

105 GIULIA REGISTER - October 2014

BENVENUTO

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

Super September! Three Giulia saloons join the Register this month. Two 'new faces' and one well-known to our members.



The first to add is Mark Austin's cava beige 1300 TI. According to the Automobilitismo Storico Centro Documentazione at Arese, this Giulia was manufactured in August 1970 and sold to a dealer in Varese, Italy. Later in the car's life it was imported into Holland and currently wears the white figures on dark blue Dutch registration plates. Mark acquired the car at auction, once MoT'd and UK-registered, he is looking forward to enjoying his classic Alfa.

Our next addition is Paul Bescoby's 1600 Super 'Bollino d'Oro' (Gold Badge). This car was manufactured in April 1967 and exported to Rosslyn, South Africa. Paul purchased the Giulia in 2008 from a couple who had taken it off the road back in 1980 due to a failed head gasket. It is understood the car was imported into the UK back in 1974. Paul is currently having the car restored so we look forward to seeing it at a Club event in the not too distant future. Incidentally, the term 'Gold Badge' refers to the 10p piece-size gold badges fitted to the 'C' pillars on Giulia 1600 Supers from 1966 - 1968.



I am pleased to welcome long-term Club member and former AROC Championship racer Chris Taylor to the Register. Club racing spectators at that time may well remember Chris' rapid red 1750 Berlina charging through the field. After quite a long period of searching for the right car, Chris has recently acquired Terance Dixon's red Super which very sadly he had to part with due to ill health. The Giulia has, for the past month or so, been used on the daily commute reliably ferrying Chris to and from Goodwood Motor Racing Circuit where he is MD at Mithril Racing.



Andrew Hayward's 2000 Spider Veloce was originally sold and registered in Cyprus in 1976. After several years in the sun, the car moved to Southern Ireland where it remained until 2008. From Eire it was taken to Italy but remained in storage until July 2014. The Spider was then transported to this country and has since been MoT'd and UK-registered.

Marilyn Butt's 1600 Spider 'Duetto' is one of the earliest examples of the model (Tipo 105.05) known to the Register. The car has recently undergone a comprehensive renovation and restoration and is now being enjoyed in the summer sunshine.



Another of Paul Bescoby's cars, a Giulia GTC, is also currently undergoing a full restoration. Chassis number AR760075 and manufactured in April 1966, this rare right-hand drive example has a full service history from 1972. Ownership history from new. We look forward to seeing the finished car in due course.

Quite possibly the earliest right-hand drive 1750 GT Veloce has recently been added to the Register files. Chassis number AR1450026, owned by Wendy Cordon, was manufactured in April 1968. The previous earliest known example was chassis number AR1450019 but this was sadly scrapped back in the 1990's. The car is finished in turquoise metallic with a re-upholstered interior completed by ACR Huke of Hemel Hempstead.





Over the past months, I have been receiving many requests for insurance valuations. This is a free service to all AROC members. One of the latest applicants was Clive Alcock, who won the beautiful pine green 2000 GT Veloce in the 2005 Classic & Sportscar magazine competition and which was presented at the Donington 'See Red' event later that year. With values of 105's climbing ever higher, I urge you to look carefully at your insurance policies and consider the value insured is now adequate for your car.

REGISTER WEBSITE

Due to the recently imposed 500-word limit for Registro Ricambi articles, I regret it is now necessary for you to visit the Register website for the Federation of British Historic Vehicle Clubs (FBHVC) newsletter items and the remainder of my Register report.

Stuart Taylor