

Giulia 105 Register News

ALFAHOLICS 10TH SPRING TRACKDAY AT CASTLE COMBE SATURDAY 16TH APRIL 2011

Alfaholics 10th annual track day for classic Alfa Romeos will once again be held at Castle Combe on Saturday 16th April 2011. 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, conveniently 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 no fixed session times and 12 cars on the circuit at once, there will be virtually unlimited track time all day! This makes for a relaxed and sociable atmosphere which is always a great feature of our Castle Combe day. Additional drivers in any cars entered are welcome.

The cost for a car plus driver is £190 plus VAT with additional drivers at £60 plus VAT. One to one instruction is £20 plus VAT per session. We highly recommend you pay the small charge for this, as the pleasure obtained from the day is greatly enhanced.

Further details and information can be found on our website www.alfaholics.com

ALFAHOLICS OPEN DAY

Following the great success of our pre-track day gathering last year, we will once again be organising an open day at Alfaholics on Friday 15th April, the day before the track day. Owners of 105 series Alfas are very welcome to attend and enjoy a sociable day.

It will be a great opportunity to view the huge range of standard and performance parts we offer and also to see the various car build and race preparation projects we are undertaking in our workshops. In addition, all the Alfaholics road, track day and race cars will be available to view.



We will also have one of our ramps available throughout the day for anyone wishing to have a free pre-track day check-up! The full Alfaholics team will be on hand to offer advice and assistance.

We will be providing lunch for everyone and drinks (including espressos!) will be available all day. For those wishing to stay in Bristol on Friday night, we have organised hotel accommodation with secure underground parking – please contact us for preferential rates. Feel free to join us for dinner too at the Italian restaurant nearby!

CLASSIC ALFA TRACKDAY AT GOODWOOD CIRCUIT SATURDAY 11TH JUNE

We have once again hired the historic Goodwood Circuit for our 2011 Classic Alfa track day on the 11th June. Due to a clash of dates this year and a number of requests from customers to try and find another date we managed to persuade Goodwood to offer us a later Saturday in the year and have moved the day to the 11th June. The track will be open exclusively for our use all day from 9am until 5pm with a one hour break for lunch, following the same format as in previous years.



Photo credit Stuart Taylor Collection

Spectators are more than welcome throughout the day (just turn up anytime - no need to book) and the restaurant and snack van will be open the entire time. If you wish to spectate and be allowed to go in the pit lane or in someone's car as a passenger you need to be signed in as a spectator at either 8.00am or 10.30am.

The price for the day for one car & driver is the same as last year at £185+vat with additional drivers welcome at £55+vat. This is payable in full, in advance by contacting us either by phone on 020 8679 0707 or by email - info@classicalfa.com .

This is a great opportunity to drive Europe's last remaining truly historic motor circuit still with it's original layout as driven by many of our motoring hero's in the fifties & sixties. The day is completely uncompetitive & the emphasis is on fun & safety - it's a fantastic track day whether you've done many or it's your first. Aside from the driving, its always a great day socially and a paddock full of more than 50 classic Alfa Romeos at lunchtime is always a great meeting point.



Photo credit Stuart Taylor Collection

CLASSIC ALFA PARTS UPDATE

Classic Alfa now have available the original black gearknob fitted to all 105 series Alfas from 1968 onwards for £19.50+vat with the earlier threaded version to follow soon. They have also manufactured the rubber grommet for the speedo & tacho cables on all RHD cars which is virtually always perished.

New to their performance parts stock is a fully programmable version of the 123 electronic distributor which allows you to plot your own advance curves and store 2 in memory and switch between them!

All these parts can be seen at www.classicalfa.com or call them on 020 8679 0707.

TITUS ROWLANDSON – VICTORY GARAGE

Long time Giulia 105 specialist Titus Rowlandson recently sent me a link to his new Victory Garage website. The informative site covers the background, facilities, past projects and services offered. Based in Eye, Suffolk, Titus looks forward to welcoming customers old and new. www.victorygarage.co.uk

BENVENUTO

This month I am delighted to introduce member Greg Hollidge who owns two stunning Giulias.



Ian writes:

'The Bertone started life as a rusty step front '69 1300GT Junior. A restorer in North London rebuilt the shell with GTA bits plus alloy doors and glass bootlid, lexan windows and roll cage. He wanted to use it for the defunct Old Timer series but I think had no time to race so it sat unused in his workshop for two years. As it met no particular formula I bought it with a view to turning it into a track day/fast road fun car and have rewired it, made everything work properly for road use and civilised the interior with road seats and trim. Great fun building your ideal Alfa with no need to worry about originality!



The engine has been completely rebuilt with balanced crank and rods, high compression pistons and Alfaholics 07 road/race cams and I think had only been used in anger once as it needed running in. The block came with dry sump from a single seat formula racer so this has remained plus it sits nicely over the cross member. It has a new series Alfaholics Gripper LSD, new road/race clutch and CR box, all rebuilt by Charlie at Cumbria Transmissions and fitted by Ian Ellis. Suspension is Harvey Bailey and the brakes are dual circuit ventilated with SAAB turbo discs and an XJS V12 master cylinder - it works beautifully with no servo. I am currently replacing the distributors with an Omex 200 system and at the same time changing the inlet manifold and reburbing the carbs. Injection may follow but not sure, I like the character of Webers and it goes like stink already and is very tractable in traffic. I also have a set of road/race tyres that came with the car. Once the rear dissy goes I can replace the piece of bulkhead and have a heater and demister!

My '69 1750 Spider was a South African import that was restored in the UK by the previous owner who had spare people when his truck repair facility was quiet. He took the whole lot to bits, repaired the shell and repainted it having done the usual floors, cills etc. He then rebuilt it using all new parts and enamelled all the running gear as you can see.



It has a new hood and rebuilt seats. Suspension is Koni and the exhaust stainless, otherwise a standard car. He then found he had no one available to finish it and stopped before he got to the major mechanicals which were luckily beyond the scope of his mechanics. I had the engine completely rebuilt to 1750 standard spec using all new/good second-hand parts by Ian Ellis and the box and axle rebuilt by Charlie at Cumbria. It is now a better-than-new roundtail?



Interestingly Ian found that although the engine 'sort of ran' before he started work on it had a badly corroded block and head as they hadn't used anti-freeze at all in SA. It also had a 1600 crank, odd rods and the cylinder head was a write-off as the valves had been fitted badly and the waterways corroded. The unit even had odd Webers with different jets in each. A warning about SA imports maintained by a blacksmith!

Stuart Taylor

Register website – www.aroc-uk.com/105Register

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