

ALFAHOLICS 7TH SPRING TRACKDAY 2008
Saturday 12th April



Photo credit Alfaholics

Alfaholics 7th annual track day for classic Alfa Romeo's will once again be held at Castle Combe on Saturday 12th April 2008. Owners of 105 series Alfas who would like the opportunity to drive their cars at speed in a non-competitive environment are very welcome.

Castle Combe, situated between J17 and J18 of the M4, is 1.85 miles long and combines chicanes and fast corners that make for extremely exciting and challenging driving. Once again, instructors will be on hand to offer advice and demonstrate cornering technique, while all corners will be 'coned' to show braking, turn-in and apex points. With only 12 cars on the circuit at any one time, there will be virtually unlimited track time. Additional drivers in any cars entered are welcome.



Photo credit Alfaholics

Those wishing to attend as spectators will be warmly welcomed and can take part in a 3-lap circuit parade over the lunch hour. The Tavern Restaurant in the paddock will be open all day serving food and drinks for the benefit of all.

The cost for a car plus driver is £160 plus VAT with additional drivers at £65 plus VAT. One to one instruction is £20 plus VAT per 15minute session. We highly recommend you pay the small charge for this, as the pleasure obtained from the day is greatly enhanced.

As usual, demand is sure to be considerable and numbers are strictly limited, so please contact us on 0845 458 1570 or mail@alfaholics.com

2008 CLASSIC ALFA TRACK DAY Friday 9th May

Classic Alfa have once again hired the historic Goodwood Circuit for their 2008 Classic Alfa track day - this year to be in May. The day will start at 8am with a circuit briefing by a Goodwood instructor and the track will be open exclusively for our use all day from 9am until 5pm with a one-hour break for lunch.

Goodwood will be providing an instructor for the day who can be booked through us in advance or on the day. This can either be with the instructor driving a couple of laps and then a driver swap, or it can be all done from the passenger seat with you driving the full 12 minutes. This year, as last, 10 cars will be on the circuit at any time ensuring more than ample track time for everyone and hardly any queuing between sessions.



Photo (Stuart Taylor Collection)

The day is also only for drivers of 750/101 Giuliettas, 102 series cars and of course 105 series Bertone GT's / Spiders, Montreals and Saloons and will be limited to 40 cars so that everyone should manage at least 8 sessions lasting 12 minutes.

As well as the staff of Classic Alfa, there will be at least half a dozen Alfa specialists there on the day so there will be no shortage of knowledgeable advice! Also present will be a photographer to capture your finest moments & you will be able to purchase prints from them the following week.

Spectators are more than welcome throughout the day and the restaurant and snack van will be open the entire time.

The price for the day for one car & driver is £170+vat (£199.75) with additional drivers welcome at £55+vat. This is payable in full, in advance by contacting us either by phone on 020 8693 0707 or by email - info@classicalfa.com (if for any reason you need to cancel we will of course refund if we have time to re-sell your place).

Space is very limited for this wonderful chance to drive this historic circuit in the company of only classic Alfa Romeo's and every year we sell out, so be quick!

Banish those flat battery blues

How many times have you thought to yourself over the winter months - it's a fine dry day, perfect for a run out in the Alfa, only to find your battery and with it your enthusiasm has gone completely flat? You can buy portable jump starters which will get you going in an instant but unless you give your Giulia a really good long run when you've got it going, the flat battery problem will reoccur time and time again.

I have found the solution in the form of a CTEK battery charger/conditioner. Recommended by Classic & Sportscar magazine as one of their 'Five Star – Best Products', the Swedish CTEK Multi XS 3600 is the first Primary Switched charger of its kind. This allows it to charge at a higher rate without gassing or damaging vehicle electric's with spikes of power. The unit has all the benefits of a trickle / float with the power of a conventional charger. The most important factor is that the Multi XS constantly monitors the voltage after it has charged the battery, and then only pulse's the battery when the voltage drops due to alarms or natural drainage. This eliminates the danger of over charging the battery. CTEK have won awards over the world for their clever electronics. Casings are waterproof (splashproof) so it can be used outdoors. The charger can be used without disconnecting the vehicle's electric's.



The unit can be left plugged into the mains for long periods and is suitable for use on batteries from 1.2Ah to 120Ah. The charger comes with a connection kit for difficult to reach batteries; perfect for the S4 Spider that has its battery tucked away in the boot of the vehicle.

I purchased my CTEK charger for £45.00 from a local motor accessory store. I have since seen them advertised on the Internet and ebay for considerably less money. There are cheaper units on the market but having tried these in the past, it comes down to a case of you get what you pay for!

Calling all Giallo Prototipo Spiders

I have been contacted Marco Quadrelli, an Italian Alfa Spider enthusiast, who is trying to collate an inventory of all the Giallo Prototipo AR119 colour cars remaining around the world. The finish was available on the 1300 Junior, 1600 and 2000 Veloce Spider from 1970 to 1975. The colour was not particularly popular; several of the UK supplied cars on the Giulia Register have been re-sprayed Alfa red in their lifetime.



Photo - Marco Quadrelli

If you have a Giallo Prototipo Spider and would like to contact Marco, his email address is marcopo.mq@libero.it
Photos of his own cars are posted on the Il Bisicone website www.arct.it



I am pleased to include the following two articles from the latest Federation of British Historic Vehicle Clubs newsletter:

TOWING ON 'A' FRAMES

A comment in a club journal to the effect that a member had had a brush with the law as a result of being in the habit of towing his rally car to and from events on an A-frame has prompted this note, which relates only to towing by cars and light commercial vehicles. Different rules apply for agricultural vehicles, motor tractors and road locomotives.

Regulations 19 and 22 of the Road Vehicles (Construction and Use) Regulations of 1986 (as amended) make special provisions for the recovery of vehicles that have broken down during the course of a journey - they may be recovered using appropriate equipment, including A-frames. The Road Traffic Act imposes a speed limit of 20 mph on ordinary roads and 40 mph on motorways for vehicles being recovered in this way, and that applies to broken down vehicles being towed by rope, solid bar, dolly or A-frame

Other than such breakdown recovery situations, the C & U regulations treat vehicles connected by a rigid coupling as towing vehicle and trailer. The use of an A-frame thus means the towed car becomes a trailer in the eyes of the law, and must therefore comply with the normal requirements of a trailer.

The same C & U regulations require trailers over 750kg gross mass to have brakes that are either operated directly from the towing vehicle or that operate on the overrun. Unbraked trailers may not exceed 50% of the gross mass of the towing vehicle. A device that applies the brakes on the trailer if for any reason it should become detached is required on trailers above 1500kg gross, but below that limit secondary couplings (such as chains) may be used.

A-frames can really thus only be used legally for towing cars if (a) that car is being recovered after a breakdown (b) the gross weight of towed car and A frame is below 750 kg or (c) there is some fail safe mechanism to apply the brakes of the towed car. The lights on the rear of the towed vehicle have also to comply with C & U regs for trailers, including warning reflective triangles and towing vehicle registration plate.

DRIVE IT DAY

Remember - this year's Drive It Day (DID) will be on Sunday, 20 April.

The aim of DID is simply to be seen so that the public is reminded that historics exist and that there are lots of people preserving them for posterity. So people don't need to do anything special if they don't want to - all they need do is just use an old vehicle instead of a modern one for whatever it is they do that day.

DID not only aims to show how big and varied the historic vehicle movement, it also aims to show how infrequently they are actually used. The number of old vehicles on the road on that one day in the year will highlight just how rare it is to see anything over 25 years old the rest of the time and thus demonstrate that historic vehicles make up only a tiny fraction of normal traffic.

The 20th April could be the ideal day to reinstate the sadly forgotten 'Alfa Wave'. I would be interested to hear how many of you still acknowledge fellow Alfisti with a friendly gesture?

Stuart Taylor

[Home](#)