

## 105 GIULIA REGISTER



### ALTERNATOR NOTES

Once again, accompanied by my wife I drove my 1972 Spider Veloce 2000 to Tuscany. We took in the start of the Mille Miglia in Brescia on the way down and the Friday of Grand Prix weekend at Monaco on the way back, the motoring interest of the holiday.

I have written before about my trips in the car and like to bring in technical aspects, on this occasion the report is only technical. The first hint of a problem was on the way down to Eurotunnel on the UK motorway system when the front right indicator didn't work when driving but was fine when stopped, just a dodgy connection somewhere I thought but didn't worry as the left one was more important in Europe. On the first morning in France the car wouldn't start as the battery didn't have enough charge to turn the engine so my wife kindly pushed started us. Odd I thought as we had done 400 miles of driving the previous day, enough to charge the battery, although it was 3 years old, and had had no problems starting at the tunnel or refuelling. After about 100 miles, in a deserted agricultural part of France on a gentle incline, the engine stopped. I measured the battery voltage at about 8 volts. After sitting in the sun for a few minutes with everything disconnected it measured 10 volts and so we ran back down the hill and bump started. Another meter reading confirmed the battery was not charging. A few miles further on we repeated the stall and bump start but were luckily close to an agricultural merchant who, once they reopened after lunch, had batteries for sale.

They were quite happy to lend me one to see if it fit the space and once we had established that I didn't really feel the need to open a credit account and would rather pay cash they wished us a *bonnes vacances* and we were off again. As anyone who has motored through France will know it is a big wide open place and many farmers and garages seem to keep all their old vehicles around the back. I was optimistic, given time that a replacement scrap alternator could be found. However as we had a long way to go through France, Switzerland and Northern Italy, and our timetable was tight, I bought a battery charger at the next supermarket. I did find a partially dismantled Alfetta saloon in a front garden in one village but no one was home. Our second night was in Nancy and there I set the pattern for the rest of the holiday. Check in at reception, take the bags up to the room then go back to the car, remove the battery and casually wander through reception carrying it and the charger in a Morrisons carrier bag trying not to look too lop sided. I can recommend Morrisons bags, they are strong. In this way we completed the tour.

Once home I investigated and measured. To simply keep my engine running, with an after market electronic ignition, takes about 2 amps, put all the lights on and you need another 8 amps. So I could have done 2 or 3 days daylight clear weather running on a battery charge. Useful to know for the future. Dismantling the alternator showed that both wires between the slip ring and the rotor windings were snapped.

This odd finding was caused by a nut that holds the diode pack internally coming loose from its stud and rattling around inside. I think I had inadvertently loosened this nut as the other end of its stud carries the main power supply cable externally. I had removed the alternator to get better access to a stuck oil filter when changing the oil pre trip and must have

loosened the stud in removing and replacing the electrical connection. Soldering up the wires restored charging but I replaced the alternator anyway. So my tip is make sure you don't loosen the stud when disconnecting the alternator.



Chris Oates

### HEELING & TOEING

I have always considered it essential to be able to 'heel & toe' in a 1960/1970's car. I found that with my GT Junior, the span between the brake pedal & accelerator pedal was too great and occasionally my foot slipped off the brake pedal ! I sourced some brake pedal plates from Merlin Motorsport at Castle Combe and fitted them and have solved the problem. The throttle pedal has two nuts & bolts at the top end which allows easy removal for drilling and fitting. Two fixings to the left of the alloy spine are strong and rigid. I managed to drill the brake pedal in situ.



Nigel Varney

## THE BLOCKLEY TYRE COMPANY

At the recent NEC Classic Motor Show, I visited the Blockley Tyre Company stand, manufacturers of tyres and tubes for classic cars. I noted the company listed a number of British-made tyre sizes suitable for 105/115 Alfas. I later contacted Blockley Tyres and received the following communication from Julian, their sales spokesperson.

*'Blockley tyres are the best products made, otherwise there would no point in making them. They need scrubbing in for a few miles and then you can really lean on them. I can send you an email from someone who just fitted a set of 165R14's to his MGB who is thrilled with them - and I always guarantee that if anyone has a set and doesn't think they are the best tyre they've driven on, then I'll give them a refund.'*

*List price for the 165HR14 is £79. We H rated it rather than V because we were trying to keep the costs down as it is a popular MGB size. Note we also make a fatter version of this size, with a more modern tread pattern in the size 185/70VR14 at the same £79. The 165HR14 is in stock and the 185HR14 will be in stock early part of next year*

*We also make nice thick Butyl inner tubes to suit, which are not multi-sized like other tubes available at £12 or £15 depending on the size. All prices plus vat.*

*In the sizes you ask about the only reason we V rate tyres (one hour under the load) is to ensure accurate build and conformity - to make sure little balance is required, and tyres stay in balance even when worn etc. Our 185/70VR13 and 14 sizes we just had V rated by doing nothing, and our 205/70VR15 we've just had W rated as some people in Germany need this rating for their equivalent of the MOT.'*

Blockley Tyres - 01386 701717  
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## BENVENUTO

Another bumper couple of months with Register updates arriving almost on a daily basis. It is always good to see known cars changing hands and being loving taken forward by their new owners. Equally, it is pleasing to add 'new faces' be they unknown UK cars or imports from Europe, South Africa or further a field.



This being the 50th Anniversary of the Giulia Spider 1600 'Duetto', I was delighted to update the records for this lovely white example from 1967 recently acquired by Gary Plumb. Known to the Register since 1991, this is a three-owner car from new which has been restored to original factory specification.

Series 4 Spiders are proving to be increasingly popular amongst Register members. With their fuel injected engines, power steering, better bodywork protection all on top of being a great driving Alfa, make these cars ideal classics. A convert to the S4 is James Cunningham who



has owned his red Spider since March 2013. James' car now sports an Alfaholics fast road suspension kit and the performance has benefited from the fitment of a Squadra chip.

Another enthusiastic S4 owner is Bernard Hunte from Eastbourne. Sold new in March 1991 to a dealer in Germany, this red Spider passed through six owners' hands until being imported into the UK in 2005.



With the weather now closing in, many owners have their cars tucked away in warm garages for some winter renovation and restoration work. Hertfordshire-based Register member, Sam King, tells me he is in the process of stripping the running gear from his 1971 Giulia 1300 GT Junior, removing all the gunk and will soon be getting all the parts to a blaster. The bodywork is mostly in primer which has highlighted some previous poor repairs. A full restoration is needed but as he has yet to fully strip the car, he says it is a bit of lottery whether he has all the parts, fixtures and fittings required. Good luck with that one Sam!



One of the many visitors to the Club stand at the NEC Classic Motor Show was Richard Beddall who told me he had owned his 1972 Giulia 1600 Super from new. Purchased with just sixteen miles on the clock from Bell & Colvill in East Horsley, Surrey, Richard regularly drove his Super down to Sardinia where it often resided at his holiday home for long periods at a time. The car is in excellent original condition and I am delighted to add another previously unknown Super to the Register.



Two very nice examples of the Giulia 2000 Spider Veloce have recently been added to the Register. Chassis number AR2470817 manufactured in 1974 owned by Michael Holding from Goring-by-Sea and chassis number AR2472332 owned by Anthony Carty from Birmingham.



The latter car has been known to the Register since January 1983 and has recently returned to the UK after a period of residency in the Channel Islands. Both beautiful examples of the model and are obviously cherished by their respective owners.



An interesting derivative of the S4 Spider appeared at Spring Alfa Day held at the National Motor Museum in Beaulieu in April.

Local resident James Rogers brought along his white 1990 United States specification S4 which sports the Daytona design alloy wheels in place of the European-spec pepperpots, side running lights, boot-mounted rear brake light and revised interior. James' car was imported into the UK from

California by the previous owner and is fully standard save for the Alfaholics-supplied stainless steel exhaust system.

Tony & Susanne Mitchell from Cheltenham have recently acquired this very pretty 1972 Giulia GT Junior finished in Ferrari Giallo Fly. This striking ex-South African Alfa was imported into the UK via the Netherlands back in the late 2000's. By coincidence, I was asked to appraise this car when visiting one of my many Dutch 105 specialist friends and gave it the thumbs-up at that time. The Junior is fitted with a 1750 engine, up-rated suspension and a Webasto sunshine roof.



Nearing the end of a lengthy restoration is Mark Klawinski's Giulia 2000 Spider Veloce from 1974.

Although the restoration work has recently stalled, long-time club member Mark hopes to soon have his Spider on the road and be back attending AROC events in 2017.

### **CONTRIBUTIONS PLEASE!**

As many of you know, I can rattle on all day about my passion for 105's but this is YOUR register and I would love to hear what makes you think they are so special? Just a few lines or even a 500-word article, anything and everything is more than welcome. How you came to acquire your 105, what work or improvements you have made to your car? Feel free to share your ownership experiences with other Bertone coupe, Spider or Giulia saloon owners. Articles will appear in this column and on the Register website.

### **REGISTER WEBSITE**

Please visit the Register website for the latest newsletter updates from the Federation of British Historic Vehicle Clubs (FBHVC) and a continuation of my report.

**Stuart Taylor**

**Register website: [www.aroc-uk.com/105Register](http://www.aroc-uk.com/105Register)**