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Welcome to the new look Alfa Romeo Driver. You'll already have noticed a new look to the cover and the expanded Contents pages, but the redesign extends from front to back. It's been a long time since we made any major changes to the look and feel of the Club's premier publication and the idea was to build on previous designs but create a slightly more modern, cleaner, easier to read layout.

Registers and Sections are the heart of the Club, but the old design made those parts of the magazine a little daunting. After extensive consultation, we took the decision to include contributions from each Register and Section in every other issue - and to give a little more space where it's needed. We've already increased the more extensive coverage we have of Section and Register events in the main part of the magazine and that will continue. We've also moved Section and Register contact information to those parts of the magazine, freeing up space here to tell you more about what's in this issue.

There's still something for everyone in this issue - from pre-war to motorsport, from 105 series cars to 1990s cars - but we've also included an in-depth look at the car FCA built to revitalise the marque - the Stelvio. We have a 'road test' of the new Stelvio Quadrifoglio, a long-term report from an early owner, first impressions from a new owner of the QF a comparison of the fire-breathing SUV with a V8 powered 4x4 which is approaching its 70th birthday.

We won't be doing these multi-story features in every issue, but there will be two or three over the course of a year. The new design also makes it easier for us to do things a little differently, and this month's feature on the differences between the BTCC and TCR Giuliettas is an example of the kind of thing we're now able to do.

Chairman John Griffiths' detailing articles are so popular that we've given him a regular column along with our usual and ever-popular auction round-up, modified cars, motorsport and workshop columns.

What we don't have in this issue is the second part of Andrew Thorley's epic drive to Sicily in his Spider, but don't worry - you will find out what happened next in the April issue.

Let us know what you think.

Pre-War

With a little luck, by the time of publication the sun will once again coax our members out to give the old machinery an airing.

Recently I've been sent news of Steve Lamonby's 1750 GT, which is under restoration in Derby. Steve writes:

"Mike Sharpe is making really good progress with my James Young Cabrio, this was a 1930 Earls Court JY show car, originally black in colour. It was first owned by a Miss Smalley as a 21st birthday present, then a list of others including Mr & Mrs Roy Slater. It has a supercharger fitted which helps deal with the extra body weight."



newcomers like myself. Roy had very wide knowledge of the cars which he was very generous in sharing. His writing on the subject was very informative and I still refer constantly to his work.

Peter Marshall was kind enough to send pictures of a c. 1928 1500 - one taken at Shelsley Walsh, the other being recent smartly restored. An old Brooklands programme gives the information that a Mr G. Summers drove the car there in 1929, it would be good to know where the car is now.

The pictures below were supplied by Peter Marshall



1500 at Shelsley Walsh and Restored



Great so see our long time Member Chris Mann set for yet another season with his delectable cars, no one can ever accuse him of not using them to great effect.

The picture below is of Chris at Snetterton last year in the Monza, wearing the livery of the French lady driver Helle Nice.



Chris Mann at Snetterton. Photo, Alan Cox

Carol Corliss

Montreal

With Summer approaching, can we expect to see more Montreal cars at meetings? Perhaps not; the flurry of activity over the last few years has seen many cars change hands, from enthusiasts to investors, and resulted in a sharp decline in Montreals seen at meetings, or indeed anywhere.

The regular Monti-Men have attended over the years but, I have to be honest, they've got older and sold their cars. It's a shame, but time passes on and a new phase of classic car ownership prevails. With the uncertainty of the motor industry and the internal combustion engine, it might be wise to use the cars whilst we can and before some clever green theorist influences the government and gets everything banned from the public highway. We don't know where the future will take us with our classics and as a Club we should be concerned and lobby for the survival of our wonderful heritage.

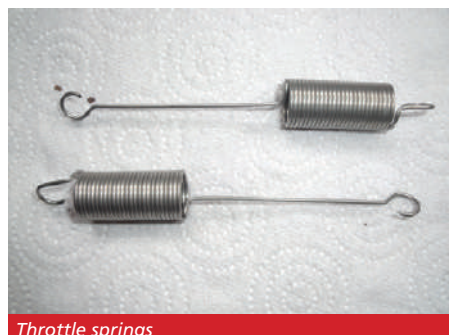
However, as always, things are going on much as before... I'm happy to report that despite several RHD Montreals going to Australia, we have one that's come back to the UK. So welcome to Thomas Schutte and we look forward to him joining us at AROC meetings.

On the spares side it's not too desperate, with body panels being reproduced in Germany. Mechanicals are still in supply and of course we can rebuild engines at Robert Thompsons. Most owners will probably have been in contact with him over engine matters.

New eyelid stainless springs and throttle springs are available again, just had some made and a good idea to replace those tired worn tension springs, especially the throttle springs as it could affect the butterfly seating in the inlet housings.



Eyelid shutter springs



Throttle springs

Alfasud

The Alfasud scene is pretty vibrant at the moment with lots of news for us Sudmeisters to follow. Ted Pearson has been prominent lately with his Sud Sprint appearing in both Auto Italia and Modern Classics magazine and he's also been entertaining the crowds in his Alfasud Trophy at the Auto Italia day at Brooklands.



Ted entertains the crowds at Auto Italia, Brooklands

His Sprint also appeared at The Excel Centre London for The London Classic Car Show, and very presentable it looked too.



All polished up and ready for The London Classic Car Show

Just out of two years hibernation is Euan Colbron's 1976 Alfasud L, which has covered only 35,000 miles from new and only had the front wings and rails replaced some nineteen years ago when he first purchased the car.



Euan's Sud comes out of storage

Of interest to both me and fellow enthusiast Phil Gotts is the Ti belonging to Gary Reid. Phil and I had owned LHK previously for a combined twenty-odd years and the nice thing was that Phil met Gary at a recent event and gave him a run-down of the Sud's past history.



The ex-Gotts/Metcalf/Pascucci Alfasud Ti belonging to Gary Reid

Andi Bray attended The Catton Hall Classic Car Show last month in his well-known Sud and was parked up along with a few more lovely Alfa Romeos of various vintage. Andi also reports that there was an impressive array of Alfasuds at Spring Alfa Day.



Andi Bray's Sud at Catton Hall

Finally for now is the news that the Alfasud guru Ian Brookfield and his significant other Joanne are starting an Alfasud parts business. Quality New Parts for your Alfasud; Justsuds reinvented. Watch this space.

With a good number of solid-looking Suds and Sprints being bought and sold just recently, along with a great deal of TLC being lavished upon them by both new and existing owners, it would seem that the demand for these little gems is remaining buoyant, which is nice!

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

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 David Faithful the MiTo Registrar

Who or what inspired your love of Alfa Romeo?

In my late teens I was training to be a computer programmer and one of the chaps I was working with swapped his Hillman Imp for a beige Alfasud 1.3. Up until then I had never seen an Alfasud in real-life. I absolutely fell in love with the car and I knew I had to have one. That year I saved every penny I earned and bought my first Alfa - a nero Sprint Green Cloverleaf - and I've never looked back.



Who or what inspired your love of AROC?

The honest answer is that I felt a bit detached. I didn't really know anyone else with an Alfa and my wife has never really seen the appeal. So I suppose I joined for validation that I wasn't the only person with a love (or addiction) to Alfa Romeo and to be part of something bigger than just me and my personal love of Alfas.

What does your role as MiTo Registrar entail?

Fundamentally, I see my role as instilling passion and joy in MiTo ownership and the Alfa Romeo brand, but realistically if I can help MiTo owners to maintain, cherish or just keep their MiTo on the road then we can try to avoid the MiTo becoming rare in the future. I want the person who has this role in thirty years to look back and see we did our bit. And I want every MiTo owner to have fun while they are the custodian of a fabulous Italian car with genuine heritage.

What is the Register's next project?

My problem is that every time I complete a MiTo Register project, I've already added five more projects to the list so I'm never finished. I'd like to keep running a few events each year just for MiTos - and maybe even a road-trip too. I want to make progress creating a proper MiTo archive and Wiki, but I also want to get some real focus on producing MiTo video content. I think we're only just scratching the surface of video within the club.

What is the best thing about this job?

The best thing is that it's not really a job. I love doing it and if you do something you love then it's not really a chore. And I'm always messing about with one of my MiTos so now I have an excuse to take photos and share them.

Any downsides?

It can be disappointing when a MiTo owner moves onto another car, particularly if it's not another Alfa. I sometimes feel like I didn't do enough to instil enough passion about the brand or the model, but it spurs me on to try harder.

Have you always been an Alfa owner/driver?

Not always, but I've always come back to Alfa Romeo. I have an eclectic love of vehicles from the 60s, 70s and 80s. I've loved owning several Bedford HA and CA vans, three Humber Sceptres, a Vauxhall Viva and a Chevette, a Datsun 140J, several Series Land Rovers, a Renault 18 and a Fuego as well as a few Rovers and several Fiats. But the only real constant in my life has been Alfa Romeo, and I've owned (and still own) a fairly unhealthy number.

How do you relax?

I don't really, though I find tinkering with cars and walking the dog the most relaxing. And I do both quite a lot.

What have been the highlights of your AROC membership?

I think it's been meeting the people. I'd do almost anything for another member, and I feel they'd probably do the same for me if I really needed it.



What other hobbies do you have?

I have a nerdy addiction MiTo collectibles; rare items, brochures, advertising, you name it - which I want to use to scan and create an online MiTo archive. The constant stream of deliveries from around the world drives my wife nuts, which adds to the fun.

What was your finest hour?

Until recently I would probably have said it was pulling off the MiTo 10th Anniversary event last year and getting Vicki Butler-Henderson to come along. It was a great day and I think people talk about it fondly. Now I'm tempted to say it is getting a MiTo in the Alfa Romeo Championship which came with a number of challenges. But seeing a MiTo on the track makes it all worthwhile.

What is the best piece of advice you have ever been given?

However bad things get in life, you just need to do two things: breathe in and breathe out. If you've accomplished that each day then you did pretty well, because some didn't make it. And leave difficult welding to experts.

What's your most treasured possession?

I still have the Alfasud Haynes manual that I bought new over thirty years ago. It's dog-eared and worthless but it's always on my desk at home and I still read it if I need a break from the world.

Any regrets?

I hate to admit it, but I've scrapped two Alfa Romeos in my time. When I hear people say cars are 'beyond economical repair' I always remember those cars. They were beyond my

economical repair but only at that point in my life; someone else can always save a car. I don't think I could scrap a car again, and wish I could have afforded to repair them back then.

Dreams?

For people to stop calling the MiTo a re-badged Punto. That would be great.

Finally - surprise us!

For quite a few years, I owned a 1966 Bedford TK HCB Angus Fire Engine with working pumps and ladders. I often used it as my daily and would drive it to work until I was forbidden as it took up three spaces. The 4,900cc petrol engine would normally return between 8 and 10 MPG, slightly less if I ran with blues and twos. It was great for the kids' school fetes when they were small too, and I'm delighted to say it's still in preservation.



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LEASYS





Stelvio Explored

Craig Donaldson reports on his first year of ownership, T Lum Shares his initial thoughts on his Quadrifoglio and Guy Swarbrick takes a Quadrifoglio to the Welsh moors - and puts it head-to-head with Alfa's original 4x4



Aficionado Part 2 Return to Europe

Andrew Szemere brings his Australian 1750GTV back to the UK and restores her to her former glory - but not before turning detective to find the right white

Below
Resplendent in
the correct shade
of Biancospino
white



After some 23 years living in Melbourne, we returned to London in early 2004 to further my career. I left the Alfa Romeo 1750 GTV in the hands of my Italian mechanic in Melbourne and on each of my visits he prepared her for me to drive. It was not until late 2013 that I finally decided to bring the Alfa to the UK, as until then we had no room in our garage. By this time, I really missed her.

So in April 2014 my mechanic arranged transport to the Melbourne shipping agent for loading the Alfa into a container bound for Felixstowe. Once loaded, I was given the container number so I could follow her progress on the internet. I watched her sail from Melbourne to Singapore where the container stood on the docks for two weeks. I was a bit concerned about the container sitting in the hot sun in the humid climate until it was picked up by a Maersk container ship on its way to Europe from China. I watched the ship's progress via a stop in Colombo, through the Suez Canal, Gibraltar and the Bay of Biscay, eventually arriving in Felixstowe after a trip lasting six weeks.

I had taken great care to ensure that all the documentation was present and correct for the customs checks in Felixstowe. The importation was therefore straightforward as I could prove that I had owned the car since 1998, so no import duty or VAT was payable. I finally picked her up at the shipper's depot in Park Royal, North-West London and had her transported to a workshop to carry out the mechanical work necessary for the MOT.

In preparation for the paperwork required for UK registration I had previously e-mailed the Alfa Romeo Automobilmismo Storico Centro Documentazione to confirm the original specification and build date. I duly received the letter signed by Marco Fazio showing the build date and export sale to Alfa Romeo



What a coincidence that I bought the car in May 1998, exactly 28 years after it first saw the light of day. It is a fairly early RHD Series 2 (RHD serial numbers start at 1454001).

With all the paperwork in order, registration with the DVLA was straightforward - once the MOT was completed - and I received age-related number plates based on the build date of May 1970.

History Revisited

Once the UK number plates had been fabricated and mounted, I decided to revisit the place where I had previously photographed my GT 1300 Junior in 1975 to do the same with the 1750 GTV before it began its long renovation.

The Renovation

Ten years housed in the workshop in Melbourne had taken its toll on the bodywork, which now had multiple



small dings. After so many years under the strong Australian sun the paint could be rubbed off with fingers and I decided that, with the climate in the UK so much more humid, a complete paint renovation and rust proofing was required.

I didn't think there would be a major rust problem, but you can only find out once the body is stripped of its paint, so a windows-out, bare metal respray was decided upon.

Never having done a major body renovation before, I spent most of the summer of 2014 driving around Southern England talking with Alfa specialists to understand the process and select the one who would perform the work. I eventually entrusted the renovation to Massimo at Autostilo in Park Royal.

After discussion with Massimo, I decided that we should take out the engine and gearbox in order to do a proper paint job under the bonnet. Naturally this provided the opportunity to overhaul the gearbox

Above left
Beautiful
engineering

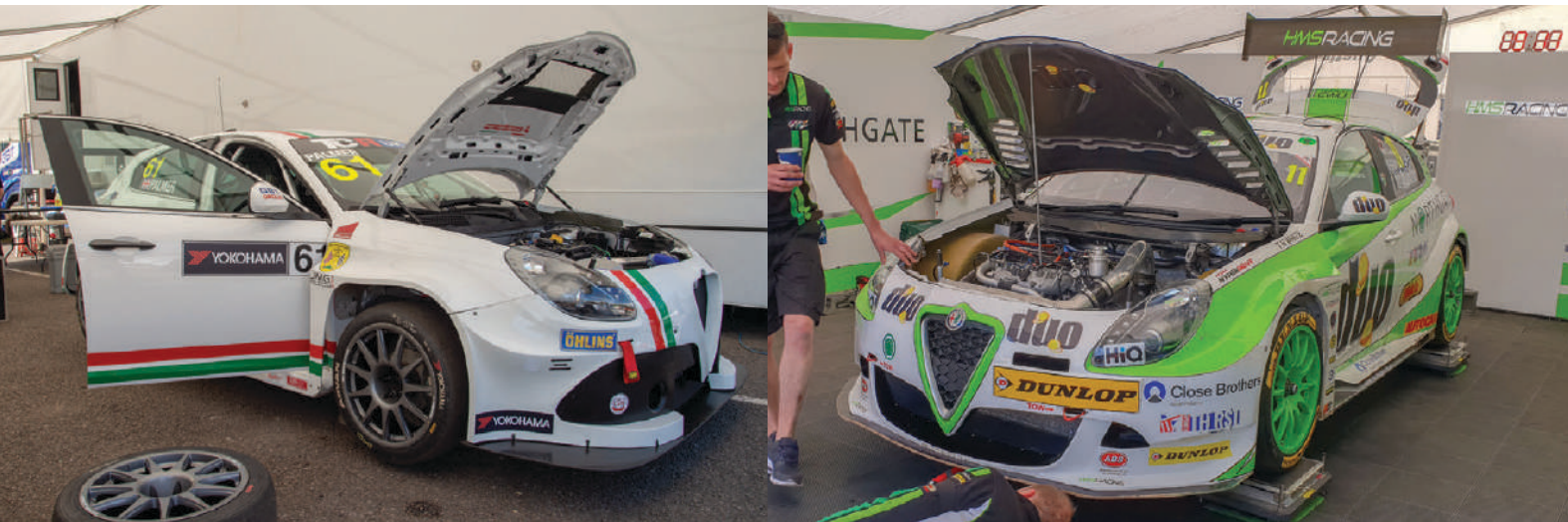
Above right
Stripped of
its paint

Below
In Victoria,
Australia, prior
to export to
the UK



BTCC vs TCR UK under the bonnet

Nick Suiter looks at the similarities and differences between the UK's two major touring car regulations. Both cars start with a road going Giulietta, but one has a lot more Alfa Romeo left by the time it reaches the track



The British Touring Car Championship started in 1958 and is the 3rd longest running motor racing championship in the world after Formula 1 and NASCAR. TCR on the other hand has only been around for three years but harks back to the Super 2000 days of the Nineties where virtually all major touring car championships ran to the same regulations.

The last decade has seen most national championships diversify and go their own way and the BTCC is no exception. TCR's ethos is to try and emulate those halcyon days of twenty years ago by recreating a 'pyramid' of Touring Car racing, allowing the same cars to compete in National, Regional and International championships around the world.

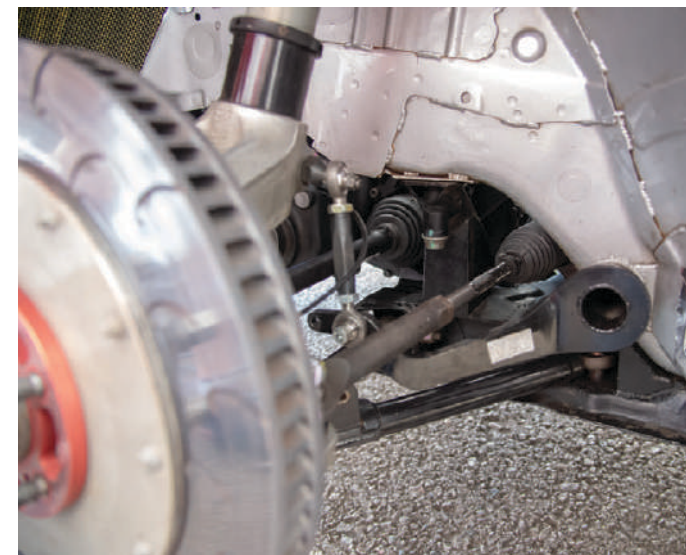
TCR is global with national championships in Europe, the Middle East and Far East, a pan-European championship - the ETCR - and the FIA World Touring Car Championship switched to TCR rules from 2018.

During 2018 we saw Alfa Romeo return to the BTCC with Rob Austin at the wheel of his Handy Motorsport

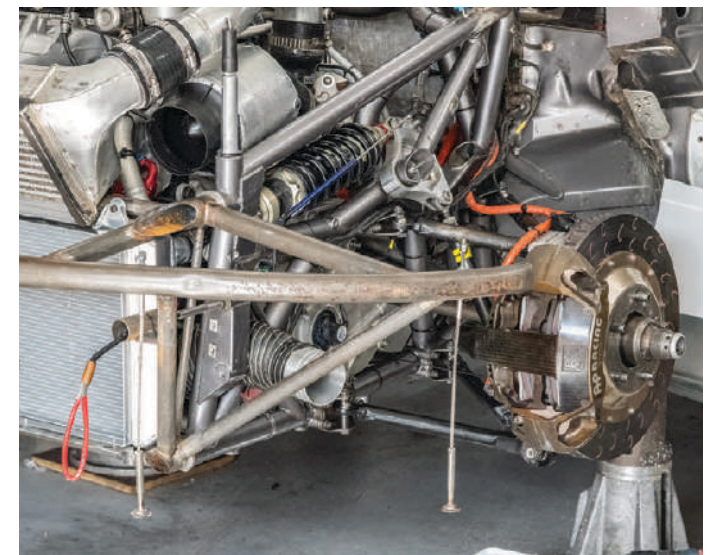
(HMS) Giulietta, which started life as a road going diesel model, kindly donated by TH White the Swindon Alfa Romeo Dealer (now Johnsons Cars). New for 2018, the TCR UK championship has two Giuliettas competing, driven by Derek Palmer and Robert Gilmour and entered by DPE Motorsport. Handy Motorsport have constructed their Giulietta in house, while DPE Motorsport has, in line with the series regulations, leased theirs from Romeo Ferraris, based in Italy.

A casual glance at both cars could, initially, fool you into believing they're the same but there are as many differences as there are similarities. The Technical Regulations of both Championships reveal that the Giuliettas do have common roots before they are converted to race cars. Both are based on a minimum production run, during a consecutive 12-month rolling period. TCR requires 5,000 of the same model, BTCC 2,500 - within a 15,000 'family' of that model. The BTCC also state that the family & model must be freely available through the UK dealer network.

Right
Superficially, the TCR (top) and BTCC Giuliettas look similar but engines, suspension and aero packages are all very different



TCR front suspension you just see the bottom of the front strut on the upright, part of the lower A arm with antiroll bar above it and above that the steering rack rod end



BTCC front corner clearly showing horizontally mounted Penske spring/damper assembly



TCR engine with turbocharger hidden under the alloy heat shield, forward of that is the intercooler for cooling the intake air temperature



BTCC engine compartment with intercooler sitting above the radiator



TCR rear suspension with adjustable inner rod end (arrowed) on the lower link



BTCC rear suspension the arrowed part being the adjustable wheel tracking (toe) rod

Detailing

John Griffiths takes a look at polishing and ceramic coatings

'Polishing the car' – and a new way to cheat!



Why John Griffiths is binning his car wax...

Many people refer to the process of making a car shiny simply as 'polishing'. I get that. Indeed, the first suppliers of car-detailing-at-home products started as providers of coatings for home furnishings – always called furniture 'polish', of course; Meguiar's in America and Sonax in Germany both date from the turn of the last century, for example.

Today a polish really means a product that can remove/refine minor imperfections in the top clearcoat paint layer through abrasion. The traditional way to make a car's paintwork shine has been to apply a resin wax – carnauba wax being the favourite; an extract of the Copernicia Prunifera palm, grown only in Brazil and regarded as the shiniest natural product on the planet. Most 'carnauba' car waxes actually contain a blend including montane wax, beeswax and/or paraffin wax, plus other substances to stabilise it and aid application – Carnauba wax, in its pure form, is actually a rock-hard substance.

The Joy of Wax



Graham Whiteside learning the art of wax at the Meguiar's HQ

Waxing a car can be a very pleasurable thing. That hour or so of applying the overlapping swirls of sweet-scented natural resins in a thin, even, layer; a further half hour or so for it to cure – before smoothly buffing it away with a fine microfibre cloth borders on the therapeutic. The car then looks like a deep, super-reflective masterpiece, the wax disguising minute paint imperfections so light dances off it. All very satisfying – if you've got the time.

There are problems though. If you're not careful, you can get the wax on your black trim and, with a lot of waxes drying to a white finish, they are a pain to remove. Applying too much wax – a common error – can leave a patchy finish and can be annoyingly hard to buff to a shine. You need to time that step correctly, too. A good trick is to wipe a finger lightly on an applied section. It should all lift away without a smear just leaving shiny paint. If it does, you're ready to go – if you lift a wax too early, you'll reap little benefit.

After all that time and effort, the wax finish will normally last just two or three months at best on a car used regularly – no matter how expensive it is.



Alex Black's well-protected Giulietta bathed in water beads

There are paste and liquid sealants too – effectively synthetic waxes, often recommended for metallic finishes, because they have better clarity than a natural wax. The same application steps are necessary, but sealants promise a greater longevity of around 4 to 6 months. Only a few years ago I'd put *both* on. Throw in a glaze layer before the others – like the excellent Poorboy's World Black Hole, which fills imperfections really well and shines superbly – and you're going round and round the car! For a show car finish, it's hard to beat the natural glow of a quality glaze topped with a wax, but you need the time to do it.

A few years ago a new thing burst onto the scene: Ceramic 'nano' coatings. I did an article on these here a couple of years ago,

having applied one to my own car. Here's a quick revisit with updates.

The world of Ceramic Coatings



A ceramic paint coating gets its name from having a high content of Silica. You are basically applying a hard base super-protective layer to your paint that has similar qualities to ceramics or glass. These are measured using an 'H' scale, like pencil lead. Modern car paint clearcoat layer is rated at around 3H, i.e. the hardness of lead needed to scratch it, and some ceramic coatings claim to raise that strength up to a whopping 9H. When they first appeared, these coatings had to be professionally applied – some even cured using infra-red light.

Some were so tricky to use you had to throw away the applicators and buffing cloths as the chemicals would ultimately crystallise in them creating tiny shards of glass. The makers claimed a crazily long lifespan for them too – five or more years, although I'm not sure how they measured that. You can still pay a professional detailer a lot of money to apply a top-end Ceramic coating and the results are genuinely impressive, but with more and more companies producing and blending the material – and with interest ignited in the retail market – prices have plummeted.

You can now buy a full-on 9H, home-applied ceramic coating kit for around £35. They are comparatively easy to apply though you must follow the instructions to the letter. The kits normally include the applicator materials (a block and suede pads) with the small bottle of coating plus a special top coat follow-up spray which helps with the end gloss level and provides protection against water-spotting.

At that price level they normally deliver a 12-18 month lifespan – extended if you use a ceramic top-up spray and a specific shampoo. Pay a little more (£50-£70) and you can get one that will last a good 2 years.

Any downsides? The coatings are best applied to a new car or fresh paint, or a paint surface that's had correction to remove swirls, haze and marring, as they don't fill in these marks quite as well as traditional wax coatings – but they will still help mask them with their high-gloss finish. Also, if your car gets damaged and needs a respray, it's an added complexity for a body shop to deal with.

How to cheat



A ceramic wash coat in action

The latest developments are water-activated Ceramic mist-on/rinse-off sprays, often referred to as 'wet-coats' or 'wash-coats' – products so ridiculously easy to use you simply can't believe it. These appeared about a year ago and are rapidly expanding in number across manufacturer ranges. AutoFinesse, CarPro, Gyeon and now Meguiar's ('Hybrid Ceramic Wax') all sell them, among others. UK favourite Autoglym also now sells 'Polar Seal', a similar product applied using a snowfoam lance. Even better, you can use them on ANY surface, bar soft-tops. Water beads like mad and sheets off, just like a top-quality finish. On paint they can go over any existing wax or sealant, even bare untreated paint, and are great for topping up a regular ceramic coating.

To apply a Ceramic-infused wet-coat:

1. Wash your car thoroughly. You can towel it dry to ensure all dirt removed, but the car must be soaking wet for it to work, so...
2. Thoroughly wet all surfaces.
3. Mist a tiny amount on a small area at a time, just 3 or 4 fine squirts per panel.
4. Immediately wash off with a fast-flowing hose or jet-washer used from a couple of feet away. The product activates in seconds as it spreads over the panel. Ensure you wash it all off.
5. Work around the car panel by panel, including glass, rubbers and plastics and wheels.
6. Dry off the car as normal, no extra buffing needed. Done!

After application you will immediately notice a dramatic change in water behaviour. You can use a smooth flow of hose water to effectively dry the car, just as if you've put on a top-class ceramic or wax coating, and you've done it in 5 minutes flat. Not only that, it's silky-smooth to the touch. This is all *blatantly* cheating in my book.



Talking chemistry for a moment, like all Silica sprays these wet-coats contain Trimethylated Silane (a type of resin) mixed with cationic components – polysiloxanes – which draw the product to paintwork, plus anti-fungi constituents to stop them going off, plus a solvent dispersant. After spraying, when you hit it with a water jet you often see a slight white 'foam' where it activates and disperses. Very clever stuff.

The makers claim that the effects last around 3 months depending on how wet the weather is and how often you wash the car, and what with. Most of these products cost between £14 and £20 a litre, and you should only use around 100ml per application, so they are very cost effective. Always read the label and avoid applying any of these products in hot sunshine as you do not want them drying on panels.



Note – do not confuse these Ceramic spray products with CarPlan's Demon Shine. Though similarly applied, and giving a glossy result, it's a much simpler polymer-based product and very temporary in effect, given away by its low price.

With a ceramic coating, top-up spray or 'wash-coat', there's plenty to protect your car with using some ceramic boost. My wax pots are now gathering dust but there are now ceramic-infused waxes, such as AngelWax Enigma or Detailed Online Ultima. That's ceramic protection you apply just like a traditional paste wax. You'll only get half the longevity of a cheaper true ceramic coating, but it is still that traditional 'therapy in a pot'. Happy 'polishing'!

At the end of March, I got six Alfa 939 Breras and Spiders together – all in Rosso Alfa – to take part in a 'Megatest' for the Pro Valeters & Detailers Association's magazine and YouTube channel after a discussion with their Editor Bert Youell.

I'd been interested in the 'PVD' doing a test of the ceramic wash coats featured in this item, however, he suggested we did something a lot more serious; a long-term test of dealer-applied coatings, things that can be charged at purchase from around £300 to £1,000 plus. The cars' bonnets were all treated with different products, the owners given around £100 worth of identical washing/maintenance equipment and are now taking part on a feedback programme until the end of the year when various measurements will be taken on product performance. We'll have a full follow up here in the winter once the results are known.

A Grand Day Out

Occasionally things go to plan and sometimes they even go better than expected! I have been trying to organise an article on a couple of our projects with Auto Italia; the Alfa 75 Muletto, which is doing the hard development work for our GTV6 that I mentioned in my last article, and the 4C which is running around 350 bhp at the moment.

I initially threw the idea of going to Santa Pod into the ring, but with one thing and another it didn't quite come off, so we decided on a track day at Brands Hatch. A few telephone calls later and I persuaded David Woodall of OpenTrack Track Days to let us do some photography and "borrow" the track at lunchtime for some tracking shots.

Now, Dave is a chilled dude, very laid back, and I love going to his track days as they aren't too regimented. Firstly, it's an open pit lane day, so you can go out and do a single lap and come in, or you can go and stay out until you run out of fuel. This stops you feeling that you *have* to do your 20 minutes in every hour, and you can guarantee that if you want to go out again it will be no more than a couple of minutes before you are back on the track, making slight adjustments to the car easy to perform as and when you want to do them. He is also chilled in his briefings at the start of the day, which in this case amounted to "Have you been here before? It's slippery out there. If you spin on the sighting lap, you don't go out - and if you spin twice during the day, you are off. Good luck".

I can assure you that when he said it was slippery out there, he meant it! I decided to let one of Auto Italia's writers go out for the sighting laps while I rode shotgun, and even following the course car, he was having trouble keeping the 75 in a straight line. At this point, I decided that I was no hero and I would let Ted Pearson do the driving as he is an extremely good driver.

Everyone who took a rear wheel drive car out was having a bit of a nightmare trying to keep the rear wheels behind the front wheels, at one point Ted managed to do a third gear wheelspin most of the way down Cooper Straight in the 75.

The 75 was more benign than the 4C, as when the 4C decided to wheel spin the boost would rise and then the revs would rise causing it to boost more etc. - however, it did have the backup of all the electronics to keep it slightly under control. Now I trust Ted implicitly with my cars, I have sat with him on quite a few circuits, including the Nurburgring, but it was quite nerve-racking to watch from the pit lane as the 75 squirmed around on the circuit.

I would say that no one went past him because they were not quick enough, but it was more the case that no one went past him as they were too scared that he might lose it as they drove past!

The 75 is quite a beast and while I like to think I am a driver, in reality, I am only mediocre and I know my limits, so I did not go out until it got a bit drier towards lunchtime, at which time I strapped myself tightly into the driver's seat. I always find

that it makes it feel like quite an occasion as you clip yourself into a full harness. Then I eased myself out of the pit lane onto the top of Paddock Hill bend. This is when I feel the most frightened, pulling out onto the low side of the circuit the bend just drops out of sight- you really don't know what is there and the tyres are cold. You then drop down into the dip followed by Hailwood Rise, as it is relatively straight you can ease on the power - not full throttle as it will light up the rear tyres- but just ease it on and the 75's 3.2 litre Busso then begins to pull hard towards the red line.

Those of you who have driven any 3.2 GTA will know that feeling - a relentless urge and then, just as she really starts to howl, you have to brake hard for Druids and up there under the trees it is really slippery, so you have to tiptoe the car through the corner. The 75 has quite a long throttle travel, so it's quite easy to modulate the throttle through the corner. As you turn back on yourself, you drop quite sharply into Graham Hill bend and then have a ton of car going down a hill propelled by a monster engine. The car picks up speed alarmingly quickly - think 0-60 in around 3-ish seconds - so I just daren't give it the beans.

In the dry, I might try it, but in the wet, you just know if you lose it and end up on the grass you won't stop until you hit the crash barrier. So you ease on the power as you enter the bend - first the front wheels start talking to you; you can feel the tyres trying to grip the track and almost need to hold the steering wheel with your



Photo, Michael Ward



Photo, Michael Ward

fingertips. The delicacy of the feedback is almost imperceptible; grip, no grip, then as you ease on the power, the rear wheels start to slide.

The limited slip differential and the rear tyres help to keep everything very predictable, but you still know that it could bite you right up until the time you exit the corner onto Cooper Straight, which contrary to its name isn't quite straight. You can pile on the power now - the rear end just lights up off the throttle. You don't need to drop the clutch to get wheel spin - simply floor the throttle and the back wheels light up. The car starts to squirm and you just follow the steering wheel with your fingers. The wheels are telling you which way to steer; listen to them.

Then it's off the throttle and onto the brakes for Surtees as you set the car up for the next two corners, Surtees and McLaren curve. Too slow in here and you will struggle to gain enough speed for the second corner - especially if you are in a 75 that is determined to bite you. You straight line the

corner between Surtees and McLaren, going deep into the corner before you turn into McLaren. The car will then push its nose out towards the gravel trap at Clearways - again it's a question of just feel the car as you push onward. Once out of Clearways you can really start to push the car through Clark Curve and along the Brabham Straight.

This is the fastest part of the circuit and you will be pushing the 75 to easily over 120 mph as you come back towards Paddock. As you come into Paddock, you want to be on the left-hand side of the circuit where being a little higher you can see something down the hill then as you reach the track access road you need to turn into Paddock, that is one lap over. Phew! It's hard work even getting it down on paper let alone driving the car.

After a few more laps in the 75, it's back into the pits and time to take the 4C out. This is the car that really scares me, but luckily the track is still drying out. Most of the time it's much the same as the 75, the delicacy of feel, the understeer/oversteer is much the same. But as you get to the Brabham straight

and unleash 350bhp - some 70-80bhp more than the 75 - you can simply choose who and where you want to overtake as most of the cars simply do not get anywhere near its performance. You're just pushed back into your seat, hard, and away you go, it's awesome - literally, awesome - when you consider how fast everything else is going.

Was it worth it? Yes. Would I recommend that you do a track day? Definitely. I know that it is a bit intimidating the first time you do it, but with Dave and OpenTrack you get the option of having an instructor beside you free of charge if you book him early and that man has the patience of a saint.

At one point I saw him climb into the passenger seat of a Porsche with a young lady in the driver's seat who was plainly terrified of taking this 400bhp monster out onto the circuit. While she wasn't going to win any races by the end of the day, she definitely knew a lot more about how to handle a car and her boyfriend was very much relieved that he was able to drive his car home!



Photo, Michael Ward



Photo, Michael Ward



Photo, Michael Ward



AROC Forum

Welcome to the latest collection of some of the popular items recently discussed on the AROC Forum - the Club's 'Virtual Section'.

Spring is turning into Summer and I am sure we are all out and about in our beloved as much as we are able. Some Alfa owners, of course, want to make the most of their Italian performance and handling and often the best way to do that is on a circuit. On the Forum there has been continued discussion about a Club supported/organised track day. There seems to be a generally supportive feeling amongst the 'Forumites' about there being one, but lots of differences of opinion on location, time of year, appropriate costs and projected levels of support from members. Richard Murtha - AROC Vice-Chair and motorsport representative - is actively looking into the possibilities and is looking for any ideas and comments from any members.



105 temp gauge
Photo, © unknown

A more modern car needing help was Pete Gadsby's 4C. He recently noticed the leading edge of his driver's door starting to rub against the cars bodywork - not what you want on any car, let alone a 4C! He found a local body shop (St. Georges Coachworks, Camberley) which was able to adjust the hinges and resolve the issue before any serious damage occurred. This has prompted another 4C owner, Phil Davies, to have his hinges adjusted. So, if your doors are not 100% on your 4C there is a solution to the problem, one best nipped in the bud, it seems. Anyway, a good excuse for an image of a 4C!



4C
Photo, © Pete Gadsby

Alfas at Bruntingthorpe, 2014
Photo, © James Ferguson

The Forum is a long-term source of help and advice to owners looking to resolve issues with their cars. For example, in 2016 Clive Alcock posted that he was having problems with the temperature gauge on his 1971 Bertone coupe. The gauge stopped registering any temperature from the engine, so Clive began a long process of trying and testing the original gauge, sender unit and all the wiring in between. He tried replacement units with no improvement. He sent items off to be tested and all were found to be working. Until this year when he sent his whole instrument binnacle and gauges to Speedy Cables who confirmed all was well with the electrical circuits and instruments on his original equipment. But they also sent a replacement sender unit just in case the two Clive already had were at fault in some indefinable way - having already been tested as good. All were refitted in spring 2019, including the new sensor, and Clive now has a fully operational engine temperature gauge. As Clive said - persistence pays off in the end! Congratulations to Clive for his stamina and Speedy Cables for exemplary service.



105 coupe
Photo, © Andy Fotheringham

That's it, time to be out and about - fingers crossed we have a summer something like we had last year! Don't forget to log in if you fancy a natter - <https://members.aroc-uk.com>. All you need is your membership number.



James Ferguson

Devon

The Devon Section has had a great start to 2019. Our first social meeting of the year was on the 18th of January to what has now become an annual event - the Italian evening put on by The Clipper at Shaldon. A great time was had by all, the highlight of the evening was our group winning the Italian quiz yet again - but I dare say this may be due to the sheer size of our group! The following month we had our Christmas meal at The Redwing at Lymington. Again, well attended.



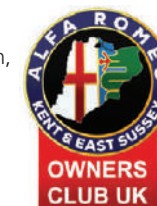
Christmas Dinner

Our local dealer - Vospers - officially opened its new premises on the 7th of March with a series of open days - which is great news for Alfa Romeo owners as the old show room was rather cramped and hidden away. Unfortunately, I was not able to attend as the dates clashed with the AROC Model

Kent & East Sussex

Hobby Evening

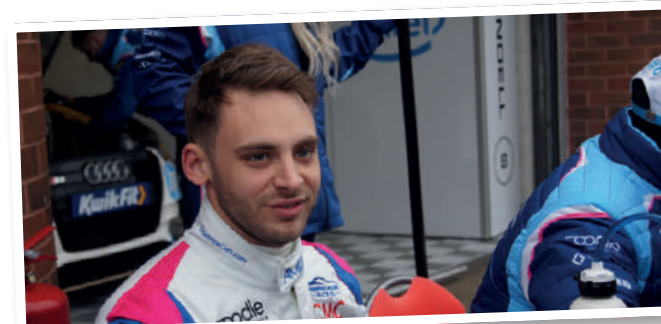
At the monthly meeting on Thursday the 28th of March, we had arranged to have a hobby evening at The Moat, where members brought along anything they had created in their free time. We had a good number of model cars of course, but also a collection of key fobs, paintings and various other items that had been collected and displayed for all to see, this still left time for discussions on all things Alfa and anything else going on in the world.



British Touring Car Championship

Although the Giulietta is not racing in the BTCC championship in 2019, we still had 45 cars to display at the opening round on the 7th of April at Brands Hatch - some excellent racing on the short 'Indy' circuit with changing conditions and different tyre choices saw one of my favourites, Jake Hill, finish in second place in the first race and fourth in the second. Unfortunately he was tagged in the third race and did not finish - but could he be a future Alfa Romeo driver?

We always have a great time at Brands Hatch and although the weather was quite cold, the day was excellent - and Paul brewed up plenty of tea to keep us warm. The 'Pit Lane Walkabout' was great, being able to meet and talk to the drivers and get their autographs. There are always plenty of side stalls to keep us occupied and Toyota sponsors 'Ginster' were giving away free hot pasties. One certainly couldn't get bored. It was great to be able to take along the good number of Alfas and I am hoping to be able to arrange similar at the BTCC finale in October. A big thank you to all at Motorsport Vision.



Jake Hill
Photo, © Jeff Kaby

Spring Alfa Day

Beaulieu is always an excellent venue for a show and this year did not disappoint, a great time was had by all and a write up is of course, included in the magazine.

Drive-it Day, the Doug Hodson Memorial Rally

On Drive-it Day in previous years we have held a Rally/Country Drive which was started some years ago by our then Chairman, Doug Hodson. Sadly Doug is no longer with us, but his son Jack and the rest of the family had decided to put on an event entitled 'The Doug Hodson Memorial Rally'. After meeting at Headcorn Aerodrome - and being treated by Doug's family to bacon rolls, tea and coffee - members set off on a drive of around 30 miles using tulip instructions and finished at Hole Park where they had lunch. A write up by Paul has been posted on our Section website.



Members Alfas at Hole Park with Doug's Spider 2nd from left
Photo, © Paul Newberry



Members enjoying refreshments at Hole Park
Photo, © Paul Newberry

Eastbourne 'Magnificent Motors'

Having been to this show with my wife Jane in May 2013, we thought it might be a good idea to return as there were a great number of vehicles of various makes. It's a two-day event and some individuals from our Section were planning to go on Saturday the 4th of May, with 20 cars booked for Sunday the 5th with a group stand. As this is being written before the Eastbourne event, I will tell more next time.



A lovely MG at Eastbourne 'Magnificent Motors' May
Photo, © Jeff Kaby

Leeds Castle 'Motors by the Moat'

This is an excellent show which we will attend on Sunday the 12th of May. Some members also plan to go on the Saturday, details of this will be included next time.

Hever Castle Show

Tickets were made available in April at www.aroc-uk.com for the Hever Castle show to be held on Saturday the 15th of June (the day before Fathers' Day). This is a great venue and all Alfa Romeo drivers are invited, more updates were added on emails, website and Facebook. Regular updates are sent out by email, including events lists.

There are more details and photos of events past and planned future activities on the section website at www.arockes.org.uk and on our Facebook page - Alfa Romeo Owners Club Kent & East Sussex Section. Happy Alfa Motoring.

Jeff Kaby

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Prices quoted are for adverts uploaded via AROC-UK.com. Adverts run for one month only.

Cars for Sale

Up to 75 words	members	FREE
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Parts/Clearout/Wanted

Up to 25 words	members	FREE
and six digital photographs:	non-members	£15.00

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Cars for Sale

Up to 75 words	members	FREE
	non-members	£35.00

and with digital photograph:

members	FREE
non-members	£15.00

Parts/Clearout/Wanted

Up to 25 words	members	FREE
	non-members	£15.00

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Cheques payable to AROC Ltd with membership number and address written on back please.

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.

All advertisers paying by credit card must advise their full name, card number, Start & Expiry dates, three-digit security code number from the reverse of the card, their home postcode including house name and/or number and a daytime contact telephone number.

August 2019 Magazine Advertising deadline: Wednesday, 10th July, 2019

All advertisements are routinely displayed on the Club website and 'Cars for Sale' forwarded to Auto Italia for inclusion, with photo-only advertisements to Octane, for 'free of charge' entry, space permitting. If you do not wish to take advantage of these benefits, please indicate when submitting your advertisement.

LHD. Extremely well maintained. All wear parts replaced. Like a new car. Improvements for more than 15,000 €. Package with spare parts including hard to get parts and extra set of all the specific Evoluzione parts worth more than 10,000 €. Most parts included to rebuild to original. Never driven in the winter. No welding. Write for complete description and photos.

convertible 916 model. Immaculate condition, garaged and invoices for recent work. MOT to Feb 2020. Low mileage with full service history. Includes private plate M10 AFO. More photos available on request. A future collectible classic. Contact

pads. Upgraded radiator/hoses. 2019 service (Millers 10w50 racing full synthetic). Michelin PS4 tyres. GTA alloys refurbed by Lepsons. This GTA is running very well. Body work very presentable. Interior good, no driver seat wear. Owned since 2015. I need to reduce Alfas.

MiTo



2014 MiTo 0.9 TB TwinAir Junior S/S, £6250, 37957 miles Black, Junior edition in stunning Black with white wheels and white mirrors and white Junior decals, only covered 38000 miles from new with service history, with the beauty of 60 + MPG and £0 road tax. Located in

164



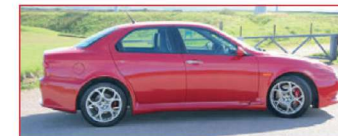
1993 164 Super 3L, V6, Fuel injected, £Offers, 105,000 miles White, Right hand drive, 4 valves per/cylinder, double overhead cam. Currently in France (Limoges), so need to factor in collection from France. In need of TLC, was on the road until 2017 - not used much since. Generally in good condition, in need of service to obtain MOT/CT. Originally registered L857LCK, French registered since 2002. Alfa paperwork & English service record available. Please contact

to register your interest, offer or to request more information.



2000 916 Spider Lusso TS 16V 2.0l, £4400, 70893 miles Red, Black interior, one of the best early one I have seen. 12 month MOT, chassis number;ZAR91600007000045 REG,X661YCS, only done about 4000, miles in 4 years. More photos on request. Please call anytime,

156



2008 156 GTA 3.2 selespeed. £20,000, 40,500 miles Red, Only one of 11 registered in this country. One previous owner. 20k miles in my ownership of 9 years. Cambelt changed twice, last in 2017. Excellent original condition. Recently serviced and new front brake pads. Xenon headlights. Purchased from Monza Sport in 2010. Eibach anti roll bar. Custom Harvey Bailey shocks, Q2. Alfaholics SS exhaust. Always garaged in my care. Fantastic car which is destined to be a future classic. For more information please ring North Cornwall.

RZ



1993 RZ ES-30, £65000 ono, 16218 miles Yellow, Serial No 211. Black interior. Compomotive split rim wheels. Excellent condition, MOT & tax. Please contact



2005 156 GTA V6 Petrol, £10000, 56808 miles Lusso Red, Classic pepper pot wheels. Black leather interior is immaculate. Mechanically sound with many refurbished/new parts. Recently refurbished brakes all round, braided brake hoses, Cam belt, repolished air pipes on top of the engine, info centre most recently repaired. Has driven in fair weather only over the last five years. Custom fitted car cover. Full service history, mine from new and VERY, VERY reluctant sale.

916



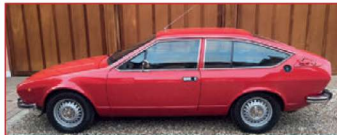
2002 916 Spider 3.0 24v V6, £7999 ono, 48500 miles Zoe Yellow, Japan import (into UK 2016). 2 owners, first for 14 years. UK history includes cam belt and water pump 2016, new tyres, battery, thermostat, annual services at Motormech Birmingham. MOT to 26/2/2020. Powerflexed at the rear by Autolusso. Road tax £255 per year. The car is in superb condition. Contact



1998 Spider 916 convertible Twin-Spark 2.0 (150 BHP), £6,500, 56,000 miles Red, UK model first registered March 1998 and last of the phase one spiders produced by Pininfarina in Milan. This is the Enrico Fumia designed

rear end for 1.3 Junior Zagato, and floor pan, will split if buyer so wishes. Junior ZAGATO 1600cc Chassis, AR 3060150. private reg included JNZ 2446. Body unmarked, black interior. Loads of history, Tel

ALFETTA



1976 Alfetta GTV 2000, £11950 ono, 62000 miles Red, For Sale is my beautiful red Alfa GTV 2000 with perfect black interior, with just 62,000 genuine and fully documented miles from new, full supporting history with invoices and MOTs. Only 3 previous owners, last for 14 years during which it covered just 400 miles. Now fully re-commissioned with £2,000 just spent on full carb rebuild, full service and professional re-spray on bonnet and boot. Excellent condition for year and now ready for the summer. Please call

75



1987 75 Turbo Evoluzione, Euro 55000, 168000 km Red, No. 341/500

CARS FOR SALE

101



1963 Giulia Spider (101-19), £79,999, 69648 miles Grigio Grafite, Factory RHD. Grigio, red trim, black hood. Major restoration 2015-2019 unused since. Superb car, Rotisserie for welding. Panels all very good, re-paint, re-trimmed all chrome and trim either replaced or refurbished, many new parts. Engine rebuild. Close to concours condition throughout (Club valuation of £85,000) verified genuine RHD etc by Automobismo Storico.

105



1972 Spider 2000 Series 2, £17500, 90850 miles Yellow, Excellent condition. Full body off rebuild in 2005. Maintained regardless of cost since. Rear diff rebuild in 2012. Gearbox rebuild and flywheel replaced at the end of 2015. Receipts for work

and parts available. Always garaged (apart from a few weeks). Very minor imperfections in paintwork at rear. Limited mileage in recent years. Located in Berkshire. Please contact by email on



1991 Spider 105 Series 4, £12k ono, 49000 miles Red, My beautifully recommissioned spider must sadly go.... Now too good to commute as I have been doing. About £7.5k of work in the last 2 years but still has lovely patina. Ready for Summer but can be taken to next level (ie concours) without much effort. Huge history file.



1989 Spider, £14995, 65336 miles Metallic Blue, Engine size: 2ltr, 5 speed, manual. Electric windows, leather seats, no rust, garaged, summer use only, owned since 1996. Location: Great Dunmow, Essex,



1993 105 Series Spider S4 2.0, Veloce, £15995, 48000 miles Red, UK registered 1993 near showroom condition to American specification, side running lights, high level brake light, air conditioning, tonneau, hard top. Extensive history user manuals and handbook, MOT until 15 May 2019 no advisories. Dry road use since March 1997 for just 6 months per year hence the low mileage. Tel:



1973 Junior Zagato 1600, £49500, Silver metallic, Low mileage, 2000cc engine from a 2000 gtv car, manufactured 1973,(tax exempt), it comes with loads of spare part, set of original wheels, front bumper, windscreen with rubber, one set of cylinder head gasket (NEW) reconditioned generator and starter motor, tailgate motor interior panels 2 set of plexy, some original, some not some rear light for 1,3 and 1.6. Exhaust tail end (New). Also in the package, one new ad complete

PARTS FOR SALE



ORIGINAL 4C EXHAUST, £100, In perfect condition apart from the usual heat discolouration (see photos) covered about 5000 miles (off a 14 plate) before it was changed for an after market pipe. Collection only from



WHEELS FOR SALE, £Offers, 4 off 5.5Jx14H2-39 Alfa Speedline wheels. 1 off 5.5Jx14H2 c 39 Alfa Speedline teledial wheel. For collection only Blackpool. Contact

156 CAMBELT KIT, £Offers, New unopened Alfa156 cam belt kit - this comprises a cam belt, tensioners (2) plus water pump. Please call

WANTED

MIRROR SWITCH S4 SPIDER / 75, Electric mirror switch for series 4 spider or 75. Happy to swap mine (cleaned up but not quite right!)
SPIDER 1750 tbi, Low mileage clean spider tbi preferably white with tan seats. No accident damaged Cat C etc. Call

WANTED ALL ALFA ROMEO CARS AND PARTS, Spiders all models- Bertone 2000 GTV- 1750 GTV -1300/ 1600 GT Junior -Sprint GT- Zagato- Montreal- Giulia super- Berlina, 750-101 series cars, any year condition, rusty, unfinished projects, barn finds un-wanted, etc, we pay cash and collect anywhere in the UK, Best prices paid, contact Adam for a professional and friendly service



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,
Comfort, Redruth TR16 6AX

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

Sunday 16th June

Cotswold Alfa Day. Compton Verney
CV35 9HZ

Tuesday 18th June

Monthly meeting at The Fox Inn Broadwell.

Sunday 30th June

National Alfa Day - Bicester Heritage

Sunday 14th July

Prescott Breakfast Club

Tuesday 16th July

Monthly meeting at The Fox Inn Broadwell.

Tuesday 20th August

Monthly meeting at The Fox Inn Broadwell.
Includes Fun Concours

cotswolds@aroc-uk.com

www.aroc-uk.com/cotswolds

Derbyshire

1st Wednesday of the month

Elm Tree, Elmtun, S80 4LS. 19.30 hrs

Position Vacant

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

Sunday 23rd June

9.00 - 12.00am Brunch Social Meeting:
Noah, Coast View, Torquay Road, Shaldon,
TQ14 0BG

Tuesday 9th July

Monthly meeting: The Kings Arms Inn,
Tedburn Saint Mary EX6 6EG

13th - 14th July

Powderham Classic Car Show, Powderham
Devon EX6 8UG. Contact Gary for details

Sunday 21st July

Treasure hunt, Totnes area. Contact Gary
for details

26th-28th July

Silverstone Classic. Contact Gary if you
want to travel together

Tuesday 13th August

Monthly meeting: The Kings Arms Inn.
Tedburn Saint Mary. EX6 6EG

Sunday 18th August

Thornfalcon Classic Car Show: Henlade Nr
Taunton TA3 5NB Contact Gary for details

Sunday 25th August

BBQ and fun concours meeting. Postbridge
Village Hall. PL20 6TJ. As well as the
BBQ lunch we are planning to have a fun
auction & fun show and shine.

devon@aroc-uk.com

www.aroc-uk.com/devon

East Anglia

Sunday 14th July

Kimbolton Country Fayre. Kimbolton Castle,
Huntingdon, PE28 0EA from 09.00 hrs.

Thursday 25th July

Monthly meet. The Bunbury Arms, Ixworth
Road, Bury St Edmunds, IP31 2NX from
19.00 hrs.

Sunday 4th August

Helmingham Hall Classic & Sports Cars
Show. Helmingham Hall, Stowmarket, IP14
6EF. Details TBC.

Sunday 25th August

Suffolk Drive. Start at Sainsbury's, Bury St
Edmunds, IP32 7EL. Details TBC.

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

Thursday 20th June

From 19.00 hrs Fun Concours Night
Rothley Court Hotel

Thursday 11th July

From 19.00 hrs Summer Meeting Night
VENUE TBC

Thursday 8th August

From 19.00 hrs August Meeting Night –
VENUE TBC

Saturday 31st August

MITCAR 2019 Jaguar Land Rover Classic
Works near Coventry see mitcar.co.uk for
details

east-mids@aroc-uk.com

www.aroc-uk.com/eastmids

Essex

1st Wednesday of the month

at The Griffin Danbury, Chelmsford CM3
4DH from 19.00 hrs

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

Thursday 27th June

Monthly meeting from 19.30 hrs The
Anglesey Arms, Halnaker, Chichester,
PO18 0NQ

Saturday 3rd August

All Italian Breakfast 10.00 hrs The Departure
Lounge Café, Basingstoke Rd, Alton, GU34
4BH thedepartureloungecafe.co.uk

Sunday 4th August

Goodwood Breakfast Club – SUNDAY
7am-12 Noon

Thursday 29th August

Monthly meeting from 19.30 hrs The
Anglesey Arms, Halnaker, Chichester,
PO18 0NQ

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 10th June

Section meeting at The Rose & Crown
Sandridge

Sunday 23rd June

Italian Car & Bike Day, Sharnbrook Hotel,
Sharnbrook

Monday 8th July

Section meeting at The Rose & Crown
Sandridge

Sunday 14th July

Kimbolton Country Fayre Kimbolton

Sunday 21st July

Section Barbeque at Chris & Hilda's, Aston
Clinton. Please get in touch for further
details.

herts-beds@aroc-uk.com

www.aroc-uk.com/hertsandsouthbeds

Ireland

Sunday 23rd June

Classic & Vintage Car Show Marley Park,
Rathfarnham, Dublin

Sunday 7th July

Terenure Classic Car Show Please apply
online on the Irish Jaguar and Daimler Club
website.

Monday 5th August

Dalkey Vintage Festival

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

Saturday 15th June

Alfa Romeo Show Haver Castle

Sunday 23rd June

Tunbridge Wells Classic Car Show

Thursday 27th June

Meeting at The Three Horseshoes
Knockholt

Sunday 7th July

Dover Transport Museum Classic Car Show

Sunday 14th July

Whitstable Classic Car Show

Sunday 14th July

Auto Italia Supercar Sunday Brooklands

Sunday 4th August

Dover Transport Museum Models and
Miniatures

Sunday 11th August

Herne Bay Classic Car Show

Saturday 17th August

Rye Classic Car and Country Show

Sunday 18th August

Festival Italia at Brands Hatch

25th - 26th August

Sandwich Italian Show

kent-sussex@aroc-uk.com

www.arockes.org.uk

Lancashire

2nd Thursday of the month

The Royal Oak, Blackburn Old Road, Riley
Green, PR5 0SL. 20.00 hrs

lancs@aroc-uk.com

www.aroc-uk.com/lancs

Lincolnshire

2nd Tuesday of the month

Tuesday 11th June

7.00pm Meeting Click 'Em Inn, Swinhope

Tuesday 9th July

7.00 Meeting - Six Bells at Witham on
the Hill

Thursday 18th July

10.30am. Visit to Enerergy from Waste at
North Hykeham. Limited numbers - Pre
booking & registration required.

Tuesday 13th August

7.00 Meeting - The Pyewipe Inn Lincoln

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

london@aroc-uk.com

North East

Last Tuesday of the month

The Ramside Hall Hotel near Durham DH1
1TD 19.30 hrs.

Saturday 15th June

Classics on Show Stokesley 10am 6p

Sunday 16th June

BTCC Croft

Sunday 23rd June

Yorkshire Dales Treasure Trail. Start point:
Locomotion at Shildon (DL4 2RE) 10am

Saturday 6th July

Great North Classic Car & Bike Show at the
ASTON WORKSHOP, Red Row, Beamish,
DH9 0RW. £10 unless displaying 11am-
5.30pm

Sunday 7th July

Walworth Castle Annual Car Show,
Darlington, DL2 2LY 11am-3pm FREE
ENTRY

Sunday 14th July

Durham Auto Club's Classics at The Castle
(and Auto Jumble), Wotton Castle, Bishop
Auckland, DL14 0DE. 11am-4pm

Sunday 21st July

Historic Vehicle Rally Newby Hall £14
10am-5pm

Sunday 28th July

Historic Vehicle Rally organised by Ian
Thurgood, Newby Hall £14 10am-5pm

Sunday 25th August

Swaingby Classic Car Show, Swainby 10am-
4.30pm £5 (free if in a classic car)

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

Thursday 20th June

Monthly meeting Local drive out Golden
Pheasant Inn Plumley Moor Road,
Knutsford, WA16 9RX

Thursday 18th July

Monthly Meeting Golden Pheasant Inn
Plumley Moor Road, Knutsford WA16 9RX

Thursday 15th August

Monthly Meeting Golden Pheasant Inn
Plumley Moor Road, Knutsford WA16 9RX

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

Tuesday 11th June

Scottish Section (South) Monthly Meeting
at Premier Inn, Stirling South, Glasgow Rd,
FK7 8EX 6:30pm

6th - 7th July

Scottish Transport Extravaganza, Glamis
Castle

Tuesday 9th July

Scottish Section (South) Monthly Meeting
at Premier Inn, Stirling South, Glasgow Rd,
FK7 8EX 6:30pm

Tuesday 13th August

Scottish Section (South) Monthly Meeting
at Premier Inn, Stirling South, Glasgow Rd,
FK7 8EX 6:30pm

Sunday 11th August

Dundee Motor Show, Baxter Park, Dundee

Scottish – Northern

Last Wednesday of the month

Garlogie Inn, Garlogie, AB32 6RX on the
B9119 just outside Aberdeen 19.00 hrs

Wednesday 26th June

Scottish Section (North) Monthly Meeting
at The Garlogie Inn, 7:00pm

6th - 7th July

Scottish Transport Extravaganza, Glamis
Castle

Wednesday 24th July

Scottish Section (North) Monthly Meeting
at The Garlogie Inn, 7:00pm

Sunday 11th August

Dundee Motor Show, Baxter Park, Dundee

Wednesday 28th August

Scottish Section (North) Monthly Meeting
at The Garlogie Inn, 7:00pm

scotland@aroc-uk.com

www.aroc-uk.com/scotland

Somerset

1st Tuesday of the month

The Maypole Inn, Thurloxton,
Nr Taunton, TA2 8RF

somerset@aroc-uk.com

www.aroc-uk.com/somerset

South Midlands

1st Wednesday of the month

Sharnbrook Hotel, MK44 1LX
A6 North of Bedford

Sunday 23rd June

Italian Car Day Sharnbrook Hotel

Wednesday 3rd July

South Mids go to Car & Bike Meet Earls
Barton

Wednesday 7th August

South Mids Monthly Meet Sharnbrook
Hotel

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