

COTSWOLD SECTION NEWSLETTER



The clocks have gone back and although we have been lucky so far the dreaded gritters and that evil salt cannot be too far away ! But November seems to have been a busy month with the AROC Trackday, NEC Classic car show and a post show inspired blast in the Sprint. We have also started to firm up some of the dates for next year so keep an eye on the website for the 2012 diary of events that we will be finalising this month. - MB

AROC Track day - Rockingham

Saturday 5th November was the AROC Track day at Rockingham. With a full complement of drivers the 155 KW was readied and after an early start arrived at a misty Rockingham for sign on and drivers briefing. I googled the circuit the night before to get some idea of the layout and took an on board tour care of YouTube. More worrying was the statement that 'when damp Rockingham was one of the slippiest circuits in the UK' ! Although my wisdom was belittled by the other Kontz it turned out that this was indeed true.

Post briefing all four of us jumped in the car and with Matthew (Captain Fast) at the wheel went for a sedate sighting lap behind a pace car. Well sedate in terms of pace but with the surface still damp from the fog the KW suffered a slight loss of traction. A Ginetta immediately behind the pace car spun highlighting just how damp it really was. Richard and I then took a sighting lap or two each and over to Matt for the first hot lap of the day. The circuit was a little difficult to initially learn with no end of alternative layouts proving a little tricky at first to get committed to memory, that is other than Tarzan which has the corner name emblazoned in the barrier directly ahead of you as bear down on it at pace. The banking on the main straight as you run alongside the pits also offered an interesting view of the wall and gained a certain degree of respect, especially by the Alfa 75 that got a little too close for comfort at the end of the straight turning in field again after the pits.

The line up of the day was a mix of vehicles due to a slightly lower than anticipated Alfa uptake, but the Alfa was well represented with a gaggle of Berties, 75s 916 GTVs and 156s with a 147, GT and of course the Kontz wagon. The standard of driving was very good with an open pit lane format allowing for plenty of time on track and the chance to find some open track to explore (and a run off area for one of the Kontz pilots). The day drew to a close with the fog coming in again but the KW had not missed a beat and transported us home without a problem. It is a real testament to the strength of the car and for anyone who has not driven a 155 it really is a dream to drive. A big thanks to Bill Smith for arranging the day, we all thoroughly enjoyed it and had a good laugh with those who turned up on the day. We would highly recommend anyone to sign up for any future AROC trackdays and found that Rockingham was a good circuit worthy of consideration alongside some of the more traditional venues.

Although that sees us draw a close to the KW campaign for the year we are already planning the 2012 season and some improvements to the car over the winter. Watch this space ! - MB



Captain Fast at Rockingham

Christmas Meal - Sat 10th December

Due to the ever rising costs this year and after canvassing members we have opted for a lunchtime meal on **Saturday 10th December**, at the Three Ways Hotel, Mickleton (home of the Pudding Club) where we held the dinner last year. We will meet around 12pm to sit down at 1pm and will be in the alcove area we had last year.

The Three Ways lunch menu comes out at £22.50 per person. To secure the booking we require a deposit of £10 per person (or the full amount if you prefer) **by Friday 18th November** together with your meal choices.

Could you please send your deposit and meal choices to Matthew Willmott at 2 Byron Close, Walton Cardiff, Tewkesbury, Glos, **GL20 7SQ**. If you wish to pay by cheque please make it out to "AROC Cotswold Section"

Starters

Roasted Tomato and Butternut Squash Soup with a Chilli Crème Fraiche

Chicken Liver Parfait with Spiced Quince Chutney

Rillettes of Salmon and Tuna with a Beetroot and Red Onion Salsa

Baked Goats Cheese with Pear, Walnuts, Rocket and Balsamic

Main Course

Roast Nut Cutlets with a Creamed Leek Sauce

Roast Local Turkey with Chipolata and a Sage, Onion and Bacon Stuffing.

Grilled Fillet of Bibury Trout with Celeriac Risotto

Grilled Pork Steak with Black Pudding Mash and Apple Cider Jus

Served with Roast Potatoes, Brussels Sprouts, Carrot and Swede and Roasted Parsnips

Dessert

The Pudding Club's Christmas Pudding with Brandy Sauce

Iced Passion Fruit and Pomegranate Parfait with a Ginger Snap Tuille

Sticky Toffee and Date Pudding with Lashings of Custard

A Selection of Local Cheeses

Tea or Coffee with Homemade Fudge

We are considering a walk somewhere nearby beforehand to build up an appetite, if you would be interested in this please let me know.- *MG*

The Great Bertie Debate

Much has been written in the club magazine about the use of the term 'Bertie' when describing the much loved Bertone Coupe in its various guises.

Where do you stand on this question ? As a fair percentage of the Cotswold Section have 105 series cars and many in coupe form, I'd like to hear what your view is on the term Bertie.

Is it a beloved term of endearment or a loathed cheapening of this model's name and heritage?

Please let me have your views - *MB*



Boxers at the NEC

Classic Car Show

This year's classic car show at the NEC featured a celebration of the 40th anniversary of the Alfasud. The stand featured Suds, a Sprint, a Boxer engined Minari and a new Mito as the 'modern' equivalent of the Sud.

However star of the show was Richard Rees and Dave Hood's concours winning Arna. Many were heard to say how they either had a Sud or had grown up with one in the family and how brilliant they are to drive.

There were also the usual memories of rust and decay on the early cars but I'm sure they hold a special place in many people's hearts, as they do for me having owned 3 boxer engined cars, it was through the Sud that I became infected with the Alfa virus in the first place.

The ugly duckling Arna became a swan at the NEC, taking centre stage on the display receiving much interest and many compliments to the car and its preparation.

Although the lack of more 'exclusive' models may have caused comment from some quarters I think with just a little more illustration of the fact that the Sud had reached 40 and that there are a number still in existence, would have proven an even more focused and interesting display for Alfisti and the general public alike. Who can resist the Sud and the rasp of a Boxer engine ? - *MB*



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