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Volume 53/6 December 2019

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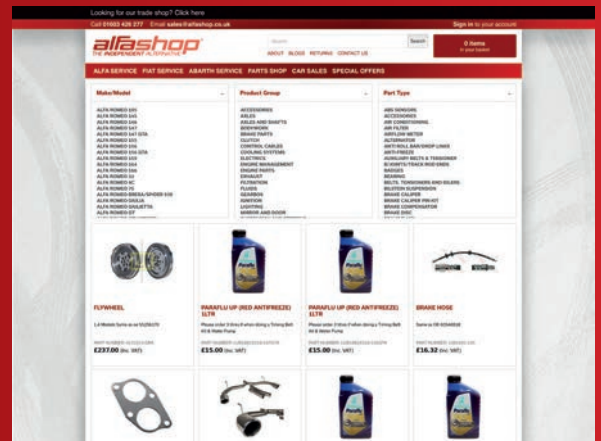
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Editorial Team – December 2019 Magazine

Managing Editor: Guy Swarbrick
Model Register Editor: Steve Ball
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Classified Advertisements: Nick Wright
Diary Dates Editor: Nick Wright

Regular Contributors:

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

Contributors:

Hilary Alberti, Elio d'Alessandro, Jon Dooley, David Faithful, Eric Fletcher Woods,
John Griffiths, David Morrow, Alan Parkes, Michael Parkes

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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
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Classified advertisement – Nick Wright – manager@aroc-uk.com
Webnews – Nick Wright – manager@aroc-uk.com

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www.aroc-uk.com

Club Webmaster: Bill Smith billsmith@d2-solutions.co.uk

Contacts

Alfa Romeo
Driver

Officers and Board Members

AROC CLUB MANAGER & TREASURER:

NICKWRIGHT

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 & IT 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

DAVID FAITHFUL

Tel: 07748 348484
Email: david.faithful@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 (INCLUDING MEMBERSHIP)

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

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

Member Services

MAGAZINE EDITOR &

CLUB NEWS:

GUY SWARBRICK

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

ADVERTISING:

NICKWRIGHT

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:

NICKWRIGHT

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



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The first part of Jon Dooley's history of the Alfa Romeo factories in Milan proved extremely popular and that story concludes in this issue. If you've enjoyed these articles, you'll be pleased to know that there are more on the way.

As the motorsport season draws to a close, we look back at Alfa's year in Formula One and in the various TCR saloon car championships around the world while Pirelli prize-winners Michael and Alan Parkes share their experiences with Alfa Romeo Racing at the British Grand Prix. Staying at Silverstone, Elio d'Alessandro describes driving his MiTo on the Unity Automotive/AROC track day.

Sticking with the MiTo theme, our front cover this issue is just one of a number of stunning images taken as part of the MiTo Register's brilliant photo challenge – we have all the winners.

We're back in Sicily – and in a Spider, again. Mike Zollo 916 explores, among other things, locations used in the series Inspector Montalbano.

Three members take the time to share their Alfa ownership stories – Hilary Alberti's started with a boxer-engined Sprint while David Morrow's love affair began with a Sprint of a different kind – a race-going Giulia Sprint GT. Eric Fletcher Woods recently swapped his 147 for the modern classic that is the 155, which seem to be more numerous on his home island of Crete than they are in the UK!

My last three cars have had performance boosts through engine re-maps and when it was time to fettle my 2016 Giulietta Veloce, I decided to collar Celtic Tuning's founder and Managing Director Graham Cock to find out a little bit more about the work that goes into these 'instant' power upgrades - and to ask Nick Day from the Club's insurers CKI about the insurance implications of this and other modifications. Now I just need to talk to Ben Cook about joining the Modified Register!

Finally, we have John Griffiths' round-up of all the comings and goings on the Club's stand – and beyond – at the Classic Car Show at the NEC. Plus all the usual on the classic car and Auction scene from John Williams, Richard Murtha's motorsport round-up, Jamie Porter's workshop musings and John Griffiths on removing swirls from your paint!

ALFA'S FACTORIES - PORTELLO

Part 2 of Jon Dooley's history of Alfa's first Milanese factory chronicles the Second World War and the boom that followed

Punta Secca or bust!

Mike Zollo takes his 916 Spider on an epic trip to Inspector Montalbano country

Accidental Alfista

David Morrow documents his journey from historic Alfa racer to full-blown enthusiast

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Club News

Looking back on a successful 2019



It is hard to believe that we are already in December, with 2019 almost behind us. They do say that as you get older the years pass faster, or appear to anyway. In my case this isn't helped by the fact that I have just sent off an application for the NEC Classic Car Show 2020 when I have barely finished unpacking the van from this year's show! It has been another hectic and successful year for the Club on the events front and many of these recurring events are already in the diary for 2020, with some potential new ones being mooted too.

With National Alfa Day this year being such a huge success not only in terms of attendance figures and also the wonderful array of Alfas that turned up to Bicester Heritage, it has been decided to return to the same venue in 2020. So please put Sunday 5th July in your 2020 diary now, before you forget. Alfa Romeo UK are kindly coming along to support us again. Details of what we will have on offer will follow in due course. Whilst it is still early days, we are planning on some additional activities to keep you occupied and help you burn off that free pizza and ice cream which Alfa Romeo UK are again planning on offering! If you were unable to make it to this year's event, we really do hope you will be able to join us at National Alfa Day 2020 as it promises to be another superb one! If Bicester is not on your doorstep it is, of course, a lovely part of the country to treat your Alfa and make a weekend of it!

Just another quick reminder that with implementation of the new online membership system we are trying to communicate with you more by email rather than the postal system. So, please can I repeat my request that you check we have an up-to-date email address for you if you haven't yet done so. This can be done quickly and simply by clicking on 'Members' on the menu at the top of the Club's website homepage, then logging on to 'My Details' using your email address as your username. If you can login straight away, then all is in order. However, should you experience any problems please drop me an email so we can update your details at this end. Thank you in advance if you are able to assist with this - it all helps the Club reduce ever increasing postage costs and maintain current membership subscription levels.

As I have mentioned previously, if you prefer us not to contact you by email then no problem. We will, of course, continue to keep in touch via the post.

Not only are the events continuing to thrive, the Club as a whole remains in a healthy position, including on financial and operational fronts. I am pleased to report the membership numbers are also still on the increase, currently around the 3900 figure. Of those who advise me, by far the most common reason for memberships being lapsed is down to no longer being an Alfa Romeo owner, and usually with a genuine reluctant reason for having to sell. That said, despite the Club's name it is not a prerequisite to actually own an Alfa



Nick Wright
Club Manager

"It has been another hectic and successful year for the Club on the events front and many of these recurring events are already in the diary for 2020"

to be a member and some do remain in the fold to continue reading this fine publication! At the NEC Classic Car Show last month, our stand was kept busy all three days with members and non-members alike visiting for a catch up on all matters past, present and future in the world of Alfa Romeo. It is always interesting to chat to different people about what the Club is up to and plans for the future. It does act as a reminder of what a friendly Club we are, with a wide range of benefits and activities on offer. This becomes particularly evident when the obvious comparison

to other car clubs is made where, apparently, we do rate extremely highly with member expectations and experiences (not my words!).

As a Club, we are very lucky to have a terrific and enthusiastic team of people all helping to bring together everything that it offers you, the member. I am proud to be a part of this and would like to personally, and on behalf of AROC, thank all those of you involved, however large or small your contribution. Some invest a lot of time and energy in the Club and others have less available time but are none the less passionate with their support in equal measure. The Club simply wouldn't be in such a healthy position without you all. You know who you are, so thank you again and I look forward to next year with enthusiasm and confidence.

It just remains for me to wish you all a happy Christmas, with a prosperous and healthy 2020 in Alfistland! As always, please do keep in touch, and don't forget to put 5th July in your diary!

Chairman's View

The proposed merger with PSA and the strength of the Club



John Griffiths
Club Chairman

Checking back, it was the August edition's column where, after me going on at some length about the stop-start nature of Renault merger negotiations, I said 'by the time you read this we will probably find the FCA and PSA merger is back on'. Well, wouldn't you know it, now it is!

Both parties kept the negotiations away from the eyes of the press, so it came as a real shock when it was announced in October. Immediately after the announcement there was a positive 'buzz' in the market, with FCA stocks rising significantly. The aligned Group – which could take as long as 4 years to fully combine – will become the 4th biggest global car manufacturer, producing around 9 million vehicles a year. FCA's Chairman, John Elkann, will remain in that role as head of the combined group, with the Agnelli family still substantial shareholders, whilst Carlos Tavares (I'm sure I've got one of his albums) will become the Group's CEO, taking on huge responsibilities.

In his first statement about the merger, Carlos (a highly respected Portuguese), said he will place great value on the heritage of the brands across the whole combined portfolio – which is of course great news for 'ours' that has very probably the richest. He dismissed criticism of the number of brands involved (14), by saying VAG has more! He states that no FCA/PSA brand is currently at risk of extinction, without explicitly mentioning Lancia, and he attaches great importance to the integration of them.

Tavares also covered the factories of the new group; 'When we took over Opel, we were in a much worse position, and we did not close a single factory'. Whilst we might be disappointed with the sales volume and model range for Alfa Romeo, FCA is still a company in good health of course. Carlos continued stating that the big challenge now is to be able to market electric cars at a competitive price – then said 'But we love challenges. We are more afraid that we could be bored!'

Meantime, John Elkann in his statements comes across as absolutely delighted by the 'synergies and opportunities' now offered. Faced with vast development costs for autonomy and electrification (yes, like it or not Alfisti) – being in a much larger group will bring major economies of scale.

So how will it affect Alfa Romeo and us here in the UK? Well, not very much in the short-term. We have the mild trim upgrades coming on the Stelvio and Giulia next year, their major overhaul put back for 2022, and then the Tonale to appear in late 2021 at best. The latest info leaked on that new car tells of its power units which appear to be a mix of electrified plug-in hybrid and mild-hybrid, with some standard turbo petrol and diesel units too, ranging from a 1.3 petrol turbo with 150hp and front wheel drive, to a 2-litre turbo mild hybrid 4WD with 330hp. The mid-

range 4WD 1.3 turbo petrol mild hybrid, with 190hp and a plug-in hybrid 1.3 version with 240hp should be popular.

Some leaked images in October of a 'base' production version at what appeared to be a consumer clinic showed not too much had changed from the attractive concept version suggested either, which is good.

The bad news revealed a few weeks ago was that the Alfa GTV and 8C projects announced around 2 years ago have been canned. We'd strongly hope that the new management team would recognise Alfa Romeo as wanting the same, but we will see how it all develops now with Tavares in charge.

I wrote this just after the NEC Classic Show where I had a thoroughly enjoyable, if very busy, weekend. It still gave a bit of time to reflect on the Club after speaking to many members there. Firstly, what a cross-section we have. It reinforces thoughts that we need to be as inclusive as possible across the ages and values of the cars owned, old and new – and the people too of course.

From what I could glean we're not doing a bad job there as a Club. What impressed me most was the general positivity about the Club's offerings, love for the cars being shown and Alfa Romeo as a whole. Signing up 42 members there seemed genuinely easy this year - no 'hard sell' required. Seeing the cars, the smiles on the faces of the people on the 'stand', people wanted to be part of it. Mention the discounts and services offered, area groups and model registers, the great events we do as a collective across the country and, well, delight would follow. And the free screen stickers of course – ha ha! The 2020 member sticker will be in the February magazine incidentally.

"[Tavares] will place great value on the historical heritage of the brands across the whole combined portfolio"

Nick and I toured the various car club displays during the show looking for ideas. A good one we thought was where one club advertises a free subscription to its magazine along with the club membership, which is an interesting way of looking at it when you think about it.

Now with around 3,900 members in AROC, I must congratulate everyone involved in the Club's operation at whatever level for their outstanding efforts up and down the country. There have been some simply brilliant events – and National Alfa Day will stand out as the best I've attended since the 1980s, thanks to the efforts of a great many people. The feedback has been so good we've booked the same venue for next year: Bicester Heritage on Sunday 5 July 2020. A week before the Goodwood Festival of Speed, Alfa Romeo are directly supporting us again, with even bigger and better ideas. We will make it a real Alfa festival of our own.

And of course, thank you as a member of this 56-year-old Club. I hope you have a fabulous Christmas and get to enjoy your Alfa Romeo, whatever the model, over the period too. I will not just be Detailing mine then either! Buon Natale.

OUT AND ABOUT

Peter Collins' photographs from Mercedes Benz World at Brooklands and Silverstone





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AROC visitors will qualify for discounted prices on the gate. See more at <http://www.helicoptermuseum.co.uk>

We are organising a dealer stand and a friendly concours for which every car will automatically qualify, just by being an Alfa Romeo. The AROC hospitality unit and club shop will also be present.

Prices and times are still being finalised and will be announced in due course.

Further information is available from Clive Baker clivebaker52@gmail.com or Nick Wright manager@aroc-uk.com



National Alfa Day
returns to Bicester Heritage
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Letters

Write to the Editor: 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.

Tony Bagnall will receive an AROC Mug for his letter this month.



Beast of Saltburn

I was very interested to read Hugh Allan's account of his visit to the Saltburn-by-the-Sea hill climb. He refers to the Goodwood Festival of Speed and comments on seeing the "Beast of Turin" S76 Fiat. What he appears to be unaware of is that, in 1911, Pietro Bordino drove an S76 from Brooklands to Saltburn - reputedly having exceeded 120mph on the journey! Once at Saltburn, due to damp sands, Bordino only managed to achieve 116mph over the measured mile - which was a new record.

For those who are interested, the S76 Fiat had a four cylinder engine with a capacity of 28,352ccs that produced some 290bhp at 1,900rpm. It had overhead camshaft operated valves and triple ignition systems. It required compressed air to start it and, as the radiator cap was some five feet off the ground, mechanics had to stand on the front chassis rails to replenish it.

I acquired this information from the Fiat archives to assist me in preparing a book on Fiat in motor sport.

Incidentally, for those interested my book on the Series 102/106 (2000/2600) Alfas is now out and should be available when this letter appears in the Alfa Romeo Driver.

Regards,

Tony Bagnall

Thanks Tony. A review of the book will appear in the February issue. - Ed

Lamborghini Puma

Re. Lauren Proctor's letter in the current magazine;

I believe the Puma does belong to Toninno Lamborghini (there are a number of other cars in that part of the museum from the 80s and 90s that also belong to him).

In the event that Lauren would like to know more about the car then I'd suggest contacting the museum at info@museolamborghini.com. The museum has an archive and employs an archivist. Of



course, Bologna itself is only a couple of hours away by plane...

I have attached a further photo of the car.

With kind regards,

Alex Goldbloom

Dooley hits the marque

As probably one of the oldest long-standing club members, for the first time ever, I am writing to the magazine to thank Jon Dooley for his very interesting article.

I am fascinated by the history of our favourite marque.

Thank you Mr. Dooley - I look forward to the next instalment!

Dante Diaferia

Piston Shells

Just a quick note to thank you and all the contributors for one of the best Club magazines there is.

The photo and caption on page 29 of Volume 53 issue 5 made me smile as it could well be a munitions plant but is, in fact, a piston forging plant and judging by their size I guess they are for an aircraft engine rather than a car of that period.

Kind regards,

Jim Evans 14553

Thanks for the kind words – and the correction! – Ed



In memoriam: **BRYAN ALEXANDER 1936 – 2019**

We had the very sad news that on 24 October, Bryan, our East Midlands Section Chairman of over 20 years, passed away of a heart condition. Bryan was a huge Alfista - and a true gentleman.

Bryan will always be fondly remembered for his wonderful, warm character and generous nature. In his retirement he set about his Italian motoring hobby with a focus of ensuring people enjoyed their own ownership of Italian cars just as much as he did.

Retiring from his directorship at Boots in the mid 1990s, absolutely full of life, he became the East Midlands area organiser for the Ferrari Owners Club and made it a real success. With his love of Alfa Romeos – particularly driven by Alfasud ownership – he was elected Chairman of our (then) Central Midlands AROC Section. He bought a new 1997 156 2.0 TS which he kept for the rest of his life, then a lovely 308 GT4, and soon his pride and joy; the wonderful Alfasud Sprint Trofeo that became very well known across the club. After owning another Ferrari, a beautiful 328 GTB, he bought a Maserati 4200 Cambio Corsa and an Alfa Spider 3L V6. The Maserati went fairly soon though as he said he enjoyed driving the Alfa more! I'll never forget him driving his Spider hood down, bedecked in leather flying jacket and WW2 helmet & goggles – as we convoyed to RAF Duxford! What a lot of fun that was. Another lasting memory was on our trip to Italy for Alfa's Centenary, where in the little town we were staying, he joined in on the Karaoke night singing Delilah with much Gusto – and in Italian! Really happy times.

Of course, Bryan will always be remembered for coming up with the idea of Midlands Italian Car Day (MITCAR), and he threw himself into the organisation of those events for 15 years, negotiating attendance for Italian car lovers at some



wonderful venues, a new one every year. That had gone from an initial 170 cars attending in 2001 through to 470 at its height - tremendous for any regional car event. Right into his 80s Bryan would attend Section meetings as often as he could, always cheery despite the 'dodgy knees', 'tricky eyes' and even a 'dicky ticker' as he referred. He always had time for people, especially new Club members - always interested in them and their cars.

I feel genuinely honoured to have been such close friends with Bryan for so long. His wife Jenny was very often at our events too, and it was a delight to see them at

our Section meeting a year ago with their grandson Harry, so delighted with his first car: an Alfa MiTo. Well it had to be didn't it? Our warmest condolences go to Jenny and all the family.

Speaking to Bryan only a few days before his passing, we were still talking about next year's MITCAR, and how, though he was short of breath, he could drive short distances perfectly OK and how he was looking forward to firing up his Spider. He was always just so positive about the future. I know, along with many other, I'll miss him terribly.

John Griffiths

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.

1900 & 6c2300/2500

There is much on which I could report over the last few months, but I will restrict.

As many of you know I am limited generally to my weekly 10-mile bus journey. However, as I seem to be 'stable' and I had not been to the Italian equivalent of the Beaulieu Autojumble in Padua for some years, why not give it another go? Five minutes' walk (even at my pace) to the station, then direct to Gatwick with 'special assistance' to the flight to Venice, a taxi to the station, the train to Padua and a taxi to the B&B. Almost less walking than a trip to Sainsbury's, and my return trip on Saturday was better than the outward on Thursday evening.

On Thursday the plane was one hour late but a very pleasant taxi driver said he could take me all the way to my B&B in Padua for €100. I said no, I would chance catching the last train as it would be 30 minutes quicker. If I failed I would pick up another taxi.

Yes, I just missed the train so took another taxi from a less than helpful driver. I don't think he had ever been out of Venice before. He drove slowly and even used Sat Nav to get to Padua on the motorway. When he reached Padua, he went round and round. I told him to forget it and take me to the station where I would pick up a local taxi.

A most helpful driver, who found it easily, actually got out and rang the doorbell of the B&B several times; I was two hours late. Five minutes passed until the voice intercom was answered and the door opened. It was already midnight and I have to admit those five minutes were hardly stress-free.

The main objective of the trip was to meet various Italians, search for unpublished 6C or 1900 photos, '50s magazines, parts - and to take pictures of 1900s that were present. I had the Friday there and early part of Saturday. In hindsight, an extra day was necessary. The only person that I had arranged to meet 'at one stand at one time' was Jürgen. Being German, he was prompt and brought the first batch of his 6C 2300-2500 books that had arrived, as promised, the previous week.

I have still only had time to glance through, but it is superb. Although in English and German text, it was written to show existing known cars in Germany and Switzerland. The chapter on one-offs was a draw for me. Three in fact were originally 8C 2300s but no book is perfect. Jon Dooley will doubtless be reviewing it. Tony Bagnall's 2000/2600 book had not arrived from the printers, so I could not take a sample. It arrived from the printers last week and Ian Packer will surely review it in his next Registro Ricambi report.

I had success in finding period photos - one of which became the lengthy discussion on the Touring Superleggera and Zagato stands. Showing a right-hand-drive car and a distinctive white-knobbed 1900 switch, points to it being a 1900. At the helm is the German driver Karl

Kling. When I first submitted this article to Steve for editing the pencilled title on the reverse of the photo was Willy Daetwyler - the Swiss Alfa driver - but less than five hours later I saw in a German auction on-line, a similar photo as being Kling and within minutes another German catalogue arrived by DHL, also showing the driver to be Karl Kling - more logical in the '50s.



Not Daetwyler with Spider

Another photo showing a Matta on the 1952 Mille Miglia came from Fusi's material which he took from the museum when he retired and then sold in failing health.



Matta ex Fusi archives



1900CSS at Padua

I was tempted by a Touring bodied 1900 at the auction, had it been for a ¼ of the estimate. Yes, it needed a shortened Berlina chassis to replace the rotted original, but in reality, most of the body panels were 'straight' and accompanying it was a host of new parts.

While not expecting the next AROC cover to be as good as the last, if the article is as good, I avidly await Jon's Alfa Factories part 2.

Peter Marshall

33

CAUTIONARY ANECDOTE

from Phil Thompson

Whilst I've always done my own mechanicing, there was an occasion when I felt there could be problems. I think it might have been replacing the water pump.

I therefore had it done by a dealer. Unfortunately, things went badly wrong when the engine was started, indicative of a burned valve. The details escape me, as it was over 20 years ago. However, the outcome was that I was shown a small piece of metal from inside the cylinder and told that since I did my own maintenance, it was me that had broken the electrode off a spark plug.

However, as all the spark plugs were intact and not new, I won the ensuing argument. But then, the next time I took the air-box off, I noticed that one of the spring washers was missing! I had seen this guy before, removing the airbox by taking the nuts off and just lifting the box complete with washers. One of the spring washers must have dropped into one of the carbs.

I don't think this is the way that the thoughtful, owner-mechanic would do this job, but thought I'd let you know, just in case anybody thinks this was a good idea.

HOMEWORK

Thanks Phil. Meanwhile on my own car, I have changed the water pump - which is the first time I've done it with the engine in situ - and was fine. Then a month later I noticed a blow on the exhaust and that the gearstick was shaking a bit on start-up. I made sure that everything was fine with the gearstick and wondered what the cause was.

Getting under the car, I found the exhaust blow was coming from a hole on the upper side of the front manifold, by a weld where two pipes are held together by a little bar. This was in exactly the same place as on the previous manifold that I had had to replace.

Further investigation of the gearbox was made easier by removing the poorly exhaust. I then noticed with some effort that I could move the 'tail' of the gearbox laterally on its bar mount under the middle of the car. The cause was a knackered main engine/gearbox mount, which I was really pleased to be able to replace just by dropping the engine a bit, without undoing wiring or draining the cooling system - though I did remove the radiator from its mounts.

I had three replacement exhaust manifolds in the loft and three picked the shiniest one. Now it's all back together I've got good smooth power again and better handling! I wonder whether that engine/gearbox had been moving a bit in fast changes of direction! Also, I think the exhaust might be stainless - although there aren't any leaks - the sound is different to normal.





After an active show season it's time to rest our cars, and with the dark nights firmly taking hold, the tinkering begins to prepare for the next season - from light repairs to major restorations. I have, as always, a few jobs to do on the Q4, which I'm sure I will write about next time.

For this article Nick Clode details how he repaired his non-functioning air conditioning, useful for those with Series 1 cars using the old R12 gas. We also welcome Haydn Walker, who is eagerly awaiting the arrival of his new car and getting back into 164 ownership. I'm sure we will be hearing more about his journey to get it ready for next Spring!

I'm also aware of some project 164s for sale, including a late V6 Super in black, with parts to fix. If you are interested please get in touch with me for more details and pictures etc. I am pleased to announce that Tony Storrow's car, featured in the October 2018 Ricambi article, has been bought for restoration by Oliver Yarrow - none other than our 156 register!!

Nick Clode writes "...in the 10 years I've owned my 12V Cloverleaf, it has never had working air conditioning. Having an all-black interior, even a reasonably mild British summer day can make the cabin uncomfortably warm. I've always made do with opening the windows and sunroof but that can be a chore on a long journey, especially on the motorway.

"The problem is, as the car is from 1990, it used the old R12 Freon refrigerant which was prohibited after the 1994 model year, beyond which date most manufacturers opted for the R134a refrigerant which is not harmful to the ozone layer. I've experienced R12 to R134a conversions before with poor results, so I decided to research alternatives which would retain the cooling efficiency of the old R12 gas.



Bee Cool in Action

"Bee Cool Air Conditioning Systems in Kettering, Northants, is one of the few companies in the UK to offer an A/C service using a drop-in replacement for R12, called RS24. They also refurbish old A/C pipes with new threaded fittings, rubber hoses and seals, a service I took advantage of because most of the old hoses looked very perished and most of the fittings were badly corroded.

"I also had the compressor refurbished as I didn't know the serviceability of it, other than I could test that the magnetic clutch worked. The refreshed compressor was refilled with POE Ester oil which is compatible with the mineral oil lubricant used in R12 systems.

"I needed to get the evaporator pressure tested so removed the plastic casing behind the false firewall to gain access; the compressor is the only component which I wasn't planning on refurbishing - try finding a replacement part!



Evaporator casing

"The evaporator was given a clean bill of health after being pressure tested by Kempston Radiators, near Bedford. Removing the evaporator casing also enabled me to replace the seized recirculating flap motor with an identical part from a SAAB 9000. Some fashioning of gaskets from repurposed packing foam was needed because all the old ones had perished to dust and replacements are impossible to come by.

"Amazingly, I managed to track down a new-old stock original FIAT/Lancia Ricambi condenser - probably one of the last in Europe. The date of manufacture was stamped on it as 05 April 1994, but it's in pristine condition and still in the original packaging!



New Condenser

"The whole lot was installed over a weekend in August, as well as new belts, receiver/dryer and a tri-state pressure switch. Our appointment at Bee Cool was for the Friday morning of the Bank Holiday weekend. I was due to catch a ferry to Holland that evening to attend the Spettacolo Sportivo event at Zandvoort.

"The appointment took longer than expected because, unlike newer R134a systems which can be hooked up to a machine and left to recharge automatically in minutes, working older systems is an entirely manual process.

Once the gas (it must be in a gaseous state, unlike R134a) had been introduced and settled, it was time to see if the system could be coaxed into life. After a few brief test compressor engagements, I was instructed to leave it running to make sure the system was cooling. I had my doubts that the 30-year-old Alfa electrics would still be in a fit state but the whole thing worked just perfectly! The engine cooling fan cut in straight away when the pressure rose, exactly as it should.

"It's no understatement to say that getting the A/C working has utterly transformed the driving experience in warm weather - it was over 30°C at Zandvoort but lovely cold air was available at the push of a button. It's now so quiet in the cabin with the windows and sunroof closed, I can hear the gentle clicking of the compressor clutch relay which, in true 164 fashion, is situated behind the instrument cluster - of course it is, because 164!"

Haydn Walker writes "Some of you may recall I used to own a couple of 164s, about which I wrote articles for this magazine for a few years. I sold my last 164 - a slightly modified Q4 - in September 2017, having fallen out of love with it following repeated gearbox issues. At that stage I had no intentions of returning to 164 ownership and I began selling many of my spares, including my factory 24v V6 cambelt service tools (d'oh!).

"I've since owned a few newer V6 Alfas and although they were all nice cars, I haven't really enjoyed them as much as I used to enjoy my 164s. Thus, I could never ignore the idea of owning another. You can probably see where this is going - I'm now the proud owner of a red 1996 164 24v Cloverleaf, registration N99PPN, which will be familiar to some. As with my previous 164s, the 'new' one requires recommissioning but is generally in good order, having been enthusiast-owned and subsequently dry stored for many years. I plan to have the Cloverleaf back on the road next Spring."



Haydn's New Car

So, I wish you all a great Christmas and New Year and look forward to meeting you in the new 2020 show season.

P.S. Please don't forget to send your car details to the Register email address (164-register@aroc-uk.com) for me to include you!

Daryl Staddon

BARN FIND



Series Two Sportwagon barn find



The hard to find tailgate



There is rust on the arches



Sills requires some welding

Lastly, I've just discovered this Series Two Sportwagon barn find. It hasn't been on the road for 16 years, though it was run up to about five years ago and has done 76,999 miles. The good stuff is in excellent condition, but the rear tailgate is beginning to look sorry for itself and there is a rust patch on the roof and a bit on the rear arches.

The jacking points are all solid, but the sills are beginning to be on the way, as is to be expected. There was talk of £1200, but the underside must lower that value. With a bit of work this will be a very nice car and I think these are the most valuable and sought-after version of the 33s.

Paul Hide

SZ/RZ



A busy SZ summer this year, with the Centenary of Zagato. The Spettacolo Sportivo 2019 at Zandvoort was a really big event, although I don't think any SZs or RZs made it from the UK.

At special invitation by the organisers to celebrate 100 years of Zagato, Elisabetta Cozzi - director of the Fratelli Cozzi Museum, dedicated to Alfa Romeo in Legnano, Italy - took part in probably the most prestigious and hard to get entry to car rally in the calendar; the Mille Miglia in May this year, in the museum's SZ.



Elisabetta Cozzi & SZ no. 067 on the Mille Miglia 2019. Photo, SportLegnano.it

Barry Daborn, with car number 337, joined Ken Carrington on the Andiamo event earlier this year and here is his account of the trip:

"On June 22nd we arrived at Dover at the start of our fourth 'Andiamo' (organised by Ken Carrington and ably assisted by his wife Sue) - our third in the SZ. In preparation for the trip I had new cambelts and rear tyres fitted, along with a service and good check-over. In addition, I had fitted a 'parcel shelf' over the luggage area so that if we left the car anywhere during the day, the contents wouldn't be visible to any prying eyes.

"The SZ attracted all kinds of attention along the way - be it from appreciative Ducati riders on the Autostrada, to one Alfa GT owner in Turin who screamed to a halt on the opposite side of the road to call out his appreciation! There were many highlights on the trip, such as the drive round the Lingotto rooftop and a couple of laps of the Alfa Romeo test track at Balocco where cones helpfully marked the apex of each corner allowing one to set the car up accordingly.



Carole trying to cool down in Balocco Village after a couple of laps on the Alfa Test Track. Photo, Barry Daborn



Barry on the rooftop of the old Fiat Lingotto building. Photo, Ken Carrington

"I'm sure you will be able to read a fuller account of the experiences elsewhere in the magazine but for me one of the events I particularly wanted to see was the Silver Flag hillclimb where, amongst all sorts of stunning machinery, we saw Marco Betocchi in one of only two other SZs spotted during the entire trip, storming up the hill, headlights ablaze.



Marco Betocchi in car no.029 on his way up the hill during the Silver Flag event. Photo: Barry Daborn

"The other was car number 020 in Gianfillipo Salvetti's wonderful Alfa Blue Team Collection. This, he told us, was only one of two cars in his collection bought from new. We covered over 2,500 miles during the fortnight, mostly in temperatures above 40 degrees Celsius which I have to say the air-con had trouble coping with so we drove with the windows open most of the time resulting in me having a rather sunburned left arm whilst my wife, Carole had the corresponding sunburned right arm!

"The car ran faultlessly except for one minor hiccup in Milan when we arrived at the Hotel car-park, which was in disarray. I switched the car off where we had halted but when I tried to restart it, I got nothing - zilch - zero. However, when we resolved to push it into a nearby space, I tried the key again and vroom, all was well. Adrian tells me this is not uncommon during particularly hot conditions but has a modification that should prolong the necessity for any major surgery in the wiring department."

Whilst back in the UK, Tim Wood's Granturismo Speciale SZ number 331 was on special display outside Goodwood House in August. Termed Granturismo Speciale because Tim has carried out many cosmetic and driver aid enhancements to his car making it unique.



No. 331 at Goodwood Photo: Tim Wood

We had a fantastic day at NAD at Bicester with six SZs and my RZ. The weather made the Heritage Centre a brilliant location and we had the Zs in a very prominent position for all to see.

David Wichbold came in number 111 - our first meeting since he purchased the car at the end of last year - welcome David. Steve Ball brought along number 353 and it was great to see Mike Grey out in 049. My old friend and brilliant mechanic Will Dick, who can't seem to completely step back from WAD Alfa specialists, was there in 260 and we (Alfa Aid) brought along RZ 124, SZ 696 and SZ 134. It was good fun to watch people's reactions when we travelled in convoy, from bewilderment to incomprehension. Sometimes it is both humbling and gratifying to be lucky enough to drive something so exceedingly rare.



NAD 2019. Photo, Julian Milne



David Wichbold 111 & Will Dick 260. Photo, A. Jardine



Mike Grey's no. 049. Photo, A. Jardine



Steve Ball, 155 Registrar by his 353, obviously having important AROC discussions with Ollie Yarrow, 156 Registrar. Photo, A. Jardine

All for now, but if any of you have any interesting stories or adventures with your SZ or RZ that you would like to share, then please let me know.

Adrian Jardine

155



Fuel Pump Update

Further to my ramblings about 155 fuel pumps in the last edition of Registro Ricambi, Andrew Stevens emailed me to share some of his knowledge about Ferraris.

"A very similar setup is used on some Ferrari fuel pumps. Look at www.ferrariparts.co.uk and check out part number 170511 or 126809 or 144232/A - one of them might match? Let me know if you have any dimensions and I can check for you sometime!"

I have a spare fuel pump somewhere in the garage but it's in such disarray that there's no chance of finding it easily or in a timely fashion, so if you have any information about the manufacturers part numbers please get in touch to see whether we can solve this problem.

Andrew also added something that might be of interest to owners of other models too: "I think either 155s and/or 145/146s use the same airbag ECU as 355 and 550 Ferraris, which are in great demand, so look out for those if you have any spares!"

Now there's a thought; I removed the airbag from my Q4 when I fitted a Momo Zagato steering wheel (as seen in SZ/RZs and 155 Ti-Zs)...wonder where the ECU is and how much it's worth?!



Momo Zagato steering wheel

Your Cars

I've received a few updates about your cars recently - which is great, thank you for taking the time to email me, it is much appreciated - if you are thinking about updating me but haven't got around to it yet, please do!

Star of the NEC Classic Motor Show

One of the roles of a Registrar is to source cars when they are requested, for various events or

magazine shoots. I was emailed by John Griffiths to suggest a 155 for the Club's stand at the annual Birmingham NEC Classic Motor Show.

One car which doesn't receive as much attention as it should (despite being featured in the last edition of Registro Ricambi!) immediately sprung to mind - Don Compton's stunning 2.0 16v. Don is a long-time owner who loves and cherishes his 155, being a justifiably proud owner he readily accepted the invitation, despite expressing reservations about never having taken the car out so late in the year! When you consider the amount of flooding across the country during the lead up to the event, he had a valid point! I'm sure you'll agree, Don's 155 looked amazing under the NEC's bright lights.



Don Compton's stunning 155 at the 2019 Classic Motor. Photo, David Faithful

Blast from the past

Once a regular contributor to this column, Chris Robinson sold his beloved and long owned (23 years!) 155 early in 2019. To my surprise the car (P101 VPN) popped on the 155 Facebook page a few days ago, with another interesting chapter in its history.

The post was copied from Bianco Auto Developments (BAD), who had just completed some recommissioning work on the car. The accompanying text states the current owner, Michael, is emigrating to Spain in two weeks but loves the car so much he's taking it with him. At least the blue won't fade like Rosso (a.k.a. pink) 130bb does in sunlight.



Nordic 155 heading for Spain. Photo, BAD

Another blast from the past

Regular readers may recall a report from 2017 where I reported on the tragic demise of a 155 after being assaulted by an invitation Fiat Punto whilst on the Brooklands race track (the car has since been restored to the track and is successfully piloted by Scott Austin). The then owner, Ian Brookfield, recently contacted me to confirm he's rescued a black 2.0 16v from a garage where it had been stored for eight years (once owned, never forgotten!). Ian confirms the car will need a lot of TLC but reassuringly added that it won't be turned into a race car!

Silverstone

Another car likely to need a lot of attention is Aidan Cardew's newly acquired 1.8 8v Silverstone - L957 JBW. As many of you know, the Silverstone

is now a very rare beast indeed, at the last count there were even fewer Silverstones than Q4s in the UK, so each one is certainly worth preserving. Aiden was lucky enough to secure his Silverstone for a very low price but the paint has suffered, despite being stored for the last six years, and it will need a respray along with all the usual work 155s of this age require (my record from several years ago suggest it had rusty rear arches). I hope the car receives the proper attention it deserves and I'll bring you updates when I receive them.

155s at Auction

There have been a few 155s at auction recently, either via eBay or a "proper" auction house. I was notified of this one by Richard Murtha, who keeps a watching eye on various online auction houses.

R225 AUA appeared on my 155 Register back in 2008 but has never been seen since. It reappeared on www.i-bidder.com after apparently being in storage for eleven years and, other than missing a valuable wing mirror and being in desperate need of a wash, it appeared to be in excellent overall condition and without the usual scabby rear arches 155 are renowned for. Richard later reported the car sold for £750 (+ commission) – which is a bargain for a 155 these days.



R225 AUA at auction

Finally, I'd like to take this opportunity to wish you all a wonderful Christmas and a happy New Year, and I look forward to seeing everyone at an AROC event in the near future.

Steve Ball

916 GTV & Spider

With the magazine 'Modern Classics' recently printing an article on the 25th anniversary of the 916 model, the question that must be at the back of everyone's mind is - where are they going to get parts from in the future?



While most of the engine spares are quite easy to come by at the moment due to the Twinspark, JTS and Busso engines being used across a wide spread of Alfa models, more 916-specific parts are becoming quite hard to find. I say most engine spares are available, but some items like the crankshaft timing belt pulley for 3.0 V6s are in short supply and there's a need for this part to be replaced because original pulleys are deteriorating with age.



V6 crankshaft pulley

It does make you wonder how much longer we can keep our beloved 916s on the road. I worry about where we'll be in a few years' time and whether the Alfa part specialists will take on the challenge of making more specific parts available.

I'm sure most you have seen or know about 'The Alfa Nut' on YouTube and the restoration of his Phase 1 3.0 GTV which has been going on for a little over a year now. The main focus of the videos so far has been the rebuilding of the engine after the previous owner had attempted to do a cam belt change themselves but fitted some of the cam locking blocks the wrong way round!

This simple error nearly wrecked a perfectly good Busso engine and highlights, along with some of the questions I get asked by owners, that people need to know the limitations of their own skills. While forums and YouTube can be a great help on how to solve a problem you are having with your car, unless it's a really simple task - and especially if it has safety implications - some work on your car may be better carried out one of the many Alfa specialists we have around the country.

I have recently come across an old VHS tape made by Alfa Romeo back in the 1990s showing the correct way to adjust the roof mechanism on Spiders and also the correct way to adjust the door glass on both GTVs and Spiders. The conversion of this tape into a digital format was quite easy but my problem is the original tape came from Germany, so all the instructions are in German!

So my question is - is there anybody out there fluent in technical German who would be willing to help me put subtitles on the video? If so, please get in touch with me (gary@totallyalfa.com) - I would love to make this video available to everyone but need your help to do it. Also if anybody has any old 916 specific VHS videos (there must be other Alfa training videos out there) gathering dust which they think would be of interest to others, again, please get in touch.

With my GTV 3.0's MOT coming up shortly and our road trip to Italy planned to coincide with Alfa's 110th anniversary in 2020, I have started to draw up two lists. The first is a list of work that I consider has to be carried out - for example the replacing of the flexible brake lines, topping up of the air conditioning system etc. The second list consists of work that is not essential but I would like to get done before we leave.

While the first list is rather short, the second list grows every time I pick it up and look at it. Perhaps I shouldn't keep looking at it, adding to it and somehow prioritise what I would like to get done. However, what I suspect will happen is that I will only do the jobs I can get parts for. Which brings me back full circle to what will happen in the future as more and more parts become unobtainable.

Gary Fisher

Brera

As briefly mentioned last time, a 2.2S was exported to Cyprus, which is a right-hand-drive country. Further details came in after the August magazine went to press, so here's the full story from owner Glafkos Georghiou.



"Hi, I am a new member of AROC UK and an Alfisti since my childhood. I own a Spider S4 and very recently a red Brera 2.2S. She was first registered in the UK on 30th June 2008 by Northgate Alfa Canterbury and bought by myself in April this year, being the 4th owner at 77k miles.

"The car is currently in Cyprus. I bought it from Watford Car Sales in London for £7,500 (€8,400). It also cost around €2,000 to ship her and register

in Cyprus. The car, which doesn't have the leather dashboard, was in very good condition apart from the underneath surface rust on both front and rear subframes and on some other metal parts. Now all has been sand blasted and painted, radiator changed, discs and callipers sorted (plus €2,500), and paint compound polished; my Brera is now like new. Total cost today, is around €13,000 - not bad, I think.

"I owned several Alfas so far, but I must admit that Brera S - with the Prodrive modifications on board - is a fantastic Alfa to drive. Perhaps one of the last manual sports coupes with great design detail and high built quality, which one day might turn out to be a true rare classic car. Car preserving conditions here in Cyprus are ideal due to the dry weather and the roads being free from salts, but you need to keep them in a shadowed parking away from the strong sun light.

"During October, I went to a racing track (the only track in Cyprus and relatively small, called Achna Speedway) and I drove my Brera for first time under stress! Well she behaved very responsively, accurately and she was also very stable in cornering, but I need to fit new tyres. The weather here in the morning during October is perfect for racing, around 24°C so no need for the air conditioning."



Sunbathing in Cyprus. Photo, Glafkos Georghiou



Glafkos ready to race. Photo, Glafkos Georghiou

Brera S 11th Anniversary Event

Following from last years' Brera S 10th anniversary from launch event, Brera S owner John Baker (and AROC's Brera Facebook administrator) thought it would be a good idea to run an 11th anniversary event for those that couldn't make it last year, and anyone else. The event took place on 13th July 2019. Once again, Peter Cambridge, formerly Prodrive's handling set-up specialist and Brera S project leader, came along to run through his Brera S development presentation and to discuss all things handling. Peter also shared his knowledge of the press driving routes around Warwickshire with John, which were incorporated into the event this time.

The event kicked-off at the British Motor Museum at Gaydon with Peter's presentation. Then it was off to Walton Hall Hotel, the hotel where the Brera S was launched in 2008, for photographs and coffee. Using one of the press driving routes, the convoy then went to the ex-Prodrive factory site in Warwick for a line-up photo and then on to drive the assessment route around the factory site.

The final instalment was a drive back to Walton Hall via the other press route. Many thanks to John and Peter for making this such a great event. Let me know if you are interested in attending a similar event in the future.



Just one red one! Photo, John Baker



Line up at Walton Hall Hotel. Photo, John Baker

Buying and selling

From time to time, members and non-members get in touch with me to see if I know of any Breras for sale or to recommend Alfa specialist dealers. Due to the frequency of this column, it doesn't make sense to mention specific cars here, so if you are in the market to buy or sell, drop me an e-mail or text message and I'll see what I can do to help. If you can't afford a Brera for Christmas then the Brera design wallets made from upcycled truck inner tubes, as mentioned in the August magazine, might be an idea.



The Brera makes a great dog basket. Photo, Peter Cambridge

All that remains to do is to wish you all a happy Christmas and New Year.

Ian Chester

MiTo

Elsewhere in this edition you'll find the results of our MiTo Photo Competition, so I will not make a big song and dance about it here. But I do want to thank everyone for taking part and, of course, congratulate *all* the winners, particularly Greg Solman who was the overall winner *and* also won



the AROC Chairman's award for his image below. The difficulty in judging was a reflection of the quality (and volume) of submissions, and I think is a good indicator that it was both popular and a great success!



Greg Solman's prize-winning photo competition entry

Of course, since our last column we have been pretty busy! Festival Italia at Brands Hatch was fabulous again this year and we had our fantastic Prodrive Factory Tour followed by our lunch at Caffeine & Machine. Our Scuderia MiTo racing team competed at Festival Italia, Mallory Park and Silverstone, then we were back at Silverstone for the MotorsportDays LIVE event, giving test drives and passenger rides to people keen to get into motorsport (and trying to convince them that the MiTo is the car of choice!). We will also be at Autosport International at the NEC from 9th-12th January!

Now don't get me wrong: I know some of you couldn't care less about motorsport but I hope that even the least-motorsport-caring among you must have a little pride in seeing the occasional picture and video of our little MiTo on the track. And just like some of you, I am always in a constant but friendly battle with the team who all care *passionately* about qualifying positions, lap times, championship points and standings whilst all I really want to do is take photos of what can only be described as a very cool MiTo!



Members at the Prodrive Factory Tour

All that being said, we ended the 2019 Alfa Romeo Championship with a very respectable 4th in a class of eight cars and 8th overall out of 42 cars. Not too shabby for a new team, a new (MultiAir) car, a low budget but lots of determination. If I say so myself, we certainly had the best looking car out there (except, possibly, when that pesky Lancia Delta Integrale turned up). But more than anything, we had literally hundreds of comments from people saying how good it was to see a MiTo on the grid, and dozens of comments from seasoned racers, mechanics and teams in the paddocks telling us they couldn't believe how well we were doing. And like all things with a MiTo, it was great fun!

The 2020 Championship season will be a little different as the Championship has moved from the BRSCC to the 750 Motor Club, so there will be

a few exciting triple-race weekends at some new tracks such as Anglesey - I'm looking forward to that. And excitingly, Davie Peddie at DPMD (who built and looks after our MiTo) is also building a second MultiAir race MiTo, so watch this space!



Our Scuderia MiTo car with Davie and Maggie Peddie at Silverstone

If you haven't done so already, make sure you book Friday 19th June 2020 off work (or plan for a sick day!) for our MiTo track day at Curborough Sprint Course - it should be another great day with food included and Michael Ward's professional photography of you and your MiTo on the track.

It's no coincidence that I have again opted for the 19th of June - in 2020 it marks the 12th Anniversary of the launch of the MiTo! For the more courageous among you, watch out for updates about our Land's End to John O'Groats MiTo Challenge at mitoregister.com/endtoend (more details in the New Year). I do have a few other little MiTo events or gatherings in the pipeline for next year so keep an eye out for emails and updates in our newsletters.



Book 19th June 2020 for our 12th Anniversary MiTo track day!

Finally, as it's that time of year again, I want to ask you all to please take a few minutes to complete our MiTo Survey which you should be receiving any day now. It's an online thing and will not take long to complete, but I can't begin to tell you how helpful it is. It's entirely anonymous so you can be completely honest, and I genuinely do try to act on the results to make our MiTo Register the best it can be.

Talking about that time of year, I want to wish you all a wonderful Christmas and New Year (can you believe it's here already?) and thank you all for your support in 2019. Both I and your MiTo are grateful for your devotion.

Until our next column in the April magazine, enjoy your MiTo!

David Faithful

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

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 Alexander Black the Giulietta Registrar

Who or what inspired your love of Alfa Romeo?

I've always had a passion for cars, as a child – although only being 24, it's not too far in the past! I watched episode upon episode of Top Gear - I was obsessed. My favourite episodes were the one with the three older Alfas, a MiTo against a Toyota IQ and a Skoda Roomster – and, further into the future, the 8C and 4C episodes and one with an 8C Disco Volante. The common denominator was Alfa Romeo.

I grew up, passed my driving test, got the cars highlighted later in the article, and sort of lost the buzz that the cars I loved gave me. It wasn't until I started working at the George and Dragon in Thringstone, where that love was rekindled. My local AROC Section - the East Midlands - met there. Brilliant people, great cars and such passion for the marque! I just had to join in.

What does your role as model Registrar entail?

Believe it or not, there's quite a lot to it! Alongside writing bits for the magazine, Facebook management and instructing people where to park at events, in the background there's so much I do and work on. Those of you that read my last Registro Ricambi will see I've implemented a new Register and data collection form which has so far had over 150 unique entries. Creating the wonderful window sticker was another task and trying to develop that idea for future events - creating the small event packs and bits and bobs to make sure all of you have a great day at events. Project work is another big thing I do in my "spare" time which leads on to...

What is the next project of the Register?

I've got so many plans for 2020 - I'll give you just a few ideas of what I'm up to in the

coming months. Christmas will see the first of many with something to thank members for their support in this, my first year as Registrar! I've got some plans that paid-up members who have registered their details can expect soon! Depending on when this issue arrives, they may already have them!

Increasing interest is one of my plans this coming year - trackdays, events, all those fun things that people enjoy. I'm always looking for members' suggestions to create the best AROC experience for all members. Possibly the biggest thing coming in 2020 - the Giulietta turns 10, it's a fantastic landmark and there will be celebratory events and displays throughout the year including some commemorative goodies for paid-up members, keep your eyes on your mailboxes! As part of these celebrations I aim to tour the country, visiting AROC Sections across the UK to spread the joy that the Giulietta can bring and celebrate its 10th year in production.



What is the best thing about this job?

Satisfaction when a plan comes together! NAD this year is a great example of this - seeing people's happy faces when they won awards, got their window stickers and created a fantastic display. It's really the best part of it.

Any downsides?

The only thing for me is time, I can never find enough of it; I'm championing a 25 hour day.

Have you always been an Alfa owner/driver?

Brilliant question, might give you all a chuckle! My first car was a blue 2010 Toyota Yaris - low on insurance, cheap to run and absolutely bomb proof! Then the "fun" begins... to this day I don't know what possessed me to buy a 2013, bright yellow, Citroen DS3 Dsport+. Yes it was like a go kart, small, enough oomph for its size - but boy did it make me look stupid! All 6 feet and 4 inches of me squeezing into it daily was a sight to be seen. It had an unfortunate accident in the snow which caused a lot of damage, got repaired (badly) by my insurers and continued to litter my driveway for another year. Then I grew up and went car shopping.

As highlighted earlier, my love of Alfa was only made stronger by the local Section and I was advised by members to visit Chris Variava in Nottingham, where I bought my first Giulietta - a 14 plate 1.4 turbo Sportiva Nav. I drove it for two years across the length and breadth of the country, to AROC events, on holidays - and loved it! Every second driving that car, my smile was as wide as can be.

After that I decided to change things up. I'd always wanted a red Alfa and happened across an Alfa red Giulietta Quadrifoglio at Beechdale in Derby. I enquired after it, only to be told "it's going through a finance application currently, I'll let you know if anything changes". Gutted wasn't the word! I couldn't find anything similar locally and started looking nationally. I'd got my heart set on a QV now and in Alfa red with reasonable mileage and history. I built up a shortlist, picked up my phone to begin enquiring and it rang. The deal had fallen through! So I got in my Sportiva and off I went. After a short

test drive, I bought it and picked it up the next day! It was sad to see the old Sportiva go and I still miss it from time to time. If you're reading this and have purchased FE14 WTT get in touch! Hopefully you're a member and you stumbled across the AROC bits and bobs I conveniently left in the glovebox! Following in the footsteps of the old Sportiva, the QV has also been all round the country! And it still gives me more smiles per hour than anything else I've ever driven.

How do you relax?

Relax? What's that? I love a full-on non-stop life. If I'm not here, I'm there! I have a great passion for motorsport - specifically Formula One - and I could bore you to death about that. I'm also quite the football fan. I also love cleaning my car. I've got shelves full of detailing products and - weather permitting - will be out all hours making sure things are as good as new.

What other hobbies do you have?

I've recently purchased a DSLR camera, so taking photos of anything and everything is one of my biggest hobbies. Cars, football, racing - you name it! Your finest hour?

I've been on the tele! Only briefly - and you really have to be looking for me - but I was in the tent for Amazon Prime's The Grand Tour with a very good friend and I can be seen standing within inches of Hammond and May; a day I will never forget.

What's your most treasured possession?

Currently, my Giulietta, I love it more than you can imagine.

Any regrets?

Bit of a weird one - selling my old Sportiva Nav. I wish I could have kept both Giuliettas.

Dreams?

I've always aspired to have my own business. Doing what? No ideas. Any suggestions?

Any unusual stories?

When I was younger, I volunteered at a local radio station. The interesting bit is that I used to dress up in a giant hedgehog costume as the mascot for the station. I made a great fool of myself on stage at a local firework display dancing like no one was watching!



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MiTo photo competition

David Faithful rounds up the winners of a contest that took owners to every corner of the UK

Above
Greg Solman,
overall winner
and winner
of the AROC
Chairman award
with this image

In April 2019, we launched the MiTo 2019 Photo Competition. Nothing special about a photo competition as such, but we wanted to do something a little different. Simply popping out and taking a picture of your Alfa Romeo is something many of us do on a weekly (or more frequent) basis, so that is not hugely challenging.

The aim of the competition was to get people out in their MiTos, to explore new places they have not visited, to have fun with their family and to put some miles and some dust on their cars visiting somewhere unique, somewhere different. To create new memories. And while they were there, might as well take a picture of their MiTo.

Right
Edward Dolden,
equal 3rd Place
Winner, at the
causeway to Osea
Island in Essex



So it was not a typical photo competition. We created a dedicated map of over 300 locations all across England, Scotland and Wales. Each location was numbered and our map let participants zoom in and get the specific coordinates to find it. Some locations were well-known such as York Cathedral, Whitby Harbour or the Black Watch Monument. Some locations were difficult to find or involved quite a journey such as John O'Groats, Happisburgh Lighthouse or the Mull of Galloway. But they all had something in common: there was either a great view, an interesting background, a monument or landmark that might make a good photo if you can get your MiTo in the picture.

All locations had points allocated, with some extra points for the big AROC events and bonus points for many difficult to find or hard to photograph landmarks. And there were some special bonus points at many locations based on numerous factors, including some criteria participants would be unlikely to guess (e.g. locations numbered 33, 145, 147, 155... you can probably see the pattern). We also had some extra prizes for members' kids who took a photo or appeared in one.

So the scene was set, the map was completed, the competition was launched and we waited hopefully for our first submission. And we did not have to wait long. We launched the competition on 6th April, and on 7th April

we received our first entry of Alex Chapman's fabulous SBK at North Leverton Windmill. The competition was underway and the relief was palpable.

During the course of the Summer - and right up to the last day of the competition - the submissions arrived and were scored and published. In total, we had 213 entries; pretty impressive.

There were several winning categories and you can see a very small selection of the images here. All photos are in the Gallery at mitoregister.com. Because the competition allocated points for each photo, the top ten leader board was relatively easy to track, but we also asked our Chairman John Griffiths and Auto Italia magazine's owner and chief photographer Michael Ward to help with the final judging.

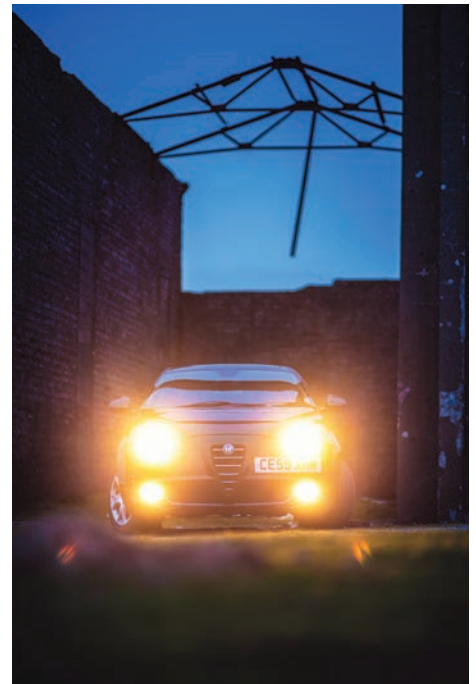
Our overall winner, Greg Solman, submitted a portfolio of incredible photos and also won the AROC Chairman's award with his remarkable picture playing with light. Owen Reeve came a very close 2nd, with a number of fabulous images including the one here at Caffeine & Machine. Remarkably, we had joint 3rd place winners achieving the same points with Edward Dolden and Stuart Hermiston. All these winners received a unique trophy, one year's AROC membership and Auto Italia subscriptions along with James Mann's excellent book *How to Photograph Cars*. For his AROC Award, Greg Solman also received a

Below left
Owen Reeve, 2nd Place Winner, here at Caffeine and Machine

Below right
Stuart Hermiston, equal 3rd Place Winner, under the Humber Bridge

Bottom left
Jake Kingsley's Auto Italia Award winning photo at Whitstable Bay

Bottom right
Elliot Tratt's outstanding photo winner at Davidstow Runway in Devon



very rare Carabinieri MiTo model along with his overall winner's award of a 1/10 Tamiya radio controlled MiTo (albeit in kit form to keep him busy over Winter!).

The Auto Italia winner was Jake Kingsley with his beautiful sunset image of his MiTo at Whitstable Bay, who also received a unique trophy, an Auto Italia subscription and a copy of James Mann's book.

All our runners up, along with those who received special mentions for outstanding photos, received a personalised glass MiTo trophy. And, of course, we must mention the three children who participated - albeit with a little parental encouragement we suspect: Luca Armani, Rosie Hermiston and Harry Hermiston, who all receive a personalised glass MiTo trophy along with a radio controlled MiTo.

Enormous thanks are due to everyone who took part, everyone's family who supported it, the MiTo owners who encouraged the participants online - and, of course, to our judges John Griffiths and Michael Ward. I think it is fair to say that the volume and quality of photos did not make our judges lives' easy, but we are hugely grateful nonetheless.

It goes without saying that these types of competitions only really work because people take part. This was not a typical competition; it required people to get out there, to travel, to take a little risk and, at some locations, convince location staff to let them position a MiTo for a photo. Literally from Lands' End to John O'Groats (we had submissions at both), right across Wales, Scotland and England, MiTo owners spent a good part of the Summer of 2019 finding some fabulous and some crazy locations just to take a photo of their MiTo. But it was more than that. Many members told me it was a great opportunity to have a day out, a weekend away or just a fabulous drive to places they would never have otherwise considered visiting. Many people reported that the competition was the highlight of the Summer for their whole family, looking at the map every week together and planning where they could go at the weekend.

Most importantly, almost everyone said it created new memories on their Alfa Romeo journey. And whether they won or not, that has be worth it.

Right
Sharon Stevenson's notable image from the hard-to-find North Sea Pier, Brough, down the coast from Dunnet Head in Scotland

Bottom left
Kim Kitson's fabulous MiTo on the Mill Lane canal bridge in North Warnborough

Bottom right
Kirsty Mitchell's beautiful picture at Loch Rannoch, Scotland





Left
Rosie and Harry Hermiston at the South Cliff Clock Tower, Scarborough

Right
Taken by Luca Armani (aged 10) at Portland Bill Lighthouse, Dorset

1st Place Winner	Greg Solman
2nd Place Winner	Owen Reeve
=3rd Place Winner	Edward Dolden
=3rd Place Winner	Stuart Hermiston

AROC Chairman Award	Greg Solman
Auto Italia Award	Jake Kingsley

Special Mention for Outstanding Photos	Elliot Tratt
	Edward Dolden
	Sharon Stevenson
	Kirsty Mitchell
	Kim Kitson

Runners Up	Kim Kitson
	Kirsty Mitchell
	Buddhika Karunasekara
	Elliot Tratt
	Sharon Stevenson
	Allie Taylor
Alex Williams	

Kids Awards	Harry Hermiston
	Rosie Hermiston
	Luca Armani



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A love affair on Crete

Eric Fletcher Woods tracks down a 90s classic - and then finds himself buying another

Above
155 basking in
the Cretan sun

Elsewhere, in *Registro Ricambi* you'll find there's a Brera living in Cyprus. Not wanting to be outdone by such a young upstart, here is the story of a 155 living on the island of Crete. The story is told by Eric Fletcher Welsh and begins in the Spring of 2019...

I had just mothballed my 2.0 litre 147 because of the excessive road tax cost here - €630 a year - and, to be honest, I was bored with the 147, having owned her for nine years. That is the longest I have had a car for - the nearest was a 1750 Berlina 1971 in Dutch Blue, which was around seven years.

It was a cold and stormy day, so what to do? I opened up the internet on the Car GR site that has everything that moves from cars to cycles to boats - and Alfa Romeos. Open this site at your peril because, in the words of Fraser from Dads Army, "you're doomed".

What colour to look for was the first issue. This time I would opt for 130 red (the 147 was silver). My second thought was for something a bit older - maybe 1970s. But maybe not, because there is then the issue of sourcing parts in this part of the world. So I was left with the 80s or 90s.

There were plenty of cars around and with the aid of the magic button I narrowed the search down to just red cars. Around fifty results came up; this wasn't going to be as easy as I had envisaged.

Early 80s Alfas come with inherent problems - as we all know. Hidden tin-worm and the aforementioned parts issues. So the cars from the 90s seemed to be a better bet. I remembered taking my son to watch the 1994 British Touring Car Championship at Brands Hatch, when the season had been dominated by the now infamous 155s. There were twelve or so cars on the website in red, but I thought that a wide bodied car would be the better option, which reduced the offerings to just five.

These consisted of three 1.8s and two 1.6s; the 1.8s seemed a bit war-weary so I was left with two 1.6s, both on the mainland; one in the North, the other in the South, near Athens. That would mean a ferry from Crete overnight but, looking at the costings, this wasn't as bad as I had thought.

The car clearly needed a repaint and was running on yellow Konis and Fiat Stilo Abarth 16" rims. I wouldn't normally touch a car that has been "got at" because you usually can't tell if the work has been done professionally - or even sympathetically. However, this one was owned by a chap who had previously owned an Alfetta and a 1600 Bertone - which boded well. I set off with a wallet full of Euros, the asking price being €1,500.

The car did indeed need a repaint and a replacement power steering pump - plus a set of new tyres - so the costs were mounting. After adding in the ferry fares I reduced my overall spend to €2000 all in and so negotiated accordingly.

The test drive was something of an event. It ran - sort of! We hiccupped our way down the road, but judicious use of the throttle soon cleared the plugs... something else for the list. I have to say the interior was in good condition but the only down side was lack of air-conditioning which in the Summer here is a necessity.

Back home on Crete, the 147 has been moved out of the garage so I can get a good look at the 155. The car is a 1996 1.6 16 valve, but what I hadn't done was drive it up into the mountains - there aren't many around Athens. She was woefully slow, so back onto the internet.

Two months later a 1.8 8 valve popped its head up out of the mountains about a two hour drive away, near Rethymno. The asking price was just €300. I went with a mechanic friend of mine to have a look and, just in case we bought it, took the plates off the 1.6 and went up in the 147.



Right
Back home, in the garage and out of the hot sun

The test drive revealed one would need the muscles of Arnold to turn the steering wheel - again issues with the PAS! This one had the required aircon unit, albeit not working. A deal was struck at €150! We spun a coin for who was going to drive her back to base and I drove the 147, stopping off in Rethymno for dinner.

The 155 bought in Athens had both door mirrors but with one of the covers missing. That proved a difficult enough task but when it came to sourcing other parts... well, that was an education. You can find most items on the internet, even if they are not listed. It is worthwhile talking to people that have an interest in the model of car that you own.

It may sound daft, but you can find parts in the most unlikely places through sheer persistence. Good sources include websites that are breaking cars - and don't be afraid to try other countries. Greece, Germany and Italy are decent sources, but you have to have patience and be prepared to nurture relationships... and always haggle! Usually you can find someone with parts who also knows a chap in another country who might be able to assist. This is one of the reasons that I bought the spare car.

I have changed the engine over and now have an Alfa engine not a half-and-half. The PAS pump was

refurbished locally which, sadly, didn't work out very well, so I sourced a new one from Germany via eBay. A complete clutch kit came from Athens. The engine was cleaned and the cam chain checked, and we fitted all new belts and hoses, water pump, plugs, etc most of which were had locally.

The car has been resprayed in the original Alfa 130 red, the wheels refurbished and new Continentals fitted - I found that they stand up to the heat and road conditions better than any other tyres. I fitted 100W headlight bulbs which are a much cheaper option than LED or Xenon lamps - and I still have to finish the cabin electrics, mainly the aircon switches and rear power windows, but that is about her done and dusted.

With the 1.8 engine installed and a K&N air filter fitted, she now drives and sounds amazing. Even though the car is front wheel drive, the back can still hang out occasionally through the bends.

So, do the leg work on the internet and you might find that the parts are out there, it also helps to find the markets where most of your particular model was sold because logically that is where the pot of gold is to be found. It, so far, has worked for me.

Bottom left
Alfa Romeo 1.8
8v engine

Bottom right
155 in the wild





Unity Track Day Silverstone

Elio d’Alessandro takes to the international circuit in his MiTo in the sunshine. And the rain. And the hail...

Above
The first batch of cars, lined up and ready to go

Below left
Four seasons in one day

Below right
Elio in action on a drying track

After a gap of a couple of years without a member-specific track day, the Club was delighted to assist Unity Automotive – Alfa dealers in Kidlington, Oxford – in finding participants for their open pit lane event on the International Circuit at Silverstone.

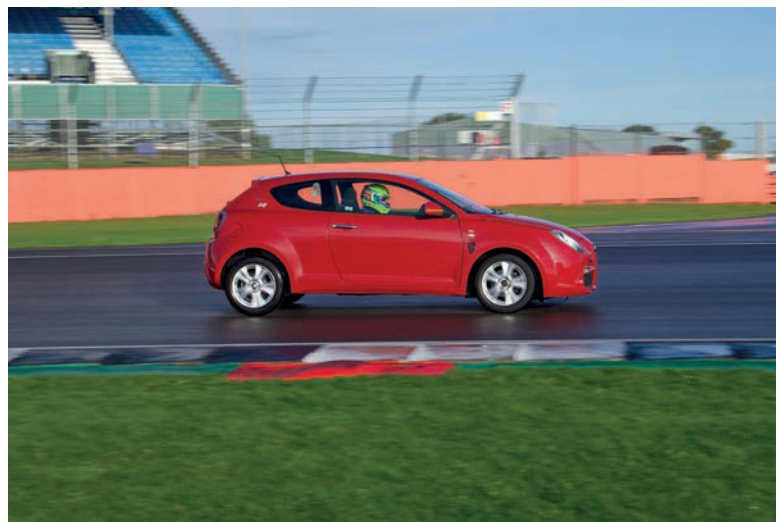
Although numbers were slightly down on what had been planned – and the weather wasn’t the kindest – there was a great variety of cars (from 105 series coupés and Spiders to a couple of 4Cs, and a clutch of Giulia Quadrifoglio and Stelvios – as well as a very nice Lancia Fulvia Zagato and a Lamborghini). It was my first time out on track in my re-mapped Giulietta (see elsewhere in this issue) which was a lot of fun – and the opportunity to do some laps with a professional driver was an eye opener – but I’ll leave it to young Elio d’Alessandro to sum up the thoughts of just about everyone I spoke to. – Ed

I had been looking forward to this day for the previous two months. I had never before had the opportunity

to drive around Silverstone – even with my nine years’ experience in karting. This day would give me a little taste of what car racing is like – bearing in mind that my MiTo Sprint 1.4 turbo (recently remapped to 170bhp & 290nm torque) is setup for the road and day to day driving. Today was all about having fun – seeing what both the car & I can do and – hopefully – bringing it back home in one piece.

It was an early start, getting up at 5am and hitting the road at 6 to drive to Silverstone Circuit, the “Home of British Motor Racing”. Then on to sign on and to driver safety briefing for the day.

The pitlane opened at 9am for the sighting laps where we just cruised around the circuit at around 40-50 mph, which felt like I was walking the track rather than driving it. The sighting laps gave everyone an ideal line on the circuit layout, elevations etc. Once completed, I went out on circuit for my first run – 10 minutes, learning





each lap on how I could improve and push more here and there. Throughout the morning session the track was drying lap after lap from the overnight rainfall. In one of the morning sessions, going into the Vale chicane and forgetting that I was driving a front wheel drive car not a rear wheel drive racing kart and I threw the car into the corner and provoked lift-off oversteer. I should have known better - oops! Soon sorted that issue though... what a fun morning!

Once the lunch break was over it was time to get back on track for the afternoon sessions. An hour into the afternoon, a dark, gloomy, menacing cloud was hovering over Club corner and - once I cleared a lot of traffic - I was on a fast lap. As I went into Vale,

the rain started but I didn't think too much of it - the tyres were working fine - then, as I was aiming for the double apex of Club, a hail storm arrived and I was driving on marbles - literally. The session was stopped for everyone's safety.

Once the hail-storm passed & the track re-opened there was a couple of hours of running left. As time went on even the sun came out to dry the track and more fun was to be had. It was good to meet others enjoying their cars too - and to be able to take part in this event organised by Unity Automotive in conjunction with the Club. Thank you to all, look forward to the next one!

Pics by David Harbey

Top left
Elio in action in the MiTo

Bottom left
Battle of the Model Registrar's SZ Registrar Adrian Jardine in his 147 GTA follows 939 Spider Registrar (and Alfa Driver Editor) Guy Swarbrick in his Giulietta

Top right
A fantastic mix of cars

Left
Nick Suiter in his 75 track day Special





Performance without tools

Guy Swarbrick took his Giulietta to Newquay to have an extra 44 horses squeezed under the bonnet

Above
"Sergio"
strapped to the
rolling road
dynamometer

Many of those with older cars lament the fact that modern engines don't have the same potential for tinkering. The large, plastic cover over the engine is designed to hide the oily bits and to reinforce the message that there's nothing here for you to worry about.

That's partly true, but the flipside is that there are potentially huge performance gains to be had without getting the toolbox out.

The 1750 Tbi engine in the 159, Brera, Spider, Giulietta and 4C has a reputation for providing big gains for a relatively small outlay, so when I took delivery of my 2016 Veloce, I was keen to see what could be achieved.

There are basically three options when it comes to remapping Alfa ECUs – plug-in or piggy back chips, maps created by Alfa specialists and maps created by more generalist tuning companies. I've had maps from Alfa specialists in the past – AHM in Hampshire did my previous 939 Spider and Alfa Aid in Berkshire my 2.0 JTDm 159 Sportwagon. This time I decided to try out Celtic Tuning in Newquay. Although not an Alfa specialist as such, owner Graham Cock is an Italian car enthusiast and their Giulia Quadrifoglio maps have a very good reputation. More relevantly, Graham has a 4C – with the same engine and gearbox as my Giulietta – which forms the basis of a project to develop a 500bhp 4C. That does require a bit more than just a map – the engine will be

enlarged to two litres – Graham has been in conversation with our own Jamie Porter who is also working on a two litre 1750 Tbi conversion - and has a larger, hybrid turbo and a custom manifold which is a work of art...

Celtic has three options to get your car remapped. They have a network of 60 franchised dealers around the country (and another 140 or so overseas) who can do the remap using their tools and software – with live backup from headquarters in Newquay; they have a pair of mobile workshops that can visit your home and do the upgrade on the drive – and you have the option to visit Newquay and take advantage of the rolling road dyno to get a before and after printout of the power and torque curves.

Initially, I opted for the mobile service and Scott from Celtic turned up at the appointed time and remapped the engine while I got on with editing Alfa Romeo Driver. As well as the engine map, I had arranged to try a TCT gearbox map and, unfortunately, Scott had trouble communicating with the control unit on the gearbox, so we agreed that I would drive down to Newquay to have that done at the workshop.

While I was there, we took the opportunity to restore the original factory map, run the car on the dyno and re-map the engine as well.

The factory spec for the Veloce is 237bhp (240PS), but Graham confirmed that they are frequently rather better



Left
The view from the waiting room

Below
The "before and after" printout

than that. So it proved to be with mine – the 'before' figure coming out at an impressive 254.6bhp with a peak torque figure of 242 lb/ft versus the factory spec of 251 lb/ft. As you can see from the accompanying dyno printout, Celtic didn't quite manage to squeeze 300bhp out of my car (they have from some others, of which, more shortly) – but they did get 298.6bhp, which is close enough for me. They also managed to get that torque figure up to 289.7 lb/ft and remove a bit of a flat spot at the top of the rev range.

Celtic don't really like the 'standard' terms of 'Stage 1' and 'Stage 2' – although they do use them, because people expect them. This is a 'Stage 1' tune – taking the standard components as far as they can go without impacting reliability. The Celtic development process involves hours of tweaking maps to get the most power possible without breaking anything. While they will make minor adjustments on the day, essentially a standard engine gets a standard enhanced map.

A Stage 2 tune, in Celtic's terms, takes the standard enhanced map and customises it to maximise performance with any hardware modifications – decat pipes, larger turbos, bigger intercoolers etc – and it's that which enables the 1750 Tbi in the Giulietta to break the 300bhp barrier.

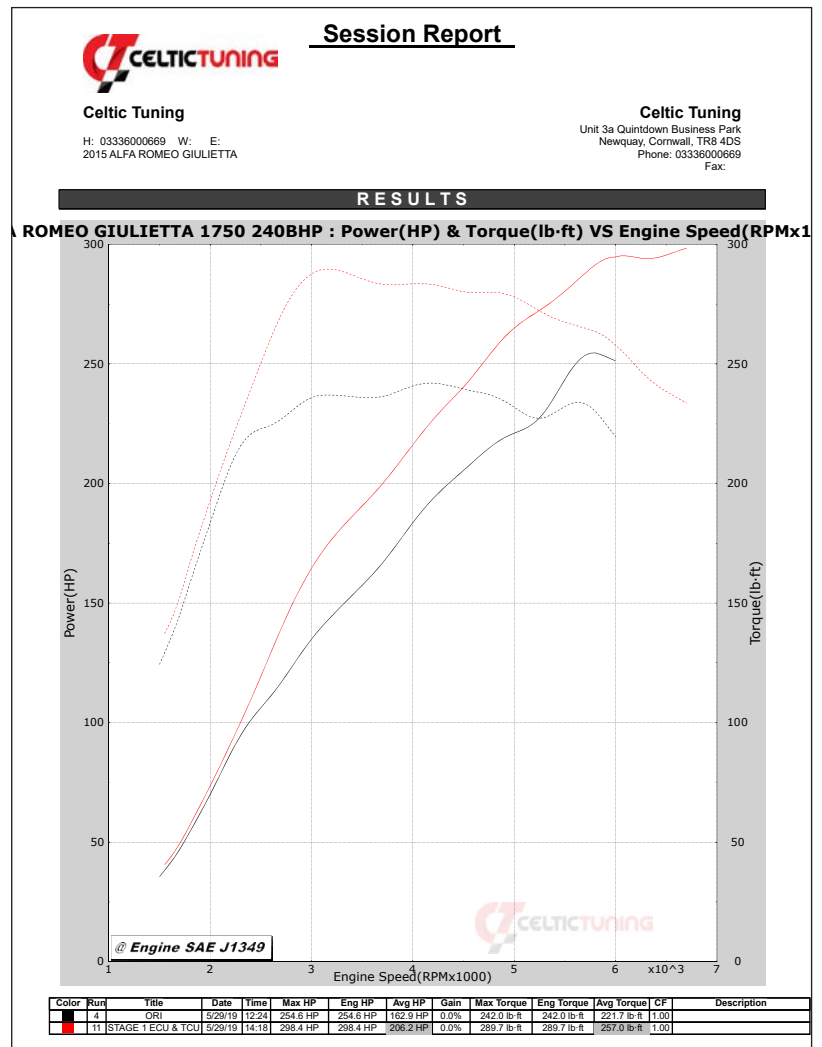
While I was in Newquay, I managed to grab half an hour with Graham to talk about the process they go through to develop a new map – and it's a process that's evolved since the business started in 2004, reverse-engineering the ECU maps despite the best efforts of manufacturers to make life difficult for them.

The biggest potential for increases is with turbo engines, but there are gains to be had in terms of driveability from normally aspirated engine. Celtic has done a lot of work with the 2.2 JTS engine, smoothing out a notorious flat-spot and boosting the power from 185bhp to 205bhp.

Often, the only significant difference between the different power variants of the same engine in a range is the software. So, for example, the Stage 1 tune for the 197bhp engine in the 2.0 petrol Giulias (and Stelvios, of course) – the Super and Speciale – takes it to the same 276bhp as the Veloce. But that's not the end of the road – you can take both engines to an impressive 324bhp – and 349 lb/ft of torque, compared to the base 243 lb/ft.

The same is true of the current Giulia and Stelvio diesels, where there are 136bhp, 150bhp, 180bhp and

210bhp variants. While in the past it was possible to get enormous gains from diesel engines – the 150bhp 1.9 JTDm will happily put out 212bhp - manufacturers are making life harder for the tuning companies by fitting smaller injectors and suites of component protection features on the control units. The three lower output Alfa engines are the same, so any of them can be taken



Right
Where the
magic happens



to around 216bhp. The 220bhp unit has larger injectors but, Graham says, they're running the injectors to deliver just a little bit over what the engine's capable of, so tuners are restricted in terms by the hardware so, the '220' will top out at 234bhp and 398lb/ft of torque.

Those aren't the only hardware limits tuners face. Graham tells me that the Quadrifoglio has a rev limiter inside the gearbox set to 7,550 rpm. If you go over that by 1 rpm, it prompts the engine management to pull the plug – even though the engine is still climbing exponentially at the red line. If you could give it an extra 3-400rpm he predicts you'd see another 30 or 40 horsepower.

I mentioned the TCT gearbox map and, in conversation with Graham I said how disappointed I was in the character of the TCT gearbox in the Giulietta compared with the 4C. He agreed and assured me that when I got my car back on the road, I wouldn't be disappointed.

Obviously, you can't just put the 4C TCT map on to the Giulietta – the car's heavier and the engine map's different – but what you can do is create a new map for the Giulietta which has characteristics closer to those of the 4C – and to take advantage of the increased power on torque from the

new engine map. A remap for the 8-speed ZF automatic in the Giulia and Stelvio is in the works.

When I asked Graham how plug-in chips – some of which now have the ability to 'tune the tune' using an app on your phone, he was initially surprisingly positive. A Stage 1 map is a standardised enhanced map, after all, so, in theory at least, a good map on a plug-in box could be absolutely fine. He did then qualify that by pointing out that they'd never had a car come in with a tuning box on it and leave with the box still on...

Is it worth it? I have to say yes. My Giulietta was transformed – and certainly surprised a few people at the recent Unity Automotive track day at Silverstone. It's not just more powerful, the power is much more usable.

The world of remapping has evolved since the 90s – and the manufacturers continue to try to make life hard for the tuners – but they're not going away any time soon. Hybrid power units like the forthcoming 1.3 litre unit in the Tonale combine the power from the electric motors to that from the internal combustion engine – and extra power from tuning the ICE just gets added to the mix.

What is a modification and which ones should you declare to your insurers?

When contributing on various car club forums and enthusiast groups, we're often asked what's classed as a modification and which mods insurers need to know about. So I thought the advice worthy of sharing here too.

If we think of a modification as any change that has been made to the vehicle since it left the factory, that's not going to be far wrong.

Modifications normally fall into one of two categories – performance (including handling) or cosmetic. Insurers will each have a different approach – some won't allow any modifications at all, some will charge for all mods, some just for performance mods and others not at all if within certain parameters.

On that basis, our advice is always to declare everything and let your insurer pick the bones out of it to decide for themselves what's relevant and what isn't – not least because deliberate or reckless non-disclosure to an insurer could result in them voiding your policy and you don't want that, especially if there's a claim going through.

While the Consumer Insurance (Disclosure and Representations) Act 2012 places the onus on insurers to ask you about modifications at inception or renewal if they need to know, rather than you having to volunteer information, you may find that your

Policy Wording requires you to notify them should you make any changes mid-term. It's fair really as in some cases you'll potentially be increasing the risk of accident or theft.

Mod-friendly insurers appreciate that you may make a modification simply in order to increase fuel economy or improve stability and not just to squeeze as much horsepower out as you can. However, if you have increased the power output significantly, also making supporting modifications with safety in mind (such as uprated suspension or beefier braking systems) might be considered a bonus. These insurers will also replace your mods like-for-like in the event of a repair, so it's always worth giving them the full mods list.

You'd also be wise to tell your broker at quote stage about any modification plans you have for the coming year. They may need to place you with a different insurer from the outset so that your mods can be catered for when the time comes. If your insurer doesn't allow your mods your cover could cease mid-term and you'd lose that year's bonus. Mentioning it up front also helps you to consider the overall cost of adding any given mod before you start spending out.

If you'd like an AROC Insurance quote for a modified car please call the team on 0800 008 6687.

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NEC Classic Motor Show 2019

John Griffiths reports from the UK's premier classic car show held from the 8-10 November

Above
A line-up
of 'winners'

This event in the heart of the country seems to get bigger every year. The main halls of the NEC – spanning near 20 football pitches in area – were again packed with over 3,000 cars, including the biggest collection of owners' club displays in the world. Add in many dozens of cars for sale from dealers, the vast Silverstone Auction area, the UK's biggest indoor autojumble and rafts of other traders and it's absolute heaven for car fanatics.

Our AROC Display was once again in the premium hall number 1 which these days benefits from bright

LED lighting rather than the yellowy sodium lights of old, making everything appear in crisp focus. After a number of years in the centre of the hall we were this time towards a corner, though it wasn't too bad rubbing shoulders with the Lamborghini Club.

The theme we chose was 'Winners' – a great excuse to incorporate some racing-related Alfa Romeos with a broad selection of other machines all in fabulous order as winners of various Concours and Shown and Shine events this year.

Bottom left
Other marques
are available

Bottom right
Everything
packed up and
ready to go





Left
Ted Pearson with his Alfasud Trofeo



Right
Rod Ashton and his 2000 GTV



Left
Paul Currie and his 147 GTA



Right
Gary Plumb and his Spider Duetto



Left
Tony Ludovico and his V6 Alfa 6



Right
Lisa Giorgia Dient'e and Don Compton with his 155 Twin Spark



Bottom left
Ian Osborne and his 2.5 V6 166

The show cars and Club Member owners were as follows:
1900 Corto Super Sprint (1955) – Kevin McCloud
Spider 166 'Duetto' (1967) - Gary Plumb
Alfasud Ti Trofeo Autodelta Group 2 Racing Car (1974) – Ted Pearson
2000 GTV (1974) – Rod Ashton
Alfa 6 2.0 V6 (1984) – Tony Ludovico
155 2.0 Twin Spark (1997) – Don Compton
166 2.5 V6 (2000) – Ian Osbourne
147 GTA (2003) – Paul Currie

With my not-so-subtle hint in the Chairman's column in the last edition, our 'surprise' celebrity Club member, Kevin, wasn't so much of a surprise to see at the show, but he thoroughly enjoyed it and was a delight to chat to. Arriving on the Thursday set-up day, complete with 'Peaky Blinders' cap (very apt for the area!) he set about waxing and preparing his 1900 CSS with much gusto. He'd even stopped to pick up some toothpaste to help with cleaning the chrome trim!

Right
The other side of
the stand



(Thinks: idea for a detailing column – maybe!) Having so enjoyed South West Alfa Day with his Alfa he was delighted to be invited into our midst for the show, and absolutely insisted on having a new AROC sticker in his front screen, his other one is in his 'daily' – an Alfa Brera.

Gary Plumb isn't a stranger to his show; his beautifully prepared Duetto having featured a couple of years ago on the Meguiar's 'best of show' display, having won Car of the Day at MITCAR that same year. Gary is only the fourth owner of the car, which after spending 25 years off the road benefitted from a thorough restoration. Gary has continued that to its present 'Concours' award winning state. It's a tremendous example.

Ted Pearson keeps his car absolutely beautifully, too. Many Club members will remember his spotless green 'Sud Ti racer from the show in 2017, that being his own road-going car from many years ago converted to a race-winner. Well, this 1974 example in cream is a full-on Autodelta-built racing car that featured in the famed Trofeo race series. After its main career ended it was used by both Nicolino Moffa and his friend, Franco Marianerra, for speed events and hillclimbs. It was brought over from Italy in early 2015 by Simon Jeffs and campaigned by him in the Classic Touring Car Championship between 2015 and 2017, winning Class B in 2017. Ted purchased it in 2017 and had it completely rebuilt mechanically by





Tom Shrubbs in Lincoln, the renowned Alfa specialist and competition car preparer. Ted has used it sparingly since but had two outings in the HRDC Classic Alfa Romeo Challenge series where it has finished 2nd overall (Donington Park, October 2018) and 1st Overall (Castle Combe, October 2019). The Laurel Wreath from there (still living!) looked great in its front window.

Another show winner next – Rod Ashton’s Bertone Coupe, which must be one of the nicest in the UK. It is a two-owner car which he bought from Dove’s, on 27th September 1978, 41 years ago! Some 25 years in dry storage ended in May 2007 when he began a much-interrupted restoration, which ultimately he completed in mid-September 2018. Very few stones were left unturned. The car has rebuilt original machinery throughout, so that, with the normal servicing, reliability can be expected over at least ten years of active summer use. Although the body has the usual replacements to its skin panels which are seam butt welded from the factory, by far the majority of its core is original. Under its paint, the shell has modern phosphate treatments

and “e-coat” primer. The colour is a period Alfa Romeo range option, AR509 Rosso Amaranto. Wheels are original and fitted with new (handbook option) Michelin XAS tyres, as they were when I ran the car as my “daily”. Apart from the paintwork, machine shop and balancing work for the engine and propeller shaft, and the CWP and differential rebuild, Rod has done the work himself. The paintwork was done by Proline Specialist Finishing of Earls Barton, Northants – a superb job. We spotted the ‘running-in speeds’ sticker in the windscreen – and Rod said it is still justified; all that freshened machinery has done about 1,560 of the recommended miles and is settling in nicely. All in all, a real stunner.

Next up, a true rarity; Tony Ludovico’s Alfa 6 2.0 V6. An Italian market special, the 2.0 litre version of the V6 ‘Busso’ being introduced to avoid the punitive ‘over 2 Litre’ tax hit, created in much the same way the 208 Ferrari GTB/GTS was. Though the latter got turbochargers, the Alfa made do with six (yes six) individual carburettors. That caused some ‘discussion’ on Facebook where people were saying surely that was three twin-barrel carbs,

Above
Last minute set up on Thursday afternoon



Left
Barn find Montreal

but Tony proved it by removing the airbox. Tony only bought it 12 months ago but has thoroughly enjoyed his ownership, taking the big cruiser to many shows - winning the Italian Rarity award at MITCAR in August. For next year he says it will gain a violin case and suitable hat in the back window! Perfect...

We wanted a smart 155 for the display this year to celebrate 25 years since the car beat all before it in the 1994 British Touring Car Championship. After consultation with 155 Registrar, Steve Ball, Don and Lisa's delightful 2-litre example was chosen - also a show prize winner. They travelled all the way up from Devon and made a holiday of it. Their car is in Alfa 'Proteo Red,' but with a twist - some added metal flake which looked great under the lights. The car, whilst mechanically standard has some very nice modifications, including an original 155 'Silverstone' front splitter - very apt given the BTCC reference! It's so sad that under 100 of these remain road registered in the UK. Great to see this one, though.

Next to that, in chronological order, was Ian Osbourne's lovely prize-winning 166 V6. A rare Series 1 with the 2.5 version of the Busso and a manual gear box. Ian is continuing to restore it having swapped its velour trim for 'Super'-spec leather, it also boasts the dealer-fit Zender body kit option. As ever with one of Ian's cars, under the bonnet is immaculate, a real credit to his talents.

Paul's 147 GTA really drew attention, particularly for its meticulously detailed engine and general under-bonnet, plus its sparkling Rosso Competizione paintwork with just a spot of added gold fleck, and beautiful gold Italian OZ alloy wheels. Paul's GTA won an award at National Alfa Day for its overall presentation - subtly modified, it's a fabulous eye-catcher.

With the weather so wet this year, and with some salt around on the roads, we were again delighted that the owners of these cars were prepared to bring them along, and some a very long distance indeed. Talking to the many Club members who attended the display across the weekend they were certainly delighted to see them, and our team signed up over 40 new members across the event too, there appears to be no let-up in the enthusiasm out there.

Our team ensures all of the Club's helpers get some time to wander around the halls apart from being on

duty so to speak. There were four or five other Alfas to be seen - mainly with traders, plus a Giulia QF N-Ring edition in the main auction where there was also an orange 'barn-find' Montreal in need of a fair degree of restoration, with a very authentic-looking layer of dust! That sold for over £37,000. There is rumour of Classic car prices softening, not for that model it seems.

Aside from the Ferraris, Maseratis, Lamborghinis and the like, it's fun to see the more obscure and mundane machines. I did like the beige Morris Ital, for example, with an immaculate under-bonnet that was surely FAR better than when it left Cowley. Fords were *everywhere* (how incredible are those XR2 and XR3 prices now?) but a favourite was the just-restored, bronze, Ford Consul - the actual car that starred in the 1970's series "The Sweeney". Yes, I thought it was a Granada, too, if you made the same mistake!

Once again from Thursday's show set-up day to Sunday night's close, it felt over just so quickly with so much going on and so many people to talk to. Happily this year we had no jump-starting to do come Sunday either - a first as I remember! As for next year's AROC display theme, if you have some particular Alfas you'd like to see, or if you'd like to volunteer your own for consideration, do please drop me a line.

Roll of Thanks Organisers / Helpers

Nick Wright
John Griffiths
Paul Jones
Stuart Taylor
Ian Jephcott
Duncan Langford
Dave Atkins
Brian Smith
Jason Hood
Graham Whiteside

...and, of course, the display car owners as mentioned in the show report and the many other club members who stayed on the display to chat to interested show-goers



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F1 and WTCR Season in review

Guy Swarbrick looks back on a mixed season for the Alfa Romeo Giuliettas in the FIA WTCR World Touring Car Cup – and for Alfa Romeo Racing in Formula 1

Above
Kimi Räikkönen
in the Alfa
Romeo
Racing C38 at
Silverstone

Last season Alfa Romeo a significant presence in top-level motorsport. The AROC supported HMS Racing Giulia in the British Touring Car Championship provided plenty of opportunities to get up close and personal with the team and drivers in the UK. There were a pair of Giuliettas in TCR UK – built by Romeo Ferraris in Italy and run by DPE Motorsport in Scotland. Team Mulsanne Alfa Romeo ran a trio of Romeo Ferraris Giuliettas in the WTCR championship – with a number of other cars in regional TCR championships. And, of course, the brand re-entered Formula 1 as title sponsors for the Sauber team.

Right
Kimi Räikkönen
in Hungary



This season saw a dramatic reduction in the marque's presence in the tin-top series – with HMS Racing sitting out 2019, DPE Motorsport failing to appear in TCR UK – which itself seemed to be on the brink of collapse – and Team Mulsanne down to a pair of Giuliettas for Italy's Kevin Ceccon and Chinese star Ma Qinghua. There were some positives, too – with a pair of Giuliettas taking part in the inaugural Australian TCR Series where Dylan O'Keefe would take second place, as well as two cars in TCR Japan and one each in the Eastern Europe, Italian, Scandinavian and US series, plus representatives in a number of endurance series with a TCR class.

Alfa Romeo Racing

The biggest change, though, was in Formula 1 where the Sauber name disappeared for the first time since the team's debut in 1993. Its replacement – Alfa Romeo Racing – is still based in Hinwil in Switzerland and is officially described as 'operated by Sauber-Motorsport AG'. It may be mostly a sponsorship deal, but it is significant that the Sauber name wasn't removed from the F1 entry even when the team was 80% owned by BMW in the mid-2000s.



Left
Kimi in pre-season testing at Barcelona

Below
Alfa Romeo Racing 2019

The Alfa Grand Prix cars of the 1930s were, of course, run by a third-party team – that very same Scuderia Ferrari that now provides the engines for the C38. And the Jaguar F1 team of a few years ago was a Stewart – with a Ford engine. Today’s Mercedes team is based, not in Stuttgart – but in Brackley and the engine may be funded by Mercedes and carry that name on its rocker covers, but it’s built in Brixworth by the company formerly known as Ilmor. The Aston Martin Red Bull is a Honda – and used to be a Renault. Nothing in Formula One is quite as it seems – but it never was.

With Charles Leclerc moving to Ferrari and Marcus Ericsson dropping to the role of test driver, the 2019

season would see Ferrari Junior team driver Antonio Giovinazzi partner Ferrari old-boy Kimi Räikkönen. Kimi’s car carries a Stelvio logo but the car clearly isn’t an SUV; Giovinazzi’s a Giulia one, but is short of room in the back...

The first part of the season saw the team moving in the right direction thanks, in part, to a novel front wing arrangement. The opening race in Melbourne saw both cars make it through Q3, with Räikkönen progressing to Q1 and qualifying an encouraging 9th. Giovinazzi struggled in the race, but Kimi finished a steady 8th – and would finish in the points in the first four races of the season. Spain, Monaco and Canada saw other





Above
Ma Qinghua in
the WTCR Race
of Slovakia

Below left
Kimi in Hungary

Above
Driver Ma
Qinghua

midfield teams – notably McLaren – up their game and the Alfas struggled, but Paul Ricard, the Salzburgring and Silverstone all saw Räikkönen take points, with Giovanazzi finally breaking his duck in Austria.

Between Hockenheim – the mid-point of the season – and Brazil – the penultimate Grand Prix – things went from bad to worse. Although Kimi would take 7th in Hungary – equalling his best results of the season at Bahrain and France – and Antonio would finish 9th in Italy and 10th in Singapore – a series of retirements and disappointing results would see the team crash down the order in the Constructors Championship.

The penultimate race at Interlagos – just as Alfa Driver was going to press – provided some encouragement for 2020 with Räikkönen starting 8th – having qualified 9th and Giovanazzi 12th - both benefitting from an engine penalty to former Alfa driver Leclerc.

Drama towards the end of the race with the two Ferrari drivers taking each other out and Hamilton awarded a five second penalty saw the Finn finishing 4th and the Italian 5th – by far the best result of the season.

Despite the fortunate circumstances, the Afas were genuinely competitive among the McLarens, Renaults, Haas and Toro Rossos. The team stayed 25 points clear of Haas in 8th place in the Constructors Championship – 14 behind Racing Point.

Rumours abound that 2020 will be the third and final year of Alfa’s involvement with Sauber – and whether the current gossip has any foundation, it’s inconceivable that the marque’s motorsport presence won’t be up for discussion if the PSA merger is finalised.

WTCR

As with F1, the fortunes of the Mulsanne team were up and down over the course of the 2019 series. Bad luck, series rules designed to mix up the grids and inconsistent performances from Cecon and Ma all contributed.

With one meeting to go in Malaysia about the time you read this, Ma lay 15th in the Championship, with Cecon in 16th – with the team’s ranking of 7th out of 13 a reflection of the fact that when one driver did well, the other invariably did not.





Left
Kevin Ceccon
in very wet
qualifying in
Suzuka

Below
Kevin, Ceccon's
Alfa Romeo
Giulietta TCR
action during the
FIA WTCR World
Touring Car cup
of Japan, at
Suzuka

The exception to that rule was at Round 3 at the Slovakia Ring. After a 9th place a piece in the opening round in Morocco and a solitary 11th for Ma in Hungary, things were looking bleak. But in Slovakia Ma qualified 3rd for Race 1 and took 2nd in the race. Ceccon took 3rd in the reverse grid Race 2, with Ma 9th – and then Ma took victory in Race 3 with Ceccon again on the last step of the podium.

It looked as though the car was finally delivering on the potential it has shown since the start of the season, but, sadly, they would score no points at all at the next round at Zandvoort and just seven – for an 11th and a 13th place – at the Nurburgring. Villa Real was slightly better, with Ma scoring in all three races and taking

second in Race 2 – but Ceccon agains struggled, taking just three points for a 12th place finish.

At Ma's home race in Ningbo, the Chinese driver qualified on the front row and took 2nd in Race 1, while Ceccon – dogged by penalties in qualifying – picked up only another couple of minor places. The Italian improved in atrocious conditions at Suzuka, picking up points in all three races – finishing one place ahead of Ma in 8th in Race 1 and 4th in Race 2 and 6th in Race 3.

At the penultimate race in Macau, Ceccon again had the advantage over his team-mate – taking 3rd place in the opening two races and 9th in Race 3 – with Ma failing to score a single point.

F1 pictures
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Romeo Racing

WTCR pictures
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Gooden/DPPI





ALFA'S FACTORIES - PORTELLO

Part 2 of **Jon Dooley's** history of Alfa's first Milanese factory chronicles the Second World War and the boom that followed

Above
How on earth did they sort this lot out - with a wheelbarrow? The factory after The Allies had finished with it. Photo, copyright Centro Documentazione Storica Alfa Romeo

Portello entered the War as a supreme factory for manufacture of top end sporting cars in small quantity. But it had become a vital cog in Mussolini's war machine - aero and military being 80% of production. To satisfy that demand a second plant was built at Pomigliano d'Arco - in the main for aero engine work - at the end of the thirties. Pomigliano is another, important, story of course - for another time.

Although the UK suffered the Blitz - with bombing of cities and factories and two million homes that suffered destruction or damage - this pales into insignificance alongside what went on in mainland Europe - and especially Italy.

To have whole armies fighting their way through cities with heavy armour leaves utter devastation. The Allies landed in Sicily and then the bottom end of Italy from July 1943. By September, Mussolini had been deposed and arrested and Italy had signed an armistice with the Allies.

The Germans would not give up so easily and effectively occupied everywhere the Allies had not taken. They also captured Mussolini and set him up in a puppet Italian government based on Lake Garda at Salo.

All this left the Allies having to fight up the length of Italy, metre by metre and valley by valley. This was hard as the topography of Italy has the Appenines as a backbone with mountainous ribs stretching to the sea on each side. The Allies would not arrive in Milan until April 1945, even though things became easier north of Bologna.

For the population living among this, life was difficult and dangerous. The fascists were nervous and capable of summary executions. The partisans were similarly inclined. Overhead, the Allied bombers flew seeking out strategic targets - any factory or workshop capable of working on war materiel or any source of power. Pomigliano d'Arco was an early target in 1943. Portello had three major raids - in 1943 and 1944 - the last one utterly devastating the works. The population also had to cope with all the devastation from the bombs that missed - and many did. Milan generally suffered greatly.

When the War ended, the reprisals started. Those that had worked with the Mussolini regime became targets. The lucky ones were arrested. Others were gunned down in the streets. Prominent among them was Ugo

Gobbato, who had been put in charge of sorting Alfa out from 1933. Liberation Day for Italy was the 25th of April 1945 and Gobbato was assassinated in the street on his way to work on the 28th. This sort of behaviour was not entirely surprising; for years an anonymous letter to the authorities pointing at an individual would lead to arrest and worse.

The situation post-war was dire. There were the few who had managed to keep their noses clean, just, and done very well out of the war period. The rest faced poverty and disaster. Portello was pretty well flattened. Employees were kept going retrieving what they could from the shambles, building up some working chassis to be sent out to coachbuilders and producing anything from window frames to the famous cookers. In 1962, our postman knocked on our front door. He had noticed our 6C 2500 parked on the drive and told us the last time he had seen one was in a row of them at Portello, when he had gone through there in the British Army.

Istituto per la Ricostruzione Industriale wondered what to do with Alfa. Various plans were looked at that included the shut down and liquidation of the company. Meanwhile, the employees had got on with sorting out and rebuilding. IRI had a huge number of companies in its portfolio and decided to structure the group into specialist areas, steel, energy, engineering, mechanical and so on. In 1948, the mechanical engineering companies were put into an IRI-owned holding company, Finmeccanica. The trick was a similar one to that used by Darracq forty years before. IRI and Finmeccanica each had an element of security, being under Italian state

ownership. They were able to leverage that stability by issuing shares and other paper to the public to raise further capital and finance the turnaround.

The USA also played a critical role, driven by the need to see off the threat of communism in Europe. The Marshall Plan provided finance and support to bring the countries of Europe back from chaos. Support for the motor industry, in particular, included making US manufacturing technology, the production line and pressed steel capability available. In the latter, the Budd Corporation held the major patents and operated in Europe by licensing local producers, like Pressed Steel and Briggs in the UK. The major Italian manufacturers - Fiat in particular, but also Alfa and Lancia - had made many visits to the USA before the war to gather intelligence and make contacts. Finmeccanica also set up offices in the USA and elsewhere around the world, helping to create demand for the investment paper and seeding distribution relationships. By 1949, a plan for Alfa had come to be accepted that used these ingredients, along with the historic skills of the company, to enter production of a new model that would be more affordable and sell in greater numbers - the 1900.

The 1900 was conceived and developed in an incredibly short time by the outstanding group of engineers in Alfa at the time. Budd provided the steel press tooling to build the monocoque shell of the base saloon. Sourcing components was not easy as the Italian suppliers were still lifting themselves out of the rubble. A big helper was Giulio Ramponi, who had been a riding mechanic to Campari and others as well as test driver for Jano in the twenties.

Below

Only a couple of years after the devastation, the Freccia d'Oro was Alfa's first production effort at a monocoque body, a mixture of pressings and fabrications, but mounted on the substantial 6C 2500 chassis. Strong but heavy. Photo, copyright Centro Documentazione Storica Alfa Romeo



Ramponi had resettled in England and after the War operated as a consultant from his workshops in Lancaster Mews in London. He provided connections with British component suppliers like Hepolite for pistons, Wolseley for valves, Vandervell for bearing shells and Girling and Ferodo, for brakes. Usage of these items explains the imperial, as opposed to metric, measurements of the components.

Before the 1900 emerged, the 6C 2500 Freccia d'Oro gave Alfa some practice with pressed steel structures. The "Golden Arrow" mounted what was, to a significant extent, a pressed steel monocoque on top of the classical chassis that would also do a fine job carrying lightweight coach built bodies. So the Golden Arrow was a very robust and stiffly bodied car, if on the heavy side.

The 1900 went into production and, despite the usual mutterings of it not being a proper Alfa, sold well. To keep the traditional Alfa buyer reasonably happy, platforms were sent out to coachbuilders like Touring and Farina, providing some glamour. By the time those and hot TI versions of the saloons were winning in racing and rallying, the market had fully accepted them.

Giuseppe Luraghi, a left-leaning professional manager, had been recruited in by IRI from Pirelli in 1950 to lead Finmeccanica, with a special brief with regard to Alfa. Over the next over 20 years, it was to be Luraghi that pulled, pushed and developed Alfa into a highly successful, growing and profitable enterprise. It was to be the longest period of profitable stability in Alfa's history.

Not every year was perfect - there were credit squeezes and other things that interrupted progress - but overall it made up a good portion of what became known as the Italian Economic Miracle.

Why that occurred is not down to a single component. Capitalism is excellent at satisfying shortages and there were plenty of those left by the War. Italian politics, though lively, did form strong teamwork. The Christian Democrats were ready to apply the "Christian" part of their name to dimming the worst excesses of capitalism for the public good. Managers and workers all were happy as their lives got better and better. The Unions operated with a measure of idealism too and made running businesses to plan easier to agree.

In Portello, Luraghi could also see a strong future and, being successful, was allowed good support from IRI/Finmeccanica. His international links formed by his experience in Pirelli also opened doors around the world. One of the stories, that first emerged after Griff Borgeson interviewed Nuccio Bertone in 1974, was of how and why the Giulietta Sprint came to be born. The story from Bertone was that Alfa (or Finmeccanica or IRI) had raised the capital necessary for the forthcoming Giulietta (Berlina) production line by issuing bonds. As a further inducement to bond buyers, one of the terms was that a prize draw would be hold and a number, said to be of the order of 200, would win a new Giulietta each. The prize draw took place in 1953 but normal delays meant that there were no new Giuliettas being built. The Berlina was to appear in 1955. The quick solution, to cut a long story short, was to build a small run of what was to be the Sprint on the available

Below
Alfa's first real series production model, the 1900, on the line, accompanied by a row of ready to fit engines and gearboxes. Photo, copyright Centro Documentazione Storica Alfa Romeo





Giulietta platforms. Thus, so the story went, one of Alfa's most successful and iconic models, the Giulietta Sprint, came about.

The problem is that many friends have scoured the world for any evidence of the bonds, the prize draw or the issue of the won cars to the winners - with no success whatsoever. None of the books, including "Giuseppe Luraghi - l'uomo chi invento la Giulietta" and others by insiders like Giuseppe Busso, show the least sign of what would have been quite a high profile operation. What does show up in the Luraghi book is a one line reference to investment being raised from an industrialist in the steel industry, an Otto Wolff von Amerongen.

Otto Wolff was quite a guy. He had inherited a significant German steel business - one in high quality steels - from his father after the War. Before the War, his father had had a Jewish partner, but by the end he hadn't. Otto had spent the War in neutral Portugal, representing, buying and selling materials. It is not impossible that that part of the world was a conduit for what today is considered laundering assets - including financial assets. The nature of the investment made into the Alfa setup is unclear, but given the background and the future situations involving Wolff and Luraghi, the investment could easily have been made with back-to-back arrangements, such as the supply of steel.

Despite Wolff's potentially questionable background, he did share Luraghi's belief in industrial progress being the platform for social progress. He died many years later having spent a life making things happen internationally, including behind the Iron Curtain. Luraghi achieved similar things, including a deal to Castro's Cuba for cars and small ambulances in exchange for cane sugar, sold on Alfa's behalf on international markets by Cogis, a specialist trader. There is a nice photo of Fidel Castro in his regular fatigues sitting on the bonnet of a 1750 Berlina. The hand of IRI/Finmeccanica was evident in a parallel deal for Cuba with Moto Guzzi, which had gone bust and passed into the hands of state receivership in February 1967.

So the question is, what was the motivation for Bertone's story to Griff Borgeson? Was there any truth in it - or was it to cover the true source of the investment?

There is no sign of Wolff receiving any number of Giulietta Sprints, so far as we can see.

Luraghi had already identified the potential stresses coming from the great leap forward being made in Northern Italy and the way the South was being left behind. He got together a project for a small car as early as 1954 - to be built on the Pomigliano d'Arco site, near Naples - but it failed to get financial and political support at the time. This was to prove significant in later years.

The formula of Alfa at Portello in this period was to evolve the ranges and continue building the base models in the factory. Coachbuilders, Bertone, Touring, Pinin Farina and Zagato were well established and were able to extend the range with lower volume sports models on the 1900, the Giulietta, the 102 series 2000, the 2600 and the Giulia 1600. Mechanically and platform-wise, the 102 series 2000 was spawned from the 1900; the 2600 replaced the iron blocked 4 cylinder engine of the 1900/2000 with a wonderful short stroke alloy-blocked six-cylinder. The 1300cc Giulietta evolved into the 1600 and ultimately the 1750 and 2000 derivatives. The first - 750 series - Giulietta motor used a sand cast block. The later, die-cast 101 series block from September 1959 was laid out to try to offer evolution up to 2 litre on a sort of modular basis. These approaches all kept costs down and shortened development time.

On top of all of this, there were the commercial vehicles including a forward control van that caught the eye in being fitted with the Giulietta twin cam motor. At the beginning of the sixties, Alfa did a back to back manufacturing and commercial deal with Renault, whereby Renault distributed Alfas in France (Sofar - Societe Francais Alfa Romeo) and Alfa assembled Renaults in Italy, the Dauphine/Ondine and the Renault 4.

By 1958 it was obvious from the projections that Alfa was going to outgrow Portello. Plans were developed to set up a new manufacturing plant outside Milan and a site just north of Arese was selected. Arese will be the next part of this story, together with the tapering down of Portello, which took place over more years than you might think.

Above

The Giulietta in production. Left the drum brake build line, right the saloon (Berlina and TI) bodyshells. The keen eyed will know these are 101's, 1959 onward. Photo, copyright Centro Documentazione Storica Alfa Romeo



Punta Secca or bust!

Mike Zollo takes his 916 Spider on an epic trip to Inspector Montalbano country

Above
Spider on
the mountain
road down to
the Autostrada
del Sole

The original plan for this series of features on 3,985 miles in three weeks driving from Devon to Southern Sicily and back. Unremarkable perhaps, but we reckon that's not bad for a 14 year-old 916 Spider JTS, averaging mid-thirties mpg despite the journey consisting mostly of fast motorway driving, punctuated by mountain passes. Also not bad for a couple of Alfisti who themselves have "seen better days" - with a combined age not that far short of 140. A few aches and pains were evident when getting in and out of the car, but we were both quite comfortable once suitably ensconced in the very supportive seats of the Spider.

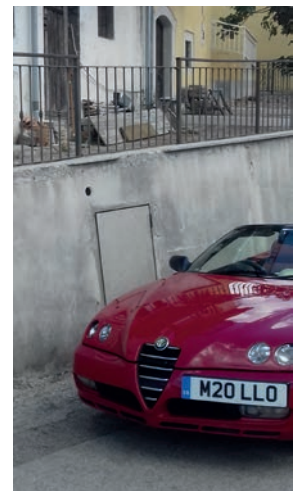
OK, so we needed to get a noisy wheel bearing fixed on the way - but that could have happened at any time

– and, as regards the rest of the mechanicals, the Spider performed effortlessly and excellently. Most memorable though was the sheer driving pleasure afforded by this car, almost all of the distance with the hood down under blue skies and warm sunshine. In fact this was its third long road trip in Europe in five years with us, and it had done at least one trip to Italy before we bought it in 2013. It has proved an excellent purchase!

Our first objective was to drive – as we had in July 2017 – to the mountain village near Cassino and to the house where my father was born in 1917. On that occasion, it was to celebrate the centenary of his birth, hence the car's registration - his initial being M as well as mine. His (sadly

Left
Spiders and
drivers at Col du
Petit St Bernard

Right
Spider in
front of the old
family house in
July 2017



unfulfilled) ambition had been to drive to Italy in a red Alfa Spider with a personalised registration - so we did it for him! The registration used to belong to my nephew Matt, who for a time was a journalist with Auto Italia.

This trip was originally going to be in convoy with my brothers and their wives for the village *festa* on the 2nd of September. In the event, they - and my cousins and their spouses - all flew out from the UK and hired cars, so we were alone, in a convoy of one!

As we started to plan our journey my lovely wife Carol, unexpectedly, announced a second objective: after the *festa* we'd be driving to Southern Sicily to stay in *Casa di Montalbano* to celebrate my 70th birthday. Yes, the iconic beach-front house in Punta Secca which features in most of the Montalbano TV films serves as a B&B when not needed for filming! So, a leisurely 3,000-mile trip over three weeks was going to turn into 4,000-mile marathon. Thankfully, we had exactly the car to achieve it - in style - and one in which to enjoy the trip thoroughly.

Planning

Given that we are not exactly spring chickens - and having done most of the journey already in 2017 - we decided that to be manageable our itinerary needed planning to make sure each day's journey was sensible, accommodation comfortable and with safe parking, and the driving not too onerous - which meant avoiding city centres. There are no medals for driving for more than 6 hours or so in a day, and we wanted to enjoy the trip. Daily distances were calculated with Google Maps and most overnight stops were pre-booked with booking.com, apart from a couple of F1 hotels in France, staying in a distant relative's house in the village and, of course, our stay in Punta Secca, which Carol booked direct with Casa di Montalbano.

Not as adventurous as we used to be on camping road trips with the kids, maybe; our days of being prepared to 'rough it' are past! All this meant we could relax on each journey, explore interesting places on the way, and arrive early enough for a swim (where possible we booked places with a swimming pool or a nearby beach) or to discover the attractions of each town or village we stayed in. In fact, we stayed in a wide variety of interesting hotels and B&Bs, and even on a campsite; more of that later.

Packing

How much luggage can one squeeze into a 916 Spider for a three-week-long road-trip? An amazing amount, it turns out, by making the most of every available space. The boot is not huge, but it is deep enough that, even with the skinny

spare in place, we fitted in two airline cabin-sized suitcases and most of our other necessities, including a travel kettle and the necessary to make our morning cuppa (few hotel rooms have this), and a couple of extra pillows. Oddments can be stowed in the bowl of the spare wheel and in the two little cubbies on either side (one is 'official', the other I opened up with the help of my friend Stanley the knife!). I even stashed a spare hood clam-shell motor in a space behind the boot lining! A lot of oddments such as safety stuff fitted in the locker under the rear shelf, including the small hammer and box-spanner necessary in case the hood clam cover release played up - which it did, twice, though each time easily sorted. On the rear shelf we had two sizeable holdalls, a first-aid bag and other oddments, topped off with a heavy blanket to keep it all in place when travelling hood-down. Neither of us being particularly tall, we were able to fit a couple of smallish back-packs and my laptop bag behind the driver's seat, and another small back-pack and a large shopping bag with food, drinks etc. behind the passenger seat, along with the obligatory emergency bag with red triangle, tyre inflation stuff, high-vis jacket and tow-rope, etc. The bag remained closed and unused!

Looking after our 'horses'

Of course, it made sense with a 14-year old 916 Spider with 66,000 miles on the clock to get it serviced before we left; as always Autolusso Bournemouth did a great job. The tyres were all nearly new. Nothing could have made us anticipate a wheel bearing becoming extremely noisy 50 miles into France, but I was able to phone ahead to arrange a visit to an Alfa specialist near Cassino, who replaced it 1,000 miles or so into our 4,000-mile trip. We took five one-litre bottles of oil and used about three of them.

We tried always to refuel with 98 or 100 octane petrol; not cheap in France (mostly €1.6 a litre or so) and even more in Italy where we once paid just over €2 a litre: it helps if you can avoid paying motorway prices! In France, 98 octane is quite readily available, even at some supermarket filling stations, but not in Italy, where we usually ended up buying 'super-blue'; I'm not sure exactly what that is, but it's 100 octane. The Spider ran well on either!

The journey

The 8 a.m. ferry crossing from Plymouth meant an easy few hours of afternoon driving from Roscoff to our first overnight stop at F1 Le Mans Nord. Easy parking, and close to several acceptable eateries and a hypermarket at which to stock up next day on French goodies for the onward journey. Being close to the autoroute also meant a quick

Below left
Chart of itinerary

Below right
Spider and luggage

Distances	Miles
Roscoff > Le Mans F1	224
Le Mans > L'Hôpital-sous-Rochefort	316
L'Hôpital sous Rochefort > Susa	223
Susa > Camping Firenze	298
Camping Firenze > Vitucoso	253
Vitucoso > Diamante	333
Diamante > Punta Secca	275
Punta Secca > Cefalù > Salice (Messina)	224
Salice > Cassino	363
Cassino > Firenze	264
Firenze > Aosta	306
Aosta > Nevers via Petit St Bernard	335
Nevers > Rennes	302
Rennes > Roscoff	130





Top left
Spider in front
of chalet at
Camping Firenze

Top right
Spider in front of
Angelo's house:
"Just a bowl
of pasta!"

Right
Spider and 4C:
"two of a kind"

and smooth getaway, heading south towards Tours, then east towards Bourges, south almost to Clermont Ferrand, finally eastwards and off the beaten track to a family-run B&B in a fascinating old village half-way between Clermont and Lyon. Next day we managed to avoid delays around Lyon - having encountered a horrendous jam in July 2017. We decided to take the Fréjus Tunnel rather than do an Alpine Pass, given our noisy wheel bearing - and to make sure we arrived at a reasonable time at our overnight stop in the rural outskirts of Susa. Safe parking in the small yard of this family B&B - and time for the short walk into Susa to explore and get dinner.

Breakfast was 'interesting', in that there was a jar of cannabis seeds to sprinkle on our cereal (which we declined): just one product of the family's small holding! Skirting round Torino, we took the autostrada route via Alessandria, Piacenza, Parma and Modena, before heading over the Apennines to Firenze. No major hold-ups on the motorway heading around to the south of the city and in towards our destination: we stayed in a very comfortable air-conditioned chalet in Camping Firenze next to the River Arno, just outside the city. We had 'discovered' the campsite via Booking.com in 2017, a great place for a short stay on a road-trip: our own parking right by the chalet, a good swimming pool - essential at the end of a long drive on a sultry day, a great restaurant and a convenient if slightly expensive shop. Staying two nights there on the way south allowed us a pleasant walk along the River Arno, and an afternoon of

sightseeing in Florence. We also stayed there for a night on the return journey, and we'd happily go back.

From Florence it was an easy drive bypassing Rome on the Autostrada del Sole, turning off at Cassino to head up the mountain road to Viticuso, a beautiful mountain village described by one of my cousins as a sort of 'Shangri-La' - a remote mountain paradise. Actually, it's a lot closer to the outside world than that name suggests: some villagers commute the 25 miles down the mountain road and to the Alfa Romeo plant just west of Cassino. In fact many villagers work elsewhere, though agriculture is still important. Partly for that reason - and because of the frequently harsh snowy winters - the most popular car around - 1 in 3 - is the Fiat Panda 4x4 - much to Carol's delight, having owned hers for 14 years. The village celebrations and our family gathering all went well and were much enjoyed, and after a couple of further days chilling in our Shangri-La, it was time to leave.

We took the key to the house we'd been loaned back to Angelo, a distant relative. Predictably, his wife Maria, a fantastic cook, insisted on our staying for a plate of pasta. Four courses and two hours later, we set off down the mountain road and back to the Autostrada del Sole - more in need of a siesta than a long drive!

Our next destination was a hotel - with a swimming pool - overlooking the Calabrian seaside town of Diamante. Given our late start, we were pleased that the traffic was light past Naples and Salerno... even better that from there the Autostrada was free of tolls.





Above
Spider on
the ferry

The last few miles of our journey, after leaving the motorway, began with a very long, fairly gentle descent in a queue of traffic... accompanied by a smell of overheating brakes. Not ours, we were relieved to realise, and eventually the convoy of three heavy lorries ahead of us managed to pull off the road, just as the brakes on one of them started to belch smoke! We arrived at the hotel just in time for a twilight swim and when we went into town we discovered that there was a festival in progress: the Festa del Peperoncino. So, instead of a romantic walk along the promenade, we had to fight our way through the crowds and past the many food stalls - but at least we managed to get a tasty ice-cream.

The final day of our journey south began with a quick swim, for me at least, and a good breakfast. After 50 miles along the coast road - including a couple of wasted stops at petrol stations which didn't have the fuel we wanted - we filled up and rejoined the motorway heading for the toe of Italy: a very relaxed drive amid lovely scenery on an empty Autostrada - wondering where we could buy a ferry ticket for the crossing to Sicily.

No problem: they are on sale at motorway service stations as you approach the Straits of Messina. No need to book the ferry either; you just join the queue as you approach the harbour in Villa San Giovanni. Several ferries shuttle back and forth constantly, so the maximum wait is about 20 minutes. On board there is a bar and loos, etc., and the crossing is just long enough for a picnic. Once ashore we followed the signposts through Messina to the motorway down the east coast past Etna (invisible owing to low cloud). Apart from a heavy shower and a slight mishap

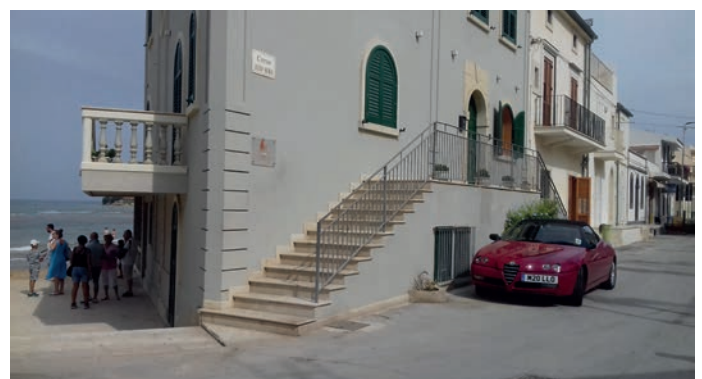
at Taormina (see later), the onward journey on generally good ordinary roads was easy under the early evening sun.

We arrived at Punta Secca in time for another twilight swim after checking into La Casa di Montalbano, on the very beach we see so often in the Montalbano films. Very pleasant the water was too; clear and warm. It is not the place here to describe our most enjoyable few days here for my 70th birthday treat, but suffice to say that it is a fantastic location with lots of great places to eat - including the Commisario's favourite restaurant, *Enzo a mare (Da Enzo)* - a pleasant small port and, of course, that lovely beach. Great for early morning swims in imitation of Salvo Montalbano. And plenty of delicious *arancini* at 1 euro each in the local mini-market - ideal for my birthday picnic on Montalbano's *verandina*! The surprise was the hundreds of Montalbano fans from all over the world, who made us feel like celebrities whenever we sat on the famous *verandina* for breakfast or a relaxing drink. The location is so charismatic (yes, I believe a place can be charismatic!) that it is often chosen as a setting for wedding photos; we watched several couples posing on the beach and even in the water. One day the little square next to the house was used for a wedding reception... guess what car the happy couple drove away in! We also saw another couple driven off in a Giulia.

One day we opted for the all-day Montalbano locations tour - well worth it, on a minibus with a driver-guide, much easier than trying to find the places ourselves. High on a terrace in Ragusa Ibla we spotted an interesting old car winding up the hill towards us, escorted by a modern Giulietta in Polizia livery. Later it arrived for a photo shoot

Below left
Clear Autostrada

Below right
Parked in front
of Casa di
Montalbano





Above
Spider
wedding car

in the square we were in: it was an early 1957 Giulietta police car in the reddish-purple livery of police vehicles of the time, on tour from Museo delle Auto della Polizia Statale. Yes, the Italian police have a motor museum dedicated to their police cars!

One incident which caused me to have direct contact with the police in Punta Secca: I had unwittingly parked in a space reserved for the disabled resident of the adjacent house, not noticing the sign. So, I had to call in at the nearest police station, where a very helpful police woman relieved me – or rather my credit card – of the €27 fine.

The first day of the trek home, we headed north-west and inland, crossing Sicily pretty much in the middle – planning to cover 2,000 miles in 6.5 days as on the outward journey. Parts of the route felt a bit like Mafia country – though that's generally further west, if it still exists in the same way as decades ago. The scenery varied from hot and dry to green and lush as we got closer to the north coast; similarly the roads: minor roads to start with, often fast climbing on scenic switchbacks reminiscent of the Targa Florio – hardly surprising as parts of it coincided with some of the Targa Florio routes - no wonder I enjoyed it!

The roads improved as we neared the north coast; we joined the autostrada just west of Cefalù, and after

a coffee and ice-cream stop in this interesting resort we headed east through an incredible profusion of tunnels alternating with stunning scenery where high land falls away abruptly to the sea.

We had booked to stay in a mountain village B&B near Messina, and ploughed on in spite of a message from Booking.com saying our booking had been cancelled; I rang and spoke to our host, and all was fine, or so we thought! No problem with the accommodation, where we were met by our host, who actually lived in Messina... just that the 'only restaurant in the village' transpired to be the village shop, where they cooked two huge local speciality pizzas for us, which we had to eat under the stars in the gardens over the road. Sitting on a low wall opposite the shop, watching the smoke emanating from the chimney high above the pizza oven was like waiting for the election of a new pope: "*habemus pizzam!*"

Breakfast consisted of vouchers for the local café-bar... and guess what sign was on the shutters: '*chiuso per le ferie!*' We bought some pastries in the village baker's shop, which we later ate on the ferry to the mainland after a very scenic and often quite demanding descent to Messina. Our B&B host rang me - mortified that the bar had been closed - and asking us to meet him in a

Left
Arancini picnic



Right
Mike and Carol
on Montalbano's
verandina





café in Messina for breakfast. Too late, as we were already half-way across the Straits of Messina! The very long drive to Cassino was straightforward except that we came to appreciate just how far a 916 Spider JTS can travel with the orange fuel light showing: many nervous miles before we came to a service station! There are very long stretches with no petrol stations on the motorway south of Salerno. Anyway, we arrived at our family B&B in the countryside outside Cassino in time for yet another – very welcome – twilight swim in the pool next to the house, with a view of Montecassino on the hill in the distance.

The following morning, we detoured up to Montecassino - which we had visited in July 2017, for Carol to buy something in the Monastery shop - while I sat in the Spider, unwittingly attracting attention (see later). Then we just had to make a further detour to the Alfa factory, stopping to take the obligatory photo before rejoining the Autostrada to Firenze. Once again the campsite pool was a welcome sight: the weather can be quite hot and sticky in Italy in September!

The next day, choosing a different autostrada to cross the Apennines to Modena - parallel to the one we had used on the way down - paid off: fewer lorries and better scenery, albeit at the expense of a slightly longer route. A long but easy drive retracing our steps to the Alps almost presented us with a problem. We had decided to aim for the Petit St Bernard rather than the Fréjus Tunnel which had brought us into Italy, so we continued further north from Torino before turning west towards Aosta. As we advanced up the deep valley into the Alps, huge looming clouds seemed to guarantee a heavy downpour. When we pulled over to raise the hood, the dreaded clamshell release motor

gremlin struck! We managed to find a petrol station with a large canopy over the lorry diesel pumps, and hoped there would be no customers. Fortunately, there were none - and we had the area under the canopy to ourselves for long enough for me to clear the way to the offending release motor. I then attacked it with the Alfa box spanner and a small hammer. I can't remember which did the trick, but up went the hood for our last ten miles or so - which was a pity, because it didn't rain after all! Our B&B in a village outside Aosta was great - very comfortable and with secure off-street parking. As for the restaurant, the proprietress recommended a place a few hundred metres away. We had the set meal of about five courses with free-flowing wine. A couple of the courses consisted of two or three amazing and delicious local specialities. Just as well we had a bit of a walk back to our accommodation!

Next morning Aosta provided a Lidl supermarket in the outskirts of the town, where we kitted ourselves out for our picnic lunch. The ascent to the Col du Petit St Bernard was an enjoyable profusion of hairpins and lovely scenery, including a sighting of a golden eagle and fleeting glimpses through the clouds of snow-capped peaks, including Mont Blanc, we think. A lass from New Zealand we talked to was amazed that she could straddle the border with one foot in France and the other in Italy, and could move from one to the other freely.

We then had a long but uneventful drive to our next destination - Nevers, in the centre of France - where we had the most secure parking of our trip, behind high stone walls and electric gates. We stayed, in fact, in the convent of St Bernadette. The room was spartan but adequate - normally occupied by students at the convent

Above left
Old police Giulietta

Above right
Details of old Giulietta

Below left
Modern police Giulietta

Below right
Spider in front Alfa factory, Cassino





Above
E-bike cyclist
admires our
Spider at the
Col du Petit
St Bernard

- and the breakfast was plain and simple, yet fresh and nourishing. There is something about fresh French bread.

The next day we headed for Rennes, where we had booked an F1 for our last night. It was in an industrial estate close to the autoroute, and within walking distance there was a very popular Chinese restaurant with a buffet at a very good price. So to our last day, driving under blue skies and warm sunshine through Brittany and back to Roscoff for our ferry back to Plymouth.

The roads

Driving in Europe is usually a pleasure after the congestion and awful pot-holed roads which all too often spoil our driving pleasure in the UK. We used motorways most days in order to make the progress necessary for our schedule, but few motorways are free. We paid for motorway tolls in France and Italy with our Spanish bank card, which works in Euros, of course (we spend a lot of time in Spain). That speeds things up, but we learnt the hard way to beware of tollbooth approaches in some places; approaching them driving a right-hand drive car can be tricky in terms of getting close enough for the passenger to be able to take the card or pay, particularly tricky in a low-slung car. Carol is better at the approach than me, and when driving I usually dipped the left-hand mirror so that I could see the kerb, which helped. In Sicily, particularly, the armco barriers protecting the kiosk in the manned booths are very threatening and at Taormina, I dinged our front left alloy very nastily on a high kerb trying to keep away from the barrier. The irony was that this was an unplanned stop anyway - we needed to get off the motorway quickly to put the hood up as a rainstorm started!

In both France and Italy we used - and enjoyed - some off-motorway roads which made a pleasant change, and some motorways are in any case best avoided at peak times. Worst was Bologna to Florence on the outward journey through hundreds of tunnels with the deafening noise of convoys of heavy lorries at evening rush-hour - we wished we'd put the hood up for that bit! However, two weeks later on the return trip we did this stretch

mid-morning, opting for the 'panoramica' motorway route rather than the 'diretissima'. This time there was little traffic and we were able to enjoy the stunning scenery between tunnels. The Autostrada south of Salerno down to the Straits of Messina is all free, and with very little traffic - and, hence, great to drive!

A little aside here: if like me you need specs to drive and also need decent polarised shades, it can be a pain driving through a sequence of tunnels; I have various permutations of specs/shades, but best are prescription specs with magnetic polarised shades which clip on and off easily. Head-gear is important too: my sensitive eyes need the light closing down; we both use baseball caps, suitably tight-fitting so that they don't get blown away. Sun cream and long sleeves may also be necessary for those whose delicate skin might suffer after hours in the glaring sun when travelling hood-down.

For those concerned about Italian driving: there are long stretches of autostrada, and in Sicily of ordinary roads, with average-speed cameras; this seems to have encouraged Italian drivers to calm down their driving style! On the whole we had no complaints about the standard of driving.

The car's the star!

A recurrent surprise during our trip was the frequency with which our well-worn Spider attracted interest and admiration, and the variety of people who expressed it. Some notable examples:

The family who run the B&B we stayed at in Susa; the little girl said *"Your car may be old and needing a respray, but it's beautiful and I love it!"*

At a service station on the autostrada south near Firenze, I came out from the building to find my wife being chatted up by a young Italian; it transpired that he has a black 916 Spider, but couldn't find a red one; Emanuele Zinco messaged me the photo of us and the car which he asked someone to take for him, and he is now on one of our Facebook Alfa forums.

It seems a middle-aged couple took a photo of the Spider on the ferry from Messina to the mainland. A couple of hours later they saw us again later at a service station, and had to come and tell us - and show us the photo they had taken.

At Montecassino, I was sitting in the car - hood down, waiting for my wife - when an American couple came over to say how much they loved the car!

Then, at the top of the Petit St Bernard a middle-aged guy who had just cycled up on an e-bike just had to come over to admire our Spider and chat about it. No doubt about it, our slightly tatty 916 Spider imparts considerable "feel-good-factor" - and not just to us!

Looking back, would we do such a road trip again? This was our second in two years, so evidently we enjoy driving - and we were a bit better prepared this time than the previous year and yes, we'd happily repeat the experience!

Left
Italian Spider fan
Emanuele Zinco



Right
On the way
home; looking
back...



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Accidental Alfista

David Morrow documents his journey from historic Alfa racer to full-blown enthusiast

Above
105 UEA the car
that started it all

Below
South African
GT Junior

Recent discussions about AROC sponsorship of grassroots motorsport reminded me that it was motorsport that brought me into AROC.

I've been a petrolhead since my early teens (cars, bikes, aeroplanes) and always fancied racing, but the bug really bit when I went to a trackday with a friend and paid for some passenger hot laps in a race Mini. After some research, I decided on the 750 Motor Club's Locost Championship, where all cars use the same chassis and the engine, gearbox and axle from a 1300 Escort. One-make series provide close racing and, although some cars are more equal than others, you soon learn that it's the driver that makes the difference. And practice makes you quicker.

Having raced a couple of seasons in Locost, I woke up one morning with the idea that I wanted to race at Spa, so set about looking for a suitable car. I was looking

for a British sportscar from the 60s that I could race in a couple of different series. I tried several different options, which either didn't fit or weren't within budget. Then, in early 2011, whilst trying to find an acceptable compromise, I saw an advert for a 1964 Giulia Sprint GT which sort of fitted the bill, and after thinking about it for a while, bought it and trailered it home.

105 UEA is an early RHD UK car, first registered on the 24th of August 1964. It's been a race car since the early 90s and has race history in various series including AROC, HSCC and Top Hat - including meetings at Chimay and Spa. When I bought the car, it had a dry sumped 2.0 Nord engine and my first job was to move the dry sump tank from the passenger footwell to the boot in order to meet safety regulations. I sliced the top off the fuel tank and had a couple of cross bars welded in to support the dry sump



tank; the fuel tank was upgraded to a foam filled race tank.

Before taking the car on track I fitted a new harness and a slightly wider seat (comfort is a relative term in a race car, but uncomfortable is no fun and it's not quick). I also fitted race dampers and replaced the ATE calipers with exchange units as they all had at least one seized piston and, whilst not strictly necessary, I replaced the steel wheels with GTA style alloys.

Having done a trackday shakedown, the first race outing was at the Bank Holiday Gold Cup meeting at Oulton Park. The Gold Cup brings out some great cars on track and on the spectator banking and I can recommend it to both spectators and competitors. HSCC Historic Touring Cars is a great series with a variety of pre-66 cars, of varying performance, racing on period Dunlop rubber – everything from Minis, Imps and Abarths to Mustangs, Falcons and Galaxies. There's a mix of FIA cars and eligible Historic Racing Saloons – I raced in Class B, 1601-2500cc. Anyone who has seen coverage of Goodwood Revival will appreciate that racing on period crossplies means you can spend a lot of time sideways!

As I got used to the car, I wanted more power (big surprise), but resisted the temptation and the first improvement I made was to put in a Gripper differential, as I could feel I was losing traction out of corners and more power would just have been wasted.

During this period I had regular company from other Alfas including Jimmy Fuller and Ken Lark in Class B and Paul Hopkinson and the late Dave Cabena in FIA Appendix K cars.

In subsequent seasons I continued working my way through the car, upgrading electrics, suspension, brakes and transmission. The change of final drive ratio was the result of advice from two friends. Kevin always used to say, "What's the point of having friends if you don't use them?", so I phoned up Andy Keane who is now Professor of Computational Engineering at Southampton University and has done work at the highest levels of motorsport. I told him I was trying to work out gearing options and he kindly produced a spreadsheet to calculate the effect of changes in gearing on acceleration and top speed. Based on his model, I reduced the final drive ratio, giving better acceleration but lower top speed. In comparable track conditions around the Silverstone GP circuit, I reduced my lap time by 5 seconds, so thanks Kevin and thanks Andy. You



can input your own car data to the gear ratio option on www.dynamicsmodelling.co.uk.

While the engine had been reliable, I was concerned that custom dry sump parts would be difficult and time consuming to replace, so when it was time for a rebuild during the winter of 2012, Bob Dove rebuilt it as a wet sump unit, designed to deliver good torque and subsequently dynoed at 186bhp.

I loved racing in HSCC, but available budget, time and talent meant I was never the quickest, although I did eventually earn a pot for 2nd place in Class B. On one occasion, AROC was racing at the same meeting on the Brands Indy circuit and kindly invited the HSCC Alfas to join their race. It was a hot day and, after cooking in the cockpit in the HSCC race, I decided against going straight out again. It was a pity as lap times suggested the car would have been competitive. Another disappointment was that something always got in the way whenever the bi-annual race meeting at Spa came round, so, to date, I've never made it out on circuit.

OK, so when did I morph from Alfa racer to Alfista? I'm not really sure, but I definitely became more attached to the Sprint GT as I developed it and learned more about Alfa's

Above
Dry sump tank in the boot

Below
Off to the Trimming Centre



race pedigree. And then one day my wife was standing in front of the garage looking at the race car and said, "How come we've got a car that I can't drive?" In a heartbeat, I said, "I can fix that – we'll get another" and the die was cast.

I started looking for another stepfront but they're thin on the ground, aren't they? I'd been looking for at least a year when I came across a South African GT Junior which was already in UK. The 'howmanyleft' website (which I know isn't perfect) shows only 14 registered 1300 GT Juniors at the end of 1995, which has increased to 75 (49 licensed and 26 SORN) in the latest data, so they're coming from somewhere.

South African cars have a variable reputation – if you're interested in knowing more, check out Jethro Bronner's advice on YouTube. I'm no expert, but four years of Sprint GT ownership meant I had a good idea where to look and it was not love at first sight; it didn't sit right, I didn't want a white interior, the steering column shrouds were broken and the 'dry climate' had somehow required a previous owner to fibreglass the floors! The boot floor was showing signs of rear end damage and the chrome heart grille was missing. I didn't mind the engine upgrade to a later 2 litre, but wasn't keen on the bite taken out of the bonnet frame to fit a non-stepfront radiator.

But at least it was a stepfront - and it was the only one in budget. I'd done mechanicals on the race car, so I wasn't overly concerned about that aspect - but the interior and bodywork would be new territory. The Alfista in me felt sorry for it, so, despite the known issues, it ended up coming home with me – minus the interior. I'd become friends with the guys at my local garage through racing and John there is a long time Alfa owner and fan, who has given me lots of help with the race cars over the years. He took one look at my rescue Junior and said "That's a project!".

For various reasons, the 'project' sat around for over a year before I started working on it properly. My plan had

always been to go back to bare metal to ensure the car was sound, so around July 2017 I began the process of discovery.

Underneath several different blues, it became apparent that the factory colour was Ivory. The only major surprise came when I pulled down the aftermarket headlining to discover the car originally had a sunroof. I'd spent all my time looking at the floors, lower wings and sills and never noticed the roofline - a sunroof was actually quite an appropriate match for the the ventilated floors!

I worked my way around the car and chopped out all the tinworm in the lower wings before taking it to the bodyshop in October 2017.

The Junior came back in February 2018, with all new floors and wheelwell, outer sills, near-side front wing, lower valance, radiator crossmember, jacking points and all the lower wing quarter panels; it was starting to look better.

When life throws you lemons ...

I know Alfa opinions are divided on the sunroof question, but our Junior had a sunroof shaped hole (OK, it was covered with some crappy metal and 5kg filler, but not for long ...) so its going to have a sunroof again.

I didn't want to dip the shell and I hadn't been able to get any recommendations locally for blasting, so, since I now had plenty of spare time, I was able to get the car outside when the weather started to improve in March 2018, and I stripped the shell by hand. It was hot, dusty, boring work - but on the upside, it was cheap, and I got a close look at every inch of the car. After I'd stripped and treated the shell, I trailered it down to The Trimming Centre in Lewes for the sunroof. The hole dimensions showed it originally had a Weathershield, but we've gone for a Webasto, so it now has a hardwood frame and, although its slightly larger, it's stiffer and stronger than the original (it's certainly better than the hole!). I'll be back for the sunroof fitting once the car is painted.

Below and bottom
Some restoration required

Below right
Refitting the engine





Right
Ready for
the paint

Amongst other minor repairs, I welded up and plated the newly discovered holes in the bonnet which had been made for race bonnet pins and had the missing metal reinstated in the bonnet frame. There was rot around the lower hinge on the driver's door which needed professional attention, so that went off to John Holden, who also took care of a couple of other faults and returned the door ready to fit.

By August 2018, I was moving from standard renovation to recreation - getting the car the way I want it. The objective is a car that's fun to drive, reliable and comfortable, which, for me, means a handling kit, electronic ignition, new electrics and decent soundproofing.

As a part of my improvement programme, I cut out the boot release from the passenger side door pillar and plated the hole. I then marked and cut the drivers pillar and welded the release frame in place - and it worked! It was a simple, practical change, but surprisingly satisfying, especially for someone whose only previous experience was practice welds.

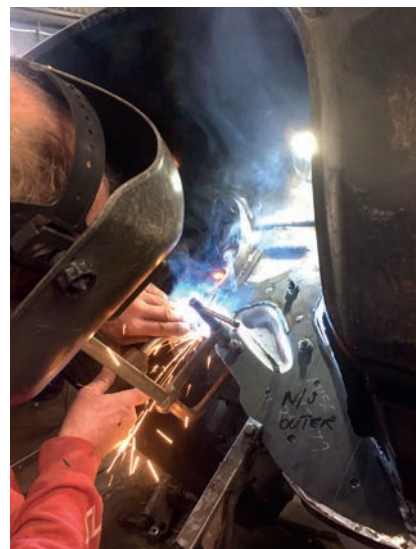
I intend the rebuild to be a one-off exercise and don't want to have to do anything structural in the future, so, having seen a couple of cars with cracks in the chassis

legs, I decided it was worth the extra effort to make up four templates from which a local fabrication firm cut me some stiffening plates. I had the plates welded in by a professional and protected them with etch primer.

Having stripped the underside back to a sound surface (either primer or bare metal) I treated any bare metal with rust inhibitor and then painted the entire underside with 2-part Rustbuster Epoxy Mastic. You need a brush to get the mastic into the corners, but I did the majority with a 2" foam roller which covers faster than you might think and leaves a nice smooth, textured finish which dries rock hard.

All the panel joins inside the car were treated with seam sealer and then the floors, sills and boot area were painted with the same epoxy mastic - it's a much more durable finish than they received first time around!

The next points may prove controversial - if they offend you, just remember, I didn't start with an original or concours example. Anyway, one of the things I love about Alfas is that people are so passionate about details like this. I'm sure that when Giorgetto Giugiaro designed this beautiful car, he didn't draw bumpers - they came later. I don't want a GTA



Right
Replacing the
sunroof

Left
Arty welding
shot

replica, but I love those original lines, the same as the race car, so the Junior will be uncluttered by bumpers (ironically, I had to track down parts to make a correct rear bumper and ensure the quality of the final body shaping). And I don't want the rear wing spoiled by a fuel filler flap. Taking my own advice on this point, I don't want a protruding Monza cap either, so I've gone with a recessed aero filler.

Having seen this mod done badly, I decided it would be done well (like Ian Ellis' GTAP Junior), or not at all. So, before I cut into the wing, I fabricated the filler assembly, bought some heavy-duty flexible fuel filler hose and checked the tank's filler neck could be cut to provide a direct hose run up to the new filler position. I made the filler assembly top ring from sheet steel then measured the outer circumference and tacked an appropriate rectangle of steel to the outside of the ring. Then I used a large jubilee clip to help form the sheet around the ring until it made a cylinder; the clip also held everything in place for the tack welds. Having agonised over the correct position, I marked up the wing and carefully cut inside the line with an air saw. I used a flap disc and a file to enlarge the hole until I could position the cylinder and filler cap. Once I'd got the filler cap/cylinder in the right position and at the right angle to minimise water collecting, I marked up the cylinder and cut off the excess with a thin cutting disc; it was then spot welded in position and shaped to the original profile with the flap disc. I've since cut the tank neck and the filler hose, and everything fits in place as intended.

Over the last couple of years, I've been hunting for missing parts and refurbishing others in preparation for eventual assembly. I've collected a radiator, steering column shrouds, switches, ashtrays, door handles and grab handles. My, almost daily, review of classifieds has somehow inflamed my Alfa itch which now includes Giulia Supers, 159s, and Breras and, when tempted, I remind myself to focus on the project I've already started.

Inside the car, the heater box has a new matrix, fan and control valve and has been safely put away, pending final assembly. The dash was in pretty good condition and only required some minor crack repairs, but the veneer was peeling and very faded. Rather than replacing the veneer inserts, I carefully rubbed them down and applied new iron-on veneer over the top. I weighed them down with books to keep them flat while they cooled and then trimmed the new veneer to shape with a craft knife. I finished them with spray lacquer, rubbed down with wet & dry between coats. If they look too shiny, you can tone down the finish by rubbing it back gently with very fine wire wool. My

classifieds trawl fortunately turned up an enthusiast who had upgraded his Junior with 1750 buttress seats and was selling seats which would be correct for mine – so they too are now tucked away in anticipation.

As for the oily bits, I'll be replacing the original 1300 axle with the refurbished 10/43 LSD axle from the race car (should be ideal for touring and maybe a Spa trackday) – its currently in the 'clean and paint' pipeline. My gearbox knowledge is limited, so I got it checked by an expert who described it as "tired", so it's now got all new synchros etc, and is also sitting waiting to go back in the car. Previously I'd rebuilt my crossflow race engine and was keen to do most of the work to upgrade the Nord to a fast road spec (another education in itself), so it now has new cams, bigger valves and high compression pistons; hopefully it will be finished before too long. On the 'sound' front, I love the 'bark' from a Nord intake and it's a great soundtrack during a race, but a bit intrusive for touring, so the standard airbox wins over rampipes.

Centro Documentazione records the car as a CKD RHD 1300 GT Junior built on 30th October 1969. It was first registered in South Africa on 1st January 1970, so it's not going to be on the road for its 50th anniversary but there's a chance it could be out later in 2020. I was surprised the Certificate of Origin showed the destination market as Lisbon, Portugal, rather than Alfa Romeo Johannesburg. I understand there was a Mocar assembly plant in Lisbon, but this wouldn't have qualified for the lower tax rate applied to SA assembled cars. It's possible that an error was made, but I'd be interested if anyone knows of an alternative explanation.

Roll forward to June 2019, and the seals have been fitted, the doors hung, and the final body shaping is under way. Of course, I'm itching to see it in paint, not Ivory, most likely Montecarlo Blue from the current paint range.

It just occurred to me this is the second time the Junior has been a CKD car – by the time it rolls down the road there will be as much Anglo as Italian in this Alfa. So, what have I learned? You already know this but, buy the best car you can. The process has been longer, more expensive and more frustrating than I expected, so I'm grateful for the support and assistance of friends and the continued tolerance of my wife (although, to be fair, she started it). I have a new respect for professionals who problem-solve classics all day, every day, and a new sympathy for all those unfinished projects we see advertised. The Junior project hasn't been quick and it's not cheap, but it's a labour of love. I just hope the rest of it goes a little faster...



A Sprint at the Opera

Hilary Alberti is Alfa Romeo journey began in 1989 with a classic coupé

Cast your minds back to 1989. I was living and working in Cambridge. A friend of mine had recently bought a second-hand Alfa from Station Garage, Fulbourn. I asked him if I could take it for a drive, as I had never experienced the legendary marque.

We drove around Cambridge for a while, and when we arrived back home, it was decision time!

I rang Station Garage to enquire if they had any Alfas for sale. This was when fate intervened – they had a new Sprint Green Cloverleaf 1.7 waiting for its new owner. That happened to be me! I was told the car was believed to be the last model imported into the UK.

When I arrived to take it for a test drive, I was dazzled by the sheer beauty of the car – Alfa Rosso, with very comfortable seats in a black and white tweed fabric, trimmed in a dark grey leather. I still remember the absolute thrill of actually sitting in, and driving, the car of my dreams. The Alfa magic had cast its spell. I was hooked. I felt compelled to buy!

Subsequently, I drove the car to work every day, enjoying every moment.

In November 1998, I had a phone call from the editor of Classic and Sports Car magazine (he had been given my telephone number by Michael Lindsay, from the AROC). He asked me whether I would like my car to be included in the February 1999 issue, tracing the evolution of the Alfa Sud. How could I refuse?

The journey to the track at Lichfield was hampered by a blanket of thick fog, all the way from Cambridge to Lichfield. It took three difficult hours to get to the pub where we were meeting up with the other participants. One by one, the cars were driven around the track by the editor. I still have that magazine.

I remember an occasion when we took the car to Stanford Hall. I parked on grass, near an ornamental

lake. We noticed a man approaching us, holding a professional looking camera with a zoom lens. He asked me if I would move the Sprint, as it was “in the way of a good shot”. (He worked for a magazine).

I replied (in the nicest possible way) that I would move my car *if* he took a photo of it where it stood. To my surprise (and pleasure) he did, in fact, take a photo, and posted a beautiful colour copy to me soon afterwards. This situation was a perfect example of the saying “if you don’t ask, you don’t get”. Of course, I still have that photo.

Over the nineteen years that I owned the Sprint, I was the only driver. Jim Talbot had recommended Jeremy Thompson at Mobile Motor Services for mechanical work. All bodywork was expertly carried out by Roger Dykes of Willow Garage, Monks Eleigh, near Lavenham.

Eventually the cost of bodywork was not cost-effective, given the value of the vehicle. At the time of purchasing the car in 1989, Alfa was still making cars with the infamous cheap steel, the quality of which was questionable! I had fallen into the trap.

Sadly in 2008 I had to face the fact that I could no longer maintain the Sprint as well as buying another vehicle.

Because I (obviously) wanted to stay with Alfa, I bought a new 147 1.6 Lusso, followed by a 2.0 Twin Spark Lusso a few years later. This kept my enthusiasm for Alfa alive.

In 2008 I bought the car I’m still driving - a 147 1.9 JTDm in Monte Carlo Blue. I had to wait three months for delivery, as there was not one in that colour anywhere in the UK. It was worth the wait – my enthusiasm has not diminished!

To sum up – the most evocative and meaningful lyrics I know are “I’m in love with my car” by Queen, on their album “A Night at the Opera”. If you are as passionate about Alfas as I am, you might like to listen!

Below
The Sprint Green Cloverleaf that started it all





From tree to track: the story of natural rubber

The fast-paced world of competitive motorsport – with speeds made possible by state-of-the-art tyres – could hardly be more different from the places where the production of natural rubber begins. Natural rubber forms the base of all the compounds seen in Formula 1 tyres, for example, although the actual tread pattern is made entirely out of synthetic rubber.

The journey from tree to track starts with the rubber tree - originally indigenous to the Amazon, before being planted across South America and then all over the world. Latex is extracted from the rubber tree in a meticulous and slow process: it takes three hours to fill half a coconut shell before a long wait for its solidification.

The story behind the early stages in the production of a tyre is the subject of a new digital platform launched by Pirelli, called “Being Fast Takes Time” (naturalrubber.pirelli.com).

Photographer and writer Alessandro Scotti – a former goodwill ambassador for the United Nations – documents a three-week trip through Indonesia and Thailand, two of the major producers of latex extracted from rubber trees.

The project has been launched to build awareness of natural rubber as a precious primary material. As a result, it's hoped that people will contribute to the

preservation of forests and biodiversity, while supporting the development of local communities and economies.

Scotti tells the story of the farmers whose sustenance depends on these precious trees. His tale covers the complex “tapping” technique and the incisions made to extract the latex - as well as the beauty of nature, where families live alongside elephants, orangutans and crocodiles. It's a world punctuated by the sounds of wildlife, with a delicate and balanced ecosystem that must be protected.

And what's the point of this story? It's to inform people that nature is fragile, and the natural rubber supply chain must be sustainably managed. Pirelli is doing its part, thanks to a sustainable natural rubber policy that has been in place since 2017, while the Italian tyre firm does not have its own rubber plantations either.

The policy's aim is to develop a sustainable and responsible natural rubber supply chain involving farmers, traders, processors, sellers and producers. It aims to protect the rights of workers and indigenous populations and includes a strict “no deforestation” plan to preserve the environment.

There's nothing wrong with rubber farming in itself, but it needs to be contained and it's only fair that those who work in the sector, from underprivileged





backgrounds, are fairly compensated for their efforts. In this respect it's similar to coffee farming, which faces a similar global demand and intense scrutiny of its ethics.

Ultimately, the best way to sustain natural rubber production is to use less of it, which is why synthetic rubber is increasingly utilised in tyre production – with Formula 1 leading the way. Research is also ongoing into other rubber substitutes. But in the meantime, it's fascinating to look at this real-life docudrama about the beautiful and far-flung landscapes that natural rubber comes from. Ironically, in these remote places where rubber is harvested, cars hardly exist.

Pirelli fuel gift card offer

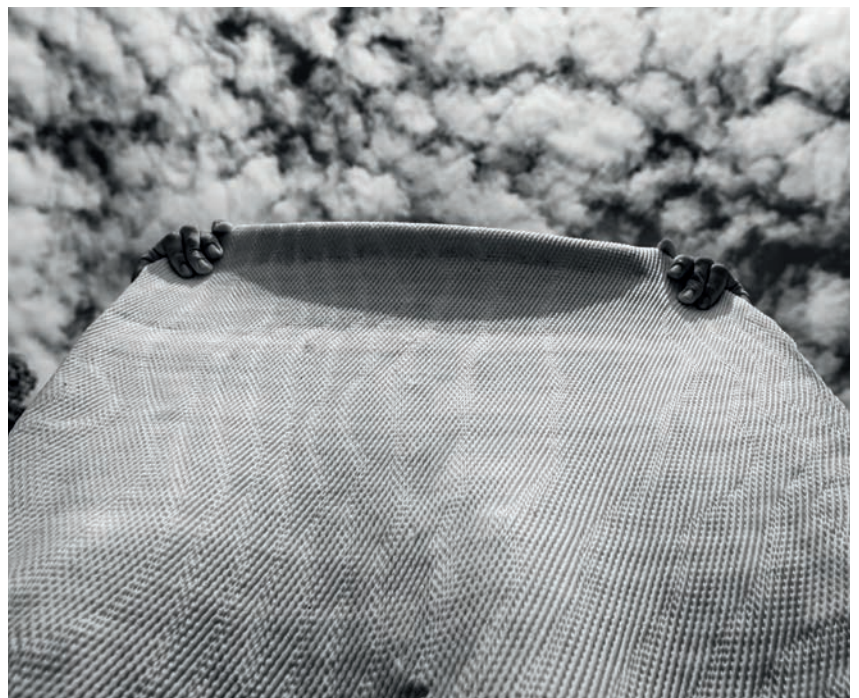
Members of the Alfa Romeo Owners Club can now benefit from an exclusive offer from Pirelli of a fuel gift card, available only when purchasing Pirelli tyres from a Pirelli Performance Centre or official Alfa Romeo dealer. The Pirelli tyres purchased can be for any vehicle and not limited to tyres just for your Alfa Romeo. It means that this offer is valid on tyres for any car and can also be used for your friends and family, provided the terms and conditions are adhered to. The

card's value depends on the rim size and quantity of tyres purchased as follows:

Rim size	Two tyres	Four tyres
16" and below	£10	£30
17"	£30	£70
18" and above	£50	£100

Where can you get your tyres fitted? A dedicated website is set up at www.pirelli.co.uk/aroc. Here you will find all the promotional details and a dealer locator enabling you to search for your nearest participating dealer. Terms and conditions apply. Please note, only claims from a Pirelli Performance Centre or official Alfa Romeo dealer will be accepted.

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





Pirelli Hospitality at the British GP

Michael and Alan Parkes visited Silverstone courtesy of the Club sponsors Pirelli

Above
Kimi Räikkönen
in the C38

At the National Alfa Day 2019 AROC member Michael Parkes won tickets to the qualifying day of the British Grand Prix at Silverstone on the 13th of July 2019, courtesy of AROC's new corporate partnership with Pirelli, and invited his father Alan, to join him as a late Father's Day present.

Below
The Hill Suite at
Copse Corner

Michael is the proud owner of a 1972 2.0 Kamm-tail Spider, which was kindly given to him and wife Hayley as a wedding present from his father, in May 2018.

Before that, the car had been owned by Michael's mother Marion, who purchased it from an estate sale in 2008. After 10 years of use, the car has been undergoing extensive restoration which has led to it being known as the "Prima Donna" on account of its outstanding beauty, but somewhat erratic and unreliable behavior. Sadly, the Spider didn't make it to Silverstone that day on account of needing a new clutch and the gearbox being rebuilt - but a passion for vintage Italian cars is deep rooted





in Michael's family, and the boys were able to travel to Silverstone in Alan's 1972 Lancia Fulvia Sport Zagato.

On arrival at Silverstone Michael and Alan were ushered into the Hill Suite, one of several large hospitality suites situated within the boundaries of the racing circuit itself, and accessible via a tunnel under the track at Copse Corner.

Dress code in the Hill Suite was smart casual - no tatty jeans, T-shirts or sneakers allowed - but ties, suits and jackets were not mandatory. Upon arrival, guests are greeted by an ensemble of hosts and hostesses in bright blue uniforms and a copy of the Official Race Programme for the day. A lavish English breakfast awaited, along with plenty of catering staff on hand to provide plenty of hot drinks and Champagne - which seemed to flow all day, given the supply of champagne bottles and glasses at the bar. Seating was organised by Pirelli, and Michael and Alan were joined at their table by representatives from both the Ferrari and Porsche owners' clubs, both of whom are also sponsored by Pirelli.

Over breakfast there was a chance to thumb through the race programme, which included a feature page for the Alfa Romeo Racing team. Founded in 2018, the Alfa Romeo F1 team is run by the Sauber Racing Team, but re-branded under the distinctive Alfa Romeo brand with its red, white and black painted F1 cars and similarly attired drivers and pit crew.

This F1 season sees the return of Alfa Romeo as an F1 constructor after an absence of almost 35 years, so clearly a very bold and strategically important move by Alfa. Alfa appear to have opted for a combination of both youth and experience, with 25-year-old Italian driver Antonio Giovinazzi, having his first full season of racing in F1, plus the 39-year-old legendary Finnish driver - and 2007 F1 World Champion - Kimi Raikkonen. Both of these drivers have driven for Ferrari in the past, so no doubt will be very popular with the Italian Alfisti. Behind the scenes, the full racing team and support is convened under Team Principle Frederic Vasseur, whilst also using the Ferrari engine, and Shell fuels.

The F1 qualifying/practice day at Silverstone is about a lot more than just the F1 drivers vying to get pole position on the grid. There is a full race programme for the whole day, with some very serious motor racing from 8:20am through to around 7:20pm, including FIA Formula 2, FIA Formula 3 and Masters Historic races, plus numerous other practice and qualifying sessions for other race classes and categories. There were also a short series of demonstration laps by the Alfa Romeo F1 team.

The third and final F1 practice session (following on from Friday) was held between 11am and midday and the F1 qualifying between 2pm and 3pm, so there was plenty of time for an excellent hot lunch and an

Below
1982 Alfa
Romeo 182



opportunity to meet some of our sponsor's invited guests - as well as some of the Pirelli staff themselves, who were keen to engage in conversation, but not overly intrusive. Purely by coincidence, the Spider has recently received a set of four brand new Pirelli Cinturato P4 tyres, so it proved a near-perfect opportunity to engage with the hosts and sponsors.

After lunch, the F1 qualifying sessions took place with the Alfa Romeo F1 cars and drivers took to the track - as well as home favorite Lewis Hamilton and his team-mate Valtteri Bottas, along with other world class drivers like Sebastian Vettel and Max Verstappen. Certainly, modern F1 cars seem to zoom past more like slot cars than cars dating from the 70's or 80's.

Sadly, the Alfas did not do all that brilliantly during qualifying and found themselves in 11th and 12th positions on the grid, however it was good to see them as Kimi and Antonio put the cars through their paces (despite being well out-paced by Bottas and the Mercedes team).

After the main F1 qualifying had finished there was an opportunity to visit the main parking area for the F1 team buses and car transporters. It is truly staggering how many lorries transport the F1 teams equipment, and they make quite a sight when all aligned. It's also impressive how many tractors and trailers drive around the track service roads carrying wheels and tyres, as well as spoilers and parts for the various F1 teams and their drivers. There was also a chance to check out the Masters Historic racing car paddocks, which are just a short walk across the hard standing area, close to the Copse Corner tunnel.

Some truly fascinating historic F1 cars, including a Lotus 49, Tyrrell O11 & O12, March 761s and even a Hesketh 308C could be found in the paddock, along with some even more fascinating owners! Having spent some time

adjusting the carburettors on the Spider, it was fascinating to see the Masters F1 enthusiasts doing the same thing on the track side, even if it did mean furnigating their race tents with a rich mixture of unburnt hydrocarbon and carbon monoxide (don't try that at home!).

The noise is incredible, and of course, no onboard diagnostics in those days. It was also interesting to see that nearly all the F1 cars from the late 1970s/80s era (apart from the Alfa Romeo of course) used near identical versions of the Ford Cosworth 3 litre V8 DFV engine, which was the de-facto standard F1 racing engine in those days - clearly a lot has changed between now and then.

One of the more interesting cars in the paddock was the 1982 Alfa Romeo 182, which was formerly driven by the legendary Italian driver Andrea De Cesaris and now driven in historic races by (the perhaps aptly named) Richard Hope. This car marks the last F1 season in which Alfa Romeo competed as a works team before returning to F1 racing in this 2019 season. It was therefore an unexpected bonus to see this incredible car here at the Silverstone BGP, complete with its unique V12 engine. Not surprisingly perhaps, reliability was a significant factor in the car's demise, although the car did show great promise in practice/qualifying and did manage to achieve 3rd place in the 1982 Monaco Grand Prix. Indeed, it would almost certainly have won the race if Andrea had not run out of petrol on the last lap!

And with those closing thoughts, may we wish the Alfa Romeo Racing team every possible success in the remainder of the 2019 season and offer our thanks to AROC and our sponsors Pirelli for the most wonderful day out at Silverstone on F1 qualifying day and we will look forward to seeing Alfa Romeo at the British Grand Prix again next season.

Below
In the Paddock
with the Alfa
Romeo Racing
transporters



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Alfa Romeos, auctions and other Funny Business

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

I'm sat here writing having finished and closed the catalogue for the Historics November sale to be held at Mercedes-Benz World, Brooklands, Surrey. Three Alfa Romeos are entered - a 1974 Montreal, a S2 Spider and an S4 Spider; a good time to buy? We'll see.

The period from catalogue closing up until sale week not only involves promoting the motor cars entered, but also gives a little respite to relax. I was invited to friends who live in the Algarve earlier this month (November) and it happened to coincide with the Algarve Classic Festival that is held annually in the autumn at the Autódromo Internacional near Portimão. This is a challenging three-mile circuit and, although quite a distance to travel from the UK, is a favourite of many - especially entrants from the UK. The festival is held over three days and gives competitors a large amount of track time. Combine this with the good weather, friendly atmosphere and great social life; it is easy to see why this event has become

so popular. Plenty of racing will keep you entertained throughout the weekend and includes the Royal Automobile Club Woodcote Trophy, Stirling Moss Trophy, Historic Car Challenge with Tony Dron Trophy, Pre '63 GT and U2TC with the highlight being the two-hour race held into the sunset for 1950s Sports Cars. What is noticeable at this meeting is the lack of crowds, no doubt due to the location of the event. Examples of the Alfa Romeo marque were plentiful, so lots to keep the Alfisti interested. Unfortunately, due to circumstances beyond my control, I only managed to be at the circuit for just under two hours, needing to return to the UK urgently. What I did manage to observe was the relaxed atmosphere and ability to walk through the pits and witness driver changeovers at close quarters. Rebecca Rettenmaier in her 1965 GTA had electrical problems on the Saturday but did manage to race on the Sunday. Amazingly, alcoholic beverages could be purchased in the pit garages! I

look forward to revisiting this event in the near future. Also seen was a Giulia Super whose Italian owner was keen to show me the engine with a GTA air box fitted.

I received an interesting email from Phil Thompson with regard to my article on specials in the October issue (somebody actually reads this!?). He says, "Sadly, I'm at an age where the lack of marbles is becoming apparent, so it's not always digested as thoroughly as you deserve. However, your opening paragraph really set me exercising the memory cells. In the late 1950s as a schoolboy, I used to send off for lots of information about self-build cars. Somewhere, I've still got gen on Speedex castings, 15 Jubilee Street, Luton, Beds, Supalloy at 1 Southlands Road, Bromley, Kent (£25), Hamblin Cadet (£33), Rochdale GT (pre-Olympic), and all the other vehicles you mention. Jem Marsh, of course, went on to develop the Marcos. I remember watching Tommy Simpson of Team Fyfe racing a plywood example, and also remember when it was

Looks like a Ford Cortina Mk2





Beautiful grigio Giulia GTAm

recovered as a pile of matchwood on a trailer. I think Tommy shot up through the roof and was relatively unharmed. I bought an Ashley Laminates Special "for my wife". I'm convinced that this was originally the Falcon Mk1. It was like a scaled down MGA. The problem was, it could only accommodate scaled-down people! I also had a go at making an Alvis 12/70 Special, but sold it half finished.

My current "project" is an Alfa 75 Special. I started it about 2001, but have got things moving a bit lately. I'm having a petrol tank made and am ready for some panel work. Everything's from an original 75 Twinspace, all made by me. The paperwork is the frightening aspect. I also did a lot of work on a Mercedes-Benz SSK lookalike (see pic) for a friend using Daimler St8 chassis, etc. I note the line up of Cricklewood Bentleys in the Best of British Salon Privé, and wonder how many of my body frames are present. I made 13, and was involved with a further two. I won't go on any further as it's beginning to look like a list of my accomplishments. Suffice to say, I've been very lucky to have had hands-on experience of so many beautiful machines."

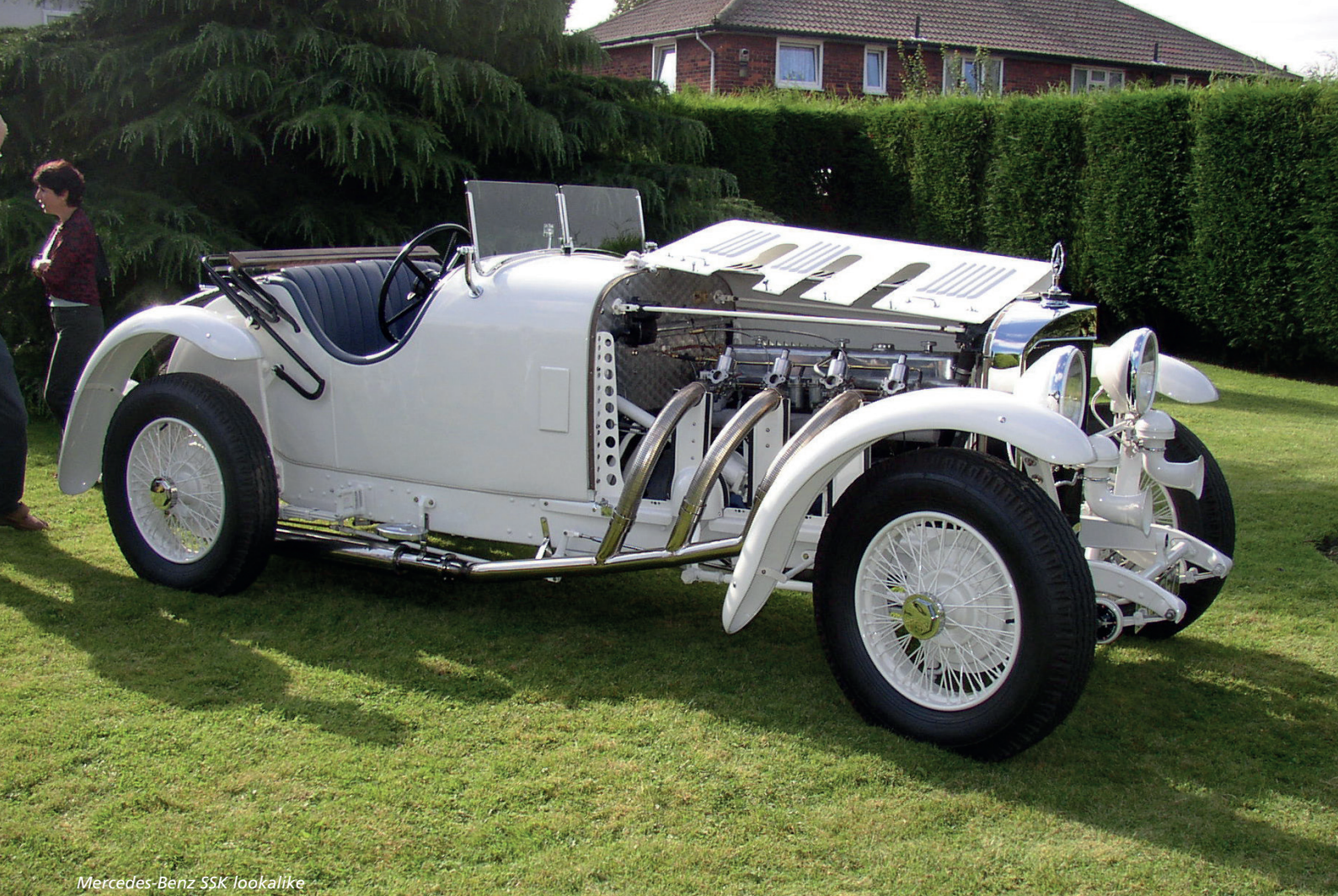
The following day I received a further email from Phil in reply to my question whether he was trained at a specialist coachbuilder. "My business was actually as a violin maker/repairer/dealer, but one of my customers, a flamenco guitarist by night and a panel beater by day, started a restoration business called Arley Coachbuilding operating from Arley Hall & Gardens, near Knutsford, Cheshire. He persuaded me to help him make



Giulia Super race car



Rebecca Rettenmaier



Mercedes-Benz SSK lookalike

body frames on an "as required" basis, which fitted my lifestyle admirably. As I became better known, I also did work for Dave Moroney and Trevor Farrington, both in their early days. Dave Moroney, incidentally, came to us at Arley from Teal. He was with us for a couple of years prior to starting up on his

own in John Sykes' "Spitfire Hanger". John was the proprietor of TR Bitz. His hanger was like a Toys 'R' Us for adults. The workforce in those days was very mobile, moving from one place to another as and when their specialist talents were required, so wherever the punter decided to take his car, about half

the staff would have been the same anyway. I've attached a picture to show why a Singer 9 body frame cost TWICE as much as a 4.5 litre Bentley! This might explain why so few saloon bodies are built on vintage chassis, apart from the "wind in the hair" attraction. By the way, I apologise for the quality of the picture. They were not "staged" to impress anyone, just for my own records. Most were taken with my trusty old "Limpus" in very poor lighting conditions, and transferred to digital by photographing the photograph. My old Alvis Firefly Special, sold for £35 in 1965, and as it appeared on the Classics at Brooklands website about three years ago, guide price approximately 1,000 times more! Better not do any more. These computers can get quite stropic. I'd like, some time, to pass on my reasons for thinking that the E-Type Jag was developed from the Austin 7! (I look forward to that. JW).

From violins to Bentleys, what an interesting history, thank you Phil. As an aside, I did own a Bob Jones Teal, hand built in aluminium.

Hands up all those who own a Giulia Super/ti of one sort or another? Keep your hands up if you would be interested in driving the Bugatti Circuit at Le Mans, tasting wine, staying in the Hotel de France in or around April/early May next year? If so, please get in contact with me.



Singer 9 wooden body frame

John Williams jw@johnwilliamsclassiccars.com 07967 203007

In my last column I spent some time discussing the sometimes overlooked aspect of “grassroots” motorsport that is sprint and hillclimb, only to open my copy of the magazine when it arrived to find an article on the Saltburn hillclimb and another from Jamie Porter relating his experiences at the Kop Hill event, which just proves how little chance the Editor has when a bunch of articles arrive, doubtless at the last minute, which turn out to have overlapping topics.

Nevertheless, as neither of the events referred to above were strictly competitive, I make no excuse for returning to the topic as one of our principal competitors in this discipline, Mike Stark using his heavily modified 3.8 litre 156 GTA, has sent me a report on his season:

In summary, my 2019 season has been great, with three wins at my three favourite tracks! I won the Italian Marques class at La Vita Rossa at Prescott in May, the Alfa Romeo class at Harewood in August (and broke the class record) and the Modified Production over 1800cc class at Castle Combe last weekend. I also managed a second in class at Coventry Motofest and a third at MIRA. On the downside, I suffered one DNF, when a CV joint broke as I left the start line at Harewood in July. This is not an uncommon occurrence in the world of sprints and hillclimbs, given the amount of starts we do and the grippy super soft tyres we use. Despite this one DNF, my second season in my highly-modified 156 GTA has still been great. With the help of the wonderful team at Autolusso, I’m continuing to develop the car and it continues to generate lots



of interest and attention. In fact, at most events I spend more time talking about the car than I do actually driving it!

Mike mentions the Castle Combe event and he was joined there by two other Alfas (one a shared drive) and they acquitted themselves well – as well as Mike winning the Modified over 1800cc class, Bruce Atkinson took 4th place in that class in his 2.0 GT Junior, whilst Philip Strader and David Nursey, sharing a 1750 Berlina, finished 3rd and 5th respectively in the Modified 1400CC – 1800cc class. Pictures show a line-up of our heroes and their cars, and Mike getting serious in the 156 whilst Philip Strader demonstrates the benefits of leaning the way you want the car to go!

I’d commented to Mike that whilst it’s pretty easy to follow car racing results

with eg TSL-timing.com, results for sprints and hillclimbs were harder to find. He pointed me in the direction of some results sites, and also pointed out that, in addition, many of the British Hillclimb Championship events are also shown live on HillClimb.TV on You Tube – so that’s something I’ll have to check out in future. Mike has promised to keep me posted on next year’s events programme and I want to look at other ways we can promote this aspect of the sport.

I also mentioned trackdays and of course the Silverstone event in conjunction with Unity took place a few weeks ago – I understand that those who attended enjoyed themselves despite the fairly slippery conditions, but numbers were significantly lower than those who had expressed an interest. Consequently, it may



not be possible for this scale of event to run with any regularity - but we'll continue to see what is viable. I'd also floated the option that I'd been given for running a smaller scale event at Three Sisters in Lancashire - and received zero response so I'll take it that that's a no, though maybe we'll look at it again next year.

On the ARCA racing front, the penultimate rounds were held at the Silverstone International circuit, with qualifying showing Graham Seager's Modified class GTV setting fastest time, 0.84 quicker than Bryan Shrubbs' 33, with George Osborne third just over 1.5 seconds down in his 75, very closely followed by Dave Messenger leading the Power Trophy class in his 156 V6 just over 0.2 seconds back.

First in the Twin Spark Class was Tom Hill, over seven seconds slower than pole - reflecting the effect of the long Hangar straight where power is all! Andrew Bourke and Matt Daly closely follow in the TS class. Ben Sharich in the Power Trophy MiTo slots in just behind these three TS class cars.

In the first race, results pretty much mirrored qualifying - Seager winning by 30 seconds or so from Shrubbs, with Osborne a further 10 seconds in arrears and Messenger 14 seconds behind him. Hill won the TS class, although Sharich managed to finish ahead of him in the MiTo.

The second race the next morning brought different results, as Osborne opted for wets, helping him bring his 75 V6 home in first place, with the similarly-shod Miller - who retired in Race 1 - chasing to



Graham Seager at Donington. Photo, Guy Swarbrick

finish second just over two seconds back, having fought his way up from the back of the field to snatch the place on the last lap, relegating Seager's winning GTV from yesterday to third. Dave Messenger came in fourth Alfa some 13 seconds in arrears.

Tom Hill continued his form, finishing less than three seconds behind Messenger but claiming first TS by about 1.5 seconds from Andrew Bourke and a very closely following Matt Daly.

James Ford (TS) and Shrubbs' 33 both retired before half-distance and Sharich's MiTo pitted on lap five, resuming on lap nine but unclassified at the finish.

The final rounds took place a couple of weeks later at Donington - with Hill as likely Champion, although Messenger was still in with a shout. One of the best entries of the season saw some 22 cars on the list.

Pre-event practice caused some issues - Ron Davidson's 164 was one casualty, whilst Thwaites' 155 V6 was having gearbox surgery and had to miss qualy and Race 1 after a loosening clutch bolt had damaged the gearbox casing.

The first race saw Graham Seager's GTV pull out a solid lead after initially being chased hard by Bryan Shrubbs' potent 33 - which came in a solid second. Osborne's

George Osborne at Silverstone. Photo, Guy Swarbrick





Alfa Romeo Championship winner Tom Hill at Donington. Photo, Guy Swarbrick



Ted Pearson leads Chris Snowdon at Castle Combe. Photo, Guy Swarbrick



Anthony Ross in his Spider at Castle Combe. Photo, Guy Swarbrick

beautiful 75 followed, chased hard by Messenger's Power trophy winning 156 V6. Hill came in first in the TS class, maintaining his overall championship lead from Messenger – meaning it all went down to the wire in the final race, with Hill on course to be the first to be a triple champion.

And so it panned out! Tom Hill is champion - winning the TS class again to secure the overall Championship. Graham Seager in his GTV ran away and hid from the opposition with an overall win by some 26 seconds - winning the Modified class in the process, followed (distantly) home by Mervyn Miller in the Modified 156 V6, with Dave Messenger doing everything he could to finish 3rd only two seconds further back in his Power Trophy 156 V6 - winning his class again, but unable to close the gap to Hill in the Championship.

Jamie Thwaites' repaired 155 V6 came a solid fourth and 2nd PT class less than a second ahead of Andy Inman's PT 156 GTA - Inman fighting back after dropping some 10 seconds on lap three.

Then came the TS class winner Tom Hill - 10 seconds or so behind the big boys - but having been in a race long fight with Paul Plant's 156 TS. Hill only managed to take the class lead on the 13th of the 15 laps, when Plant dropped three seconds. The intensity of this battle can be seen by the fact that the next man up, Matt Daly in

his 145 TS, was 21 seconds further down the road.

So a well-fought Championship, and at least the final rounds were contested by good numbers. Let's look forward to a good year in 2020 when the Championship moves to race with 750MC.

The third round of this year's Classic Alfa Challenge took place at Castle Combe in early October, with a good entry:

Ted Pearson was quickest in qualifying in his beautiful Alfasud Ti Trofeo, just over half a second quicker than Chris Snowdon's Alfetta GTV - who in turn was just over a second quicker than Richard Merrell's Giulia GTJ, with David Alexander just over a tenth further back in 4th.

Times started to spread a little more after that, with some 18 seconds covering the whole 26 car field.

Come the race there was a bit of place swapping between Pearson and Snowdon throughout, with Pearson triumphing, as Snowdon spun on the last lap, dropping around 9 seconds, leaving Pearson with a winning margin of over 10 seconds. Anthony Ross brought his Spider home in third, Richard Merrell having disappeared from the fray after 2 laps as a fabricated link in the rear suspension broke. Alex Jupe also retired after 4 laps, and Peter Smart's newly finished Giulia retired with a couple of laps left. Teething problems, hopefully?

I've not heard of plans for this Challenge for next year, but hopefully it will continue to thrive.

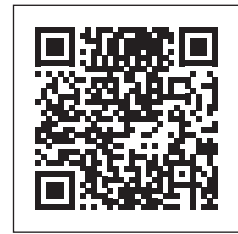
Our own season concluded after the two disappointing clutch-related failures, with an exceedingly damp Donington where, in qualifying in particular, the challenge was more staying on the circuit as there were multiple streams running across the track. I "might" have got a little carried away after managing to splash past a Dolomite Sprint at the bottom of the Craner Curves, and promptly understeered straight on to cut across the grass completely missing McLeans which only served to nearly remove the front spoiler which apparently is not a good plough. Still we qualified 25th out of 37 – our comparative lack of power being less of a disadvantage in the slippy conditions.

A lot of drivers were summoned to the Clerk of the Course for infringements under yellow flags/lights but, in all honesty, visibility was so bad that spotting the flags was very difficult.

For the race the weather improved slightly, but the rolling start was still basically a ball of spray – and standing waiting in the pits it was virtually impossible to identify the cars as they came through the Esses. Eventually on lap 10 our 75 emerged from the murk into the pits and I took over – setting out to explore just what grip there

was. I managed to keep it on the island this time and even overtook a few cars as I discovered that we had at least reasonable braking grip so I could try a few "dive down the inside" moves to gain a position on a corner - but its still the wettest race I've ever done. We finished 23rd out of 28 finishers

(35 starters) – at least this race we got a finish. If you want to see what the conditions were like it is streamed on youtube <https://www.youtube.com/watch?v=ssyINn9SGXw> our race starts at about 1 hour in! – you don't see much of us – the yellow 33 shows up more – but we beat them ;)



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Whilst the GP year still has a couple of races to go as I type this, for the rest of us on-track action is mostly over – rallying, of course, continues year-round – and now is a time for planning the next year's activities, starting the fettling/rebuild process, and saving some pennies to pay for it all.

The Alfa name hasn't really been to the fore in F1, although it appears Giovinazzi has been re-signed for next year, and it's thought some developments are in hand, so watch this space. The Romeo-Ferraris Giuliettas have had some limited success in the WTCR series and I'm hopeful that the HMS Team Giulietta will be making it back to the BTCC rounds next year, as planned.

As ever – if you are aiming to be competing in an Alfa next year – let me know what you are up to, please!



Detailing

John Griffiths talks about decontaminating your paintwork

Dealing with fine scratches.



No matter how careful you are, over time your paintwork will pick up fine scratches and marring – and buying a used Alfa, of any age, will mean you get some of those in the deal too. I'm not covering the deep stuff here – the 'trolley rash'. For that you need to be applying paint, which isn't really encompassed under the 'Detailing' banner - bar the odd touch-in.

Without treatment, over time the finer scratches build up into fogginess that dulls the finish no matter how well you wash it. You can even whack wax on, but it still won't look its best. You can see what I mean by taking a look at a car in bright sunlight—look for a

reflection of the sun (good luck on that at the moment!) or take a smart phone and flip the light on shining a spot. This is a sure-fire way of highlighting swirls and lines. So how can you improve all this? Let's take a look...



I'll start with the professional approach: book your car in with a professional detailer. They will assess the extent of the paintwork's defects and quote you on a process for perfecting it by machine polishing, using a range of abrasive pads and compounds, normally then offering a sealing service too with a ceramic coating or premium wax, which will help defend against them coming back. Now despite what you might read in

promotional material, ceramic coats can't stop them entirely - your best defence is 'safe washing', which we've covered a lot before. How much will this professional service cost? Well it depends on a lot of factors, but basically how poor the paint is and the level of perfection you wish to achieve. A single-stage refinement will cost from around £300, a 2 stage cut and refine process, with a coating, can easily double that. Now the results are, generally, quite amazing - often making a car look like it's had a respray. It will not remove the very deepest marks, but the effect is generally quite staggering.

Can you get near this finish at home? Yes; you can get near to it by using similar equipment. We've covered that before, too, a couple of years ago now where I described the results I got treating my MiTo using a dual action polisher and some quality cutting compound and pads. D/A polishers are the safest bet for a home Detailer as their random spin pattern and geared heads mean it's hard to overheat the paint or apply too much pressure as they basically stop spinning. I have seen some horrendous damage induced by the generally cheaper orbital polishers that

can so easily bring marks known as 'buffer trails' – or fine circular scores in the paint.



An extreme case of 'Buffer Trails'

Decent 'D/As' cost from around £100, though I will always point at the Kestrel DAS6 Pro, a 900watt watt machine available from around £130. A good single-stage diminishing compound that cuts and refines in one will cost about £25 (Scholl S20 Black) - and polishing pads around £11 each—you'd need 3 or 4 per car. You'll need plenty of microfibre towels, quality masking tape, and panel wipe, so you're looking at about £250 to get equipped, not far short of that 'basic' professional treatment. It will take around 6 hours of your time to 'do' a car too, but you're then set-up. If you've more than one car that needs work that's ideal, but you can use the machine to apply glazes, waxes and sealants to great effect as well, and to easily re-treat your car after a period. I will emphasize again; you will not beat a professional finish, but



AutoFinesse 'Tripplé' in action

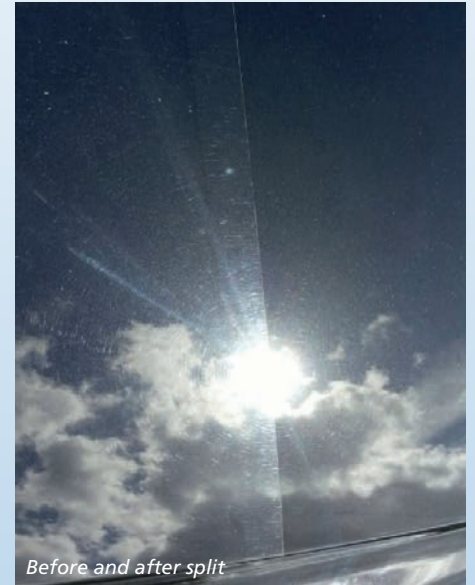
with practice you can begin to get close. I've done about 8 cars now, and have been really happy with the end results, but class myself as firmly still a beginner!

OK - this is great, but can you do it any more cheaply? Well, with the latest products you can lift the look of a car's paint by hand. You'll need a good compound/polish, some applicator pads and microfibre cloths. Some products I've tried and recommend are; from Meguiar's their Ultimate Compound, Ultimate Polish and 3-in-1 Wax, then AutoFinesse Tripplé. The biggest and quickest 'cut' is achieved via the compound, but you need to be careful with its use. It is not a diminishing abrasive, so over working it can actually induce hazing as you actually create more marks, meaning following up with a finer polish is required - conveniently Meguiar's sister product, Ultimate Polish, can help there! AutoFinesse Tripplé and Meguiar's 3 in 1 are probably better balanced here, also including fillers that, err, 'fill' some marring, temporarily disguising the worst of them but helping to give a high shine.

What's the technique? Taking a foam polishing pad, you're basically trying to imitate a dual action polisher. Prepare the pad by applying a few blobs of product and working it in so it's lightly covered. Then add some more drawing a stripe with it across an area of panel, say approx. 2 feet long. Now work across that, pressing fairly hard and working in cross hatch then circular pattern. Note, unlike a wax you want the product to remain 'wet' on the panel as you work it. Tripplé and 3in1 can be left to dry - the carrier agents in them eventually flashing away - to then be buffed off with a microfibre. If you can still see a lot of swirls after this first go, repeat the process.

You can normally see an improvement with this manual process on badly affected

paint, though it is pretty hard work. It's particularly good at lifting fine hazing or 'fogginess', but you won't shift deep marks this way - the ones you can feel with a nail - even pro and home D/A treatments can do little about those - but you can improve them, the process softening the sharp edges that catch the light. Whilst Tripplé and 3 in 1 contain resins to fill remaining imperfections, the aforementioned compound and polish don't do this, so it is best to follow up with a high quality glaze - like Poorboy's Black Hole or White Diamond (dark or light paints), and then apply a wax/sealant or ceramic coat.



Before and after split

With three options, hopefully I've given you some ideas here. The effort is worth it, you're adding to your own enjoyment of the car and also to its resale value. I could not believe the difference in finish on our 8-year-old MiTo when I D/A polished it myself, it simply knocked years off it, and ultimately helped achieve a great price on its private sale.



Jamie

From the workshop floor

As a business owner, it is always necessary to keep moving forward in order to keep relevant and most importantly keep the business going, and much as I hate to say this Alfa Romeo have lost their way *again*. I know it happens every 10 years or so and has done for the last 50 years, so its nothing new!

Sergio Marchionne had a plan which essentially ran along the lines of let's align Alfa as direct competition with BMW, which as plans go, isn't a bad one. However, this all appears to have gone a bit belly upwards, with the coupé version of the Giulia being dropped and the new 8C also being abandoned, so it looks as if we will be stuck with Alfa Romeo making SUVs, which is a bit of shame.

Having said that the potential purchase of Peugeot/Citroen may in time lead to new opportunities, but the whole group has nothing really that is up against the top end German marques. I think this is a bit of a mistake long term as the purchase of a car is in many cases aspirational and because of the fragmentation of marques within the Fiat group there is no halo effect coming down to the lower end models. We will see if I am right in time. My question is why is Alfa

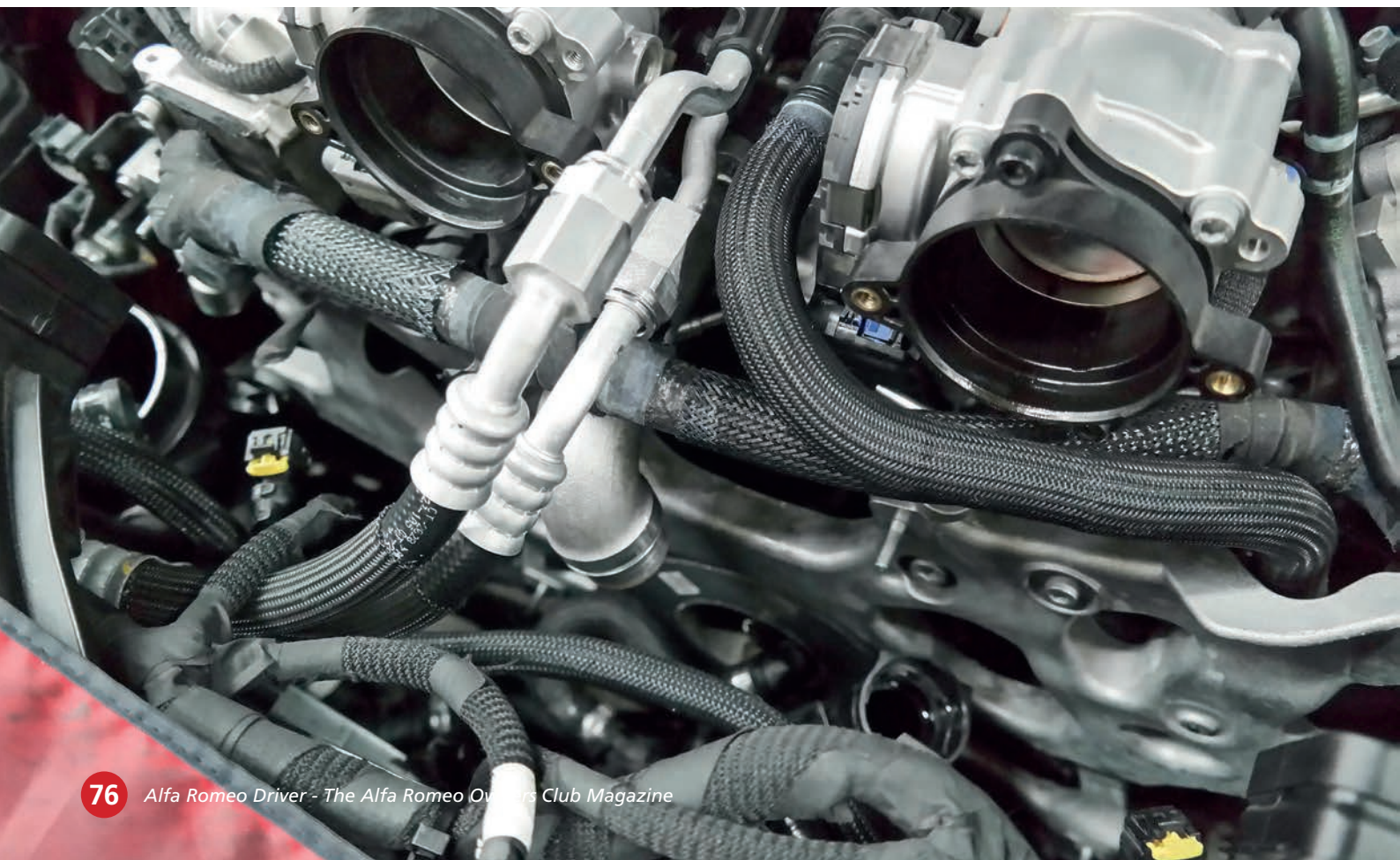


calling everything after toes? We had the My Toe [*Me Toe, surely? – Ed*] and now we are getting the Toe nail – what's all that about?

This leaves me with a problem in the longer term as I am in a market with a reducing vehicle base which is never good. Having said that, realistically I have another

10 years at work before I die (dont worry - they will bury me with a spanner in my hand) so do I really need worry? I have some lovely Alfas that will see me out easily.

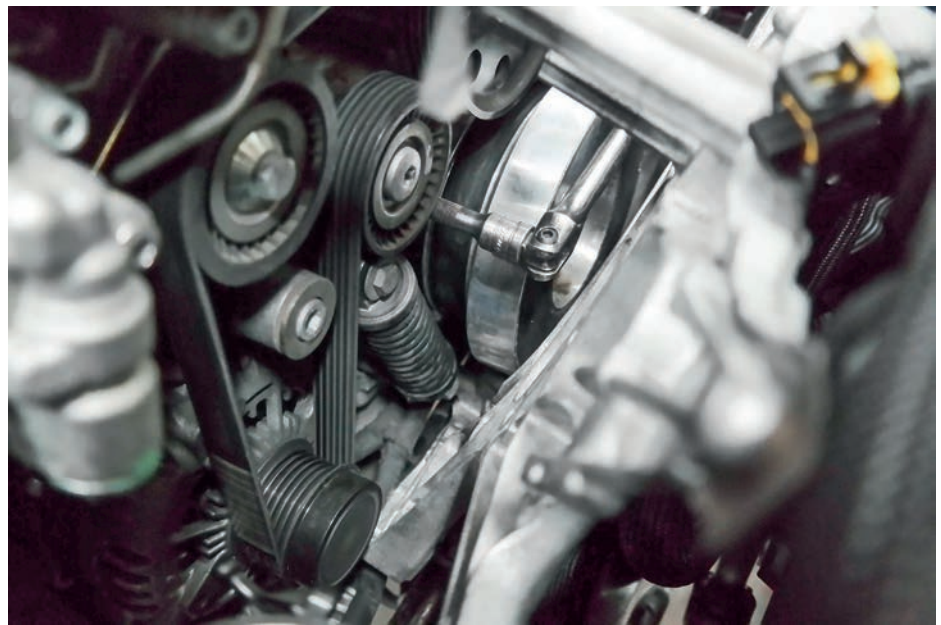
Then there is the issue with Alfa's reluctance to embrace "environmentally friendly" fuels, which I can understand as



I am not totally sold on electrically powered vehicles - their production has a huge environmental footprint. Scientific studies have shown that manufacturing an electric vehicle generates more carbon emissions than building a traditional car. They need to be light, which means manufacturing high-performing metals. Factories use vast amounts of energy and often produce huge levels of greenhouse gas emissions. It has been calculated that manufacturing a mid-sized electric vehicle with an 84-mile range results in about 15 percent more emissions than manufacturing an equivalent gasoline vehicle. For larger, longer-range EVs that claim to travel more than 250 miles per charge (in daylight, when the heater and air conditioning systems are off, its not raining and you have a very long downhill section of tarmac), the manufacturing emissions can be as much as 68 percent higher. Then there is the issue of recycling the batteries. At the moment, recycling lithium-ion car batteries is long-winded and inefficient. In some cases, a battery is shredded and separated into its components and some materials such as metal may be reused, or if it may still hold some charge, it is frozen in liquid nitrogen and smashed into bits. It is estimated that only 20% of the materials can be reused after these processes, all of this I see as a significant issue.

Then there is my pet hate - hybrid cars that don't plug in. What a waste of space; the Toyota Prius has 120 bhp and produces around 80g/km while the Alfa 4C produces 240 bhp with emissions of 157g/km. I know I am bending the figures slightly but bang for buck what is the difference in emissions per HP? Then consider the Alfa does 0-60 in 4.5 seconds rather than the 10 seconds the Prius takes. What a useless chunk of metal a Prius is. There has got to be a better solution.

And while I am on a rant - how are people in flats going to charge their cars? Will they run an extension lead out from the 38th floor? Then what about terraced streets? I don't think running cables over the pavement is a brilliant idea, health and safety wise. Then when the local "youffs" decide it's a good idea to unplug all the cars in the street at night, how will the car



owners get to work? When you go to the fuel station whilst on holiday, say 250 miles from home, you have to wait 40 minutes for the car to charge, that doesn't seem to bad does it? Just enough time to have a coffee. Not a problem, until you are in a queue of five cars and you are sitting there for four hours. That's a long, long time to be stuck in the salubrious Severn View services!

So let's face it - electric cars are for a middle class elite who want to save the planet and call their children Tarquin and Luna.

Then there is the other option of hydrogen powered cars. Now, I think that there is significant potential here. However you need to store the fuel at -40 [Centigrade or Fahrenheit - makes no difference - Ed] and that is a bit of an issue. It is possible to produce the hydrogen near the pumps using off-peak electricity and with say the Hyundai Nexo you get a range of up to 400 miles on one 15 minute fill up, which isn't too shabby, is it? However, on the downside you are carrying around a high pressure cylinder of hydrogen which might not react too well to an accident. Having said that, how much different is carrying around a tank of Hydrogen to carrying round 10 gallons of petrol; if either one goes up in flames I would suggest that perhaps your

main concern at that point might be the whereabouts of the nearest fire extinguisher not the type of fuel you have in your car! So have Alfa really got it so wrong by sitting on the fence?

Anyway, back to more immediate issues,. At the workshop we have started to see more and more Giulia Quadrifoglios and they are proving interesting to service. We did a 36,000 mile service on one the other day which involves replacing the auxiliary belt, what a palaver that is. The first time you do it, the job will take the best part of two days and even with practice it will take over six hours. You just have to keep taking bits off, and there are a lot of bits under that bonnet, trust me. I do love the charge coolers though, a lovely bit of engineering!

However, I am more interested in all the aerodynamic tweaks that keep the car on the road. Someone spent a lot of time working on them. On each side of the front bumper there are two ducts that feed the air out, just inside the front wheel arch on the outer edge of the tyre. This effectively forms a curtain of air over the wheel which reduces drag and significantly reduces turbulence and buffeting at the rear of the front wing, just behind the wheel. Then, underneath, there are a profusion of ducts, fences, vents





and venturis to reduce the air pressure under the car - it is quite fascinating. The most obvious feature is the diffuser which is easy to see, but further under the car there are fences that push the air out from the centre line of the car and draw it out into the deeper outer channel of the diffuser. Then further forward of the fences there are three ducts that pull air from under the car to cool the differential and joints - it's quite a work of art under there, but when you are approaching the take off speed of Concorde, you really do need to make sure you are going to stay on the ground!

Project MiTo race car is now nearing completion. I was hoping to have it up and

running in time for the end of the racing season but I prioritised the Alfetta GTV6 which is now just about finished - well, finished enough to be taken home with an MOT. However, the MiTo is now back at the forefront of our minds and last week we fired it up and drove it round the workshop which was pretty satisfying; we now have a 2.0 litre MiTo up and running. I then spent the rest of the week sorting out the suspension geometry which was a bit of a pain. Because we have used a Giulietta front hub instead of the MiTo one the bump steer is all wrong. Bump steer is the amount the wheel turns as it moves through its operating arc. Essentially, as the wheel

moves through its arc the wheel should keep pointing straight ahead, but in our case as it moved through its arc it was toeing out by around 6mm which would cause all sorts of problems if you hit a bump and it tries to turn without being asked. So we had to move either the steering rack down or the track rod end upwards to counter the bump steer. We chose to move the track rod ends upwards which involved converting the car from a conventional track rod end to a rose joint (spherical bearing). We could then shim the rose joint up or down in order to get the desired amount of bump steer. A really nice engineering solution, but more on that next time.

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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.
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AROC Forum

Welcome to the latest collection of some of the more popular topics covered recently on the Club's Forum, the 24-hour 'virtual section'!

Hot topic at the moment is the announcement of the FCA/PSA merger. No doubt this will be covered elsewhere in the magazine but suffice to say that on the forum there have been views expressing each end of the range of emotions! Log in to join in...

Also no doubt mentioned elsewhere but just in case not – David Faithfull (MiTo Registrar) has recently published a MiTo buyers guide on YouTube! It is a great overview of what to look out for if you're considering buying one of these brilliant cars. Link address is <https://www.youtube.com/watch?v=MM3-ZHA4mjg>. The AROC YouTube channel is well worth checking out anyway, it has recently been updated and is a fun way to while away a cold winter evening!



MiTo. Photo, © David Faithful

We regularly welcome new members. Two this past couple of months are Darran Collins who has recently acquired a lovely Brera 3.2 Q4 SV. Plans afoot for the future include a charity run around Europe next year. We also welcomed Giuseppe Minetti who has recently rejoined the club after a 20 year break (what did we do wrong?!) and has two cracking Alfas - a 156 GTA and an S3 Spider. The latter is extra special as it has had some tweaking (the car has Alfaholics suspension, wheels and exhaust along with an Emerald ECU with throttle bodies) and is very much a wolf in sheep's clothing! Giuseppe is looking forward to attending Section meets so look out for him in Surrey & Kent/East Sussex!



Brera. Photo, © Darran Collins



Spider engine. Photo, © Giuseppe Minetti

Not only is the forum a good place to sell, but also to try and find hard to acquire knowledge and items. Here are a couple of recent requests.

Wanted 1 - Colin Evans recently posted the following "I'm currently rebuilding my 75 transaxle and want to replace the main-shaft nose bush. I would describe it as an indented bush bearing. Does anyone know where I can obtain this bush?"



75 Bush. Photo, © Colin Evans

Wanted 2 - Adrian Jones of Colwyn Bay is after a new/used OS outer headlight unit (with sidelight) for his 1983 GTV 2 litre. The bowls at the back have disintegrated, a common problem affecting many older cars of course, although the glass is fine.

Wanted 3 - Haydn Walker, who used to entertain us with his reports in the magazine with the running restoration of his 164 Cloverleaf, is on the look-out for another project. Log in to the Forum if you have or know of a suitably decrepit 164. As usual if you can help with either of these items please log in to the Forum.



164 Cloverleaf. Photo, © Wheelsage

Update: if you remember I reported a while back on Steff Eldred's 1750 Giulia coupe losing significant amounts of oil after an engine rebuild. Investigation by Roger Evans at Peak Alfa has shown that the big and little ends on the conrod for number four cylinder were excessively worn. Rather than rebuild the engine however, Steff has been struck by the notion to upgrade his car to a two litre and so Roger is creating and fitting an uprated version over winter. Steff says he can hardly wait now for the Spring sunshine – I bet!

Buon Natale!

James Ferguson

Cornish

When you all read this Summer will be a distant memory, but I would like to start with our regular summer BBQ. Alan and Val, two of our committed Club members, hosted this year. The weather and attendance were great, and you will see in the photo it was hot and there was lots of food and chat.



Val and Alan's BBQ

Our regular monthly meet at the Fox and Hounds was suspended for August as so many of us were on holiday - many in their Alfas.

Our September event was set up by another one of our keen members - Jean Paul – who, with his colleague, gave us a brilliant tour of St Antony's Head Battery. Built to augment the seaward defences of the Fal estuary, it was constructed between 1895 and 1897 with two 6 inch MK VI breach loading guns. The guns were upgraded for the First World War and then to two 6 pounders in 1940 to provide defence against motor torpedo boats. As you will see from the photo our members got carried away and were trying to spot any incoming enemy. There was the famous shout - "I

Lincolnshire

Hello folks and welcome to the Lincolnshire Section.

By the time you read this we will be coming up to Christmas and I may owe you an apology. As you may recall if you read my last report, I had been consumed getting my Junior Zagato ready for the 50th anniversary celebrations in Zandvoort. More of that later, but one thing I hadn't done was sort out a Christmas meal. By popular request, however, I was asked if I could sort something out and, as these events seem to be booked up even earlier than ever, I turned to my local pub (The Three Horseshoes at Scotton) for the 3rd year running and managed to squeeze in a booking for our regular December meeting night of 10th of December. Places were to be limited to 24 and as I write this, the email announcing the event is about to go out.

If you went I hope you enjoyed it - if you didn't know about it but would have liked to have gone make sure you get on my email list or join the Lincolnshire Section Facebook page. If by popular demand you missed out because it was over-subscribed I'm sorry and I will get organised and find a bigger venue for next year.

Looking forward to 2020 and the first problem I see is that the Lincolnshire County Wheels Day event, which we have supported in the past, and the Yorkshire Alfa Day at Elvington are both on Sunday the 26th of April. I myself have already said I would go and support Colin and the Yorkshire section although those in the South of our county may decide that Revesby Abbey is more in their range.

Before then we will be having our AGM and quiz in February and I am planning to have an Italian meal for our March meeting somewhere around the Lincoln area. Traditionally we had the Italian meal in January but that was because we didn't do a Christmas meal. Now we have the Christmas meal it seems better to give our stomachs a break!!

So, going back to August and I managed to get the Junior Zagato rebuilt in time for the August meeting at the Pyewipe Inn. In fact, that was its first real outing and would give me a week to iron out any problems.



- although I had been fouling sparkplugs prior to going due to dodgy HT leads and had a vibration which I eventually traced after we got home to the gearbox touching the cross member. Ivo suffered some low speed misfiring due to poor carburation, which again got sorted once home. And Charlie had a near miss on the Thursday when his clutch cable broke most of the strands. Luckily Classic Alfa was going to Zandvoort for the weekend and put a spare cable on the van. The old cable held out long enough for Charlie to get to Zandvoort circuit on the Saturday where (not for the first time) he made use of the technical centre's facilities to change the cable.



Charlie and Ivo doing repairs at Zandvoort circuit



The offending clutch cable

Despite the little hiccups we had a five great days at the Coppa Spettacolo - especially enjoying the 50th anniversary celebrations of the Junior Zagato, of which 62 turned up over the weekend.



August Meeting at The Pyewipe Inn

The following Tuesday three Section cars embarked on the trip to Zandvoort on what would be a very few very hot - Ivo and Suzi in the 1600 Junior Zagato, Debbie and I in our now (original) green 1300 version and Charlie and Viv in their GTC. We all got there and back in one piece



Junior Zagatos galore

Future Events - See Lincolnshire section website for up to date details.
Tuesday the 14th of January - meeting at 7.00pm at the Red Lion, Redbourne.
Tuesday the 11th of February - AGM & quiz (8.00pm AGM), the Red Lion, Redbourne.
Tuesday the 10th of March - Italian meal, venue to be confirmed.

Mike Scarf

see no ships". Our lunch required us to cross the Fal on the chain-driven King Harry ferry to Trelissick country house and gardens.



I see no ships

October brought the Club members' competitive spirit to the fore with our annual Quiz. Questions were set by the last quiz night winners, Stuart, Ray and Matt - and they ranged from sci-fi, identifying a range of cars from photos, and finally with questions relating to anything Italian. Lots of prizes for the winners and losers and a new team that will set the questions for our Easter quiz.

November was back to our regular lunch date at Flushing. As usual the owner Paul, a Club member, laid on a great lunch. Unlike in the Summer we didn't manage our outside drinks, as the weather wasn't kind.



Waterside Flushing

Our Christmas lunch will be in early December at Penrose Kitchen when we will plan our 2020 events.
Brian Sharp

Cotswolds

Where has this year gone? Far too fast for me that's for sure, so I guess it's time to summarise our Cotswolds' year of Alfa antics.

We usually start the year with a visit to Race Retro at Stoneleigh and as ever it was a great day out. Although heavily leaning towards rally cars it also attracts a good selection of other race cars. The indoor market and stands are very popular - make sure you have your credit card! And the catering is very good.

Early Spring sees the start of the motorsport and event season and many of us met up to form a convoy to Brooklands for the Auto Italia day. This year certainly didn't disappoint, that's for sure. The Alfa parking area filled up in record time, the coffee and bacon rolls were consumed and then it was time to wander and soak up the fantastic atmosphere. It's always good to meet up and chat Alfa things with fellow Alfisti and also to drool over the exotica that you can't afford! However, the car on the day for me was a Fiat X1/9 with a 3 litre Busso in the back. Would have loved to have a drive in that.



Auto Italia

Another Italian day not to miss is the La Vita Rossa event at Prescott hill climb in May. This is a relaxed day of stunning cars, some timed runs up the hill, stands selling anything car-related, live music, picnics, and above all time spent well with fellow petrolheads.

June this year was a very busy month for our section. As well as another very successful Cotswold Alfa Day, we co-hosted National Alfa Day with the Thames Valley section at Bicester Heritage. To say the event was a success doesn't tell the full story. Months of planning with Nick Wright leading the way resulted in the best NAD in recent years. The response from all who came was overwhelming. We left thoroughly exhausted but so pleased to have been part of a brilliant day.



The CAD Crew



This Way Please - NAD

The main Summer months see more events than you can possibly attend, and we usually have our own favourites. A popular one for many is the Silverstone Classic and I'm pleased to say that this year the organisers worked hard to ring the changes and the event felt very fresh and different. This was helped by Alfa GB bringing along their full hospitality truck with free drinks and ice cream for club members.



Silverstone Classic

This brings me around to the Autumn months when our thoughts are of that last sun-soaked drive before laying up the "precious" one (or ones if you are lucky) for the Winter. I would like to thank my wonderful committee for all your efforts this year. All those that volunteered at CAD and NAD, we couldn't have done it without you.

And to one and all a very happy Christmas and New Year. As ever a warm welcome awaits at The Fox Broadwell on the third Tuesday of the month.

Alex Payne

Essex

Where has the year gone? It seems to have flown by! Writing this marks my first year as the Essex Section Secretary.



Since our last feature, the Essex Section has managed to close every pub in the county that we go to! Whenever we visit a new venue for our monthly meet it seems to close soon after, meaning we are unable to return the next month. We have now thankfully found a venue that looks to be more permanent and have also decided to host our 2019 Christmas meal there because we like it that much.

Over the past few months the Section has had a variety of events such as our twilight drive, dash to the coast and most importantly our annual section BBQ hosted by Jane and Neil Hasler.

The twilight drive saw six shiny Alfa Romeo's driving through the Essex countryside on a late August evening, stopping for a few photos and to admire the view of Hanningfield Reservoir. We had two 916 Spiders, a 4C, a 147 GTA, a 939 Spider and a Giulietta.



The twilight drive

The dash to the coast event luckily fell on a Sunday in September at which we had again two 916 Spiders, a 147 Ducati Corse, a MiTo Cloverleaf and a 156 Sportwagon. The day started off damp and Phil had to make an emergency stop to put his roof up but by lunchtime the sun was out in time for Fish and Chips.



The dash to the coast



The dash to the coast

The annual section BBQ was hosted at Jane and Neil's lovely house. It seemed very professional and Jane had even roped in family members to cook the food for us! Again, thank you Jane and Neil for hosting us and for organising the sun.



The annual Section BBQ

Our latest event at the time of writing was our section AGM. This was well attended and the committee felt that the discussions at the meeting were constructive and will help us improve on and plan next year's events.

On behalf of the Essex committee and myself I would like to wish you and your families a very Merry Christmas and a Happy New Year

Ben Cook

Herts-South Beds

Our monthly meetings, held at the Rose and Crown in Sandridge, continue to be lively and enjoyable evenings. The October meeting included the branch AGM, where the existing Committee was re-elected for another year. We were also joined by Brian from the South African owners club who was on a visit to the UK. Part of the reason for his trip was to collect some parts for his 105 series spider. The meetings are held on the second Monday each month, and everyone is welcome to attend. The next meeting is on the 13th of January.

Chris and Hilda Higenbottam kindly hosted a section BBQ at their home on the 21st of July. Around 15 of us enjoyed the afternoon, including Chris Rowe and Paolo and Natasha Schia. We also welcomed a couple of members who haven't attended section events previously - Lorenzo Marino and Mike Stark who runs a highly modified 156GTA in hill climbs to great success [See *Competition Corner in this issue - Ed*]. We enjoyed a lot of excellent food and a few beers (mainly alcohol-free!). Thanks to Chris and Hilda for their hospitality.

Our annual Section lunch will take place on Sunday the 2nd of February at DavVero restaurant in St Albans. This is Rosario Avinti's new restaurant, so we can expect the excellent food we have enjoyed in previous years at Bar Espresso, but in more spacious surroundings. There is a large car park with three hours free parking outside the restaurant. Please get in touch as soon as possible to reserve your place.



Venue for the Section lunch

Jeremy Kitson

Ireland

Irish Classic and Vintage Car Show

The annual classic and vintage car show took place in the grounds of Terenure College on Sunday the 7th of July and was again well attended by Club members. We had approximately 16 cars on our stand, with a steady stream of people visiting the stand during the course of the day. Fiat Ireland kindly had one of their Stelvios on the stand which attracted great attention from both young and old.



The Irish Classic and Vintage Car Show



The AROC stand



Fiat Ireland's Stelvio

Dalkey Festival

We again attended the annual Dalkey village on Bank Holiday Monday, the 5th of August. We had around 10 cars on the stand and as always the crowds came out thanks to the lovely weather. Fiat Ireland again sponsored the prize of a watch to the best turned out Alfa on the stand and the accolades went to Sean Collins for his exceptionally prepared Alfasud Ti. A truly deserving winner - well done, Sean.



Sean Collins

AROC UK Annual trip October

A number of Irish section members met up with our UK and Dutch friends again. This year they were based on the East coast in the village of Bettystown near Drogheda, County Louth from the 17th to the 22nd of October. A high point of these visits every year is the Sunday treasure hunt around the highways and byways of Ireland, followed by a gala dinner that evening. A good time was had by all at the gala dinner which was then followed by the treasure hunt prize giving and sing-song. Many thanks to Nick Clancy for his tireless efforts in organising this event year after year, aided in no small way by Gordon Rowland from the Irish Section.

Joe O'Reilly

North West

Our September meeting was very well attended, and Paul Jones was our guest speaker. Paul gave us a thorough briefing on how the financing arm FCA/Leasys works. He also explained the differences between PCP, PCH, BCH and HP and gave us details of Alfa's latest offers. With Paul being a true Alfista, and an insider within Alfa Romeo, he was able to give us an insight into the future models planned by Alfa Romeo and their likely launch dates. It was also very interesting to find out the extent of the stockpiling of cars in the UK from makes such as Jaguar Land Rover, Audi, Mercedes, etc, whose cars may not be able to be registered within the UK due to them not meeting new emissions targets. Apparently, Alfa did not overstock in the UK to the extent of other makes.



Paul Jones from Leasys



A captive audience

Our October meeting returned to the default format of a 'natter and noggin' night at the Golden Pheasant in Plumley. The meeting was well attended even though it was a very wet and dark night and it appears that more of our members have got to feel at home there.

Our Annual Dinner will be held on the 16th of January 2020. The venue has yet to be confirmed.

As usual everyone is very welcome, and we look forward to meeting you soon.

The North West section of the FCAPSA owners' club wishes you all a great Christmas and a prosperous 2020.

Dave Armstrong



David and Janet



Winners

Borders Run

Keith Philpot and Pietro Bisset arranged a run at the end of September to the newly renovated Jim Clark museum in Duns. Another great day for a run (maybe we should give up on August and just do September!) and a good number of Alfas descended on the quiet Borders town to pay homage to the great racing driver. The photo shows some of the cars lined up in front of the museum.



Jim Clark Museum

Breakfast meeting

As a trial event, we held a breakfast meeting on the 24th of November. This will have happened by the time you read this, but if you are interested in holding one in your area so you can meet some local Alfisti, then please get in touch.

2020 Plans

Plans are already afoot for the 2020 programme, and the first event of note will be the AGM and Dinner on the 29th of September at the Salutation Hotel in Perth. The AGM starts at 3pm and is your chance to have your say on the events you would like to see in the forthcoming year. Another event that is already planned is Scottish Italian Car Day. It will again be held at Hopetoun House and, for 2020 only, it will be on the 3rd of May, rather than the usual end of May date due to the unavailability of the venue.

Regular Meetings

North Section – the last Wednesday of the month at 7.00pm, Garlogie Inn, Garlogie, Aberdeen, AB32 6SA. Contact Barry Reid at barry.reid@talktalk.net to confirm your attendance.

South/Central – the second Tuesday of the month at 6:30pm for 7.00pm, Brewers Fayre, Premier Inn Stirling South, Glasgow Road Stirling FK7 8EX. Contact Shaun Nunn at shaunangela@talktalk.net to confirm your attendance.

More information can be found on our Facebook page www.facebook.com/arocscotland, or you can contact me on sarocnews@btinternet.com

Dave Densley

Surrey

This is our third report of the year. Here is a brief recap of what we have been up to over the last few months.



Section Meetings

Our regular monthly meetings (held on the third Monday of the month) have been as well attended as ever, with typically over 20 cars joining us at the meetings in the Summer months. They seem a long time ago now as we near mid-Winter with many of our cars now tucked away. Highlights of recent events are our Spider night in July followed by the 105 night in August, with many well presented examples of the genre present at both.



Spiders

By the time we get to October it is not really practical to spend most of the evening in the car park admiring cars as we run out of daylight too soon. The emphasis of our meetings changes accordingly, and at our meeting in October we had a real treat with a talk by one of our members – Gerry Hinde – on car design.

Gerry gave us an interesting presentation on the work that he has done over the course of career, during which he has worked for most of the major car manufacturers in Europe and the UK, including preparing the first full-size clay model for the Range Rover Evoque in 2008. Since 2013 he has been working for McLaren Automotive in Woking where he worked on the 570s and its replacement; the 720s and its replacement - as well as limited run Ultimate Series cars.

Gerry's talk included a description of the work involved in preparing a clay model of a proposed design, and how this has changed over the course of his career with the growing use of technology – although not always for the better. I found it really surprising that even with the visualisation tools available there is still a need for a clay model for the exterior and interior design. Gerry capped his talk by giving a live demonstration of the process of applying a film to a model to simulate the painted exterior, using a model of his Alfa GT bonnet that he had prepared specially the night before. This was a fascinating insight into the process of car design, an area that we are all interested in as Alfisti but rarely

Scottish

Car Shows

The second half of what passed for Summer included the Glamis Extravaganza with a large turnout from the Club. Unfortunately, the Dundee Car Show in August was cancelled for the second year in succession due to the waterlogged display area. Maybe next year will be third time lucky!



Carrera Pancaledonia

One event that enjoyed excellent weather was the Carrera Pancaledonia, this year organised by Mike and Carol Shea. The route took us over some great roads in the Borders before heading East to the seaside town of Dunbar, followed by much needed fortification at the very pleasant Dunmuir Hotel. The Sunday route went South towards Kelso before turning north to the finish at the Flotterstone Inn, near the Edinburgh bypass. A fantastic weekend with probably a record entry of 15 cars, so get the date in the diary for 2020 (which will be the thirtieth running of this classic event) on the 6 and 7th of September. The winners of this year's event - and organisers for next year - are Dave and Louise Densley. The photos show Paul and Lenore in their Spider, David and Janet in their Alfetta, plus Dave and Louise with Carol Shea and the trophy.



Paul and Lenore

get the opportunity to experience first-hand. Many thanks to Gerry for sharing his experience with us.



Gerry putting film on clay model

Other events

Our section had a display at the Cranleigh classic car show in August. This is one of the biggest shows in the area, with over 2000 cars of any make that one can name there somewhere. Our own display included a dozen cars ranging from Bertones to GTs and covering most models in between. My own favourite vehicles at the event were two old fire appliances that were over 100 years old.



Fire engine at Cranleigh

A large contingent from Surrey attended the Brands Hatch Festival Italia a week later. This was a

great opportunity to see our favourite make of car out on the track doing what they were built for – once the torrential rain before lunch passed over.

A few intrepid members also joined us at the Auto Italia Autumn Motorsport day at Brooklands. Fortunately, the weather was much better than last year, although it was still wet enough to prompt the use of a (non-period) accessory by at least one of the cars while waiting to participate in the demonstration run around the adjacent MB test track.



Bentley at Brooklands with additional weather protection

Future Plans

By the time that this is published we will have held our AGM and will be finalising our events calendar for 2020. We hope to publish this in time for our Christmas quiz which will have been at our meeting on the 10th of December. The calendar will be available to view and download from our website and Facebook group page. Please contact me if you would like a printed copy.

You should be receiving monthly emails from me with details of meetings and other events. If not please check that I have your correct email address. And don't forget our (private) Facebook group which is a great platform to see and share experiences and photos.

Grant Richardson

West Midlands

The Section visit to the Pirelli Performance Centre in Burton-upon-Trent on the 7th of October was well supported. We were welcomed with a finger buffet and an informal chat about their flagship facility in the UK. Following a tour of the advanced machinery deployed in the workshop, we were given a more detailed presentation in the training room while most of our cars were given a free tyre health, safety and alignment check. Many were found to be deficient in some way, but everyone attending was given a discount voucher for savings off a future booking and/or tyre replacements.

The Annual Dinner will take place on Saturday the 1st of February at the same venue as last year, St. Andrew's Town Hotel, Droitwich Spa, Worcestershire.

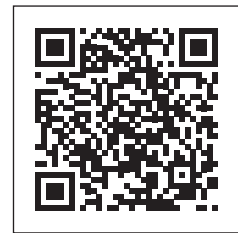
Nick Clancy

Announcements

Derbyshire Section

The Derbyshire Section has been re-launched. Monthly meetings will be held on the 2nd Tuesday of the month at The Greyhound, Higham, Alfreton DE55 6EF from 19.30 hrs

The Section also has a Facebook group at <https://www.facebook.com/groups/AROCUKderbyshire/>



For further details, contact Section Secretary Paul Mitchell derbyshire@aroc-uk.com

Section Contacts

BRISTOL AND WEST: Position vacant

Email: bristol@aroc-uk.com
Web: www.aroc-uk.com/bristol

CORNISH: Brian Sharp

Email: cornwall@aroc-uk.com
Web: www.aroc-uk.com/cornwall

COTSWOLD: Alex Payne

Tel: 01993 845673
Email: cotswolds@aroc-uk.com
Web: www.aroc-uk.com/cotswolds

DERBYSHIRE: Paul Mitchell

Email: derbyshire@aroc-uk.com
Web: www.aroc-uk.com/derbyshire

DEVON: Gary Fisher

Email: devon@aroc-uk.com
Web: www.aroc-uk.com/devon

EAST ANGLIAN: Graham Simper

Tel: 07944 454967
Email: east-anglia@aroc-uk.com
Web: www.aroc-uk.com/east-anglia

EAST MIDLANDS: John Griffiths

Tel: 07748 881317
Email: east-mids@aroc-uk.com
Web: www.aroc-uk.com/eastmids

ESSEX: Ben Cook

Tel: 07411 819840
Email: essex@aroc-uk.com
Web: www.aroc-uk.com/essex

GOODWOOD: Mel Westwell

Tel: 01489 798834
Email: goodwood@aroc-uk.com
Web: 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
Web: www.aroc-uk.com/hertsandbeds

IRELAND: Gordon Rowland

Tel: (00353) 083 0415515
Email: ireland@aroc-uk.com
Web: 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
Web: www.rockes.org.uk

LANCASHIRE: Richard Murtha

40 Stone Moor Bottom, Padigham, Burnley, Lancs. BB12 7BW.
Tel: 07976 384980
Email: lancs@aroc-uk.com
Web: www.aroc-uk.com/lancs

LINCOLNSHIRE: Mike Scarf

11 Crapple Lane, Scotton, Gainsborough DN21 3QT
Tel: 01724 764526
Email: lincs@aroc-uk.com
Web: 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
Web: www.aroc-uk.com/london

NORTH EAST: Paul Hide

Tel: 01642 531407
Email: north-east@aroc-uk.com
Web: 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
Web: www.aroc-uk.com/north-west

SCOTTISH: Dave Densley

11 Liff Park, Liff, Dundee, Angus DD2 5PH
Email: scotland@aroc-uk.com
Web: www.aroc-uk.com/scotland

SOMERSET: Clive Baker

Tel: 07725 980838
Email: somerset@aroc-uk.com
Web: 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
Web: www.aroc-uk.com/southmidlands

SURREY: Grant Richardson

Tel: 07980 238940
Email: surrey@aroc-uk.com
Web: www.aroc-uk.com/surrey

CENTRAL SUSSEX: Simon Novis

Email: central-sussex@aroc-uk.com
Web: www.aroc-uk.com/central-sussex

THAMES VALLEY: David Slorach

Email: thames-valley@aroc-uk.com
Tel: 07825 542280
Web: www.aroc-uk.com/thamesvalley

WALES: Pete Edmunds

Email: south-wales@aroc-uk.com

WESSEX: David Kell

Tel: 01425 477854
Email: wessex@aroc-uk.com
Web: www.aroc-uk.com/wessex

WEST MIDLANDS: Nick Clancy

8 Fountain Court, Wharf Road, Gnosall, Stafford ST20 0FB
Tel: 07712 299565

Email: west-mids@aroc-uk.com

Web: www.aroc-uk.com/west-mids

WEST WILTS: Rob Yuill

Tel: 07528 285488
Email: west-wilts@aroc-uk.com
Web: www.aroc-uk.com/west-wiltshire

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February 2020 Magazine Advertising deadline:

Wednesday, 3rd January, 2020

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/ for details. Email addresses will be deleted from advertisers text and only included when specifically requested.

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CARS FOR SALE

Giulia



1966 Giulia Spider, £70000, Red, One of 400 RHD cars registered in the UK. Original Green Registration Document and Original Owner's Manual. Also with original hardtop. Same owner since 1983. FSH. Featured in AROC Magazine in June 1985. Currently car in my native country, Cyprus. Why not combine viewing with a holiday in the sun! and if interested, shipping back to UK can be arranged. Also available wide range of spares. Nicholas Meletiou 07711704554 nicholas.m@nmae.net

receipts available as proof. Car is complete apart from the original engine block, which is missing. Interior and exterior trim in good condition. Some new and reconditioned parts included in sale. For full details contact Robert 07976400824



1967 Giulia Sprint GTV Step Nose, Blue, Recent restoration. Stunning mostly done last 6 months, Garages. Dtr. + Jim Stokes, Engine electronic ignition. New webber carbs. Heavy duty engine mounts new complete rebuild. Prop shaft modified to heavy duty centre bearing. new prop shaft, balanced, Brakes new front and rear brake calipers. Front upgraded to larger callipers and pads. New braided lines. New master cylinder, Lights New rear lights. New front lights and chrome surrounds, Fuel New correct fuel tank and sender. Gear box rebuilt. New heavy duty gear box mount. Wipers New linkage. New wiper arms and blades, Electrics New wiring harness. New alternator. New heated front and rear screens. Cooling New radiator and electric fan. New water pump. Inside New recovered seats, new carpet, inertia seat belts, Clutch New uprated to hydrolic. New fly wheel. New clutch. Resprayed barryweir100@gmail.com



1973 GTV SE 2000 2.0, £26500, 72500 miles White, Fully refurbished with original white, engine rebuild, clutch 10k ago and new MOT. 1 previous owner. Matching numbers. Excellent condition inside and out. Dry stored inside and started occasionally. 72500miles on clock. Runs perfect. Complete history with purchase document, driven over from Italy to UK. Air con removed but included along with spare windscreen and keys. Contact Giles on 07732336185 located Chichester



1990 Spider S4, 95000 miles Black, With current owner for over 15 years. Well taken care of. Garaged. No body rust. alloys (perfect). 5 speed manual. Electric windows and mirrors. Power steering. 1962 cc injection. Nardi Steering wheel. Excellent black hood. Hard top with storage trolley. MOT to July 2020. bobbstm@gmail.com 07545085567

916



2000 916 Spider 2.0 TS Phase two, £4500 ono, 60,000 miles Black, Tan leather interior. has done 15,000 miles in last 5 years during summer only. FSH, mostly by myself and Alfa specialists. Fantastic condition inside and out with extensive preventative maintenance carried out in my ownership. A full list is available on request, but includes suspension re-build, cooling system replacements, full CSC SS exhaust and new original alloys. Cam belts replaced in October 2017 at 57,380 by Alfaworkshop. No expense spared to keep this car in top condition. AROC member. 07711 732844.

105



1067 Giulia Sprint GT Veloce Step front, £22000, Ochre, Good opportunity to own this increasingly rare unfinished project early stepfront. A very original and unmolested car, before a very complete and comprehensive professional mediablasting and panel replacement welding programme by John Holden. Lots of photographs and



2001 GTV Lusso V6 24V, £8500 ono, 42,500 miles Silver, One owner from new. Always garaged, excellent condition for age and low mileage (42,500). Silver exterior and black leather interior. Contact Simon on 07815738560 or email oldsailingggirl@aol.com. £8,500 ono, Nottingham area.



1999 916 GTV 3.0 V6 Lusso, £7000, 71000 miles Grigio, Series II model, RHD, 3.0 V6 Busso. In Grigio with full red Lusso interior. 3 owners from new, in present ownership for the past 4 years. Factory fitted electric sunroof, 17" teledials in good condition. Cam-belt, water pump, head gasket and brake discs and pads all round just replaced. Delivered with a full service and current MOT. Tel: Murray McCartney on 07850 695193 or email murray.mccartney@greentree.co.uk.



2001 GTV Cup No. 73 V6, £19995 ono, 40365 miles Red, I have decided to sell my GTV Cup, No 73. She is a beautiful example of a modern classic and has been lovingly restored by AutoLusso with original parts where possible. There is lots of history which came when I bought her in 2016 (£16,000) as well as a pile of receipts from the recent restoration work (£10,000). She wants for nothing, is in excellent health, garaged during winter and the interior is immaculate. Please contact me for details and photos. Offers. Darren Clement darrenclement@protonmail.com 07839 180000



2005 916 GTV 1970cc JTS Lusso, £1350, 49000 miles Grigio Chiaro, Black leather. Cam belt, pump, variator changed at 48000 miles, Pirelli tyres. All original keys and code card. MoT to mid June 2020. Will need ongoing tlc to underbody per advisories (SO05 FWZ) tel. 01460 220211 or text 07543351060.



2000 GTV 3.0 V6 24V, £4000 ovno, 94000 miles Vela Blue, Reluctant sale of my V6 GTV as two cars has to become one. Just under 94k with good history. Owners club car, having just had service and timing belt (water pump not needed). Vela blue with tan interior. Recently had all callipers refurbished with new discs and pads also. Always puts a smile on your face, but if you're reading this then you already know that. £4000 ovno. MOT June 2020. Happy to answer any questions on 07947652940.



2002 TV Cup Ltd. Ed. 149 3.0 V6, £5250, 124000 miles Red, CAT-C for minor front end damage. Repair by restoration specialist with full respray. VGC. Owned since 2012. Signed by Nigel Mansell. Q2 Diff, Single

mass flywheel, lowered springs, stainless steel exhaust. Dyno tested at 235.1HP. Very quick, brilliant handling car. History from 2011. Private Plate H13GTV Included. Viewing, inspection at workshop who look after car, ramp available. Contact Graham, Osney Lodge Workshops 01342892216.

156



2000 156 Selespeed, 84212 miles Red. Since my ownership in 2011 I have cherished her with the love and enthusiasm she so deserved. This included a total strip down and full body restoration at Stocks of Canterbury (taken over 7 months) with comprehensive photos taken at each stage of the restoration. Every receipt of servicing and repairs and every MOT all with no advisories. Full service and Cam Belt change at 82,999. Last MOT on 21st October 2019 with no advisories. Car has only covered 1161 miles in the last 8 years mostly to Alfa club shows. My expenditure maintaining and servicing to date is £10,807.12. This car is exceptional inside and out and drives as like new. Probably one of the best available anywhere. Peter Lampe 07881341480

166



166 Lusso, 37500 miles Metallic Grigio, Elegant (Alfa Romeo badge embossed) nero leather upholstery. 5-Speed manual gearbox. 37,500 miles from new. Ice cold air-conditioning and fitted with the Integrated Control System. A difficult car to fault and a genuine joy to drive. A gentle London life and generally immaculate. Comes with full V5, complete owners book-pack wallet and two Alfa Romeo remote fob keys. Deserving of a good home. Surrey 07795 054854

159



2006 159 3.2 Q4 Lusso, £5000, 73000 miles Grey, Well maintained very tidy Alfa. Contact me on anthonymorton7@yahoo.com if interested.



2010 159 JTDM 8V, 117000 miles Black, Second owner of this beauty since 2018. I'm looking to sell to buy a 2.0 Ti, Oil and filters changed last year and also this year. Few marks on the body but the car drives well. £3400.00 - Liverpool, around centre area.



2007 159 2.4 Diesel, £3250 ovno, 55000 miles Silver, Service history. New cam belt and water pump fitted February 2018, 4 new springs. Michelin tyres all round. Air conditioning service June 2019, Last service February 2019. MOT until February 2020, Digital radio and CD with Bluetooth, Full leather interior. Full set of 19 inch Ti alloys refurbished with new badged, new Hancock tyres included in sale. Private registration plates not for sale. Please contact me at paolopmori@outlook.com

BRERA



2006 Brera SV JTS, £3200, 62300 miles Dark Grey metallic, Low mileage one owner example Panoramic roof Red leather seats 18 inch wire spoke type alloys Garaged MoT end Sept 2020 Please contact Steve on 07765254573

MiTo



2010 MiTo Cloverleaf 170, £4195, 74000 miles White, Immaculate inside and out, full Mangoletsi service history, timing belt & tensioner just changed amongst many other things. Sat nav, full leather, contrasting black roof, dual climate control, park assist, carbon dash, auto lights & wipers etc etc...the list is endless. Any questions, please don't hesitate to contact me on 07711778369. Located in Kearsley, Greater Manchester BL4.

GIULIETTA



2014 Giulietta Exclusive, £8000ono, 45250 miles Etna Black, Full alfa main dealer service history. MOT till August 2020 (no advisories). New Pirelli tyres all round. 1.4 MultiAir, manual, petrol. Hill hold, stop/start, electric lumbar support, cruise control & a/c climate control. 2 owners from new (I've owned since 2015) Located North Buckinghamshire 07753 333 500

4C



2015 4C Coupe, £32500, 1825 miles Competizione Red, With red callipers, black leather interior with

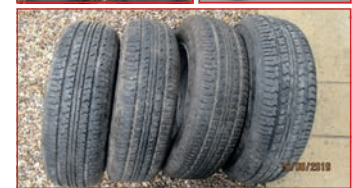
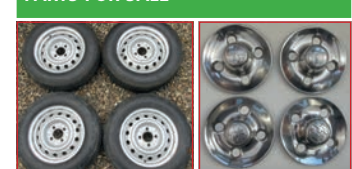
sports suspension and sports exhaust. Completely original, garaged, originally Guernsey supplied (no VAT paid), one previous owner and in excellent condition throughout. Please contact me for details and photos. Darren Clement darrenclement@protonmail.com, 07839 180000

GIULIA



2017 Giulia Quadrifoglio, £40995 ono, 15423 miles Competizione Red, With yellow calipers, black leather/grey alcantara interior with convenience pack. Recently fitted (less than 500 miles ago) with 4 new Goodyear ASM3 tyres, new front OEM disks and new OEM brake pads all round (£1,850). Originally UK supplied and VAT paid. Excellent condition throughout, please contact me for details and photos. Darren Clement darrenclement@protonmail.com, 07839 180000

PARTS FOR SALE



ALFA ROMEO (S2) WHEELS / TYRES (185/70 R14 - 7mm depth) / Alfa Plaques @ £200 / 40 / 100 respectively. All in very good condition! Telephone: 07960680308 peterhart43@gmail.com (Swindon)
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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
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
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 21st January
Monthly meet
Tuesday 18th February
Monthly meet and AGM. 19.00 hrs sharp
please
Alex Payne
01993 845673
cotswolds@aroc-uk.com
www.aroc-uk.com/cotswolds

Derbyshire

2nd Tuesday of the month

The Greyhound, Higham, Alfreton DE55 6EF
from 19.30 hrs
Tuesday 10th December
Monthly meet at the Greyhound Higham
Alfreton DE55 6EF from 19.30 hrs
Tuesday 14th January
Monthly meet at the Greyhound Higham
Alfreton DE55 6EF from 19.30 hrs
Paul Mitchell
derbyshire@aroc-uk.com
www.aroc-uk.com/derbyshire

Devon

2nd Tuesday of the month

The Kings Arms, Tedburn St. Mary EX6
6EG from 19.30 hrs
Gary Fisher
devon@aroc-uk.com
www.aroc-uk.com/devon

East Anglia

Saturday 7th December

Section Christmas dinner,
venue and time TBC
Graham Simper
07944 454967
east-anglia@aroc-uk.com
www.aroc-uk.com/east-anglia

East Midlands

2nd Wednesday of the month

The George & Dragon, Thringstone (on
A512 between Ashby-de-la-Zouch and
Loughborough). LE67 8UH. 19.00 hrs
Friday 10th January
New Year Meal at La Torre, 48 High Street,
Coalville, Leicestershire, LE67 3EE Places
must be booked with John
John Griffiths
07748 881317
east-mids@aroc-uk.com
www.aroc-uk.com/eastmids

Essex

1st Wednesday of the month

The Halfway Kelvedon Colchester CO5 9PL
Ben Cook
07411 819840
essex@aroc-uk.com
www.aroc-uk.com/essex

Goodwood

Last Thursday of the month

Anglesey Arms, Halnaker, Chichester, West
Sussex, PO18 0NQ. 20.00 hrs
Mel Westwell
01489 798834
goodwood@aroc-uk.com
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 13th January
Section Meeting at the Rose & Crown,
Sandridge.
Sunday 2nd February
Section annual Lunch, DaVero, 9 The
Quadrant, St Albans, AL4 9RA from 1pm.
Contact Jeremy for further details and
reserve your place.

Jeremy Kitson
07595 253138
herts-beds@aroc-uk.com
www.aroc-uk.com/hertsandsouthbeds

Ireland

Gordon Rowland
00353 1 2104599
ireland@aroc-uk.com
www.aroc-uk.com/ireland

Kent & East Sussex

Last Thursday of every month

19.30 hrs The Moat London Rd,
Wrotham, Sevenoaks TN15 7RR
January
No monthly meeting in January
Saturday 11th January
Post Christmas Dinner at the Holiday Inn,
Wrotham Heath
Jeff Kaby
01227 364506
kent-sussex@aroc-uk.com
www.rockes.org.uk

Lancashire

2nd Thursday of the month

The Royal Oak, Blackburn Old Road, Riley
Green, PR5 0SL. 20.00 hrs
Richard Murtha
07976 384980
lancs@aroc-uk.com
www.aroc-uk.com/lancs

Lincolnshire

2nd Tuesday of the month

Tuesday 14th January
Monthly meeting - Red Lion Redbourne
19.00 hrs
Tuesday 11th February
AGM & Quiz - Red Lion Redbourne (AGM
starts 20.00 hrs)
Mike Scarf
01724 764526
lincs@aroc-uk.com
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 from
19.30 hrs
Nicolaas Montagne
020 7436 2176
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
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
Neil Branham
07427 667533
north-west@aroc-uk.com
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

Scottish – Northern

Last Wednesday of the month

Garlogie Inn, Garlogie, AB32 6RX on the
B9119 just outside Aberdeen 19.00 hrs
Dave Densley
scotland@aroc-uk.com
www.aroc-uk.com/scotland
Contact re: South/Central Meetings –
Shaun Nunn – shaunangela@talktalk.net
Contact re: Northern Meetings –
Barry Reid – barry.reid@talktalk.net

Somerset

1st Tuesday of the month

The Maypole Inn, Thurloxton,
Nr Taunton, TA2 8RF
Clive Baker
07725 980838
someset@aroc-uk.com
www.aroc-uk.com/somerset

South Midlands

1st Wednesday of the month

Sharnbrook Hotel, MK44 1LX
A6 North of Bedford
Paul Mayes
07803 020142
southmidlands@aroc-uk.com
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 20th January
Monthly meeting at The Seahorse, Shalford
GU4 8BU

Monday 17th February

Monthly meeting at The Star, Maldon
Rushett KT22 0DP
**Our calendar of events for 2019 is on our
website. Contact Grant for a hard copy**
Grant Richardson
07980 238940
surrey@aroc-uk.com
www.aroc-uk.com/surrey

Central Sussex

2nd Thursday of the month

Royal Oak, Poynings, 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.**
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, 8th (note, not the first Wednesday !)

Wessex Club Night, St Leonards Hotel
BH24 2NP
Wednesday 5th February
Wessex Club Night, St Leonards Hotel
BH24 2NP
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
Colin Metcalfe
yorkshire@aroc-uk.com
www.aroc-uk.com/yorkshire

Please send all your events information to: Nick Wright manager@aroc-uk.com
For updates and new events see your section website or facebook page

AROC UK NATIONAL & INTERNATIONAL DIARY DATES

AROC EVENTS

- Sunday 26th April**
Yorkshire Alfa Day
Elvington YO19 6BG
- Sunday 3rd May**
Scottish Italian Car Day
Hopetoun House
South Queensferry EH30 9RW
- Sunday 24th May**
South West Alfa Day
Helicopter Museum
Weston-super-Mare BS24 8PP
- Sunday 5th July**
National Alfa Day
Bicester Heritage
Launton Bicester OX26 5HA

OTHER EVENTS

- 21st - 23rd February**
London Classic Car Show
Olympia London
www.thelondonclassiccarshow.co.uk
- Saturday 2nd May**
Auto Italia Italian Car Day
Brooklands
Weybridge KT13 0SL
- Saturday 13th June**
Classic Alfa Trackday
Goodwood
- Sunday 11th October**
Auto Italia Autumn Motorsport Day
Brooklands
Weybridge KT13 0SL



National Alfa Day returns to Bicester Heritage 5th July 2020

For further information on any events please contact Nick Wright manager@aroc-uk.com

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4000	700	1500	£139.99	£167.99
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CB8203B	3dr step up	£72.99	£87.99

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CG81220	6.1 x 3.7 x 2.5M	£349.00	£418.80
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