left**  
Participants cover the whole history of the motor car





But it's not just about cars. There were classic motorbikes on display as well, plus the chance to do some shopping. But this is Salon Privé, so obviously it was no ordinary shopping. Among the articles you could purchase was a custom-made petrol pump, or mounted antler horns, for example. Even if you think you've got everything, there will always be something new to find and see at Britain's most exclusive (and aristocratic) motor show.

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18" and above	£50	£100

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And don't forget, you can keep in touch with Pirelli here: [www.pirelli.co.uk/keepintouch](http://www.pirelli.co.uk/keepintouch).

**Above**  
The event isn't all about old cars

**Right**  
New car launches and prototypes are a major element of the event

**Below**  
Blenheim Palace provides a spectacular backdrop to the cars







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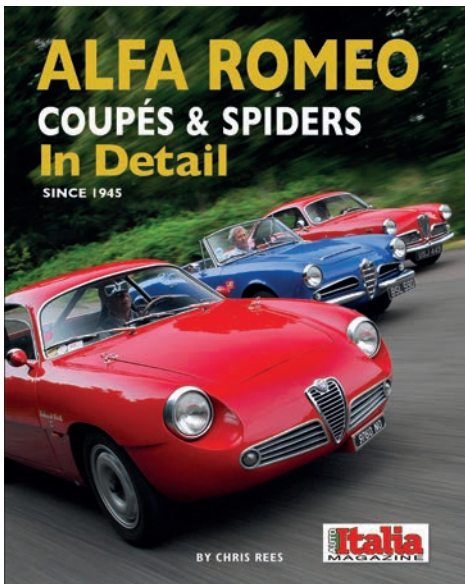
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# Coupés & Spiders Chris Rees

**Guy Swarbrick** reviews the latest book from Auto Italia Editor Chris Rees. Is it the ideal Christmas present for the Alfisti in your life?

**Above**  
176 pages and  
320 illustrations -  
old and new

There's no shortage of books on our favourite marque – a quick search on Amazon reveals over 250. There are plenty that cover individual models – or families of models, some that attempt to cover the entire history of the marque – although few that cover the last decade or so – and some that focus on motorsport. It's hard to find a novel twist on the subject.

Auto Italia Editor – and Club member – Chris Rees has attempted to do exactly that, focusing on what you might loosely call the 'sports cars' – the coupés and spiders. A quick walk round National Alfa Day shows the logic behind this – the berlinas or saloons have their fans – and with good reason – but it's the lower volume, sports models that get saved (although, as Rees points out, a couple of Alfa models have seen the coupé outsell the saloon). They're a big part of what makes Alfa Romeo special – but it's a big subject to cover in 170 pages.

Despite the title - *Alfa Romeo Coupés and Spiders in Detail Since 1945* - the lengthy introduction starts with a useful recap of the pre-war 6C and 8C cars, and the main body of the book necessarily includes a fair amount of information on the saloons and berlinas on which the coupés and spiders were based.

The text is a mixture of model-by-model history, quotes from contemporary road tests and simple, clear specifications boxes for each of the major models. It isn't just the mainstream models that made it to production, either – concepts, prototypes and short-run coachbuilt specials are covered as well.

As the name suggests, it is reasonably detailed and could easily have been quite dry, but Rees has managed to make it very readable, whilst also ensuring it's well enough organised to use as a reference book. The text is lavishly illustrated with a good mix of period illustrations and photographs as well as pictures from the Auto Italia archives.

The structure is broadly chronological – but there is some overlap between sections, as there was between the lifetime of the models they cover.

We start with the post-war 1900, which heralded the transition from low-volume production of engines and chassis for specialist coachbuilders to complete, to the manufacture of complete, monocoque cars. We move on to the 2000 102 and 2600 106 cars and then to the Tipo 750 and 101 Giuliettas, which completed the transformation and saw Alfa Romeo emerge as a volume manufacturer – albeit for fairly small values of 'volume'.

**Right**  
Clean layouts  
and generous  
illustrations  
accompany the  
very readable text





Understandably, the largest section of the book covers the 105 and 115 series cars – the Bertone coupés and Series 1 to 4 Spiders account for around 25% of the pages.

We then take a walk on the exotic side, with a chapter on the V8 powered 33 Stradale and Montreal and then another on the transaxle GT and GTV coupés. That, naturally transitions to the ES 30 SZ – the last of the transaxle cars – before rounding off with... well, everything that followed. A single chapter covers the Alfased Sprint, 916 GTV and Spider, the GT, the 939 Brera and Spider, the 8C, the 4C and what (little) we know about the promised 8C and GTV.

If I have a criticism – and it's a minor one – it's that the book does seem to run out of steam a little towards the end. Not only are the 43 years from 1976 to the present despatched in 43 pages – which means, inevitably, that the level of detail is reduced – the balance of coverage in those years seems a little strange. The low volume, Maserati-based 8C, for example, gets six pages – the same as – to take an example close to my heart - the Brera and Spider combined. And, where the 105 section has specification boxes for 14 different variants – including six across the four series of Spider – we get a single box on the Brera V6 and another on the 2.2 Spider.

How much is the right amount of detail? It's a difficult balance. To stick with the Brera and Spider example, I think the work done to take the block from a fairly crude Holden V6 and turn it into a modern, lean burn, high-compression ratio, direct injection engine with a unique-to-Alfa head, variable valve timing and induction system deserves more than 'Alfa did make its own changes to enhance performance'. Certainly, far smaller changes to earlier engines get far more attention. But I also recognise that not many people are as interested as I am. On the whole, I think Rees gets the balance about right.

As I said at the beginning, this is a crowded market. While many Club members would love to have the budget – and the time – to delve into authoritative works like Patrick Dasse's series on the 105 series cars, reviewed by Jon Dooley in the October 2018 issue of Alfa Romeo



Driver, many more want simply to expand our knowledge - or refresh our memories - on a much broader swathe of Alfa Romeo's most significant cars. That's exactly what this book does – it's more than just a coffee-table book, but not quite an authoritative work. Maybe *Alfa Romeo Coupés and Spiders in Just Enough Detail For Most of Us* would have been a better – if slightly less catchy - title.

If you're the kind of person who goes home after National Alfa Day – or even your Section's fun concours - curious about what, exactly, is the difference between that 1972 GT 1600 Junior and the 1974 model – and are quite happy to risk getting distracted for an hour or two in the process – then this may well be the book for you.

The book will be available in early November and Club members can get a signed copy with a £7.50 discount off the normal price of £40 by entering the discount code ARCSOC19 at [www.herridgeandsons.com](http://www.herridgeandsons.com) Postage is free for UK orders.

*Alfa Romeo Coupés and Spiders in Detail Since 1945*  
Chris Rees  
176 pages, £40  
Published by Herridge & Sons  
ISBN 978-1-906133-86-3

**Above**  
As well as the mainstream models, the book includes many of the one-off and short-run cars





# Alfa Romeos, auctions and other Funny Business

John Williams takes a personal look at the auction and classic car scene

Do you own a replica? If you do, you may wish to read on as you may be interested in the following. The specials, kit car and replica industry has a long and interesting history, particularly in the UK. Of course, specials have been around since motoring began, however, kit car and replicas only came into their own post World War II.

With the run of the mill motor cars being relatively cheap to buy - and with most having a separate chassis - vehicles with rotten coachwork were easily converted into all types of sports specials. These were often used for trials, competition work or just for fun; an early type of vehicle recycling perhaps?

Later, when the motor car became more sophisticated and easily moulded glass reinforced plastic emerged as a low cost method of producing bodyworks, many specials became available to the market. You only need to look at the adverts of the 1950s to see home-built specials offered based on Fords such as the Ashley, Buckler, Falcon and Tornado, to see what was going on. Come the 1960s and 1970s, sports cars from the top manufacturers,

such as Maserati, Lamborghini and Ferrari, were powerful and sexy with many being purchased by not only the rich and famous, but by the European Royal families also.

Fast forward to today and these motor cars are worth a small fortune and well out of reach for your average punter/enthusiast. Although un-affordable for many, the desire to own such machinery does not abate with the wish to live the dream foremost. These desires left the door wide open for small manufacturers to replicate the dream machines and, with the aforementioned glass fibre being a cheap and easy method of manufacture, the replica market boomed.

Quality, of course, has varied over the years but with competition between manufacturers and regulations being tightened, the standards have become significantly improved. Jaguar, Lamborghini and Ferrari have probably been some of the most copied marques on the market today.

Now, to the heart of the matter. These marques - and, in particular, Ferrari - to whom we will concentrate on, own a brand that they are fiercely protective about.

Being a world leader of high-performance road and racing cars, they use their product branding worldwide and within the UK for the sale of high performance road vehicles for decades. In doing so, they have several registered trademark rights. These include the Ferrari and the Prancing Horse logos. A trademark registration gives the owner exclusive rights to use the mark for the goods and/or services covered by the registrations. They also prevent others using identical or similar marks for similar goods or services where there exists a likelihood of confusion. Any infringement is an offence under Section 92 of the UK Trade Marks Act 1994. So, perhaps we can just leave off the badges and drive something looking like the car of our dreams. Well, not exactly. Certain vehicles are now protected as works of artistic craftsmanship, so you cannot even just copy the shape. Ferrari has been cracking down on replicas; how long before Jaguar do the same? Oh dear, there are a lot of D-Type replicas out there.

I am here at the Brooklands Museum preparing for the sale that will be held on







Saturday 21st September and thankfully, the sun is shining. Several Alfa Romeo offerings are entered yet again. Two 2000 GTVs, a 2000 Spider Velocé and a 1961 Giulietta ti rally specification. The Giulietta has a fabulous specification and, apparently, drives very well. The coachwork, however has seen better days so, do you restore or buy a car from Italy with good body work and structure, and swap the parts? This does lead to the loss of a Giulietta, but financially may be a better bet. What are your thoughts anybody? Another Italian offered of note is a Fiat Dino coupé with an estimate of £45,000 - £50,000, which does not look too expensive; we'll see.

I did promise to record the Alfa Romeos that were in the July sale, also at the Brooklands Museum. All prices are inclusive of the buyer's premium – 1972 Alfa Romeo

2000 Spider Velocé - £15,848, 179 Alfa Romeo Alfasud Sprint Velocé - £9,184, another Alfa Romeo 2000 Spider Velocé also from 1972 - £16,800 and finally, a 1967 Alfa Romeo Spider 1600 Duetto fitted with a later 1750cc engine - £39,200.

A question I receive on a regular basis is – what's happening in the market? Do you know what? Having given this some thought, there is so much nonsense spoken and written about regarding this subject. In fact, the whole thing is over intellectualised. I read so much about market analysis and the Hagi index of classic car values etc. Here's a fact I learnt today. An auction market analyst that writes about the subject, has never even been to an auction. Buying and selling is easy. It usually involves a potential buyer and, of course, the seller. There may be a third party such a dealer having a motor

car on consignment or an auction house for example. The question is, is the potential buyer willing to pay what the seller wants and can he negotiate a deal? In most cases, the seller wants what he or she paid for the cherished classic, plus what has been spent on it and, "well mate, the Hagi says the market has risen by x amount percentage over the past five years so I've added that on as well". Our potential buying hero will go in with, perhaps, the Brexit argument and maybe a handful of cash. The fact is, if you are selling, the market is great. If you are buying, the market is down. Three things will, in my experience, result in a good deal for the seller. That is, right car, right condition set at the right price, or reserve at auction. The nonsense stops when the bidding starts, no matter what the market analyst states.

John Williams [jw@johnwilliamsclassiccars.com](mailto:jw@johnwilliamsclassiccars.com) 07967 203007



# Competition Corner

Richard Murtha [richard.murtha@aroc-uk.com](mailto:richard.murtha@aroc-uk.com)

I finished my last article here looking forward to competing at Anglesey (one of my favourite circuits - see the photos from David Harbey of the HSCC event there!), after our clutch failure at Oulton Park. The meeting was to be a rare double header, using the full International circuit first, with the Coastal circuit as the second race, with the races spread over two days – so a good weekend...

My race partner went out in qualifying, only to return after four laps to advise that... the clutch was slipping. I went out to try to

get my three laps in to qualify – then we could try to sort a solution. But on my third lap, after having had clutch slip on virtually every gearchange, I came chasing hard up to Rocket, stood on the brakes and smacked it down from fifth to third... and got nothing, so tried second, first... and coasted round the next bend to park it on the grass. Pumped the clutch frantically, couldn't get a gear - and glanced sideways to see, through the smoke billowing out from under the car, a lady marshal giving the "cut-throat" signal telling me to kill the engine and bail out.

We'd destroyed the new clutch in under 20 miles. When stripped down, the friction material on one side of the driven plate had evaporated completely.

We weren't happy bunnies – the best part of a grand for entry, fuel, accommodation and other event costs – let alone the cost of the clutch. And we didn't get a single competitive lap. As they say, that's motorsport. We have rebuilt the clutch again and are now looking forward to Donington. Fingers crossed...





## ARCA racing

Andy Robinson

(Championship co-ordinator) reports:

*"The BRSCC Alfa Romeo Championship calendar is weighted toward the end of the season this year so in early September we still have three double header meetings to complete: at Mallory Park, Silverstone and Donington Park. Our most recent racing was at the Brands Hatch Festival Italia event on the 18th of August where we had a healthy 21 entries for this prestigious annual event. For those AROC members who haven't been to it yet I can highly recommend it. Apart from the Alfa Championship races there were Ferrari Owners' Club races and Pirelli Formula Classic Ferrari races, historic F1 car demos, Abarth and Italian bike parades and numerous other attractions.*

*"Our races were superb entertainment – close and exciting, plenty of overtaking with unpredictable weather mixing things up. There was a big range of Alfa models represented: 156, 145, 75, 33, GTV6, 147, 155 and MiTo, with a Punto Abarth thrown in for good measure. It rained part way through qualifying, so those drivers who hadn't been able to go for a quick time early on paid the price: that mixed the grid up for a start; then a heavy downpour in the morning that stopped 40 minutes or so before the race start had the Modified and Power Trophy runners in a quandary as to whether to go out on wets or slicks. It turned out that wets were the best choice for the first half of the race and slicks for the second half, but those who had chosen wets had built up too big an advantage early on for the slick-shod cars to catch them towards the end. So outright victory went to Simon McFie's Abarth, with Dave*

*Messenger's 156 GTA second and Tom Hill's 156 Twin Spark a remarkable 3rd on control tyres. Simon Hampton's nimble 33 was 4th ahead of Matt Daly's 145, George Osborn's immaculate 75, and Ben Sharich's MiTo – so there were six different models in the first six places overall.*

*"Race 2 was dry and here a race-long dice between Dave Messenger and George Osborn was settled when George's pressure finally told 5 laps from the end and he got through to take the win. Simon Hampton's 33 was again 4th ahead of Ben Sharich's MiTo and Keith Waite's 75. Matt Daly took the Twin Spark Cup honours this time, catching and overtaking Andrew Bourke's 156 near the end.*

*"Tom Hill and Dave Messenger are dead heating for the overall Championship lead at this stage, with Andrew Bourke 3rd ahead of Simon Cresswell, Paul Webster, and Richard*

*Ford. Our races at Silverstone (5th and 6th October) and Donington (19th and 20th October) are expected to have big grids so please come along and see us and watch what promises to be some great days' racing."*

Just as we go to press, so to speak, the Mallory Park rounds took place – my brief report based on what I could glean from watching the TSL timing online...

A surprisingly small grid of nine took to the track for qualifying - with Dave Messenger only completing three laps but qualifying 3rd behind Jamie Thwaites in a 155 V6 and Andy Inman in a 156 GTA - all Power Trophy cars. Richard Ford only managed four laps of qualifying and didn't reappear, so only eight cars started the first race...

Come the race Dave Messenger led for 22 of the 23 laps, entering the final lap with about 1.5 seconds lead over Thwaites - and dropped it for some reason, finishing in





second about six seconds behind Thwaites, followed by Inman, then Ben Sharich in the improving MiTo. Tom Hill led Simon Cresswell, Martin Jones and Andrew Bourke home in the TS class.

In the second race it was Groundhog day. Messenger led for 22 laps, though the gap was very close, and lost it to Thwaites on the final lap, finishing under half a second down.

Inman again finished 3rd, followed by Hill, Cresswell and Jones in the TS class, with Sharich retiring after one lap, and Bourke after nine laps...

A shame that this great little circuit couldn't get a better entry, but some close racing.

## Croft 2019

Jon Wagstaff has provided me with an update on the HSCC series:

*"Family commitments meant I would miss the double-header at Cadwell as well as Brands Hatch so I had no ambitions in the championship. However, slightly fortuitous wins at Donington and Silverstone plus rather more well earned victories at Anglesey meant I arrived at Croft for the Historic weekend some twenty points clear of my rivals. Grids have been slightly down this year but we managed twenty two for qualifying, a third of which were in my class.*

*"Croft has two long straights which favour the more powerful cars so Neil Brown's Lotus Eclat would be hard to beat. "Lawrence Alexander's Alfaetta was also getting quicker with each passing race and Mark Oldfield was always going to be a threat now that the Porsche was providing him with a reliable car. Justin Wilson competed the only other Alfa with his 2000 GTV.*

*"Qualifying was disappointing and although I was only a few of tenths outside my best time the newly resurfaced circuit was reputedly worth a couple of seconds so I lined up on the grid fourth in class behind Neil, Lawrence and Mark.*

*"Standing starts are my strong point and by the second corner I had passed the Alfaetta and Porsche and also managed to put a Ferrari and E-Type between me and them as I chased the Lotus. Nothing changed for a couple of laps except the exotica behind were starting to give me a hard time. I decided to let the Ferrari and Jag through (they were always going to get past anyway) so my plan was to wave them through where I didn't need to lift and hope they would compromise Neil's lap a little to give me a chance of passing him. It gained me a few metres and the next nine laps were spent in tight procession with the Lotus in front and the Alfaetta behind all three of us acutely aware that one mistake would mean losing a place. Finally, the 'Last Lap' board was displayed so it was now or never. Neil was under the most pressure (it's always harder to defend). At Tower, he slid wide but I was unable to take advantage as he bravely kept his foot in and had the pace through the esses to hold me off, but as I hoped, the mistake was still on his mind at*



*the next big corner and this time I slipped up inside as he again drifted a little wide. I'd snatched the win four corners from the end and was understandably jubilant.*

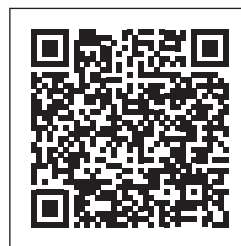
*"As it turned out, my jubilation was short-lived. When the timing sheets were published it showed Neil as the winner. We both knew this wasn't the case and Neil insisted that we go to the office and sort it out. It turned out that the Circuit staff had accidentally given us one more lap and that the MSA timekeepers stuck by the positions at the 'Last Lap' board, so second in class it was. Neil was very apologetic but it wasn't a complete disaster. I'd beaten my best time by almost three seconds (clearly the new surface did make a difference) which also gained me a point as fastest lap.*

*"Race two was just as tight with four of us squashed up behind a TVR Vixen that was understandably quick on the straights but held us up through the corners, at times they could have thrown a blanket over us and everyone agreed it was the most entertaining part of the race. Fortunately for me, I managed to pass the Lotus much earlier so got the class win and another fastest lap."*

So, that's lots of racing info, but I've had comments on social media and our Forum that we should promote the more grass-root stuff such as Sprints and Hillclimbs. I'm happy to do this and have tried to raise awareness of these in the past – but I don't get much feedback from competitors... so come on guys, help me help you – tell me what you are doing.

As I've said in the past the Club has affiliated to various Regional Associations to make it easier and cheaper for members to enter such events – and we are open to any requests for other affiliations – just talk to me and I'll try to help. There was a fairly lively thread on the forum – with some very critical comments and some constructive ones, and I'd be interested in people's views on the topics raised – have a look on <https://members.aroc-uk.com/viewtopic.php?f=22&t=23326&start=20> – and feel free to call me or email me with your thoughts...several of the comments are of the "the Club ought to" or "the Club doesn't do" but, lest we forget – the Club is all of us – nearly 4000 members – and we want to try to

reflect as many of those members' views and aspirations as possible. One of the suggestions is for us to sponsor a specific Alfa class at two events – one Northern, one Southern, each year...what are your thoughts on this?



Another topic which has been debated on the Forum – and of course on the Facebook Group – is the issue of trackdays. These have expanded enormously in numbers in recent years, of course, as restrictions on the use of our cars in "enthusiastic" mode on the public road have grown, but equally the circuit owners have cottoned on to this and prices for exclusive use of "prime" venues have risen accordingly. We have recently publicised an event at Silverstone which is organised by the Unity Group of Dealers primarily aimed at AROC members – and by the time this magazine hits your doorstep it will either be just about to take place (on October 18th) or will have just done so. I hope it's a success – if so we can certainly look at something similar in the future. Meantime, I've been offered the chance to run a trackday at Three Sisters (near Ashton in Makerfield, in Lancashire) on Mondays or Wednesdays at prices that they say make it economical for 30-50 cars. Would there be an appetite for that? It's a smallish circuit - originally designed for karts - but I've used it in the past for shakedown testing, and done rally stages on it, so it's not too "mickey mouse" ;)

Again, please let me have your thoughts – there are currently only a handful of members agitating on the Forum and Social Media and - while I don't want to ignore their views - nor do I want to simply plunge into supporting those who shout loudest. So, please, if you have a view on any of the issues raised above. let me know – I can't promise that your view will prevail, but it'll certainly be considered.





# 2019 ALFA ROMEO CHAMPIONSHIP



## DATE

5/6 OCTOBER

19/20 OCTOBER

## CIRCUIT

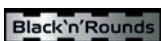
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# Detailing

John Griffiths talks about decontaminating your paintwork

If you want your Alfa's paintwork to look its best, after giving it a thorough wash, you can get rid of all of the remaining contaminants and get it squeaky clean. Shifting the accumulation of dirt will allow a protective coating of traditional wax or sealant - or a ceramic coat - to reflect light in the best possible way, for the highest shine. There are three things you need to do to deep clean the paintwork, and we'll look at each in turn.

To start with, there are two stages of chemical decontamination: tar removal then iron particle removal.

## Tar removal



Specks of tar can accumulate on cars - especially after a period of hot weather where road construction joints can soften and be picked up and flung by tyres, or when you've driven on newly surfaced roads. Normally, it's best to concentrate the tar removal effort on the lower panels and rear of cars using a mineral spirits based tar remover or a strong degreasant. Some recommended products are ValetPro Citrus Tar & Glue, which can be sprayed direct on to paint and Autoglym Intensive Tar remover, which is normally applied using a cloth. Two good degreasants (with high alkalinity) are Koch Chemie Green Star (GS) and Bilt Hamber Surfex - both diluted to around 20:1 for this task, which is quite strong for the products. Applying any of these will see tar spots literally melt away. Best allow a few minutes for the chemicals to react before wiping the remaining tar off gently with a microfibre. Any hard to shift spots should be retreated rather than scrubbed at.



## Iron fallout removal



The second thing to treat is tiny particles of iron, often generated from brake pads and discs, which stick to paintwork and rust. This rust etches into the paint work at a microscopic level - including on alloy wheels where they appear as tiny black dots. I'm sure we have all seen build ups of such specks on silver alloy wheels that build up over time, which when left will become harder and harder to shift with traditional washing. The solution is to use an Iron Fallout remover, sometimes termed a colour-changing or 'bleeding' product, the chemicals turning red, then running when activated. That layer of rust around the iron is converted to an oxide (Iron Thioglycolic Oxide if you want to bore the neighbours!), which then becomes water soluble. So, spray on, watch in amazement as little stripes of red appear and run down your paintwork, then wash it all off with plenty of water. There are a

lot of wheel cleaners now on the market that contain similar chemicals - some of which are perfectly fine to use on paint; Bilt Hamber Auto Wheels being a good multi-purpose example. These products do vary in their consistency - some being more gel-like than others, but all are applied from a spray bottle. Make sure you wear gloves when using these products and do not allow them to dry in sunlight or on warm panels. The reaction only takes three or four minutes, then you can get in with a hose or pressure washer.

## Clay



The next thing is to unstick any remaining bonded contaminants. Tree sap, random overspray, industrial fall-out - you name it. You can normally feel this with your fingertips, but can amplify it by putting your



hand in a thin plastic bag and rubbing it gently over the surface. A great trick to test before and after treatment.



There are three types of claying products you can buy today; Clay Bar, Clay Towel and now a Clay Pad. It is important to note these are all *abrasive* products. Sure, manufacturers will extol that they are 'paint safe' and 'leave no scratches' but sadly it is a fact that *minute* scratches will be induced, and protective sealants will not stop it. We're not talking scratches through to base layer that you will feel with your fingernail, but feint marring can and will occur, and even things like '9H' Ceramic coatings will not stop it completely. You can remove that marring by hand or light machine polishing, or obscure it with a glaze, sealant or wax. If your paint already has a few swirls then do 'clay away'.

Why do they scratch? Essentially, clay bars contain ultra-fine abrasives in a butol resin. In a clay 'towel' and on base of a clay pad they are in a rubberised form, and though the particles of dirt are caught into the clay, there's always chance areas will drag on the surface. Bars are normally sold in three grades – fine, medium and coarse - or soft, medium and hard. Which you'd use is down to how much contamination there is, though I tend to choose a medium grade so it's good and effective, but easy to work with your hands.

You can use a clay towel to good effect too, including as part of a wash process using lots of soapy water for lubrication. It's quick and simple compared to a 'bar' - if trickier to use in tight spaces. After use the towel can be machine washed like a microfibre, and reused many times. The clay pad is a similar thing, just with a sponge backing. I will concentrate on clay bars, though, as there's a bit more technique to using them and, generally, you get better results - particularly when there is a lot of contamination to shift.



To use, cut off a good chunk of the bar – say a third of a typical 100g bar. Using a clay lubricant (a Quick Detailer spray for example), spray onto the clay and work it with your hands so it becomes nice and malleable, then squash it flat so it's about 5mm thick. Lubrication is absolutely key during use. Though some brands say you can just use water - and I have tried that - using something with a higher lubricity seems to really help the process. There are dedicated clay lube sprays, but I just use a relatively cheap Quick Detailer such as CarPro Ech2O mixed at 15:1 which then offers great value. Spray that 'QD' liberally on to an area of paintwork and pressing gently on the clay, wipe to and fro with minimum pressure. You can do this wiping motion quite quickly. With an area done, fold any collected dirt in on itself, and start on the next area. Heavily soiled areas, for example just behind the wheels and on the underside of sills, may take two or more passes to get properly clean.



#### A few tips for use.

If you've folded the clay in but have some really dirty bits, best snap those off and bin them. Ditto if you drop the clay bar – safest to throw it away. Clay bars are cheaper nowadays than a few years ago and, although one large piece might be used 3 or 4 times, in the long run it is better to throw it once grubby and buy new. Don't forget to do your glass too, it's amazing what ingrained dirt can be lifted off that.

Wearing nitrile gloves is a good idea, with all that 'lube' it makes holding the clay easier and you're less likely to drop it. In Summer, it's best not to clay on hot panels as the lube just evaporates – the same is true if using shampoo as a lubricant for a clay bar, cloth or pad - you don't want to get annoying soap stains.

How often should you clay your car? Most pro detailers would recommend once a year for the average Joe, but for the Detailing obsessed who own d/a polishers, it's a good idea to finish this process with a fine polish across the whole car, or a hand polish using a product like AutoFinesse Tripple or Meguiar's Ultimate Polish. It is well worth the effort.

One thing to watch for is tree sap. It will show up as a roughness, but the natural solution is to just wash it with plenty of pure water and a soft wet microfibre which will melt it away.

## The finished car



With your paint deep-cleaned, you're ready to join the show...

Minus the bonded contaminants, your paint will be back to a lovely pure state. Claying and the chemical treatments are unlikely to have removed all of the old protection, however and after that recommended polishing stage, now is a great time to add a new layer, so break out the wax or sealant and if you have a ceramic coating, use a 'topper' such as CarPro Reload, Gyeon Cure or Gtechniq C2V3 to reinstate its hydrophobicity for great water beading and repellence and to give a great shine.

All done, step back and admire your work! Your neighbours will think you've *completely* lost your marbles again of course, so don't forget to memorise that clever chemical's name with which to astound them. What was it again, Thioglycomo-thing-a-me-jig? Anyway, till next time, happy polishing. *John*

## Recommended paint decontamination products

Last in each category is an 'if in Halfords' suggestion! Remainder available from good online Detailing stores, Amazon or Ebay.

### Tar remover:

ValetPro Citrus Tar & Glue  
AngelWax Nemesis  
Autoglym Intensive Tar Remover

### Degreasant:

Koch Chemie Green Star (at 20:1)  
Bilt Hamber Surfex (at 20:1)  
Autoglym Engine and Machine cleaner (used neat)

### Iron Fallout Remover

Bilt Hamber Korrosol  
CarPro Iron X  
Autoglym Magma

### Clay Bars

Autobright Yellow Medium Clay  
Bilt Hamber Auto Clay  
Meguiar's or Autoglym clay kits

### Clay Towels and Pads

See Amazon, but avoid cheap Chinese versions.

### Clay Lubricants

CarPro Ech2O at 15:1  
Optimum No Rinse (at 100:1)  
...or any cheap Quick Detailer spray.



# Jamie

From the workshop floor

I had to ask for special dispensation from the Editor to sneak this article in after the official deadline, due to the date of the event I'm writing about. Last weekend I went to Kop Hill Climb and we, as a family, took some toys with us. I took the Alfa Workshop's Alfa Romeo 4C; my brother-in-law took a Ducati 916 SPS and my father-in-law took an Innocenti Mini Cooper - so it was a bit of an Italian job. More of that, later.

Kop Hill is not like Goodwood; it's a lot more inclusive in that, as long as you get your entry in early, you can do the hill climb. By 'early', I mean 'April'. Your vehicle is then vetted by the entry committee to make sure you are 'worthy' which means the organisers really want vehicles that are from the event's original era, i.e. up until 1925. As long as it is interesting, though, they are willing to accept just about anything - and, as we all know, all Alfa Romeos are interesting, so you stand a good chance of getting an entry.

As some of you may know, it is the 60th anniversary of the Mini this year and so that was part of the theme of this years

event and, consequently, the Innocenti got an almost automatic entry. The 4C got an entry as it is stunningly beautiful (my words) while, as those of you who know bikes will understand why the Ducati was also accepted. The organisers want you to arrive at around 9.00am so that your vehicle can be on display to the general public, but they do three drivers briefings at 9.30, 10.15 and 11.15 and these are the effective cut off times for the day as you are not allowed to drive up the hill without attending a briefing.

We rocked up at a reasonable hour of the morning, signed on and attended our chosen briefing; we managed to sneak into the 10.15 one. At the briefing you are told that the speed limit is 60mph and, as it is a non-competitive, untimed event, you will behave yourself. However, if you choose to showboat off the line, that is up to you - which in my opinion means launching the 4C from zero to the speed limit in the shortest time possible. The Innocenti Mini, however, is an entirely different story; its 54bhp will not take it to 60 up the hill any day soon.

The Mini is up first and, thanks to the anniversary, the organisers have managed to persuade Paddy Hopkirk to bring his 1964 Monte Carlo winning car along to the event. It was only right that such an illustrious car and driver go first. As I wasn't taking the Innocenti Mini up the hill, I got to sit in the front row of the stand and watch Paddy Hopkirk do a full racing start in his Monte Carlo winning Mini, 33EJB. In my book, that's not a bad start to any day.

Then it's the turn of the Innocenti to go up the hill. The Innocenti is fully loaded; driven by my sister-in-law, with my wife and two kids on board! My sister-in-law is up for a challenge, having never driven a left hand drive manual car ever - let alone one built in the 1970. She gives the Innocenti everything - which, with 54bhp, is not an awful lot. Back at the bottom of the hill, she's full of beans and tells me that she managed to get the car up to 60. Her excitement lasts right up until I burst her bubble by pointing out that the speedo is in kph and she was only doing 37mph!

4C ready to launch







The Innocenti Mini ready for the uphill



Paddy Hopkirk on the start



Speaks for itself

Next up is the 4C and I get to have a go up the hill. Now, I know that it is not competitive, but there is still a little bit of adrenaline running as I pull up to the start line. As it is all done by the book, there is a man with a chock to stop you rolling back, a start line and a man with a flag to start you; it feels real. For those of you who weren't aware, the 4C has launch control and by pressing various pedals and buttons in a particular order (no, I am not telling you which ones!) you can get the computers to accelerate the car as fast as is possible.

To give you some idea, the 4C will now accelerate from 0-60 in around 3.5 seconds and will cover ¼ of a mile (400 metres) in under 12 seconds with a terminal speed of 120mph. The stand at Kop Hill extends for around 100 metres from the start line, so by around the end of the stand the 4C is

doing the speed limit and it is time to back off. Shame!

At Kop Hill you get to do two runs up the hill per day so, in the afternoon, I decide to take the Innocenti up and Isobel, my wife, takes the 4C. The change from the 4C to the Innocenti is chalk and cheese. The 4C would, given the opportunity, accelerate (very) hard all the way from the bottom to the top; it is relentless. The Mini accelerates, just, along the start line which is quite a gentle gradient and then - as the hill gets steeper - it starts to decelerate, which means grabbing second gear about halfway up. It's sloooow, but what it lacks in speed, it does, to a great extent, make up in character. So much character, in fact, that when I was a lad I really, really wanted to own a Mini Cooper. I thought they were the bee's knees. How things have moved on!

My wife and youngest son, however, are having quite the opposite experience. Having been up the hill in the Innocenti, they now feel like they are strapped to the front of a missile, with 350bhp growling and fizzing right behind their heads. Now, perhaps unsurprisingly, I haven't told Isobel how to use launch control, so she just has to floor the accelerator and the car fires itself off the line. I am in the stand watching this start and notice that she has backed off the throttle about halfway along the stand. When she gets back to the bottom of the hill I ask her why and it turns out that her peripheral vision had started to go. She felt that she might pass out, so decided it would be sensible to back off the throttle!

On Sunday there was a parade of Minis which the organisers had arranged to show them off in all their glory. The parade





*Would you leave your keys in a multi million pound car...*



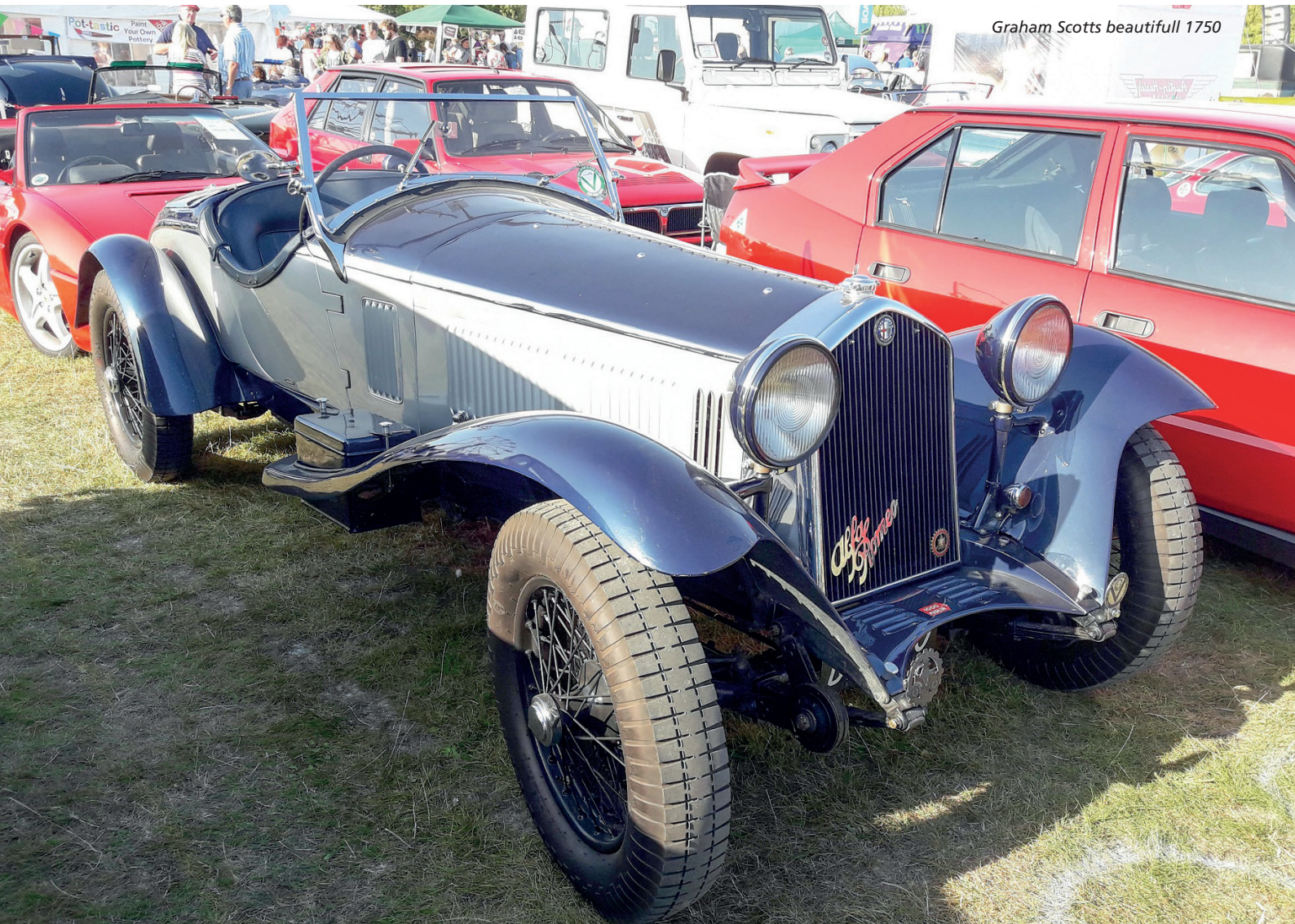
*Stunning 1750 with body by Touring*

was led by Paddy - as you would expect - but things didn't go entirely according to plan. Paddy decided that he was going to launch 33EJB up the hill at full chat. Maybe that's the way he drives all the time but, consequently, he was followed by all the other Minis in close order - and what was supposed to be a parade turned into the start of a race. It was great for the spectators and most amusing. To add to the atmosphere, there was the coach that was used in the Italian job, together with

its complement of red, white and blue Minis - and cargo of gold. It wasn't real - I checked - but you never know... we've all seen the film's ending!

There's plenty of things to do in the collecting area, including a live band, a funfair, merchandise, plenty of food and a very busy, crowded bar. The organisers do well to keep you entertained for the two days that the climb is on. However, things are still very relaxed as you can see from the fact that certain people who shall remain

nameless left the keys in the ignition of their rather beautiful 1750 and RL Alfas while unattended! Admittedly, it would take a brave man to drive either without some familiarisation with the controls, as both have central accelerators with the brake pedal to the right! As to my favourite car of the show, it was an extremely close thing between the two 1750s, but, on balance, Graham Scott's two-tone blue 1750 was my favourite by the tiniest of margins, what a stunning car!



*Graham Scott's beautiful 1750*



# AROC on Social Media

The official AROC UK Facebook group is now in its fourth year with over 7,250 members sharing experiences, technical help, photos and events. Most registers and sections now have Facebook groups and pages for you to join for more focused content. They will help you keep up to date with the latest events in your area and hot topics for your model of Alfa Romeo.



Instagram an image based social media platform used by the club to instantly share photos from events, promotions and products from the club shop. We have a large number of followers and are currently working hard to increase its a within the club.



Twitter is a text based social media platform used by the club to share news and retweet Alfa Romeo content to our subscribers.

The main hashtag the club uses for Instagram and Twitter is #arocuk

The AROC UK Modified Register uses the hashtag #arocmodified on Instagram and Twitter.

Our latest addition is the AROC UK YouTube channel. The club is using this platform to share videos from AROC events and any AROC member generated content. If you have created a video at one of your events that you think is worthy to feature on our channel then get in touch!

If you aren't already following us, use the following details to find us:



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\*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Nov 13 - Jan 2014.  
\*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Oct 13 - Dec 2013.  
\*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Sep 13 - Nov 2013.

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## Devon

Since my last Devon Section report we have had a Summer full of great events - all of which seem to have come and gone by in a complete blur! We started with the second South West Alfa Day of recent times. This had a full write-up by Nick Gibbons in the last edition of Alfa Romeo Driver so I will not bore you with all the details again, but thank you to all of you that came along and made it such a great event.



### SWAD

Our first breakfast meeting of the Summer was at the Noah restaurant at Shaldon, where we had a good turn-out. We were made welcome by the staff and enjoyed a hearty breakfast before going our separate ways. If you have never been to the Noah - high up on the hill just to the west of Shaldon - I can thoroughly recommend it. The view of the sea and coast is beautiful and very relaxing - but pick a day when it is not hazy!



### Noah

A few of the Devon Section members - including myself - ventured up to National Alfa Day. It was the first time I had been to the National event and was partly spurred on by being co-registrar for the 916 models. I was not disappointed - a fantastic day which was helped by brilliant weather and well worth the trip up to Bicester's Heritage Centre. We travelled up the evening before and stayed in a hotel near to Silverstone. When we arrived we noticed several Alfas scattered throughout the large car park. The Fullers and myself decided to park in a corner of the car park

well away from anybody else but when we went back to our cars later that night to get our overnight bags, nearly all the other Alfas had moved to 'our' corner of the car park! True Alfa parking.

The Section decided at its AGM way back in 2018 that it would attend the Powderham classic car show. We booked a stand for two days and filled it with a different selection of Alfas on each day. The Section has not attended this show for many years and this - coupled with the fact that many of the other car marque clubs go along year after year - helped create a lot of interest. Our cars were something new to look at and talk about.



### Powderham

Something else that the Section had not done for a long time - and again something that I had never taken part in before - was a Treasure Hunt. Section member Mike Zollo very kindly volunteered to do all the hard work in setting the route and questions - and what a fantastic job he did. The weather was perfect for the event, the route through the Devon countryside was ideal and the meal at the end at Buckfastleigh Abbey rounded off a perfect day. Well done, Mike.

Vospers of Exeter - our local main dealer - very kindly put on an open evening for Club members in July. Primarily, it was to show off their new showroom but test drives and food and drink were available for those that wanted it!

The Thornfalcon car show - where we joined the Somerset Section once again to put on a display of Alfas - was another great day. The weather was good and, as always, the mix of car models at this show was exceptional.

The last event to report on was our BBQ and fun Show 'n' Shine. After the atrocious weather we had for last year's BBQ, I was fearing the worst for this year's event but I should not have worried as the weather was completely the opposite! This no doubt helped us to have the largest turnout of Alfas in recent times, with members from Somerset and Cornwall joining us at Post Bridge on Dartmoor for a fantastic day. Thanks to everyone that turned up and made it a fantastic event.



### BBQ

Gary Fisher

## East Anglia

The June magazine report seems a long time ago! Plenty has happened since then and plenty more still to do before the Christmas Meal. Our Norfolk drive was another entertaining romp around the county's quieter roads - again following one of Malcolm's excellent road books to arrive at the Norfolk Tank Museum.

Some of us did the full route - one of us (me, I left my jacket at the start venue!) didn't. After a hearty ham sandwich, an interesting tour of the exhibits followed; great place for a photo shoot too!



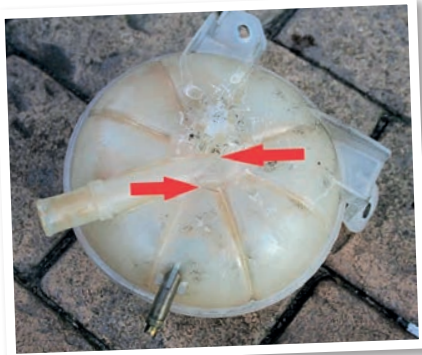
### Tank Museum

June saw another busy monthly meet with a couple of new members turning up, one in a rorty 105 Bertie and another in a beautiful boat tail Spider. Kimbolton country fair saw an excellent turnout of cars for the Club stand and a good day was had by all. It was good to spend some time with members of the East Midlands Section that joined us on the stand.



Welcome to the latest round-up of what has been happening in the Club's virtual Section – the Forum. Like all good forums, there is often a healthy exchange of views and discussion – and ours is better than most as it concerns our favourite motoring marque – Alfa Romeo.

Long time member Bill Earlam recently noticed a small reduction of coolant in the expansion tank of his 2011 Giulietta QV. Having topped it up, Bill checked the level again after a few days and the level had dropped again. Inspection while the engine was cool revealed nothing amiss – however, once warmed up, there were obvious signs of leakage from the expansion tank itself. Closer inspection revealed small cracks on the top and bottom of the tank - as shown in the image. A replacement was speedily acquired from Alfa Workshop and, after grappling with the 'unique' hose clips fitted to Alfas these days, was successfully fitted with no further loss of coolant. Bill very helpfully posted this little story on the Forum, and there was a reply from David Faithful, the Mito Registrar, saying these failings are afflicting similarly aged Mitos – presumably the same manufacturer. So, anyone checking their car's coolant levels take heed if the level is low – have a good look at the expansion tank. Especially as Winter is just around the corner.



*Giulietta Expansion Tank. Photo, © Bill Earlam*

Talking of leaky sieves, it seems Alfa sales are down - again. What does the future hold for the marque - especially in the UK with few dealers and fewer models? This is a long running topic of course for Alfa owners. Ever since the 1970s I can recall so many magazine articles full of doom, gloom, chinks of optimism, models to 'save the company' and so on. However, at the moment sales are down all over and with the sudden demise of Sergio Marchionne there does seem to be a certain lack of direction for the marque - in public anyway.

Ian Mitchell made the comment "currently the range is effectively just two cars. How can they expect dealers to stay in business when they have hardly anything to sell? I have deliberately excluded the Giulietta, I can't believe the marketing strategy for that car – three diesel options and one [lacklustre] petrol in a design practically unchanged since 2010. How on earth do they expect to sell any at all? Hopefully the Tonale will be a sales success, but I'm afraid I have my doubts as there won't be anywhere to go and buy one from." On a more positive note Harry Filer said "the strength of the brand is always there and that gives me faith that FCA will keep trying. They have no other way to access the profitable exec market". Which may explain the move 'upwards' with the Giulia/Stelvio – but surely there should be room at the less expensive end of the market? Join in the debate on the Forum!



*Stelvio. Photo, © David Gibbins*

Speaking of a bright future, one glimmer on the horizon is the Tonale – recently on show at the Goodwood Festival of Speed - and currently at the Alfa Romeo Museum at Arese. Hopefully launched to the public next year this small 'SUV' has gathered praise from all who have seen it in the metal/plastic – with members Andrew Lancefield, Richard Hargrave and Mike Astley all expressing interest and admiration. Not everyone wants or needs this style of car, of course – in much the same way that not everyone could realistically live with a Spider, coupé etc. However, there has undoubtedly been a growth of sales for this type of vehicle - great for daily use - and if the production Tonale looks like the concept and it has the promised hybrid power plant then it should sell well. Assuming people can find a local dealer...



*Tonale. Photo, Alfa Romeo*

Further down the 'For Sale' scale it has been noted that there are quite a few 1990s models creeping up in value – finally - and having money invested in them. 155s, GTVs and [916] Spiders have for a while been increasing in value and now refurbished 145s, 146s and 164s appear to be doing likewise. Time to grab one now as these newly fettled machines come on the market and their values can surely only increase – not to mention the fun driving these cars which are much more connected to the driver than some modern machines, yet still have airbags/ABS and other safety features one might expect these days. The Forum is often a place to be notified of well cared for machines, away from the hurly-burly of the general online commercial sites - usually by long term AROC members who know their cars inside out.



*146Ti. Photo, Chris Cousins*

That's enough from me, I hope you can find time to log in to the Forum and join in the debates, helpful hints and just general chit-chat. Ciao!

*James Ferguson*





### Kimbolton

The July monthly meet was at the Bunbury Arms and was, as ever, well attended with a great line up of cars and - as is often the case - a lively pie and a pint. Some good technical advice re 939 Spider hoods was also shared!



### Bunbury Arms

Our usual stand at the ever popular Helmingham Hall festival of classic and sports cars saw a great turn out of cars at Danny Dyer's old family gaff (see his episode of Who Do You Think You Are?). Over a thousand classic cars, live music, food, dancing etc. The Club gazebo has now been renamed the Prosecco tent!



### Helmingham Hall



### Helmingham Prosecco Tent

The 25th of August saw another of Malcolm's famous tulip road books leading us via some lovely quiet country roads and beautiful villages across from Bury St Edmunds to The Rose at Shotley for a roast and crumble on the hottest ever late August Bank Holiday! Thanks to Malcolm for a great route and congratulations to Chesca, the youngest co-driver on the day, who'd never seen a tulip diagram before and produced a faultless drive, and all after a late night at the Ed Sheeran concert!

Looking ahead, our next meet is on the 25th of September at the White Horse, Beyton, P30 9AB. The 24th of October sees us at the Plough and Fleece, Horningsea, CB25 9JG, and our

AGM is at the White Horse, Edwardstone, CO10 5PX for Sunday lunch. Do come along and join us if you can and I'll say it again, if you don't get the monthly emailed newsletter send me your email address so we can stay in touch! Our details can be found on our Facebook page, just search AROC East Anglia.

Until the next time.

Graham Simper

## East Midlands

It's been a terrific summer in our active Section. Big events like the Coventry MotoFest, National Alfa Day and, of course, MITCAR all worked so well - thanks to the support of the many volunteer helpers from our region.

Focusing on these, the two-day Coventry MotoFest at the beginning of June saw over 40 cars from members in our Section displayed. It's a great chance to display Alfas in a city centre and for our owners to chat to people, be they 'petrolhead' show visitors or general passers-by. Our display being situated just across the road from a very nice pub rather helped this year when the showers came, too! There were Alfas competing in the ring-road sprint contest again, including Mike Stark's sonorous 156 GTA. A great weekend.



Matt Cox with his Concorso Winner

We returned to Rothley for our July 'Spider Night', with Alfa Spiders of all shapes and sizes creating the centre piece, plus 3 members' super Maserati Spiders and Neil Fairhurst's nearly new Abarth 124 Spider. Back to The GnD for August's Barbecue night, where host Josh put on some terrific food. Works were continuing there and it got very full as it is so popular these days, so for September we were back to Rothley for the Twilight Drive. This year the route was very kindly designed and lead by Chris Conlon. Leicestershire really does have some beautiful roads and villages to enjoy.



### A Spot of Rain at Coventry MotoFest

National Alfa Day was an hour or so's drive for our members, but loads went along, including a team helping on parking duties and organising/judging the Show 'n Shine contest. (Judges were Viv & Pete Stephens, Graham Whiteside, James Fernley, Mark Gunston and Brian Smith; the expert 'parkers', Dave Atkins, Warren Evans, James Fernley, Alex Pope, Alex Black and Duncan Langford). Our members' entries for the 'SnS' included Jason Hood's lovely white 939 Spider, Colin Davenport's excellent GTV6 and Chris Christou's spotless 156 V6. In the Concours, our 'serial winner' Ian Osborne was doubling his chances with his famous black 164 and his dark blue 166 2.5 entered. The former cruised to class victory, the 166 just missing out. Great work Ian! It was a terrific day and we can't wait until next year's.

MITCAR is covered in an article in this edition, but suffice to say it was really enjoyable - and at a really 'different' venue in JLR Classic Works. Much as we enjoy the typical stately home/parkland events it can be a challenge when they are part underwater! By the time you read this we will have been to Auto Italia's end of season event at Stanford Hall - hopefully with some good early autumn weather!



### A Great Line-up for Spider Night

Also this summer, we've enjoyed: the Donington Historic Festival; a karting challenge against the Abarth Owners Club East Midlands; a classic car night with our friends in the Jaguar Enthusiasts Club; Alfa Championship racing at Mallory Park, and a brilliant track day at Curborough Circuit too.



Fergus Etheridge at Curborough



Writing this in early September, we're yet to organise the venue for our November meeting (14th of November) and our speaker night (12th of December). On Sunday the 13th of October we do have the popular 'Fox Run' navigational drive. If this magazine lands in time, check our website for details and you will be very welcome to join in. We will be at La Torre again for our New Year Meal in January.

We keep all local members up to date by email, and the website is always correct. Alfisti, our online local newsletter, has had over 230 editions now and is regularly over 25 pages long. You can see the latest and a library of past editions on our website.

With all this going on, if you're local to us, or just passing, do come and join in.

*John Griffiths*

## Goodwood

On Saturday the 1st of June a number of Goodwood folks met up at the Departure Lounge Café at Alton for the second Italian car breakfast meeting of the year. Along with our trusty Alfas, there was a splendid turnout of other fine Italian marques including De Tomaso, Lamborghini, Ferrari, Maserati, Abarth and Fiat. Ranging from modern examples to older classics - there were also a few rarities gathered amongst the display and, combined with the excellent warm weather, it was a very pleasant way indeed to spend a Saturday morning.



*A Fine Lancia Beta Montecarlo at the Departure Lounge Café*

It was a busy weekend for the Section, as the very next day we held our own event – an Italian lunch at Doms Bar & Restaurant at Bracklesham Bay. Some 25 people (14 cars) arrived in beautiful sunshine (if a little breezy) and parked up outside the restaurant making a rather excellent display of Alfas. This drew much attention from fellow diners, not to mention a number of passers-by who stopped on their journeys to take a look at the spectacle. After a tasty and hearty lunch some took the opportunity for a stroll along the beach, while others chatted and admired the cars.



*Alfa Line-up at Doms*

For a little bit of fun, the staff were invited to choose their favourite car of the day – the one which they'd most like to take home. The grand title went to no less than our Chairman, Derek Preston - who was awarded the coveted 'Doms Lollipop' for his lovely 916 Spider. After a staff 'photo shoot' in the winning car, we hit the road for a lovely drive home in the Summer sunshine. A great time was had by all and we hope to pay a return visit next year.

We couldn't have wished for finer weather for the evening of our 'Show and Shine' in July. On the hottest day of the year, over 30 Alfas graced the lawns of the Anglesey Arms all finely fettled and detailed for our judges Allan Saunders and Brian Carew-Robinson to begin the assessment. We were also delighted to warmly welcome (literally in the 30 degree heat!) many new faces, some of whom had travelled from as far afield as Romsey in the west, to Worthing in the east – not to mention the huge interest the cars attracted from many of the pub goers who came over to look and admire the display, and chat to owners.



*Show and Shine at the Anglesey*

To support the event, a superb barbecue had been laid on by the pub, which many tucked into while curiously glancing across to the cars to see if an award may have been granted to their pride and joy! As the sun began to set, the judges decisions were finally in. Allan remarked at prize-giving that it was one of the toughest contests he'd ever judged, due to the incredibly high standards - not just the preparation, but of the condition of the cars themselves. High praise indeed, and testament to the pride of Alfa owners.

The prize winners for their respective categories were: Sasha Darton, 916 Spider; Shaun Miller, 1.6 Junior; Ian Vosper, 156 GTA; Dave Cox, Brera; Bill Baker, GT; Antony Britton, Giulietta. Of the 'Members Choice Award', Neil Carpenter claimed the accolade with his splendid 2600. Well done indeed to all the worthy winners!



*Neil Carpenter Receiving his Prize*

All in all, an immensely successful and enjoyable evening blessed by fine weather, superb cars, and great company – with huge thanks to all those involved in the organisation and excellent preparations!

*Jeff Westwell*

## Kent & East Sussex



Now we only have Section news in the Driver magazine every four months, we need to make more use of our website and Facebook pages. Please use the links at the end of this report to see what we have been involved in and events planned for the future. Paul has been good enough to post details with photos of the events we attended on the Section website, with other comments on Facebook. In May we attended the following events: Eastbourne 'Magnificent Motors' Leeds Castle 'Motors by the Moat' Deal Classic Car Show The Masters Historic Festival at Brands Hatch Crystal Palace Sprint Meeting



*Christian Brewer at the Crystal Palace Sprint. Photo, Jeff Kaby*

We attended these events in June: Hever Castle Alfa Romeo Show - a write up on this event was included in the last Driver magazine which was credited to me, but was actually written by our Chairman, John Third. [Apologies John! – Ed] Tunbridge Wells Classic Car Show Monthly meeting at the Three Horseshoes, Knockholt Wrotham Steam & Transport Show Our July events were: Dover Transport Classic Car Show Whitstable Classic Car Show



*Me with Arik, Ali & Paul's new 'Sammy' with their Cloverleaf behind. Photo, Paul Newberry*

In August we went to the following: Dover Transport Museum, Models & Miniatures Herne Bay Classic Car Show Dover Classic Car Show Rye Country and Classic Car Show Festival Italia at Brands Hatch Sandwich Italian Folkestone Old Timer Rally





*Mario and Luigi at Festival Italia. Photo, Jeff Kaby*

weather for our Cotswold run. We all met up at the American Diner, had a huge breakfast and then felt like going back to bed - but we followed a pleasant route across the Cotswolds to Bourton-on-the-Water and despite getting stuck behind about 30 lycra-clad push bikers and some of us not following the route (including yours truly) we all met up at the car park



*Bourton-on-the-Water*

We had arranged a visit around the Cotswold Motor Museum which was excellent. We then split up and strolled around the town. Some elected for an English afternoon tea and scones, some for a drink in the pub. John Jones and I spent most of the afternoon in the model railway shop. If only money wasn't a problem, we could have ordered a huge layout!

In June we did a treasure hunt and I'm afraid only one team managed to get round OK. We are a great bunch - just don't ask us to navigate. In July, our meeting was held at the classic car show at Earls Barton. As usual the field was packed with cars but we finished early as it was getting a bit chilly and the pub seemed a better place to be. In August, we attended the Higham Ferrers classic car show. This must be our fifth or sixth year, but the cars are so varied and usually the weather so good, and we can just set up and chill for the day. Rod Ashton's award winning Bertone, John Jones' fantastic 155 V6 and Phil Woodford's shiny 4C really attracted some attention for us. We never stood a chance of winning though, as the prize of the day went to a 1930s Packard that was immaculate - but then it would be as it arrived on field in its own special trailer. Hermetically sealed, I think.



*3 Palmersport*

September, and it was our second attempt at Show and Shine. Yet, again, the weather could best be described as intermittent but we had a nice turnout. Chris Bowmer's Giulia QV won a prize for most desirable car and John Jones' 939 Spider for cleanest. I'm afraid Lysa Jones Mito won dirtiest car and that must have done some good as it's rumoured that her husband Stephen is cleaning his Giulia QV this weekend!



*Show and Shine*

In October we are off to Silverstone to watch the Alfa racing along with a tour of Silverstone (sold out now) arranged by our Chairman Phil Robinson. Hopefully everyone realised that our AGM meeting was on October the 9th - **NOT** the 2nd - at our normal meeting place the Sharnbrook Hotel - however, it may be that we won't be at Sharnbrook in November as we are off to play indoor crazy golf - hopefully. Please keep a look out on our Facebook page or the Section website.

*Paul Mayes*

## Thames Valley

So, being a newbie Section Secretary - and being indulged by having assistant notetakers in previous spoilt incarnations, I have been a little light on the documentation front when it comes to recording happenings in the Thames Valley Section - despite good levels of activity over the summer.

Early June saw a very good turnout at our Spider evening - almost up to the previous year's level, despite rather less than perfect summer weather.



*Alan and Fiona Seward with their S2 Spider*



*Our Line-up at Sandwich. Photo, Jeff Kaby*

And in September: Bonnets & Wings at Capel-Le-Ferne Battle of Britain Memorial Biggin Hill Aircraft Museum and Shoreham Air Museum

All these events have been written up by Paul and included on our website with photos. Please take a look at what he has written - it includes history of the venues and events as well as the cars. Regular updates are sent out by e-mail including events lists, if you have any questions, please ask.

There are more details and photos of events past and planned future activities on the Section website at [www.rockes.org.uk](http://www.rockes.org.uk) and on Facebook Alfa Romeo Owners Club Kent & East Sussex Section the link for which is <https://www.facebook.com/groups/632704330571841/>. As there will be no further report from our Section before Christmas, we would like to wish all who read this a very Happy Christmas and an equally Happy New Year.

*Jeff Kaby*

## South Midlands

We can start with the weather, as we always do. The last time reported it was May and those hot days were in front of us and so were the South Midlands Summer events. Well we have done alright this year. We had reasonable



*Higham Ferrers Classic Car Show*

For our August meet I had arranged for a visit to the 306th Air Force Museum for the American Eighth Air Force which is on the Palmersport Autodrome where I work. As the museum was a little late opening, our members had an extra treat as I managed to get us round the hanger workshop at Palmersport before we went to the museum. The museum itself is small, but packed with exhibits about the American Eighth Air Force in general and the connection to the surrounding area.





### A Pair of Rubino Spiders

NAD at Bicester Heritage on the 30th of June already seems so long ago, but was clearly the highlight of the year, both for AROC but also for us at Thames Valley as the hosting Section - together with immense assistance from our close friends and neighbours at Cotswolds. As has been well documented elsewhere, it was such a fun and inspiring day, a thing of which we can all be well proud. Great weather, great turnout, great support from the various sponsors, great cars - close to perfection, even.

Many members deserve mention - but one of the stand-out volunteer marshals of the day has to be Neal Courtenay who, together with son Joe, did a truly sterling job of helping to park-up the older cars around the historic buildings. The red 105 Spiders just kept on a-comin' along with a flood of many other remarkable models but despite that, inspired, efficient parking was conducted for all. As is now one of our favourite catchphrases, "voluntary marshals have more fun".

Shortly afterwards - indeed just a couple of days later - our Section Fun Concours evening brought out only a modest number of cars, which we put down to 'Alfa event fatigue'. Such may have been the need for members to recover after the overwhelming success of NAD on our own patch. Nevertheless, we had several cars jostling for members' top pick, with the accolade going to the 'golden' 105 of Andrew Stevens - along with the prize of a paint protection kit kindly donated by Unity Automotive, Oxford.



Jonathan Griffin presents Andrew Stevens with his Fun Concours prize



Andrew Stevens' Mk2 GTV

Perhaps members were simply saving themselves for our next event, less than two weeks later in mid July. This was our annual Giro Trenta Miglia - a pleasant 30 mile run through the Berkshire countryside, from our regular meeting place on the Bath Road west of Maidenhead to a recent find, the West Berkshire Brewery in Yattendon, RG18 0XT. Well worth a visit for a family lunch and also worth looking out for their beers at your local supermarket - all brewed in beautiful Italian stainless steel.



### Giro Trenta Miglia



### A Booze-up in a Brewery

Our next event will take place on Saturday the 26th of October 2019 - Cars & Coffee at Unity Automotive, Banbury Road, Oxford, OX5 1JH. Strictly speaking, this is a Unity rather than a Section event, but we'll be there in support. Just show up from 9.00am onwards and enjoy coffee (with catering) while perusing Unity's stock of new and used FCA Group vehicles, you'll also be able to blag-a-ride in suitably interesting vehicles.

David Slorach

## Wessex

The Section has packed a lot into the Summer months - including several meetings at Goodwood, a blag-a-ride event, NAD, Silverstone Classic and the Eastleigh Concorde Classic. Here is a selection of some of the other events supported by Wessex members.



### Tour of WW1 Ypres Salient

On the 31st of May fourteen Wessex members met at the Folkestone Eurotunnel terminal to commence our tour of the Ypres Salient as superbly organised by Alice and Steve Bockett. Our transport was in seven Alfes; a 105 GT Junior, a GT, a Brera, a 940 Giulietta, two 916 spiders and a 916 GTV. We stayed for three nights in the centre of the town and visited

many of the cemeteries and memorials in the surrounding area including Essex Farm, Tyne Cot, Sanctuary Wood, and Zonnebeke (Paschendale). Visiting these places, and attending the last post at the Menin Gate, was truly moving and memorable. We also had a great time with the drive-outs and during the lunch and dinner get-togethers. The question now is what do we organise for next year?



### Squeezing into the Car Park at Hill 60

### Broughton Pageant of Transport

On the 7th of July we supported the Broughton Pageant of Transport with nine Alfes on our stand (and one Fiat X1/9 parked close by) to provide some Italian flair among the predominantly British and German cars present. This is a delightful local show near Stockbridge attracting a large variety of pre-War to relatively modern cars, bikes, tractors, steam engines, helicopters(!) and models galore.

Our gazebo provided a great place to chat, relax and be on hand to answer questions from those attending the show. Thanks to David, Mark, Dave, Tracey, Olly, Rupert, Brian, Peter, Bill, and Stephen for attending with their cars.



### Resplendent Cars and Gazebo

### Show and Shine

Also in July we held our annual Show and Shine Fun Concours competition. Popular as ever, the event was again sponsored by Peter Smart Classic Alfes and this year returned to the Langton Arms at Tarrant Monkton. Located deep in the Dorset countryside, it provides a very enjoyable journey to and from the event irrespective of success in the concours itself. A total of 21 Alfa Romeos were displayed together with a guest in the form of a fabulous 1967 Lancia Flaminia.

The competition was judged by Peter and Ian Brookfield and - after some careful consideration, they tell us - the winners were announced. Each received a certificate, goody-bag and bottle of Prosecco. Well done to Rob Rowland-Rouse (Giulia Sprint GT), Brian Gill (Giulia Super), Sue Culpin and Mike Mantle (S3 Spider), Rupert Burrington (S4 Spider), Bill Baker (GT), and Tony Horrocks (4C). Our Section



website has an excellent montage of the six category winning cars alongside pictures of their beaming owners.

### **Sherborne Classics & Supercars**

A great turnout of cars from the Somerset, Wessex and West Wilts Sections at Sherborne in July - 29 in all covering seven decades and 18 different models of our favourite marque. This remarkable fact no doubt contributed in our winning the 'Best Single Manufacturer Club Stand' award. David received the accolade on our behalf from Derek Bell.



*Derek Bell presenting the award to David Kell*



*Alfas from Somerset, West Wilts & Wessex*

### **BBQ & Skittles**

In August, we returned again to Pamphill Hall, an interesting old building with a skittle alley near Wimborne, for our annual BBQ and skittles evening. This is one of our most popular meetings of the year where we enjoyed a warm, if overcast summer evening with an array of beautiful Alfa Romeos in the car park and an excellent BBQ provided by Ian and Joanne (many thanks again to you both as this, no doubt, is the main attraction of the gathering!). After a large number of Italian-style burgers had been consumed we moved indoors to the skittle alley where a lengthy knockout tournament ensued with the number of participants slowly reducing to eventually produce a winner, Peter Smart! Congratulations to Peter... next year there will be a prize!

### **Festival Italia**

This was the fourth edition of an event that is becoming established in the calendar providing both static displays of all major Italian marques and on track action in the form of Alfa Romeo, Ferrari and inter-marque races along with demonstrations of historic F1 cars and parades for specific models. What is there not to like - well, the downpour mid-morning wasn't welcome - but soon passed in the memory. Wessex was represented by a Brera, 166, GT, GT Junior, and a 916 GTV in the static displays and on track by Matt Daly in his 145 (2nd and

1st places in class) and David Faithful entering his race prepared MiTo. Certainly well worth attending - it's only about a two hour drive from our patch.



*Close Action at Druids*

To keep up to date with reports of recent events then check out the Wessex Section's AROC web pages and our Facebook entries. The website also contains details of up and coming events, and keep an eye on David's regular emails outlining imminent and future events you are invited to participate in.

Till next time, ciao.

*Stephen Paddock*

## **Yorkshire**

### **Looking back...**

We were right to be looking forward to our visit to Cadwell Park to watch a round of the Alfa Romeo Championship back in May, where we had secured some free entry tickets - and had a reserved display area for our Section's cars courtesy of AROC Member Mike Allen. What a day it was and what a circuit! It was fantastic to see the Alfa Romeos in action on such a spectacular track and our display area was full and looking very impressive in the sunshine with Lincolnshire and Yorkshire members' cars of all ages and from various eras.



*Racing at Cadwell Park.  
Photo, Mike Allan*

After a brief absence, Scottish Italian Car Day returned in 2019 with the event held on Sunday the 26th of May at Hopetoun House at South Queensferry. This venue provided an excellent back-drop for the display of some fine Italian machinery and we were fortunate to be there with our Section's organised trip following our overnight stay at the Premier Inn at Falkirk. We have to say that the choice of venue at Hopetoun House was ideal, being located in a lovely part of Scotland within the shadows of the new Forth Road Bridge. As befits these types of events, it was our pleasure too to make or renew acquaintances with our many friends from the Scottish Section.



*SICD at Hopetoun House.  
Photo, Colin Metcalfe*

It was our pleasure to be back for our fourth annual Italian Car and Motorcycle Day (IT-CAM 4) at Newby Hall on Sunday the 2nd of June. There's a report on this year's event in the last issue of Alfa Romeo Driver.

Since the last magazine arrived, we've had our second breakfast meeting of the year at the Waterwheel Tearooms, which once again proved to be a popular and well-attended gathering. Only a very few individuals from these parts made it to National Alfa Day on the last Sunday in June - our own Nicholas Williamson reported that it was an excellent event at a well-chosen venue. Nicholas thought that it was probably one of the best-attended National Days for many years, where over nine hundred Alfa Romeos turned up with examples from most eras of the company's history.



*Breakfast at the Waterwheel Tearooms.  
Photo, Colin Metcalfe*

July saw our AGM and annual quiz at our regular section meeting at the Bay Horse in Green Hammerton, where all of the committee were re-elected for another year. We followed this up with our now traditional visit to the Ripon Classic Car Gathering at Ripon Racecourse on the last weekend of July.

The Yorkshire Section has attended this event for the last thirteen seasons and this year we once again had our Club stand at this family-friendly event. On display were the Spiders of Keith Bailey, John Cheesborough and Graham Brotherton, Colin Metcalfe's 146 Junior, Pete Webster's Sprint and Hugh Allan's Bertone coupé. As an added bonus, the event's ubiquitous bacon butties were superb!

August was an eventful month for our Section. As in previous years, we accepted the circuit's invitation to their Montague Burton Hillclimb (Nat B) event on Sunday the 4th of August. We were originally there to support our local boy Paul Jaggard who was meant to be competing to equal or hopefully improve his class record in his newly-prepared Alfa Romeo MiTo but, having been invited to join the Alfa Romeo class by the organisers, found out after he'd applied that the entry list was full! We did however meet up with Paul at the circuit as he was attending the event as a spectator.





**Unrivalled Spectator Viewing at Harewood Speed Hillclimb. Photo, Colin Metcalfe**

We held our Section's meeting at the Bay Horse as usual on August the 20th which featured a very good quiz presented by Hugh Allan. To continue our very busy month, a load of our local members attended the Dutch Club's Spettacolo Sportivo event at Zandvoort. With so many of our lot being away on the Holland trip we arranged, by popular demand, another run to Hornsea on the East Coast for fish and chips from the world-famous (in Yorkshire!) Sullivan's fish and chip emporium as an alternative event. All in all, it was a good day out enjoyed by all.



**Fish and Chips the Yorkshire Section's Staple! Photo, Colin Metcalfe**

**By the time you read this...**

We'll have had a couple of Section meetings last month at Sandtoft on the 10th of September - a joint meeting with our friends and colleagues from the Lincolnshire Section - and our regular Yorkshire Section meeting at the Bay Horse on September the 17th. We'll also have had a convoy drive down to Auto Italia at Stamford Hall on September the 29th and, into this month, a breakfast meeting at The Motorist Hub at Sherburn-in-Elmet on October the 6th which brings us right up to present with our October section meeting at the Bay Horse in Green Hammerton.

**Still to come...**

A good many of our local members take part in the club's annual Alfa Ireland trip which this year takes place between Thursday October the 17th and Tuesday October the 22nd. This time we'll travel to The Ancient East, just a short drive north of Dublin, where our accommodation for five nights will be in the seaside resort village of Bettystown in County Meath. There'll be a full report on this year's event here in due course.

We are pleased to have arranged an exclusive visit to include a full garage tour at The Carding Shed and IK Classics on Sunday November the 10th. These tours are a fantastic opportunity to have a behind-the-scenes look into the garage and bodyshop to see what projects are being worked on and to see demonstrations of the equipment used. The tour begins with a large breakfast served in The Carding Shed before a sixty-minute tour of the facilities. Tickets are priced at £15.00 per person. *Booking is essential!* Please contact me as soon as you can to reserve your places.

We follow November's Section Meeting with our now traditional Christmas get-together at

Rosedale Abbey at the beginning of December and to round off events we'll be having our Section's Christmas meal at the Bay Horse on December the 17th.

**Keep in touch**

As I write, we are still negotiating potential visits to Miller's Oils in Brighouse and Ginetta Cars in Garforth. We've also arranged the return of Yorkshire Alfa Romeo Day at The Yorkshire Air Museum in Elvington on Sunday April the 26th next year. Details of all our events can be found on our website at: [www.aroc-uk.com/yorkshire](http://www.aroc-uk.com/yorkshire) so please keep logging in for up-to-the-minute information.

Colin Metcalfe

**Announcements**

The new venue for the Lancashire Section's monthly meetings is The Hoghton Arms, Chorley Rd, Withnell, PR6 8BL

The AGM of the Surrey Section will be held at the beginning of our November section meeting on Monday 18th November. The AGM will start at 8:00pm. The venue is The Seahorse in Salford which is on the A281 (Horsham Road) just south of Guildford, postcode GU4 8BU.

As well as the usual business of electing the committee we will be discussing our plans for 2020. Please come along if you are interested in helping to run the section or have any ideas for events. If you are unable to attend but would like to offer support or ideas please contact Grant Richardson, Section Secretary, or any other member of the committee.

**Section Contacts**

**BRISTOL AND WEST: Position vacant**

Email: [bristol@aroc-uk.com](mailto:bristol@aroc-uk.com)  
Web: [www.aroc-uk.com/bristol](http://www.aroc-uk.com/bristol)

**CORNISH: Brian Sharp**

Email: [cornwall@aroc-uk.com](mailto:cornwall@aroc-uk.com)  
Web: [www.aroc-uk.com/cornwall](http://www.aroc-uk.com/cornwall)

**COTSWOLD: Alex Payne**

Tel: 01993 845673  
Email: [cotswolds@aroc-uk.com](mailto:cotswolds@aroc-uk.com)  
Web: [www.aroc-uk.com/cotswolds](http://www.aroc-uk.com/cotswolds)

**DERBYSHIRE: Position Vacant**

Email: [derbyshire@aroc-uk.com](mailto:derbyshire@aroc-uk.com)  
Web: [www.aroc-uk.com/derbyshire](http://www.aroc-uk.com/derbyshire)

**DEVON: Gary Fisher**

Email: [devon@aroc-uk.com](mailto:devon@aroc-uk.com)  
Web: [www.aroc-uk.com/devon](http://www.aroc-uk.com/devon)

**EAST ANGLIAN: Graham Simper**

Tel: 07944 454967  
Email: [east-anglia@aroc-uk.com](mailto:east-anglia@aroc-uk.com)  
Web: [www.aroc-uk.com/east-anglia](http://www.aroc-uk.com/east-anglia)

**EAST MIDLANDS: John Griffiths**

Tel: 07748 881317  
Email: [east-mids@aroc-uk.com](mailto:east-mids@aroc-uk.com)  
Web: [www.aroc-uk.com/eastmids](http://www.aroc-uk.com/eastmids)

**ESSEX: Ben Cook**

Tel: 07411 819840  
Email: [essex@aroc-uk.com](mailto:essex@aroc-uk.com)  
Web: [www.aroc-uk.com/essex](http://www.aroc-uk.com/essex)

**GOODWOOD: Mel Westwell**

Tel: 01489 798834  
Email: [goodwood@aroc-uk.com](mailto:goodwood@aroc-uk.com)  
Web: [www.aroc-uk.com/goodwood](http://www.aroc-uk.com/goodwood)

**HERTS & SOUTH BEDS: Jeremy Kitson**

20 William Road, Hitchin, Herts SG4 0LS.  
Tel: 07595 253138  
Email: [herts-beds@aroc-uk.com](mailto:herts-beds@aroc-uk.com)  
Web: [www.aroc-uk.com/hertsandbeds](http://www.aroc-uk.com/hertsandbeds)

**IRELAND: Gordon Rowland**

Tel: (00353) 083 0415515  
Email: [ireland@aroc-uk.com](mailto:ireland@aroc-uk.com)  
Web: [www.aroc-uk.com/ireland](http://www.aroc-uk.com/ireland)

**KENT & EAST SUSSEX: Jeff Kaby**

28 Lawrence Gardens, Beltinge, Herne Bay, Kent CT6 6NL.  
Tel: 01227 364506  
Email: [kent-sussex@aroc-uk.com](mailto:kent-sussex@aroc-uk.com)  
Web: [www.arockes.org.uk](http://www.arockes.org.uk)

**LANCASHIRE: Richard Murtha**

40 Stone Moor Bottom, Padiham, Burnley, Lancs. BB12 7BW.  
Tel: 07976 384980  
Email: [lancs@aroc-uk.com](mailto:lancs@aroc-uk.com)  
Web: [www.aroc-uk.com/lancs](http://www.aroc-uk.com/lancs)

**LINCOLNSHIRE: Mike Scarf**

11 Crapple Lane, Scotton, Gainsborough DN21 3QT  
Tel: 01724 764526  
Email: [lincs@aroc-uk.com](mailto:lincs@aroc-uk.com)  
Web: [www.aroc-uk.com/lincs](http://www.aroc-uk.com/lincs)

**LONDON: Nicolaas Montagne**

Flat 3, 21-22 Gosfield Street, London W1W 6HF.  
Tel: 020 7436 2176  
Email: [london@aroc-uk.com](mailto:london@aroc-uk.com)  
Web: [www.aroc-uk.com/london](http://www.aroc-uk.com/london)

**NORTH EAST: Paul Hide**

Tel: 01642 531407  
Email: [north-east@aroc-uk.com](mailto:north-east@aroc-uk.com)  
Web: [www.aroc-uk.com/north-east](http://www.aroc-uk.com/north-east)

**NORTH WEST: Neil Branham**

18 Rockford Lodge, Knutsford, Cheshire WA16 8AH  
Tel: 07427 667533  
Email: [north-west@aroc-uk.com](mailto:north-west@aroc-uk.com)  
Web: [www.aroc-uk.com/north-west](http://www.aroc-uk.com/north-west)

**SCOTTISH: Dave Densley**

11 Liff Park, Liff, Dundee, Angus DD2 5PH  
Email: [scotland@aroc-uk.com](mailto:scotland@aroc-uk.com)  
Web: [www.aroc-uk.com/scotland](http://www.aroc-uk.com/scotland)

**SOMERSET: Clive Baker**

Tel: 07725 980838  
Email: [somerset@aroc-uk.com](mailto:somerset@aroc-uk.com)  
Web: [www.aroc-uk.com/somerset](http://www.aroc-uk.com/somerset)

**SOUTH MIDLANDS: Paul Mayes**

2 Chichele street, Higham Ferrers, Northants NN10 8HT  
Tel: 07803 020142  
Email: [southmidlands@aroc-uk.com](mailto:southmidlands@aroc-uk.com)  
Web: [www.aroc-uk.com/southmidlands](http://www.aroc-uk.com/southmidlands)

**SURREY: Grant Richardson**

Tel: 07980 238940  
Email: [surrey@aroc-uk.com](mailto:surrey@aroc-uk.com)  
Web: [www.aroc-uk.com/surrey](http://www.aroc-uk.com/surrey)

**CENTRAL SUSSEX: Simon Novis**

Email: [central-sussex@aroc-uk.com](mailto:central-sussex@aroc-uk.com)  
Web: [www.aroc-uk.com/central-sussex](http://www.aroc-uk.com/central-sussex)

**THAMES VALLEY: David Slorach**

Email: [thames-valley@aroc-uk.com](mailto:thames-valley@aroc-uk.com)  
Tel: 07825 542280  
Web: [www.aroc-uk.com/thamesvalley](http://www.aroc-uk.com/thamesvalley)

**WALES: Pete Edmunds**

Email: [south-wales@aroc-uk.com](mailto:south-wales@aroc-uk.com)

**WESSEX: David Kell**

Tel: 01425 477854  
Email: [wessex@aroc-uk.com](mailto:wessex@aroc-uk.com)  
Web: [www.aroc-uk.com/wessex](http://www.aroc-uk.com/wessex)

**WEST MIDLANDS: Nick Clancy**

8 Fountain Court, Wharf Road, Gnosall, Stafford ST20 0FB  
Tel: 07712 299565

**WEST WILTS: Rob Yuill**

Tel: 07528 285488  
Email: [west-wilts@aroc-uk.com](mailto:west-wilts@aroc-uk.com)  
Web: [www.aroc-uk.com/west-mids](http://www.aroc-uk.com/west-mids)

**YORKSHIRE: Colin Metcalfe**

Email: [yorkshire@aroc-uk.com](mailto:yorkshire@aroc-uk.com)  
Web: [www.aroc-uk.com/yorkshire](http://www.aroc-uk.com/yorkshire)



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#### Cars for Sale

Up to 75 words	members	FREE
	non-members	£35.00
and with digital photograph:	members	FREE
	non-members	+£10.00

#### Parts/Clearout/Wanted

Up to 25 words	members	FREE
	non-members	£15.00
and with digital photograph:	members	FREE
	non-members	+£10.00

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Upload your classified ad direct at [www.aroc-uk.com](http://www.aroc-uk.com)

or for a placed advert & and all queries contact:

#### Nick Wright

8 Ickworth Court, Felixstowe, Suffolk IP11 2XL

Tel: 07753 857029.

Email: [manager@aroc-uk.com](mailto:manager@aroc-uk.com)

Cheques payable to AROC Ltd with membership number and address written on back please.

All advertisers paying by credit card must advise their full name, card number, Start & Expiry dates, three-digit security code number from the reverse of the card, their home postcode including house name and/or number and a daytime contact telephone number.

#### December 2019 Magazine Advertising deadline:

Wednesday, 6th November, 2019

All advertisements are routinely displayed on the Club website and 'Cars for Sale' forwarded to Auto Italia for inclusion, with photo-only advertisements to Octane, for 'free of charge' entry, space permitting. If you do not wish to take advantage of these benefits, please indicate when submitting your advertisement.

**ALL PRICES QUOTED ARE FOR ONE MONTH ONLY MEMBERS SELLING CARS USING INTERNET BEWARE OF THE CHEQUE-BASED OVER-PAYMENT SCAM EMAILS. See [www.binary.co.uk/chequescam/](http://www.binary.co.uk/chequescam/) for details. Email addresses will be deleted from advertisers text and only included when specifically requested.**

**DISCLAIMER – The Club cannot be held responsible for the accuracy of the statements made in these advertisements whether as to the description of the goods themselves, suitability or their quality.**

**BUYER BEWARE – THE ALFA ROMEO OWNERS CLUB RESERVES THE RIGHT TO REFUSE ANY ADVERTISEMENT**

### CARS FOR SALE

105



**1990 S4 Spider**, £9995, Rosso red, 2 litre, five speed, alloy wheels, electric windows, power steering, alcantara leather seats, wooden Nardi steering wheel, MOT to May 2020. Rust free body, Excellent black hood, Summer use only, Covered / Garaged. Call 02089972039 email [donegantony38@gmail.com](mailto:donegantony38@gmail.com)



**1987 Quadrifoglio Spider**, £12500 ono, 51684 miles Silver,

Bell & Colvill RHD conversion. Clifford Alarm, Kenwood Stereo, MoT until 03.05.2020. New Mohair roof 2014. Regularly serviced. New clutch 2017 Garaged. Excellent condition. Owned by one careful lady driver since May 2006, Winner of 'Best in Year' (1980's) at a recent AROC Wessex club night! Reluctant sale due to other commitments and house move. [sueculpan@me.com](mailto:sueculpan@me.com)

### ALFASUD



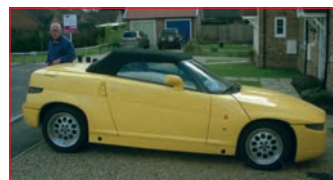
**1978 Alfased 1.3 Super**, iro £3,750, 68,500 miles Brown (terracotta) Lovely condition inside and out. Classic 70s - brown vinyl seats. Fun to drive. Sounds great. Rustproofed. Owned for last 16 years. AROC member. Full MOT. Some history. No-one should go through life without owning a Sud. Paul 07793 804311

75



**1987 75 Turbo Evoluzione**, Euro 48000, 168000 km Red, 75 Turbo Evoluzione 1987 341/500 LHD. Extremely well maintained. All wear parts replaced. Like a new car. Improvements for more than 15.000 €. Package with spare parts including hard to get parts and extra set of all the specific Evoluzione parts worth more than 10.000 €. Most parts included to rebuild to original. Never driven in the winter. No welding. Write for complete description and photos. Peter Dyrelund, Denmark, editor of the DK Alfa Romeo Owners Magazine, [redaktoer@alfaklub.dk](mailto:redaktoer@alfaklub.dk), tel. +45 4058 6870.

RZ



**1993 RZ ES-30**, £60000 ono 16218 miles Yellow, Serial No 211.

Black interior. Compomotive split rim wheels. Excellent condition, MOT & tax. Please contact Dave Weavers on 01502 569698

155



**1996 155 2.0 16v Super**, £3000, 82000 miles Dark Blue, One of the few remaining. Offers from £3,000, Ex-demo purchased at 1000 miles - since then only one owner, full service history. MOT to July 2020. Runs well - not concours but good condition deserves a new home - owner's age is sole reason for sale. Chris Robinson 020 8398 6845 email [marlin@waitrose.com](mailto:marlin@waitrose.com) location Surrey

146



**1999 146 ti**, £2795, 127500 miles Red, Rare quirky 146ti. Owned 10



years. Always garaged. 125k miles but has been properly maintained. Recent belts, wheels, tyres, rear suspension, battery and other bits for new MOT. Rarely ever welded. Body is in great condition and the interior is also excellent. The glove box is now too small for all the history. This is not your average 146 as you can probably tell. Contact: mmarkyt@hotmail.co.uk or 07809221500

#### 916

**2001 GTV 916. 3.2L Lusso**, £6000, 82000 miles Blue, Tan momo leather, Teledials, full MOT, new cambelt, recent clutch, Peak Alfa serviced for last 10 years, Invoices/MOTs confirm mileage, Q2 diff, Ragazzon exhaust, carbon airbox, GTA brakes, chassis brace bar, all spare keys, some age related stone chips/scuff, HPI clear. £6000. Paul 07495073625 for further info/photos (Nottingham)

**916 GTV 3.0 V6 Busso**, 114,000 miles Proteo red, W reg. Proteo red with gold decals on bonnet etc. Excellent runner with nice tan leather interior. Owned for 4 years and has had new radiator, tyres and regular maintenance. For photos please email ferraripete@hotmail.co.uk or phone 07442 349505

#### 156



**2002 156 2.0 Sportwagon**, £500 ono, 242000 miles Grey, Twin spark Lusso. Still running and under MOT until end of August 2019. Good interior with black leather seats, carpets, load liner, rear cover and rooflight, Must sell or scrap to make room for a 159. The leather is worth more than £500! Contact: temmah@hotmail.co.uk



**2003 156 GTA Sportwagon**, £9250, 86000 miles Red, Black and grey leather interior; factory sunroof. Full Alfa Romeo service history. Cambelt, Water Pump, Head Gaskets, 6 Spark Plugs and new Radiator, plus Cylinder Heads stripped, skimmed and rebuilt 2,500 miles ago. Harvey Bailey suspension kit (HBE front and rear shock

absorbers) plus CDA Air Box and Q2 system. Upgraded 330mm front discs. Supersprint stainless steel centre section and rear box. Rear parking sensors. This wonderful car has been in my ownership for 14 years, but very minimal mileage and a GT used on a more regular basis, necessitates a regrettable sale. MOT until March 2020; garaged. Phone Ian on 07759 696378.

#### GT



**2005 GT 3.2 V6**, £6500 ono, 64,000 miles Stromboli Silver, MOT to April 2020, Q2, GTA clutch Full history, Great Condition, please contact for more spec/info mcgintyL66@aol.com, 07703437533



**2005 GT 3.2 V6 24V**, £6995, 75600 miles Black metallic, Beige leather, a highly original car in fantastic condition throughout. Quaife LSD and Eibach anti-roll bars. High specification including both winter and climate packs, 18" Jet Fin wheels, Xenon lights, stainless door kicks, factory sat nav and parking sensors. FSH with new clutch, OEM

exhaust, battery, air flow meter, rear shocks and Brembo discs & pads all round. Cambelt and head gasket replaced 2015. MOT May 2020. 07412 579160 Bristol

#### 159



**2009 159ti 2.4 Diesel**, £5950, 44,000miles Champagne, Advertising on behalf of a fellow Alfisti (not an AROC member) who is the second owner. Very recent MOT. The car has a full service history and is in overall good to excellent condition and is located in the NE30 area. Please contact Mr Richard Smith rich-s@bigpond.com.au for further information and photographs.

#### MiTo



**2012 MiTo Green Cloverleaf**, £5795 ono, 61600 miles Tornado Blue, 3 previous owners. Bodywork very good, only a few age related scuffs. Mot June 2020. Just had service inc new rear brakes. Alfa specialist maintained. 18" alloys with Pirelli Zero tyres all round and comes with a full sized spare alloy wheel and tyre. Alcantara interior with the green stitching and leather gear gaiter. Cruise control, rear

parking sensors, Blue&Me, USB. 07789 967128 (Bedfordshire)

#### PARTS FOR SALE

**PARTS FOR 916 SPIDER/GTV**, Front valance complete £50, Near side front wing £30, Near side driving mirror £25, All in good condition. Dark red. Could probably deliver in the South or Midlands for a small cost. Please call 02380 283850 or email cgrant46@gmail.com



**ALFA BRERA 159 WHEELS**, £300, 4 Alfa, Brera 159 Spider 2010 wheels, 3 in very good condition one with a buckled, may repair. Rutland. Contact 07545974268

#### WANTED

**MiTo CLOVERLEAF/QV**, AROC Members looking for MiTo Cloverleaf/QV. Yellow or Red preferred. Please Contact Mike & Karen 07967213439 (Lincoln)

**WANTED ALL ALFA ROMEO CARS AND PARTS**, Spiders all models- Bertone 2000 GTV- 1750 GTV -1300/ 1600 GT Junior -Sprint GT- GTV- Zagato- Montreal- Giulia super- Berlina, 750-101 series cars, any year condition, rusty, unfinished projects, barn finds un-wanted, etc, we pay cash and collect anywhere in the UK, Best prices paid, contact Adam for a professional and friendly service VeloceSport@aol.com 07960 706555

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# Diary Dates

## Bristol & West

### 3rd Wednesday of the month

The Fox, Easter Compton, Bristol BS35 5RA  
from 19.30 hrs  
[bristol@aroc-uk.com](mailto:bristol@aroc-uk.com)  
[www.aroc-uk.com/bristol](http://www.aroc-uk.com/bristol)

## Cornish

### 2nd Friday of the month

Meeting at 7pm The Fox & Hounds,  
Comford, Redruth TR16 6AX  
Brian Sharp  
[cornwall@aroc-uk.com](mailto:cornwall@aroc-uk.com)  
[www.aroc-uk.com/cornwall](http://www.aroc-uk.com/cornwall)

## Cotswolds

### 3rd Tuesday of the month

The Fox Inn Broadwell Nr Stow-on-the-Wold  
GL56 0UF from 19.30 hrs  
**Tuesday 15th October**  
Monthly meet  
**Tuesday 19th November**  
Monthly meet  
**Saturday 7th December**  
Section Xmas Lunch. Four Ways Hotel,  
Mickleton  
**Tuesday 17th December**  
Monthly meet  
Alex Payne  
01993 845673  
[cotswolds@aroc-uk.com](mailto:cotswolds@aroc-uk.com)  
[www.aroc-uk.com/cotswolds](http://www.aroc-uk.com/cotswolds)

## Derbyshire

### 1st Wednesday of the month

Elm Tree, Elinton, S80 4LS. 19.30 hrs  
Position Vacant  
[derbyshire@aroc-uk.com](mailto:derbyshire@aroc-uk.com)  
[www.aroc-uk.com/derbyshire](http://www.aroc-uk.com/derbyshire)

## Devon

### 2nd Tuesday of the month

The Kings Arms, Tedburn St. Mary EX6  
6EG from 19.30 hrs  
**Tuesday 13th November**  
Monthly meet  
**Sunday 1st December**  
Brunch Meeting - venue to be decided  
**Tuesday 10th December**  
Devon Section meeting and AGM: 19.30  
for 20.00 hrs The Kings Arms Inn, Tedburn  
Saint Mary. EX6 6EG  
Gary Fisher  
[devon@aroc-uk.com](mailto:devon@aroc-uk.com)  
[www.aroc-uk.com/devon](http://www.aroc-uk.com/devon)

## East Anglia

### Thursday 24th October

Monthly meet at The Plough & Fleece,  
High Street, Horningsea, Cambs, CB25  
9JG, from 7.00pm  
**Sunday 24th November**  
Sunday lunch and AGM at The White  
Horse, Mill Green, Edwardstone, Sudbury,  
Suffolk, CO10 5PX, time TBC  
**Saturday 7th December**  
Section Christmas dinner,  
venue and time TBC  
Graham Simper  
07944 454967  
[east-anglia@aroc-uk.com](mailto:east-anglia@aroc-uk.com)  
[www.aroc-uk.com/east-anglia](http://www.aroc-uk.com/east-anglia)

## East Midlands

### 2nd Thursday day of the month.

The Gate Hangs Well, Lewin Bridge (the  
Old Fosse Way), Syston, Leicestershire LE7  
1NH. 19.30hrs

### Sunday October 13th

The Fox Run – A Sunday morning run to  
an attraction with Tulip-style navigation for  
added entertainment. Starts at The Gate  
Hangs Well from 9.30am (£5 breakfast).  
Contact John to book your place.

### Thursday 14th November

Monthly meeting at The Gate Hangs  
Well - starting at 7.30pm. Will include  
the infamous 'What's it worth' quiz, with  
nice prizes!

### Thursday 12th December

Speaker Night. Details TBC – please see  
website.

John Griffiths  
07748 881317  
[east-mids@aroc-uk.com](mailto:east-mids@aroc-uk.com)  
[www.aroc-uk.com/eastmids](http://www.aroc-uk.com/eastmids)

## Essex

### Please contact Ben for meeting details

**Wednesday 2nd October**  
New venue. 19.00 hrs The Griffin Danbury  
CM3 4DH  
Ben Cook  
07411 819840  
[essex@aroc-uk.com](mailto:essex@aroc-uk.com)  
[www.aroc-uk.com/essex](http://www.aroc-uk.com/essex)

## Goodwood

### Last Thursday of the month

Anglesey Arms, Halnaker, Chichester, West  
Sussex, PO18 0NQ. 20.00 hrs

### Thursday 31st October

Monthly meeting from 19.30 hrs The  
Anglesey Arms, Halnaker, Chichester,  
PO18 0NQ

### Sunday 3rd November

Goodwood Breakfast Club – 7am-12 Noon  
Goodwood, Chichester, PO18 0PH

### Thursday 28th November

Monthly meeting from 19.30 hrs The  
Anglesey Arms, Halnaker, Chichester,  
PO18 0NQ

Mel Westwell  
01489 798834  
[goodwood@aroc-uk.com](mailto:goodwood@aroc-uk.com)  
[www.aroc-uk.com/goodwood](http://www.aroc-uk.com/goodwood)

## Herts & South Beds

### 2nd Monday of the month

The Rose & Crown, 24 High Street  
Sandridge, St Albans, AL4 9DA – from  
20.00 hrs

### Monday 14th October

Section meeting

### Monday 11th November

Section meeting

### Monday 9th December

Section meeting

Jeremy Kitson  
07595 253138  
[herts-beds@aroc-uk.com](mailto:herts-beds@aroc-uk.com)  
[www.aroc-uk.com/hertsandsouthbeds](http://www.aroc-uk.com/hertsandsouthbeds)

## Ireland

### Monday 5th August

Dalkey Vintage Festival

### 17th - 22nd October

We will participate in Nick Clancy's AROC  
UK 26th anniversary trip and they plan to  
stay in the Bettystown area of Co. Meath.  
We hope as many Irish members can  
attend all or part of this trip.

Gordon Rowland  
00353 1 2104599  
[ireland@aroc-uk.com](mailto:ireland@aroc-uk.com)  
[www.aroc-uk.com/ireland](http://www.aroc-uk.com/ireland)

## Kent & East Sussex

### Last Thursday of every month

19.30 hrs The Moat London Rd,  
Wrotham, Sevenoaks TN15 7RR

### Thursday 28th November

Annual quiz at The Moat.

### No monthly meeting in December or January

Jeff Kaby  
01227 364506  
[kent-sussex@aroc-uk.com](mailto:kent-sussex@aroc-uk.com)  
[www.arockes.org.uk](http://www.arockes.org.uk)

## Lancashire

### 2nd Thursday of the month

The Hoghton Arms, Chorley Rd, Withnell,  
PR6 8BL. 20.00 hrs

Richard Murtha  
07976 384980  
[lancs@aroc-uk.com](mailto:lancs@aroc-uk.com)  
[www.aroc-uk.com/lancs](http://www.aroc-uk.com/lancs)

## Lincolnshire

### 2nd Tuesday of the month

### Tuesday 12th November

19.00 hrs Meeting at The Red Lion  
Redbourne. Monthly meeting will include  
a talk by Niall Shaw - China - An immense  
power today.

Mike Scarf  
01724 764526  
[lincs@aroc-uk.com](mailto:lincs@aroc-uk.com)  
[www.aroc-uk.com/lincs](http://www.aroc-uk.com/lincs)

## London

### First Tuesday of the month

The Kings Head W1G 8PJ on the corner  
of Wheatley Street and Westmoreland  
Street off Marylebone Lane details at  
[www.kingshead-marylebone.co.uk](http://www.kingshead-marylebone.co.uk) from  
19.30 hrs

Nicolaas Montagne  
020 7436 2176  
[london@aroc-uk.com](mailto:london@aroc-uk.com)

## North East

### Last Tuesday of the month

The Ramside Hall Hotel near Durham DH1  
1TD 19.30 hrs.

Paul Hide  
01642 531407  
[north-east@aroc-uk.com](mailto:north-east@aroc-uk.com)  
[www.aroc-uk.com/north-east](http://www.aroc-uk.com/north-east)

## North West

### 3rd Thursday of the month

GOLDEN PHEASANT  
Plumley Moor Road, Plumley, Knutsford,  
Cheshire, United Kingdom, WA16 9RX

### Thursday 17th October

Monthly meeting Golden Pheasant Inn  
Plumley Moor Road, Knutsford WA16 9RX

### Thursday 21st November

Monthly meeting Golden Pheasant Inn  
Plumley Moor Road, Knutsford WA16 9RX  
Neil Branham  
07427 667533  
[north-west@aroc-uk.com](mailto:north-west@aroc-uk.com)  
[www.aroc-uk.com/north-west](http://www.aroc-uk.com/north-west)

## Scottish

### Scottish – Central & Southern

### 2nd Tuesday of the month

18.30 for 19.00 hrs Premier Inn Stirling  
South, Glasgow Road, Stirling FK7 8EX

### Tuesday 12th November

Scottish Section (South) Monthly Meeting  
at Premier Inn, Stirling South, Glasgow Rd,  
FK7 8EX 6:30pm

### Tuesday 10th December

Scottish Section (South) Monthly Meeting  
at Premier Inn, Stirling South, Glasgow Rd,  
FK7 8EX 6:30pm

### Scottish – Northern

### Last Wednesday of the month

Garlogie Inn, Garlogie, AB32 6RX on the  
B9119 just outside Aberdeen 19.00 hrs

### Wednesday 30th October

Scottish Section (North) Monthly Meeting  
at The Garlogie Inn, 7:00pm

### Wednesday 27th November

Scottish Section (North) Monthly Meeting  
at The Garlogie Inn, 7:00pm

Dave Densley  
[scotland@aroc-uk.com](mailto:scotland@aroc-uk.com)  
[www.aroc-uk.com/scotland](http://www.aroc-uk.com/scotland)  
Contact re: South/Central Meetings –  
Shaun Nunn – [shaunangela@talktalk.net](mailto:shaunangela@talktalk.net)  
Contact re: Northern Meetings –  
Barry Reid – [barry.reid@talktalk.net](mailto:barry.reid@talktalk.net)

## Somerset

### 1st Tuesday of the month

The Maypole Inn, Thurloxton,  
Nr Taunton, TA2 8RF

Clive Baker  
07725 980838  
[somerset@aroc-uk.com](mailto:somerset@aroc-uk.com)  
[www.aroc-uk.com/somerset](http://www.aroc-uk.com/somerset)

## South Midlands

### 1st Wednesday of the month

Sharnbrook Hotel, MK44 1LX  
A6 North of Bedford

### Wednesday 6th November

Indoor golf Milton Keynes

### Wednesday 4th December

Christmas meal Sharnbrook Hotel

Paul Mayes  
07803 020142  
[southmidlands@aroc-uk.com](mailto:southmidlands@aroc-uk.com)  
[www.aroc-uk.com/southmidlands](http://www.aroc-uk.com/southmidlands)

## Surrey

### 3rd Monday of the month

Alternates between The Star, Maldon  
Rushett and The Seahorse, Shalford, KD22  
0DP/GU4 8BU. 19.30 hrs

### Monday 18th November

The Seahorse, Shalford

### Monday 9th December

The Star, Maldon Rushett Christmas  
Meeting

Our calendar of events for 2019 is on our  
website. Contact Grant for a hard copy  
Grant Richardson  
07980 238940  
[surrey@aroc-uk.com](mailto:surrey@aroc-uk.com)  
[www.aroc-uk.com/surrey](http://www.aroc-uk.com/surrey)

Please send all your events information to: [Nick.Wright.manager@aroc-uk.com](mailto:Nick.Wright.manager@aroc-uk.com)  
For updates and new events see your section website or facebook page



## Central Sussex

2nd Thursday of the month  
NEW VENUE Royal Oak, Poyning's, West Sussex. 19.30 hrs  
Simon Novis  
central-sussex@aroc-uk.com  
www.aroc-uk.com/central-sussex

## Thames Valley

1st Tuesday of the month  
Bird in Hand, Knowl Hill RG10 9UP  
Calendar of events can be found on our Facebook page.  
Saturday 26th October  
Cars & Coffee - inc. Blag - a Ride at Unity Automotive, Oxford OX5 1JH  
Tuesday 5th November  
Monthly meet  
Tuesday 3rd December  
Annual Quiz Night  
David Slorach  
07825 542280  
thames-valley@aroc-uk.com  
www.aroc-uk.com/thamesvalley

## Wales

Please email Pete Edmunds for details of meetings and activities  
Pete Edmunds  
south-wales@aroc-uk.com  
www.aroc-uk.com/south-wales

## Wessex

1st Wednesday of the month  
Wednesday 6th November  
Wessex Club Night, photo and film night, venue TBA  
Wednesday 4th December  
Wessex Club Night - Christmas party, venue TBA (hopefully Lovitally in Ringwood)  
David Kell  
01425 477854  
wessex@aroc-uk.com  
www.aroc-uk.com/wessex

## West Midlands

3rd Monday of the month  
Lyndon House Hotel, Upper Rushall Street, Walsall, WS1 2HA. 20.00 hrs  
Nick Clancy  
07712 299565  
west-mids@aroc-uk.com  
www.aroc-uk.com/west-mids

## West Wiltshire

2nd Wednesday of the month  
The George Inn, Longbridge Deverill, Warminster, BA12 7DG from 19:30hrs  
Rob Yuill  
07528 285488  
west-wilts@aroc-uk.com

## Yorkshire

3rd Tuesday of the month  
The Bay Horse, Green Hammerton, YO26 8BN. 20.00 hrs  
Tuesday 15th October  
Section Meeting: The Bay Horse in Green Hammerton: 20.00 hrs start  
Sunday 10th November  
Breakfast Meeting: The Carding Shed: Holmfirth 10:00 for 10:30am  
Tuesday 19th November  
Section Meeting: The Bay Horse in Green Hammerton: 20.00 hrs start  
Friday/Saturday/Sunday December 6/7/8  
Christmas Get-Together: White Horse Farm Inn: Rosedale Abbey  
Tuesday 17th December  
Section Meeting: incorporating our Christmas Meal: The Bay Horse in Green Hammerton: 8:00pm start  
Colin Metcalfe  
yorkshire@aroc-uk.com  
www.aroc-uk.com/yorkshire

# AROC UK NATIONAL & INTERNATIONAL DIARY DATES

## AROC EVENTS

## OTHER EVENTS

8th-10th November  
NEC Classic Car Show  
Birmingham  
Tickets from www.necclassiccarshow.com Use AROC code CC2127

For further information on any events please contact Nick Wright manager@aroc-uk.com

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910	400	900	£72.99	£87.59
JS1100C	500	1100	£79.98	£95.98
4000	700	1500	£139.98	£167.98
JS12/24	1000	2000	£159.98	£191.98
JS12/24LI	600	1200	£179.98	£215.98

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CB8205B	5dr chest	£109.98	£131.98
CB8203B	3dr step up	£72.99	£87.59

**£299.99** INC.VAT

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- Ratchet tight tensioning

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MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CG81015	4.5 x 3 x 2.4M	£229.00	£274.80
CG81020	6.1 x 3.7 x 2.4M	£279.00	£334.80
CG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CG81220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80

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# STELVIO OR GIULIA?

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- FRONT & REAR PARKING SENSORS
- HEATED FRONT SEATS
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- ALFA CONNECT 3D SATNAV 8.8" INFOTAINMENT SYSTEM
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MONTHLY PAYMENTS	INITIAL RENTAL	TERM	PAYMENT FREQUENCY	RENTAL PROFILE	CO2 EMISSIONS (G/KM)
£399.82	£399.82	36 MONTHS	MONTHLY	1 PAYMENT(S) FOLLOWED BY 35 PAYMENTS	176
PAYMENT CYCLE	PAYMENT TERMS	ANNUAL MILEAGE	EXCESS MILEAGE CHARGE	DOCUMENT FEE	CASH PRICE
IN ADVANCE	DIRECT DEBIT	5000	17.44 PENCE PER MILE	£99.00	£40,535.00

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