



AROC Cotswold Section. Newsletter July 2017 – with CAD reviews



The Secretary's Scribbles MORE CAD!



My "scribbles" this month are based entirely on CAD. I make no apologies for this as the all-round hard work to plan, effect and pull it off was one of the best team efforts I have ever been part of!

Planning for this year's CAD and "Giro" started a little late due to the new committee only taking the helm at the February AGM. We were a little on the "back foot" to start with and our options for a venue were a touch limited. The decision to go with Upton House proved to be the correct one. From the outset and throughout, Yvonne Partridge and all the staff were so accommodating, even assigning us two dedicated helpers on the day.

Our new "sail" banners were erected, gazebos put up, the older banners adorned the gate and entrance and it all looked superb. The day itself went



pretty much to plan and what a sight it was to have not just the amount of Alfa's but also the sheer quality and age difference. We had it all - from 1926, with the superb James Young bodied 6C, to the present day with not one but two Giulia Quadrifoglios. (One of which I was so lucky to drive for the weekend).

We were also fortunate to have a main dealer in attendance thanks to the guys at T.H. White Group, Swindon. Thanks also to RetroMarques Ltd. for sponsoring us once more.



The day fairly zoomed by and before long it was prize-giving and packing up.



Not only do I wish to say a HUGE thanks to the committee but to all of the helpers and marshals who gave their time so freely and with a smile. It was the icing on the cake.

All we have to do now is plan next year's CAD!

Ciao,
Alex

Photos by Chris Martin

(See website <http://www.aroc-uk.com/cotswolds/> for more photos taken by Chris Martin and also by Matt Wilmott. Chris has also added his own thoughts later in the Newsletter. Matt took several at Broadwell and along the Giro Route. See if you can spot your Alfa!)



CAD Quotes

Cotswold Alfa Day is firmly set in the Section Calendar and every year brings on board new faces or familiar faces in new roles. Here is some feedback from the team who kept the show on the road this year! **HM**



Well another CAD has gone and what a setting we had this year! Upton House and Grounds was a perfect setting for our 2017 meeting allowing us to have a nice spread of cars lining the main driveway to the house itself.

I was given the honour in helping park the vast array of stunning cars and I found every owner was friendly and obliging with my parking requests.

This year was very well organised and I feel proud to have been a helping part of it. I think everyone who attended, whether the club members or visiting public to the house, will remember the show.

*I look forward to 2018 CAD and being part of it again and just remember - it's down to all the members to come along to make the 2018 meeting the success it was this year. Thanks again **Nigel Carter***

What the Giro Did for Me

2017 marked my marshalling debut on the CAD, having run the Giro in the previous two years. In the Cotswolds Region, we are surrounded with beautiful rural scenery and this well-organised run allows participants from far and wide to enjoy it to the full.

For me, this was no better illustrated than by Alfas of many vintages parked at the starting point, Broadwell village green (see attached picture) adjacent to The Fox, our monthly meeting venue. A few anxious ground clearance moments getting on there but



thankfully no car damage was sustained!

After breakfast butties etc., kindly provided by the pub, the Alfas all left for Upton House in an

orderly fashion, intriguingly watched by the local constabulary. No tyre burning antics by AROC members of course! I really look forward to being part of this event again next year and thanks to our intrepid local organising team for trusting me with the parking. Regards. **Neale Smith**



Having been a volunteer marshal at the last three CADs, this was my first year as part of the organising team, so whilst doing the meet and greet at the Fox Inn, I was interested to find out where everyone had come from to take part in the event. What surprised me were the number of people and families that had made CAD part of a weekend away in the Cotswolds and had travelled quite long distances to take part in the event. It was also good to see people chatting away to each other on the Green at Broadwell, almost to the point when I wondered if anybody was going to actually get in their cars and drive the Giro!

RUPERT ORGAN

My abiding memory of CAD is of arriving at The Fox, Broadwell, on a sunny Sunday morning at around 9.00am. The village is very quiet but within an hour there are Alfas from all eras displayed around the village green with all the Giro participants chatting and enjoying the breakfasts provided by Mike and Carol. What a wonderful sight!



With photographs taken, route plans distributed, the cars depart on the Giro heading for Upton House and the Cotswold village returns to a quiet Sunday morning.

John Mills

CAD: A super day and fine job by the new Committee who should be proud of themselves and it certainly lived up to previous high CAD standards. Fortunate with the weather once again (Why is that?) and the many glowing reviews were a reflection of the success.

Dave Parker

And a final word from Steve, our Section Chairman:

I would like to thank everybody concerned in making CAD such a wonderful success. The weather was kind to us and everyone had a good time. I would like to add a special thanks to the committee and to Alex for all the help in making sure it all ran absolutely "by the clock".

Steve Davies



There's more to the Giro than you think....

Having written about CAD last year from a participant's point of view, Hazel asked me to write a few words about this year's event from a committee member's view.

CAD weekend started on the Friday evening when my son, Jack, Alex and I did a run through of the Giro route. We were lucky enough to be picked up in the Giulia QV that Alex had borrowed for the weekend but decided that this was not the ideal car to do the Giro, so did the actual route in Alex's Panda.

The value of doing a check on the route soon became apparent when the answer to the second question was nowhere to be seen, followed a bit later by a road closure at Sibford Gower! After completing the rest of the route successfully we retired to a pub to discuss what needed to be done as Alex had already printed the directions. We decided that an amendment sheet put in the front of the directions was the best way to go and this worked well on the day.

On the Sunday I arrived at Upton House at around 9a.m. and helped Alex, Steve, Dave and Nigel set up gazebos, banners, flags and mark out where we were going to park the various models of car.

Once the first cars started to arrive I went out to the gate and directed any Alfa's arriving into the event, although there was a little confusion when a couple of Alfa's parked in the main car park despite me waving them - these turned out to be people just visiting the house!



It was good to hear from the first cars that completed the Giro that they enjoyed the route, and that the directions (including amendments) were good.



A number of visitors to the house asked me what the event was and were very interested to be able to look around the cars as well as the house and gardens.



Once all the cars were parked I grabbed my camera to take some photos and then helped the other committee members pick our car of the day - a lovely Alfasud.



After the prizes had been awarded and the majority of cars had left, we packed everything away and grabbed a well-earned drink in the café – the first time I had sat down since 9am.

Mark Knight of RetroMarques Ltd - on right - our sponsor of the day awarding one of the three RetroMarques prizes.

The day was nicely rounded off by the committee and helpers having a meal in a great pub near Stratford. (The Bell Inn at Welford on Avon). Travelling in convoy to the pub with John and Hazel leading in the Bertie, Fran in the 916 Spider, Alex in the QV and me in the GT (and Steve following in his Skoda.....) was interesting. We certainly turned a few heads as we drove through some of the villages!

I thought it was a great day and the feedback was excellent. We all worked well as a team and the day went without a hitch. Bring on next year!!!

Chris Martin (Inc. Photos)

The CAD 2017 Prizewinners

- 🏆 **"Giro Panoramico Quiz":**
Andrew Till. (Andrew and his wife also had a bonus drive out with Alex in the Giulia Quadrifoglio)
- 🏆 **RetroMarques: Best Modern Alfa:**
Brera S (You know who you are – please let us have your name! But thank you for deciding to turn up on spec – your car was a *gem!*)
- 🏆 **RetroMarques : Best Classic Alfa :**
1971 1750 GTV. Nigel Rayner
- 🏆 **RetroMarques : Best Future Classic :**
1991 Sud Sprint. Chris Christou
- 🏆 **Best Vintage:**
1929 6C. 1500 DHC. Mark Longmore
- 🏆 **Cotswold Committee Choice:**
1982 Sud 1300. Stefan D'Alezzandro.
(Stefan's special prize was a hand built model 1750 GTV by Alex).

THE GIRO PANORAMICO QUIZ ANSWERS

(Judge's decision was final)

Answers to Giro Panoramico Route Quiz

1. The Unicorn (1pt)
2. Pebbly Hill (1pt)
3. Farmhouse Accommodation (1pt)
4. The Hare (1pt)
5. St. Michael's (1pt)
6. No access for HGVs (1pt)
7. Dean and Chadlington (2pts)
8. Southerndown (1pt)
9. St. Mary (1pt)
10. A fountain (1pt)
11. Cotswolds Distillery (1pt)
12. Cycle path 5 (1pt)
13. A windmill (1pt)
14. Pre-school nursery (1pt)
15. Natural Burial Ground (1pt)
16. Three – Gloucestershire, Oxfordshire, Warwickshire (4pts)

You will find the route on our website at a future date.

DRIVING THE ALFA GIULIA QUADRIFOGLIO



As some of you noticed at CAD I was fortunate - no - make that extremely lucky, to be lent this amazing machine for the weekend. This is not really a car review - the name's not Clarkson - but I was so impressed by the experience I felt a few words were in order.

Looks! How can you not be moved?? It looks fantastic! From every angle it screams performance - but in a stylish Italian way, not the dark menacing look you get from some other marques. Everywhere I parked it people stared. Some commented "Nice car!" - to which I replied: "Thanks - but it's not mine!". I came back to it twice to find it being photographed with a "Sorry mate! Is that the new Alfa? Wow! It's stunning!"

Driving it in normal A mode, it felt like a luxury car - very smooth- good ride (despite the massive tyres) - and very relaxing. It steered like an Alfa, very direct with superb feedback. Up the ante to N and things sharpen up. Gear changes from the seamless ZF box are just that, seamless but with a touch more urgency and more than enough acceleration. Engage D for *dynamic* and all of a sudden the luxury barge becomes an animal! It pops and snarls. You feel the car drop on its haunches and a stab of the throttle sends you into next week as the suspension firms up! Look out RS Audi's, BMW M's and Mercedes AMG, you're all fair game! As for R for Race? Don't be silly! I wasn't brave enough for that!

Brakes: good and they need to be! You are never aware that it's a fly-by-wire system. They just feel solid, fade free and progressive.

Interior – this is one area where some of the press have not been too kind, I don't know why. Yes, some of the fittings are not quite Germanic but everything felt sturdy enough. Where it really wins is dash layout and ease of use. So stylish! Everything felt second nature very quickly. Even the Sat-Nav was easy to set. I loved the seats and the white and green stitching on the leather.

Was there anything I didn't like? Well, the width took some getting used to. The black headlining was oppressive and I would have preferred a light grey! Oh! Yes. The biggest fault of all, I had to give it back to its owner!

Alex Payne. (photo by Chris Martin)

**OUR VISIT TO
LE CITE DE L 'AUTOMOBILE –MUSEE NATIONAL,
COLLECTION SCHLUMPF
AT MULHOUSE IN ALSACE. FRANCE.
<http://www.citedelautomobile.com/en>
May 2017**



What an entrance!
This old wool factory
has been transformed
into an amazing car
museum, which
houses the secret
collection of Fritz
Schlumpf and we were
not disappointed.
The Bugatti Royales
were a sight to behold, as were the wonderful Alfa
Romeos! (and all the others!)



Photos supplied by David and Angela Townsend –
more on the website.

GOODWOOD FESTIVAL OF SPEED

The theme for the 2017 Festival of Speed was 'Peaks of Performance - Motorsport's Game-Changers'. This year, they celebrated racing machines that were so fast, powerful, expensive or complicated that the rules had to be changed to rein them in.



On kind invitation by Alfa, my
colleague in crime John Perkins
(147 GTA) and I visited on the
Thursday.

We were there for the unveiling of the Stelvio and the
Giulia Veloce in brilliant blue.



Some of the
favourites were: -
a few Brabham
Alfas, as well as
a T33 and Larini's
'93 touring car.



However, the P3 was
my personal favourite -
yet again.
**Dave Parker (Inc.
photos)**

Morgan Factory Visit

July 2017

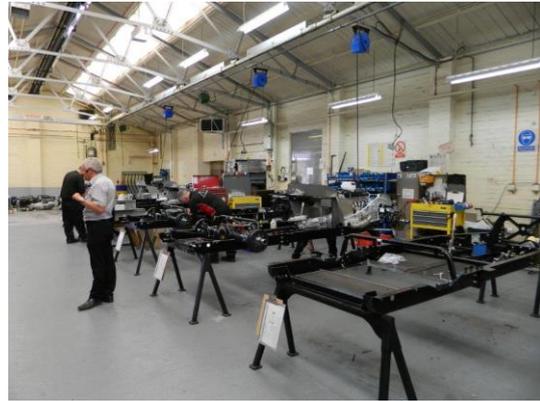
Several years back, after the Cotswold Section was re-formed, one of the events organised was a visit to the Morgan Motor Company at Malvern. The visit had to be arranged during the working week for obvious reasons and due to work commitments I was unable to attend. So forward to 2017, when my cousin Ian was visiting the UK from his home in Australia. Being a bit of a motoring enthusiast he was extremely interested when I suggested that he might care to visit the Morgan factory.



So, on a Wednesday afternoon in June, we booked a two-hour tour of the plant. I was amazed how easy it was to book 'on line' and how organised were the arrangements. We drove over to Malvern in the GTV, which I had recently collected from Enzo at Autocasa after it had undergone a major service including cam belt etc. The factory was easy to find and initially I thought that parking was going to be an issue, but if you drive through the car park, there is a large grassed area at the rear of the factory with ample parking.

After booking in at reception, we were directed to a café/restaurant to wait for the start of the tour. I was surprised how slick the tour operation is as they have approximately three two hour tours on Monday to Thursday and two on a Friday. You can even book afternoon tea in the restaurant. There is also a museum and the inevitable gift shop.

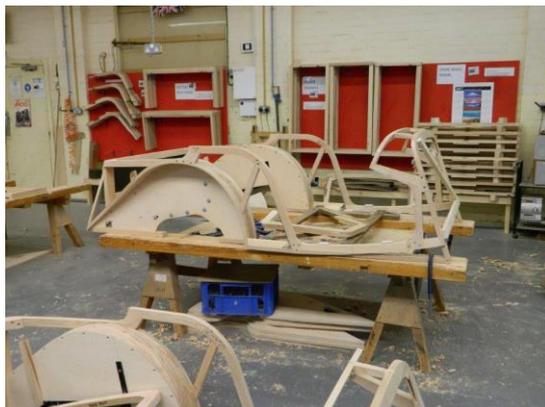
Initially, the tour starts with the guide giving a short talk and film presentation before you start visiting the workshops. Having worked in the motor industry, I was impressed at how free and easy were the restrictions. No requirements of safety shoes and safety glasses and we were allowed to photograph whatever we wanted. The walkways were painted red and we were told that we must not move off the walkways and just keep together as a group.



The first shop visited was the Chassis Shop where we saw Aero 8's and the more traditional Plus 4's and Plus 8's being assembled from the chassis upwards.



The Aero 8 and Plus 8 are powered by a BMW V8 whereas the 4/4, Plus 4 and Roadster have Ford engines.



The next shop was the Wood Shop where the ash frames for the traditional models are constructed. They are also able to construct any repair sections for any vehicle manufactured throughout the company's history. It was fascinating seeing these traditional skills being used to manufacture cars in the 21st century.



From the Wood shop we moved on to the Tin Shop to see the production of the aluminium panelling for wings, doors, bonnet etc. Again all traditional skills where one man produces all the panels for one vehicle so is completely responsible for that cars bodywork. We were not allowed into the Paint Shop for obvious health and safety reasons but apparently when you order your Morgan you can have it sprayed whatever colour you wish. The tour then took in the Trim Shop where again you can specify any colour of interior trim with reams of expensive leather being stored ready for use.



The three-wheeler Morgans are assembled in a separate shop where we arrived during the afternoon tea break. These are powered by a 2 litre Vee twin of American manufacture. On completion all vehicles pass through the Pre-Delivery Inspection Shop and are given a thorough road test. We were then guided back to the museum and shop but there was no pressure to leave so that we could browse for as long as we liked and also have another cup of tea if we wished. All in all, it was an extremely interesting visit as nowhere else in the world can you see cars manufactured in this traditional manner.

John Mills (Inc. photos)

DATES FOR YOUR DIARY!

Section Meetings are on the third Tuesday in every month of the year at The Fox in Broadwell. GL56 0UF
[http://foxbroadwell.co.uk/](http://foxbroadwell.co.uk)

Tuesday July 18th From 7.p.m. onwards
 Regular meeting at The Fox with "Fun Concours".
 Prize categories in last Newsletter and on website

Tuesday August 15th From 7.p.m. onwards
 Regular monthly meeting

Sunday August 20th
MITCAR at Ragley Hall, Warwickshire
<http://www.aroc-uk.com/eastmids/mitcar2017.html>

October Run – Cotswold Section
 Date to be confirmed for a weekend drive out and meal.

December 2nd
 Cotswold Section Christmas Lunch at Three Ways Hotel, Mickleton.

Please watch our website too for up and coming activities.

There will be a report on NAD in the August Newsletter.

Please send in any items for the next newsletter by August 10th. They can be emailed to the committee email aroccotswolds@933.me.uk marked "Newsletter" or sent direct to me at mills9jt@btinternet.com

Hazel Mills

(Now that really is the end of CAD for another year!!)



(Photo by me!!)