

ALFA ROMEO OWNERS CLUB July 2010
COTSWOLD SECTION
NEWSLETTER



In this Newsletter we take a quick look back at last months mid-summer drive and we have few pictures from a recent centenary trip to Milan. We also hear from our host this evening, James Wheeler, about the latest addition to his classic Alfa collection.

Mid-summer drive, June 16

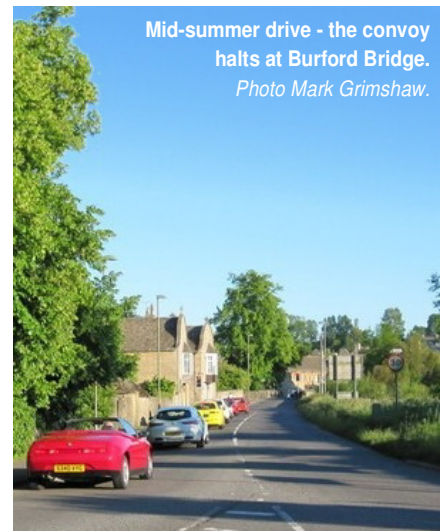
A substantial procession of Alfas - including new member Harvey Smith from Gloucester in his bright yellow 156SW and Roger Lewis in his new 916 Spider - headed south from the Merrymouth on our annual mid-summer drive during June's Section gathering.

Our destination this year was the Victoria Inn in Eastleach, about 5 miles south-west of Burford.

On the clear straights of the A424 a few of us suffered a spontaneous but momentary case of hefty right foot syndrome which miraculously cured itself in plenty of time for a slow parade up Burford's famous High Street. On the quiet lanes around Westwell the evenings traffic normally consists of a few dog walkers and the odd tractor, so a dozen or so stylish Italian motors turned a few heads along the way.

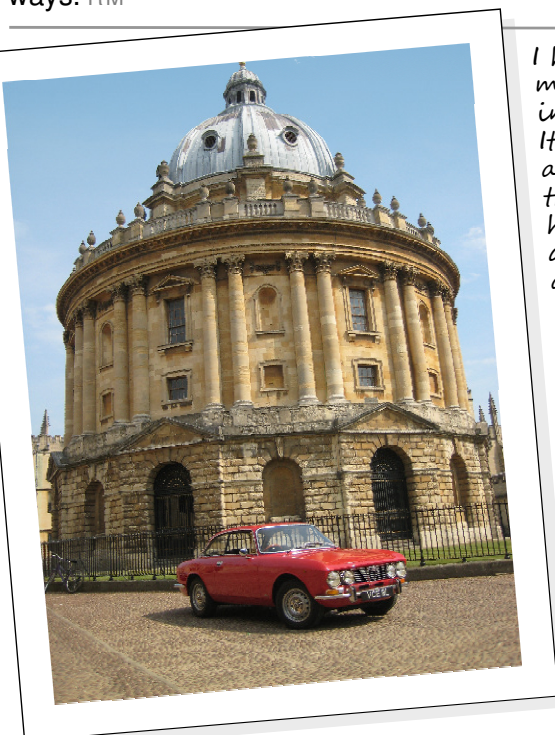
On arrival in Eastleach we found Mike Appleby and his 1750 GTV waiting for us. We formed (if that's the right word) on his car and formed a fan across the top of the Victoria's large car park, while those members who'd had the nerve to turn up in Vauxhalls and Peugeots did the decent thing and parked well away from the rest of us. We spread ourselves around the pub, some of us in the lounge, some in the bar, and others in garden, and enjoyed the hospitality, the food, and the beer of this fine traditional Cotswold village pub.

As the evening chilled we headed for home in dribs and drabs. I wished 'buon viaggio' to those lucky fellas that would shortly be departing for Milan and then led some of them through the lanes back to the Burford where with a toot and a wave we went our separate ways. RM



Mid-summer drive - the convoy halts at Burford Bridge.
Photo Mark Grimshaw.

Mid-summer Drive – Below : Alfas dominate the Victoria Inn's car park. Photo Mark Grimshaw.



I hope members will forgive me the self indulgence of including this photograph. It was taken a few weeks ago at a small car show in the centre of Oxford to honour a couple of Jaguar drivers who are visiting all 61 UK cities to raise money for a cancer charity. The building behind my car is the Radcliffe Camera which is a reading room of the Bodleian Library. Normally Radcliffe Square is closed to traffic but as I've always wanted to photograph my car in this beautiful setting I couldn't let the opportunity pass. And I couldn't resist sharing it with you. RM

**National Alfa Weekend –
Shelsley Walsh Hill Climb
Sat 21 and Sun 22 August**

This year we are lucky that a national event is being held close to our area. We have reserved 40 spaces in the Section parking area on both days. If you are intending to go on either or both days and wish to park with us please let us know asap. Full details of the event appeared in the June issue of the Club magazine. They are also available in Club News on the AROC website. MG

As I'm sure you're aware, many of our regulars recently enjoyed a trip down to Milan for the centenary celebrations. I'm sure they will have plenty of photos to show off and they may even write an article for the club magazine. In the meantime here are a few photos to whet your appetite.



Spiders and Berties got a soaking in France, then basked in 30 degrees plus for the rest of the trip.
Photo Matthew Willmott.



Shortly after leaving Spa Mark B's Spider turns 100,000 miles. Photo Matthew Willmott.

Lining up on the grid at Spa. Photo Mark Byatt



The convoy takes a breather on the Sustenspasse. The white Spider is Brian Smith's Series 4 Beaute. Photo Richard Rees.



Mark and Jane on the Gt Saint Bernard Pass. Photo Mark Grimshaw.



The Stelvio Pass. Photo Richard Rees.



Steve about to tackle the Sustenspasse . Photo Mark Grimshaw.

COTSWOLD ALFA DAY **2010**



Alfas everywhere! This is just a small part of the car park at the exhibition centre at Rho, near Arese. There were actually around 5000 Alfas parked up!
Photo Mark Grimshaw.



Isn't it annoying? You're trying to take a photo of a car and somebody keeps getting in the way! *Photo Richard Rees.*



Dave Hood, aka. Batman, celebrated his 60th birthday during the trip. Note Dave has a glass in his hand - he invariably did.
Photo Richard Rees.

While most of our regulars were living it up in Milan it was left to us 'stay-at-homes' to fly the Alfa flag locally. John and Hazel Mills and Roger Lewis celebrated the centenary with an evening drive out to the Norman Knight in Whichford. Roger took along his new 916 Spider and John and Hazel took their yellow GT 1300.



John and Roger enjoy a pint (or two) in the evening sunshine at Whichford.
Photos Hazel Mills.

I did my bit by attending a couple of local shows. One of them was at the Blake School (my place of work) in Witney. Here I met a chap whose daughter runs a company that hires out classic Fiat 500s. When she tried to hire one for her wedding a few years ago she couldn't find one. She could hire a Ferrari or a Rolls Royce but not the diminutive Italian classic. So she set up a company called Cotswold500 bought a couple of 500s and now hires them out for weddings or other special occasions, or to people who just fancy experiencing classic Italian motoring. Have a look at their website at www.cotswold500.com Mark has put a link on our website.
 RM

**Sunday September 5th @ BLENHEIM PALACE
 TICKETS ON SALE NOW**

Richard Morris introduces news of an addition to the Black and White collection of classic Alfas

This month's meeting sees us dropping in on Black and White Garage for our Blag-a-ride night. Our visit also gives us a chance to view Black and White's collection of classic Alfas. And that collection has recently expanded, as proprietor James Wheeler filled a hole with the acquisition of a Bertone Coupe.

The process that led to the purchase started with a rather garbled message on my answer phone. (It was garbled due to the ancient answer phone rather than the callers lack of clarity.) All I could discern was that a woman had a question about the value of an Alfa. I thought perhaps it was someone who needed an insurance valuation. I realised the woman's phone number was a Reading number so I called her back and left a message leaving her BWG's number. Next day there was another message from the lady thanking me for calling her back and letting me know that BWG had been very helpful. I thought no more about it.

A couple days later James called me. 'I owe you a huge thank you' he said. Puzzled I asked why, and he explained that he had actually gone to see the lady's car and had bought it! I'll let James explain the rest.

'The car is a 1970 1750 GTV (MKII). It was purchased new in January 1971 in Germany by the English vendor's late American husband who was in the Forces. A year later the couple settled in England and they brought the car with them. The car was used regularly but carefully and was the owner's pride and joy. Sadly the vendor's husband passed away 3 years ago and for the last 10 years of his life he was unable to drive due to failing eye-sight, but he loved the car so much he could not bear to part with it.

And so the car stood idle, stored in a very dry garage with the doors, bonnet and boot lid slightly open allowing everything to breathe, the handbrake off, and with wooden chocks around the tyres. The GTV's last tax disk expired in 1997.

The vendors husband had been a proud AROC member since importing the car to England and his many AROC stickers are still on the car. There was even a wooden plaque on his garage wall acknowledging his 25 years continuous AROC membership.

Now the car has joined the BWG collection. As yet it isn't perfect but it has only done 66,000 miles from new and has an extremely comprehensive history that includes all of the original German hand-over documents and insurance details which look as if they were printed only yesterday as their condition is so perfect. The car's interior is in superb condition and has that wonderful old car smell. The only apparent deviations from original specification and finish are a Kenlowe fan, a ghastly 1980's pop-up sunroof (which his wife said she hated and could never understand why he had it fitted!), and a poor re-paint from the late 1980's. I have the invoices I believe for these works but have not checked them through yet to confirm dates. There are no signs of any welding having ever taken place on the underside of the car. The general condition of the car is superb for it's age. The poor paint job is the only thing that really lets it down but a good polish should freshen it up.

At the moment we will just get it running and stopping. As the engine has run since 1997 we intend to change all the fluids before attempting to start it. I will then put the car into the back of the showroom and leave it for a year or so until we have finished other projects and will then put the car back on the road. Items such as tyres, brakes and suspension components will all need to be replaced for safety's sake of course. Far into the future a respray will be carried out and we'll get that sunroof removed!' JW

BLACK
& white garage



James's first glimpse of the 1750.



Loaded up ready for the short journey to Newbury.

Photos James Wheeler.

There are a several local classic car shows coming up that you might like to consider booking into.

On Sunday 1st August it's the 9th Malvern Classic Car Show at The Three Counties Showground. Then on Sunday 29 and Monday 30 August there is a Classic Car event at Blenheim Palace. Both shows are organised by Andrew Greenwood. An entry form can be found at http://www.classicshows.org/BookingForms/car_booking_form.pdf Richard Rees and I are booked in for Blenheim.

On Sunday 12 September there is a Transport Nostalgia Day at the Gloucestershire and Warwickshire Railway in Toddington near Winchcombe. You'll find an entry form at <http://www.gwsr.com/media/109227tndentryformseptember2010.pdf> RM



Yes another picture of the Bertie. This time taken at the Woodcote show on July 11th. The one on the left belongs to Robert Davies. The filling in the Bertie sandwich is my fathers 1946 Morris 8 Series E. Photo Richard Morris.