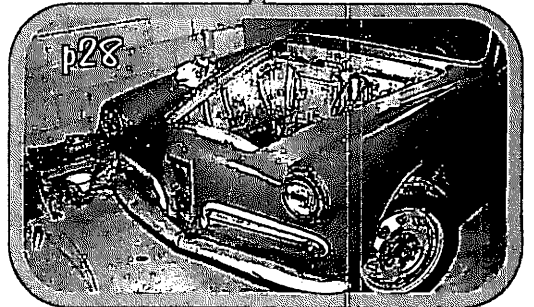
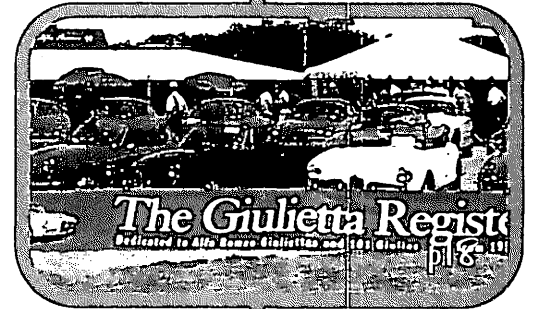


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Views expressed herein are in no way endorsed or verified by The Giulietta Register. The Register takes no responsibility for inaccuracies deriving thereof.



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(Cover Photo courtesy of Ferret  
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In the words of H.M. The Queen, this year has, for me, become something of an 'annus horribilis', at least financially. Those of you who met me at Coys will have noticed that I was car-less. Deciding at the last minute, against my better instinct, to do the Trofeo Alfa Romeo race at Brands Hatch on the Saturday before the HSCC race, I got what can only be described as an attack of the red mist on my second practice lap, came round the epic Paddock bend too fast, and in an effort to correct my line put the car into a spin.

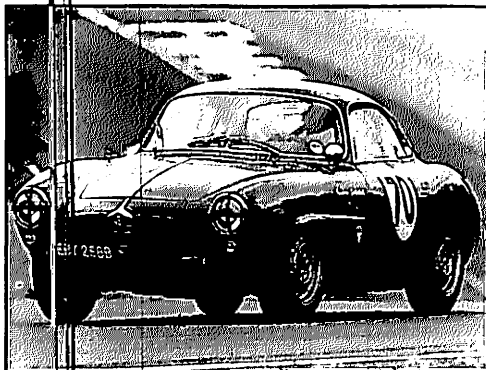
Under such circumstances, on grass or tarmac the car would eventually have come to a halt. Unfortunately, being a modern safety-conscious circuit, there was a deep gravel trap to my left. Had I entered this forwards or even backwards, all should have been well, but spinning at about 80 kph sideways into it, the car stopped dead,

Those clock-watching members of our Register will have noticed that, once again, this 'Autumn' issue of the magazine is, er, slightly later than planned. This is due to pressures on my time at work (this is a voluntary job after all, and I have to earn some money!). However, I intend to make it up to you all by getting out a January 'Special Issue', which will feature some of the best of the tech tips from the past 15 years, as well as the next installment in Dave Mericle's Spider restoration, and some extra photos of Coys' and Concours Italiano, that I didn't have room for in this issue.



articles on bringing back an early 750 series Sprint by Bob Swann, plus Max Pike's account of Rallying in his Sprint in the HRCR series. Hopefully this may encourage others to prepare their cars for a spot of gentle rallying. Yes, you too can be the proud owner of a 'Scuderia Giuliettisti' wing badge and decal!!

It's really been a fantastic Summer, with big events all over the world, including The Goodwood Revival, The Goodwood Festival of Speed, The Coy's Historic Festival (see Peter Shaw's full report on page 20) and Concours Italiano in California, USA (see Peter Yaxley's account on page 24). We also feature a report of Techno Classica Essen, as promised in the last 'letta (see page 6) and several



Before (sniff!)



During...



After!

and the momentum flipped the car into the air sideways, causing it to roll twice over itself, and eventually come to rest on its' wheels.

I suppose it's at least a tribute to modern safety regulations that I managed to unbuckle my safety harness and walk away with only a stiff neck and a pale expression from what 40 years ago could have been a fatal accident.

**"...I suppose it's at least a tribute to modern safety regulations that I managed to unbuckle my safety harness and walk away with only a stiff neck and a pale expression..."**

In the mean time, as usual I'm making my urgent plea for more material from your good selves, however irrelevant or trivial you consider it to be. You'll see from our competition on page 34, that I've given you an extra incentive for doing so!!

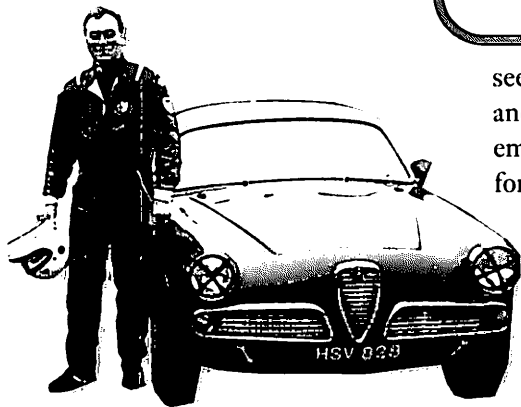
In addition, if there is anyone in the London area who fancies helping with some of the production of the magazine (ideally with Quark Xpress or DTP skills, but an old PC and Word will do), then please don't hesitate to contact me!!

In this issue of the magazine, as well as the next installment of Dave Mericle's useful series on Spider restoration (see page 14), we also have

basic but important technical tips or useful sources of information. This is an area I'd like to expand in the future, so if you've got any useful nuggets of info or hard-earned tips and tricks, let me know!!

For those SS owners out there (and I know I'm not the only one judging from the superb turnout at Coys') there's a reprint of the original Giulia SS British sales brochure. There's also a 'cut-out-and-keep' paint codes page from Evan Wilson's book. Lots more to come, hopefully, but until then..

*James*



# FROM THE CHAIR...

By Peter Shaw

I HAVE IN MY POSSESSION A COPY OF THE VERY FIRST GIULIETTALETTA, which, when the Register first came into being comprised of just three A4 sized sheets of paper and was hand written!

We have certainly come a long way since those days, with several valiant efforts of the letta/veloce being produced by our members both past and present, culminating in what can only be described as one of the better club magazines in both content and quality, especially given the size of the Register.

A great deal of this success is down to the editor, and modern technology in the form of computers, desktop publishing, websites etc. All brilliant tools of business, but, has some of this technology gone too far?

At one time, all or most of our magazine was compiled from handwritten or typed letters and articles but in recent times we have

seen more and more of these letters and advertisements being sent over by email etc. Well, this may be quite O.K for someone who has a lot of time to devote to sitting in front of a screen for hours, but the great majority of folk, including myself, actually have no need whatsoever for computers in our lives.

I am quite sure by now the majority of you will be wondering what the heck I'm going on about. The point I am trying to make is that when I see items for sale and wanted and the odd article (at this stage anyway), with a name and only an email address, I feel considerable qualms about our Register becoming too clinical, distant and impersonal within itself. Now, these comments on the subject are purely my own and I'm sure to get a barrage of replies, but, I

do know and appreciate the technology.

It's just that it would be far nicer to see a name and a proper address attached and not just assume that everyone has a computer to enable us to reply to them.

*PETER SHAW*

*Editor's Note: I guess I must explain here that some of the adverts that appear on our website also get used in our classified ads section. In some case they are submitted with email address only, and since they assume that if you are on the internet reading them, you also have an email address. Both Guy and myself are now trying to get people to include more info, but occasionally there will be some with just an email address, as in this issue - sorry!! - Ed.*

## events

**December 26th - Belgian New Years' Eve Dinner, organised by Continental Car Tours**  
+44 (0)1304 380244

\*\*\*

**\*\* Sunday, 17th January - Informal Register New Year Warm-up \*\***  
**Post House Hotel, Crick, Northants. UK**  
**11am onwards.**

**Bring your Giulietta/Giulia along to beat off cobwebs!!**

\*\*\*

**Feb. 12th -21st - Retromobile, Porte de Versailles, Paris, France**  
**France's premier Classic car show....Thanks to Eurostar, a day trip if you live in London!!**

# Membership News

## By Peter Yaxley

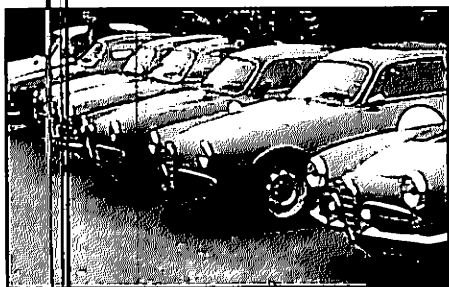
WILL I CAN HARDLY BELIEVE THAT THE SUMMER IS NOW OVER. The turnout of members at National Alfa day and Coys was excellent and it was great to meet quite a number at the Goodwood revival meeting. I would though like to say a personal thank you to all the members (existing and new) who I was lucky enough to meet during my trip to the USA especially Doug Klein, Bill Gillham and their families who put me up. Without doubt the 1998 Monte Shelton SW classic rally and Monterey weekend will stay in my memory for a long time.

It gives me great please to announce that we smashed through the 200 barrier mid-year and as I write this the membership is 249. This is a huge increase over our 189 close last year. I would encourage all the new members (as well as the existing ones) to provide copy to James on experiences they have enjoyed through their cars so that the magazine can go from strength to strength.

I would like to take this opportunity to welcome the following new members:

**Doug Avery**  
**James Baker**  
**Mac Barnet**  
**Daniel Bauman**  
**Mark Bertels**  
**Tom Callahan**  
**Robert Cess**  
**Didier Clement**

**Bill Close**  
**Bill Daemke**  
**Carl Davis**  
**Kunio Eto**  
**Tony Flynn**  
**Thom Fransen**  
**Kay-Uwe Frase**  
**Bill Gillham**  
**David Gimson**  
**Ed Godshalk**  
**Masahiro Goudo**  
**Steve Hatfield**  
**Dave Hood**  
**William Hebblethwaite**  
**Thierry Ingnels**  
**Ben King**  
**Dean Lewellen**  
**John Lloyd**  
**Don Maclean**  
**Jean-Pierre Magalhaes**  
**Raul Aranda Martin**  
**Arthur Matthe**  
**Gavin Maxwell**  
**Ian Melrose**  
**Dave Mericle**  
**Richard Morgan**  
**Paul Mounsey**  
**Justin Murphy**  
**Ron O'Connor**  
**Maurice Ogier**  
**Angelos Papoulias**  
**Andy Pearce**  
**Skip Persson**  
**Richard Piller**  
**Peter Pleitner**  
**Richard Schaler**  
**Bill Sims**  
**James Scott**  
**Nick Smith**  
**Lars Svendsgaard**  
**Toshiharu Takeno**  
**Fred van Doorn**  
**Brian Webb**  
**Richard Weklych**  
**Bruce Westbrook**  
**Huib Westerbeke**  
**Neil Wilson**  
**David Ziglin**



# Important Web Site News!!

THOSE OF YOU WHO HAVE BEEN FOLLOWING THE REGISTER WEB SITE RECENTLY, will have noticed the sterling Job that new Committee member Guy Sweeten has been doing in putting more information online, both from the Register archives, and items from the "letta.

One of the new areas to appear on the web-site is a Register 'Members Area'. This has been free to all to access so far, but, as promised at the AGM, this area will, from November the 24th, be closed to non-members, and will require a password to access. After all, there wouldn't be any point in having all that lovely information available to non-members when members pay to get all the benefits of membership!!

That's why, and you may want to make a note of this, the password for the members area on the web-site, will until further notice, be:

**Busso**

Write it down (although we'll remind you from time to time), and watch out for among other things, some of the early 'lettas online, as well as some of the best articles from earlier issues.

I'm sure Guy will fill you in on what's new on the website in the next 'letta, but until then, check it out at:

<http://www.giulietta.com>

# ESSEN 1998

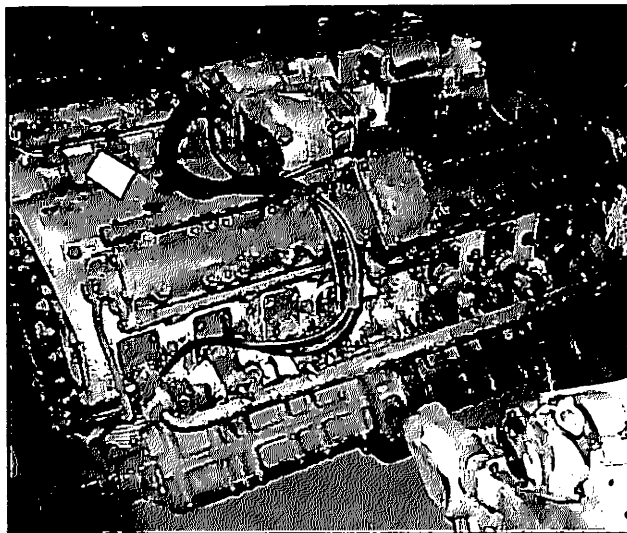
BY  
PETER  
YAXLEY

This was the first time I had visited this show and regulars remarked that it was much quieter than usual due to the state of the German economy. To me though it was a complete revelation as here were many spare parts for Giuliettas and Giulias mainly at reasonable prices. Also there was no need to ferret through soggy cardboard boxes as it was all under cover in around 15 halls and each stand was very well organised.

For Giulietta Enthusiasts Hein Brand is a life saver and there were many things to tempt the wallet out of my pocket on his stand including an unused set of 101 Sprint rear wings and an unused 750E Sprint Veloce aluminium bumper rear centre section. These parts I am sure went like hot cakes.

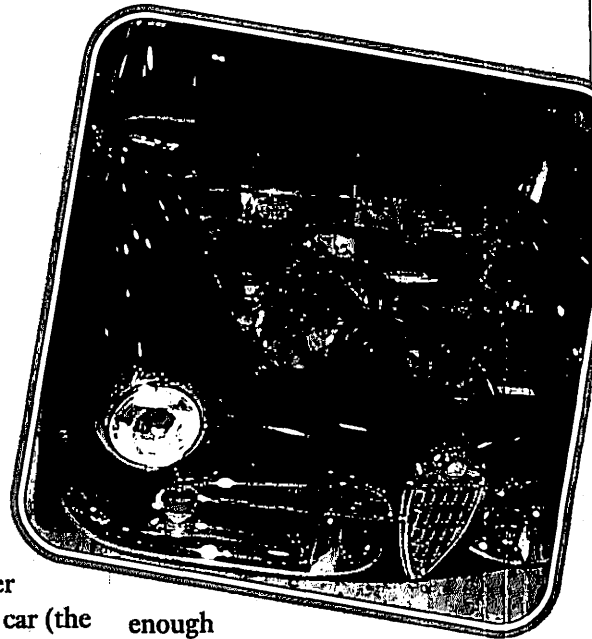
Another interesting find was a rather aggressive Giulia Spider with a 3 litre V6 under the bonnet. This is actually the parts for a 75 3 litre built into a spaceframe chassis and clothed with a

very solid glass fibre Spider body (see last letta - Ed.) This car (the Leggera) actually looked better than it sounds and starts at about £25,000 with a 1.6 litre twin spark engine but I think everyone would want the V6.



You don't see many of these for sale at your average autojumble. Alfa 512 engine

There are two Alfa Romeo clubs in Germany of which the Club Klassicher Alfa Romeo tends to specialise in the older cars. This has a Giulietta Register within it so I plan to make contact with them. Throughout the show there were many of our cars including several racing Giulietta/Giulia SSs which James Wiseman was surprised to see (he thought he was the only person mad



enough to race one of these!).

Without doubt though the surprise of the day was one both James and I missed until Hein Brand dragged us along to see it (we were a bit weary by then). Now I am sure that most of you have a fair sprinkling of Alfa Romeo books. In these there is reference to the Type 512 which was designed in 1940 as a mid-engined replacement for the Type 158. This car had a 1.5 litre flat 12 2 stage supercharged engine yielding 335 BHP at 8,600 rpm. As the car was never used in anger due to the war it has survived in good condition and is now at Arese. Anyway what I want to know was how the spare engine was for sale at Essen including transaxle!

I know that I will go back one day to Essen as it is really quite unlike any show I have ever been to and it does indeed justify the title of being the biggest show of its type in Europe.

*It's a fantastic show! How about a Register trip there next year? - Ed.*



Hey Jim,

Just got back from a new Pirelli launch in Italia at Vizzola Pista Prova near Milan last week. Drove several good cars, but my favorites were the Ferrari 355 F1 and the 156 press car I had for the duration.

I had a chance to visit many friends at the factory and drive the 166, which is quite a big car for Alfa. Suffice it to say that the 156 is a clear indication of the new Alfas, and that the 166 is nothing short of incredible...

I also got an interview with Busso that lasted four hours, he is still alive and living a couple of clicks from Arese. I will eventually transcribe the whole thing and write it up, but can't think of anyone who will publish it outside of the Alfa Owner here in the US. He layed many myths to rest and waxed particularly poetic about the Alfetta 159, the birth of the Giulietta ("Giuliettissima" as he called it) and the Alfetta program (road car). Very nice man...

Messrs. Schaller & Braden both descended on me the day I got back and we spent some time going thru a treasure trove of old original one-off photos I purchased at a Mostro Scambio while in Italy last week. The most important photos (to me, at least) were two; one of the original lottery drawing for the Giulietta Sprint with Alfa President Gallo, a room full of Alfa officials, and a little girl who was blindfolded and pulled the winning numbers out of a bin held by two Alfa mechanics; and a photo in the Piazza del Popolo in Roma of the launch of the Giulietta Berlina, big crowd and media event. I have never seen a photo of either one of these events and Elvira at Centro Archivo doesn't have these in her records either.

By the way, my dad, Dave Sr., unfortunately uses the same name as me when responding to various issues on the Alfa Digest, but his e-mail address is different. He uses his name for his, and I use a code for my e-mail address (making it harder for people to track me down and ask asinine questions like "how can I add a turbo

to my Giulietta engine?"-I still get an average of 20 such questions a day and it ties my e-mail up, so I've stopped responding to the worst of the lot...)

Hang in there!

Dave Mericle - The Younger  
European Car Magazine  
California, USA

*(By the way, see the third part of Dave's Giulietta Spider restoration series on page -Ed.)*

\* \* \* \*

Dear Janet,

Thank you very much indeed for another wonderful buffet lunch you kindly provided at Silverstone yesterday.

On behalf of the many members of the Herts. - South Beds. Section of The AROC who lunched alfresco, may I say how grateful we are for your greatly appreciated efforts.

With Kind Regards,

Stuart Taylor,  
Barnet, Herts. UK

\* \* \* \*

Dear James,

Greetings from across the pond!

The US/AROC convention was held 25-28 June in and around Santa Fe, New Mexico. What a perfect place /to enjoy an ALFA! From North Central Texas, we had the option of many side trips along the way: Route 66, the "American Main Street" runs from Chicago to L.A. and was immortalised by Nat "King" Cole in song. (There was also a telly show based on two young men travelling along Route 66 in a Corvette .) There's also Roswell, New Mexico, the site of a UFO crash in 1947...with Elvis aboard, I

presume...

The AROC convention was more of a personal holiday, but die-hard Alfisti were treated to some really nice cars. Most of the 750/101 cars were unique 'drivers' - a Sprint with fender flares, 2.0 litre engine, disc brakes, and 250,000 plus miles on the clock was my favourite!

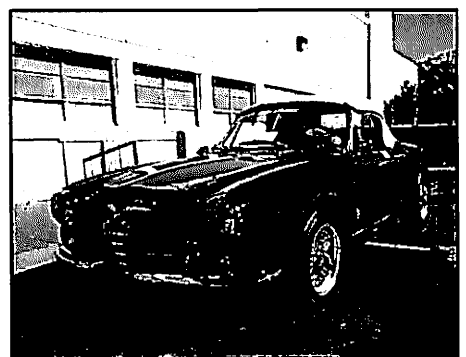
We actually raced against each other at the 1979 AROC convention in San Diego! A Bertone-bodied 2600 coupe from Nevada was just perfect, although it broke my #1 rule of motoring - "never have more pistons than wheels". It was a stunning example of what a 2600 could be. Also in attendance was a 1900 coupe tarted up to rerun the "Carrera Pan Americana" classic. It was a nice example of 'pre-Giulietta' days at Alfa Romeo.

An otherwise nice Giulietta had some quite interesting wheels with 'knock-off' hubs; a black Giulia had been rebuilt as a daily driver: salvaged from rust and ruin, it now does duty in Colorado and the owner' is quite proud of his car (quite rightfully so!). I had hoped to get vehicle numbers on all 750/101 cars but ran out of time. I also put the word out about the Register, and I think we have some new U.S. members. Thanks to Peter Shaw we had 'register polo shirts for the event - everyone wanted them!

The roads and scenery were wonderful! I have enclosed some pictures for the 'letta. Next year the U.S. AROC convention will be in Kansas City - blues and bbq!

Richard A. Cross  
Mesquite, Texas USA

\* \* \* \*



Dear James

Hello from the USA! I met your membership chairman recently at the Northwest 10th annual Rally in Oregon while competing with my brother Richard in my trusty (and truly fast) Lancia Fulvia HF. Since I also own a Alfa Giulia Spider Veloce (S/N AR390615) I have become member no. 213 in your group. I have been into Alfas for some 25-years, along with other cars.

My current business is producing things for Alfas which are made so authentic they may be mistaken for the real thing. Tooljewels Ltd. produce currently the complete toolkit for the 750-and 101 series Alfas. We also do the 105-series toolkits, and my newest item is the 101-series Farina radioplate which I have sent you. As these jewels cost me many a sleepless night, as the cost to do them at this level was high. I ask if it is possible in your review to mention I sell them. Price is \$139.50. Should someone in your country take it upon themselves to put together an order for 5 or more I will stand airfreight costs. (*See the competition on page 34 for details on these superb reproductions and ToolJewels' address, as well as a chance to win one of them. I can confirm that they are beautifully made and indistinguishable from the real thing - Ed.*)

I find it very interesting from my viewpoint here in the USA how many of Tooljewels' toolkits have been sent off to England for Alfa owners looking to complete their cars. My intention is to cause a number of additional items to be produced to exacting reproduction standards for these machines. We are currently expecting the correct Duetto taillights to have to offer as you read this. I would appreciate your business, and encourage input as to what other exciting items there is an interest in.

Ciao!!!

William R. Daemke  
Deer Island, Oregon USA

Dear James

Having just received the spring copy, I must say how impressive the publication is, and what an enjoyable read. Noting the "crie de coeur" for more members, I would like to offer a suggestion that the "Letta" could encompass the Giulia 105 series of cars together with the 750, and 101 tipos.

Horror of horrors do I hear? Wait a moment, there are some compelling reasons.....

1. The range overlaps in many cases through coachwork and mechanical spec.
2. All three series share almost identical yet evolutionary engines and gearboxes.
3. There is a continuous competition history.
4. The ownership profile is probably very similar.
5. There are hundreds of frustrated 105 enthusiasts with nowhere to go, nothing to read, and no one to talk to

The benefits to the "Letta" through the increased circulation are numerous. Think about it Many thanks once again,

Best Wishes.

Lincoln Small  
London NW4, UK

\* \* \* \*

Dear James,

I've only seen one Sprint De Luxe in my life; the car now owned by Daniel Cytrynowicz. The major difference between a De Luxe and a "regular" veloce is that the De Luxe has a full back seat, rather than what amounts to not much more than a package shelf. Jim still has a Scuderia Ambrosiana

lightweight sprint (which is complete, but needs total restoration). Does anyone know of any existent lightweight spiders, outside of the Sanesi MM car in the museum basement, and Al Leake's much modified tube-chassis US SCCA racer?

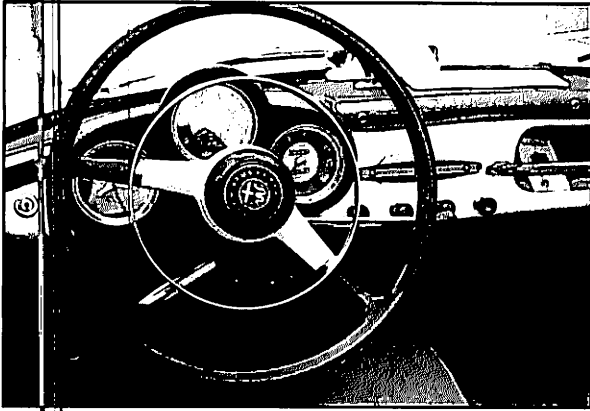
There is a list of all the chassis numbers of the De Luxes in the new double book by Tabucchi and D'Amico (around 100 cars total), but as I do not have a copy, I can not check if Ian Bradley's car is/was a De Luxe or not. The De Luxe's do not run in numerical order. By the way, the book was originally 500,000 lire in Italy and 200 pounds in England, but Chaters and a few others now have it listed for 125 pounds. A rather substantial discount, in view of the fact that the it is less than 2 years old.

A friend of mine, Enzo Altorio, who owns the Italian publisher Automitica (they have only done 4 books so far; all superb. They are: Fiat 500 Nuova, Giannini, Taraschi, and De Sanctis), is doing a 350 page book on Autodelta, to come out around late fall. Nada (Libreria dell'Automobile) in Milan gets his books a few months after they are out, but Chaters (and others) in England and the US don't seem to get them until they have been out about a year. All the books he has done previously were only in Italian, but this one will be in both Italian and English. I don't have a price as yet, but based on previous prices it should be around \$125 US. I will be able to get copies for those who may want one.

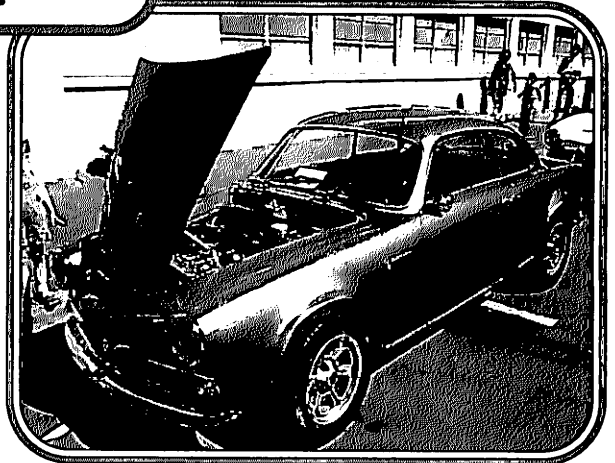
As to the Cisitalia-Abarth-Giulietta pictured on p.7 of the last Giuliettaletta, I've been told it is one of the Abarth 204s (8 built?), rebodied circa 1960, with the Fiat 1100 based motor removed and replaced with a Conrero modified 101/1300. I find this a bit difficult to believe, but then I've just found out Stanguellini also built street cars...

Stu Schaller  
8821 Lindley  
Northridge,  
California  
91325 USA

# CARS SEEN...



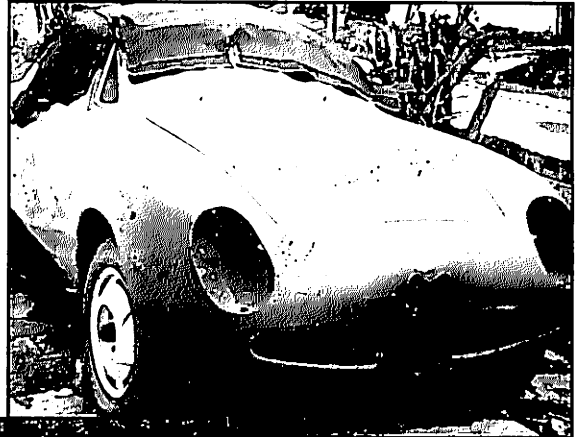
Left: This pre-production Spider (number 7) was photographed at Concorso Italiano by Peter Yaxley



Right: At the US AROC convention was this, er, 'custom' Sprint

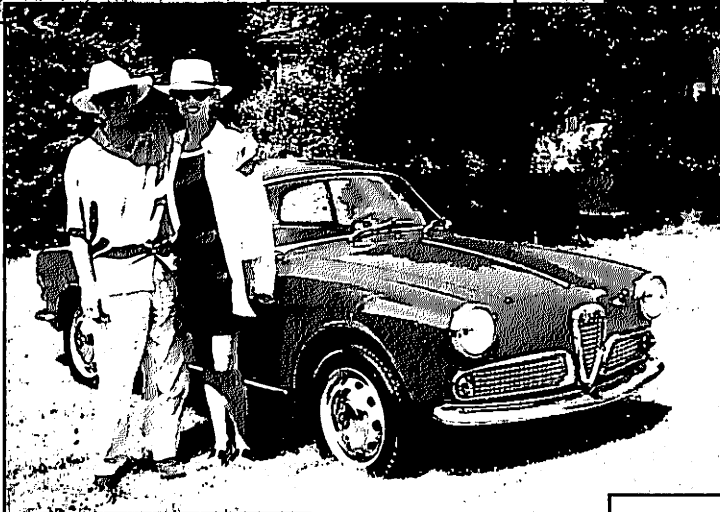


Left: An SZ and Spider seen at Concorso Italiano. Photo: Peter Yaxley

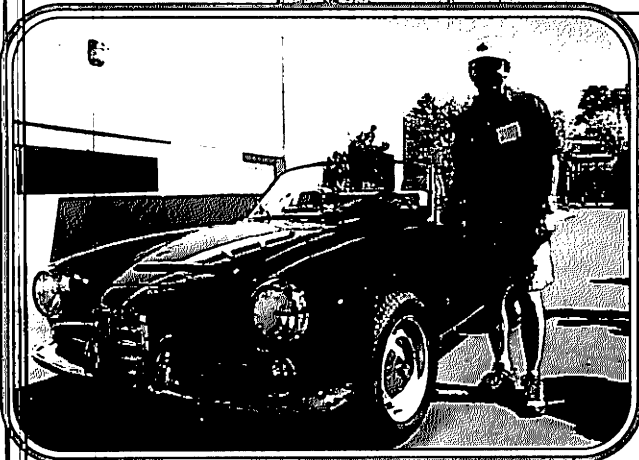


Above: An SVZ seen under restoration in India by member Rajesh Malhotra after 15 years spent trying to purchase it.

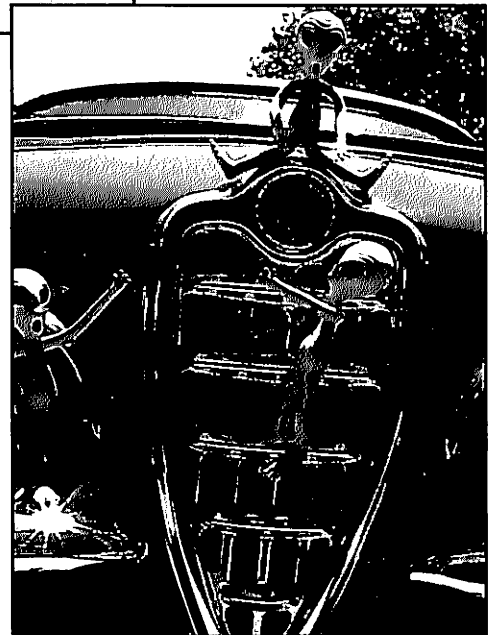
Right: New Register members Lars and Traci, seen at Monterey driving nearly 2000 miles in their Sprint to get there. Photo: Peter Yaxley



Right: Alien Invasion! I suppose this photo must have been taken in Roswell. X-Files watch out!! Photo: Richard Cross



A remarkably original-looking 1960 Giulietta Sprint, owned by believe-it-or-not our only Italian member, Pasquale Tempesta of Rome.





# HRCR LATE SUMMER RUN

BY MAX PIKE

**M**OST OLD CAR OWNERS JUST WANT TO LOVE THEIR CARS; LOOK AFTER THEM A BIT, AND GO FOR THE ODD RUN IN THEM JUST FOR THE FUN OF IT. But, for me this seemed a little aimless so I entered this year's Guardian RAC Classic in May. It was boring. My wife Jean loyally navigated round the route without a single cross word but she didn't enjoy the Car Park ritual at the end. In fact the best part of the whole day was meeting Peter Cuthbert, the guy who rebuilt my Sprint 20 years ago.

The next event was the Footman James RetroRun at The Coy's Festival, Silverstone, which I did with a friend navigating. Frankly, watching the racing was more fun. It was crazy, but fun. I'm amazed that there weren't any bumps. Result - 'still bored', so when I read about the Historic Rally Car Register's "LATE SUMMER RUN" billed as "Relaxing" I almost didn't bother entering. However, it was to be a competitive event to encourage beginners into real rallying, so I bullied Jean into coming along too.

The Register (HRCR - not Giulietta) do serious competitive events in 20+ year old cars. Not surprisingly Porsche, Lotus Cortina, and Cooper S, feature regularly in their magazine. So, are they the people to entrust your almost perfect little Giulietta to? Luckily on the 18th of September the assorted members cars were a little less daunting, mostly well used (very) Classics with one or two modifications, which whilst definitely not standard, were there to get their occupants from A-B in suitable style. Gadgets on the dash were essential as were extra large Reversing lamps on the boot and even on the roof. I began to feel a little nervous. I didn't have "tweed look" MG Maestro seats in my car, nor did I have '80's black plastic door mirrors, and more importantly I had absolutely no idea what to do. I was bound to make a complete arse of myself. In fact I nearly funk'd it altogether.

The preceding night there was a friendly get together at the

## HRCR LATE SUMMER RUN

Knockdown pub very close to the following days start at the Westonbirt Arboretum near Tetbury, Glos. Here the organiser of the event - Colin Francis OBE - gave us and other novices a very good one-to-one talk about how to do the Rally. Without this I would still be out there somewhere. He is a charming man, and an extremely successful rally navigator, who nevertheless spent a lot of time and effort organising this event for us mere mortals. At the meeting we were given the list of Runners and Riders which surprise, surprise included another Sprint belonging to Chris Parkes. I was beginning to feel better.

Next day, at the start, we lined up for inspection. First my exhaust was listened to - The quietest Alfa that they had ever heard - but Chris more than made up for this!

Next we had a mini-MOT and were told that for proper rallying the Giulietta's seats weren't any good as the backrests weren't supposed to fold forwards - they had to be fixed rigidly in position. And then the final insult - I was told to take my hub caps off - a bit like being told to strip to the buff. Fortunately my trip meter matched the organisers figures exactly so all we then had to do was work out a "minutes per mile" chart. Not so easy for Chris who had a KPH speedo.

It was now almost the start and what with there being a third Alfa (Square-Tail Spider) I was getting nervous. The tension was building up. You see, at the beginning, my final result didn't seem all that important. It was after all only a fun day out. But everyone looked so keen, and with two other Alfas there, I didn't want to let the side down. As Andrew Thorogood puts it, the *Red Mist* started settling in.

While waiting at the start someone on the sideline said to his friend that my car was "really rare, because they had all rusted away" - silly git. But it took my mind off my nerves. Off we went and were immediately held up by the council weed killer on a mini tractor desperately keeping the

verges clean and tidy around Highgrove House. As during the whole of the rest of the day, we were not expecting the check Point. We weren't too far out at the first one so we were heartened. The final morning stage before lunch in Avebury (Stones in Wiltshire) was another thing altogether. We missed a trick turning and got completely lost. In fact we thought we were out of it altogether until we got out the Road Map and through sheer skill worked out where we thought the final morning check

better too.

The finish was at the Beaufort Polo Ground, where 20 years earlier as Down Farm, it had been a friend's home where Jean and I had once stayed for the weekend. Prize giving: Lots of people were given Commemorative Silver Plates - not us. We shouldn't have missed that early trick turning. However; our efforts in the afternoon paid off as we eventually knocked up 13th place, and 6th in class. In all there were about 50 cars so we felt very chuffed. A pity about that turning though - we would



Max stands by his immaculate Sprint

point would be - we were right - but lost the maximum 300 points for that stage. But for this we would have been quite high up the Provisional Lunchtime results. As it was we didn't feature at all, but Chris's Giulietta was doing OK.

In spite of the one mistake we did feel that we were getting to understand things a little better. And so it proved. I think that at a couple of controls we were down to single figure penalties - that is what the Pros do. My only criticism of the event is that at another trick turn we just didn't have the lock to do it safely in one go. We had to do a three point turn just to turn left onto a main road, and this was on a fastish, blindish corner. Soon after this we only had one more stage before the finish, and much to our surprise we had definitely done better. In fact during the whole afternoon section we generally began to feel

have liked a silver plate. (Does this qualify me for an honorary place in the Scuderia Giuliettisti?)

If your car is a little too tidy for serious competition then why not do this instead. Far better than sitting in the car park at Silverstone, after the RAC Classic. The Membership Secretary of the HRCR is Tony Barron. You can telephone him on 01332 672 533. I'm sure he will appreciate a few new members.

Colin Francis is a real star for bothering to organise such a "Soft Event" as the Chairman of the HRCR rather ungraciously put it. For most of us Novices it was totally involving, great fun, and held in beautiful country on a brilliant "Late Summer's" day. Thank you Colin Francis. I hope he, or someone at the Register, repeats this event in some way next year.



# Handy Tips - 1

This is a selection of the tips and tricks I've seen or received recently. Why not contribute your own little piece of wisdom to this page - Let's make it a regular feature!

**1** Want to find out the original build date or other factory info about your Alfa?

Simply write with your chassis # (VIN) to:

Sig. Elvira Ruocco,  
Alfa Romeo Centro Documentazione  
Alfa Romeo  
Viale Alfa Romeo  
I-20020 Arese (MI)  
ITALY

By Peter Yaxley

**2** I'm in the process of slowly brining my spider out of winter hibernation.

While draining my radiator and block I remembered a little known problem with the Giulietta. The water drain cock, part no. 2360.32461 has a nasty habit of opening (due to engine vibration) and draining the coolant at the most inappropriate time. Solution to the problem:

1) replace with a drain bolt from a more recent ALFA, e.g., 2000 engine

block or

2) safety wire the drain cock closed to prevent opening from engine vibration. (this requires drilling a small hole in the drain piece to insert the safety wire.)

**3** In a previous tech. tip one of your readers discussed the difference between the 750 and 101 starter ring gears (750 has a 101 tooth ring gear; 101 has a 105 tooth ring gear).

The 101 tooth ring gear corresponds to the tunnel case transmission (part nos. 1365.15.713 and 714) only found on the 750 series. However, the 105 tooth ring gear may also appear on a 750 interim series Giulietta, i.e., a 750 series that has a split case transmission.

Needless to say, the 101 tooth ring gear is extremely rare. The question is what can a Giulietta owner do when the 101 tooth ring gear is damaged and replacement part is nonexistent.

Two possible solutions to the damaged ring gear:

First, remove the ring gear according to shop manual recommendation (this is an absolute must or the ring gear will break) and rotate it 90 degrees. This will provide fresh teeth for the starter drive (Reason: the crank only stops at one of two possible places, i.e. the compression stroke of cylinders 1,3 or the compression stroke of cylinders 2,4).

Second, remove the ring gear and cut new teeth on the back side and reverse and replace (very expensive: cost approx. \$500).

For those in the market for a new 101 tooth ring gear I found one about 8 years ago at Centerline ALFA parts in Colorado. I don't know if any are still available. Mine cost about \$120.

By Reed Cearley

**4** The Ten Best Tools of All Time.

There are only ten tools in the world that you need to fix any car, any place, any time.

1. Duct tape: Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concours competitions, but in the real world, everything from Le Mans-winning Porsches to Atlas rockets use it by the yard. The only thing that can get you out of more scrapes is a 10p piece and a phone box.

2. Mole grips: equally adept as a wrench, hammer, pliers, bailing wire-twister, breaker-off of frozen bolts and wiggle-it-'till-it-falls-off tool. The heavy artillery of your toolbox, vice grips are the only tool designed to fix things that are screwed up beyond repair.

3. Spray lubricants: A considerably cheaper alternative to new doors, alternators and other sticky items. Slicker than pig phlegm. Repeated soakings of WD-40 will allow the main hull bolts of the "Titanic" to be removed by hand. Strangely enough, an integral part of these sprays is the little red tube that flies out of the nozzle if you look at it cross-eyed. This tube is one of the ten worst tools of all time.

4. Margarine tubs with clear lids: If you spend all your time under the hood looking for a frendle pin that caromed off the needle valve when you knocked it off the air cleaner, it's because you eat butter. Real mechanics consume pints of tasteless vegetable oil replicas just so they can use the empty tubs for parts containers afterwards. (Some, of course, chuck the butter coloured goo altogether, or use it to repack wheel

*Continued on next page...*

## HANDY TIPS

bearings.) Unlike air cleaners and radiator clamps, margarine tubs aren't connected by a time space wormhole to the Parallel Universe of Lost Freddle Pins.

5. Big-rock-at-the-side-of-the-road: Block up a tire. Smack corroded battery terminals. Pound out a dent. Bob nosy know-it-all types up side their heads. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "Made in India" label is not synonymous with the user's maiming.

6. Zip ties: After twenty years of lashing down stray hoses and wire with old bread ties, some genius brought a slightly slicked up version to the car parts market. Fifteen zip ties can transform a hulking mass of amateur quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. But, it

works both ways. When buying a used car, subtract £100 for each zip tie under the bonnet.

7. Ridiculously large screw driver with lifetime guarantee: Let's admit it. There's nothing better for prying, chiselling, lifting, breaking, splitting or mutilating than a huge, flat blade screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for oil filters so insanely located that they can only be removed by driving a stake in one side and out the other. If you break the screwdriver - and you will, just as your father and C & G teacher said you would - who cares? It's guaranteed!

8. Baling wire: Commonly known as MG exhaust brackets, baling wire holds everything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders since it works so well

you'll never replace it with the right thing again. Baling wire is a sentimental favourite in some circles, particularly if you own an Austin-Healey, an MG or a flathead Ford.

9. Bonking stick: This monstrous Tuning fork with devilishly pointed ends is technically known as a tie-rod end separator. How often do you separate tie-rod ends? Once in a decade? Other than medieval combat, its' real use is the application of undue force, not unlike that of the huge flat-blade screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe - that can stand up to a good bonking stick. (It can also be used to separate tie-rod ends in a pinch, but it does a lousy job of it.)

10. A 10p piece and a phone box: See point 1, above.

Adapted from the original by Jay Lamm in 'Car & Driver' magazine



# A Classic Reunion

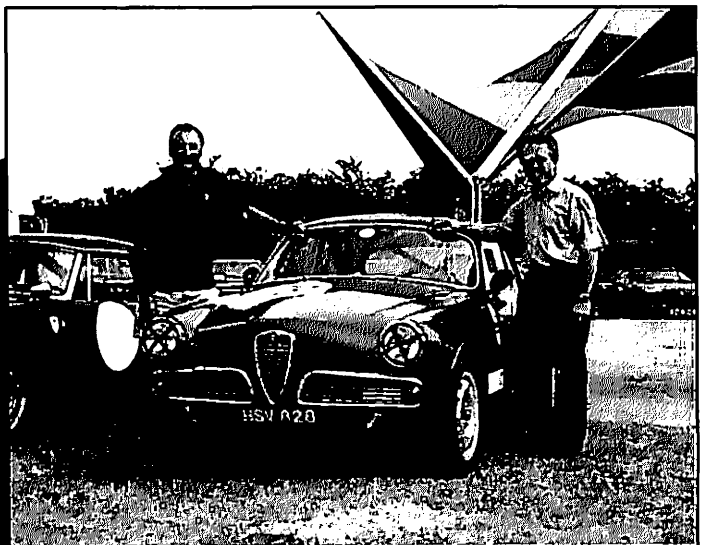
ONE OF THE HIGHLIGHTS OF THE COY'S WEEKEND FOR ME, was meeting up with Don Pither who originally owned and competed in the Blue Job back in the late sixties early seventies when it was registered WLL 8.

Page 157 in the AR Giulietta Gold Portfolio 1954-65 shows Don in action during a sprint meeting at Curborough. Before meeting Don he said he was looking round the car and noticed several small dents in the radiator side grills plus a crack in the paint by the left windscreen pillar. Apparently it did the same thing after he re-sprayed it himself many years before. We chatted for quite a while about the car, and when we finally parted company after many photos were taken, I'm sure he went away quite impressed by the fact it was still

racing after all these years and going quicker than ever. It may have been my imagination but I thought I caught a gleam of nostalgia in his eyes as he walked away. Perhaps I can arrange a reunion at a track sometime when Don can once again get behind the wheel of the car he spoke of with enthusiasm and affection. I wouldn't think it would make an interesting story for the letta maybe one of the classic mags even

By Peter Shaw

Below: Peter and Don share thoughts on their 'own' Sprint.



# Project Giulietta Spider



## Part 3 : Automotive Archaeology

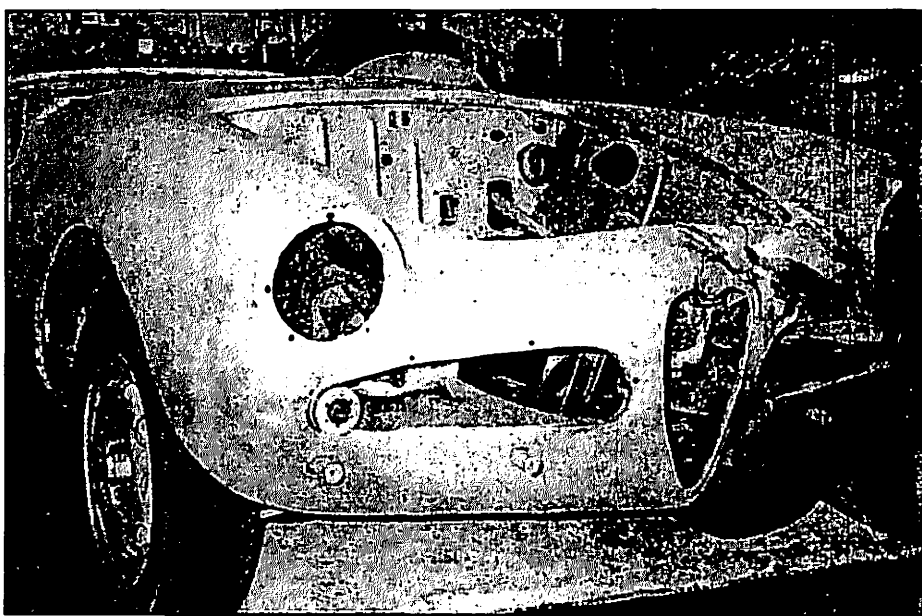
By Dave Mericle

**D**URING THE 41 YEARS PROJECT SPIDER HAS SURVIVED (IT WAS MADE IN EARLY 1956), IT HAS MANAGED TO ACCUMULATE AN INCREDIBLE NUMBER OF PAINT JOBS—each one being sprayed over the other.

The upside was that the car was made fairly impervious to the climate and harsh industrial fallout of Southern California. The downside was that the solidified goo was so thick it was hard to remove without damaging the sheetmetal.

To get down to bare metal I had to be careful not to abrade the bodywork so much the panels would warp from heat and stress and make the car a nightmare to refinish. A good analogy would be the old saying, “The operation was a success but the patient died.” I didn’t want to hit the old Spider so hard she never recovered. Four options, then, were considered for paint removal: sanding,

sandblasting, metal laundry dipping, and media blasting.



*The front of the Spider after blasting with poly-abrasive media—The metal is clean and not a speck of paint remains. Light patches on the body show where lead was originally used by the Pininfarina bodywork gurus to smooth things out.*

Sanding was immediately ruled out as being a slow, primitive and labour-intensive process that simply couldn’t guarantee getting rid of all the paint and primer, especially in the nooks and crannies of the car.

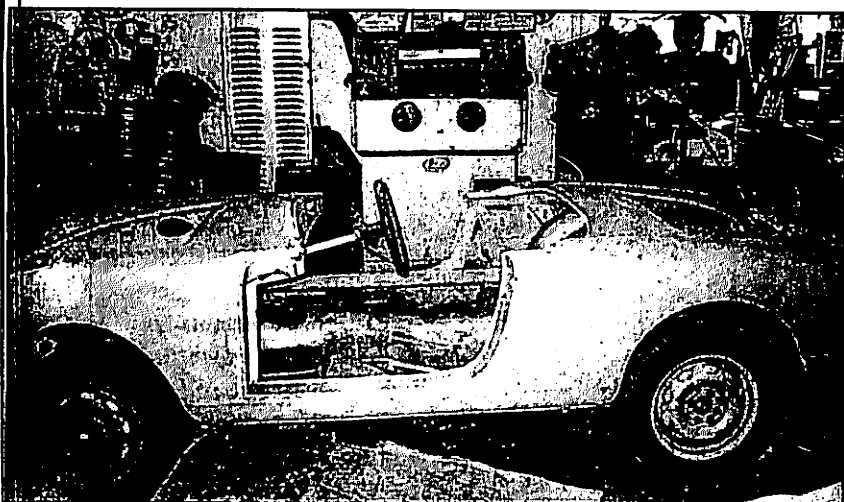
Sandblasting was considered because of its time-proven approach to paint and rust removal. Under pressure sand will take off anything it hits. But the sandblasting process can actually heat and distort metal panels because of the relatively high pressure involved; it was ruled out as well.

Alkaline electrolytic de-rusting, known simply as “metal laundering,” was an appealing option. With this system the whole car is dipped into a vat of alkaline solution that floats the paint away. It can also remove dirt, grime, primer and filler as well. But here in Southern California, where the Smog Police have a tangible presence, almost all the metal laundries have gone out of business. Unable to locate someone willing to do the job, I had to rule it out—short of shipping the car out of state and having it done there.

My final option worked out to be the best: I used a new space-age-type media to blast the car free of its mantle of color. It was fast, easy to use, removed surface rust (but not the metal underneath), and didn’t distort the bodywork at all. “Media” is a

## PROJECT GIULIETTA

catch-all description for a number of different abrasive materials, including more than big enough to accommodate the Spider. On the



*The Driver's side after blasting with the doors removed - they were done separately. Notice the wheels have their paint removed as well, with no damage to the tyres.*

glass, walnut shells and plastics. Glass beads will etch metal and are a bit too harsh for what I had in mind. Walnutshell media doesn't etch but is extremely dusty in actual use. Plastic media is the best non-destructive way to remove paint; it works fast, doesn't etch or scratch, releases virtually no dust and generates very little heat to warp sheetmetal.

A call to the good folks at the Eastwood Company got 200 lb of its poly-abrasive plastic media delivered to the door. Opening the bags, I found that plastic media has the looks and texture of granular laundry detergent. But looks are deceiving...It doesn't crumble or break down when rubbed between the fingers, and it's so long lasting it can be used over and over again when sifted properly. In actual use plastic media is re-useable, as opposed to most other types, which are a one-shot deal.

Then it was time to find a facility to do the blasting work. After some searching through the local directory, a facility with booths for sand or mediablasting was found close to home and rented. The booth I rented was equipped with an adjustable compressed air source, large sifter screen, good ventilation and cool halogen lighting. And to top it off, measuring in at 12 x 24 feet, it was

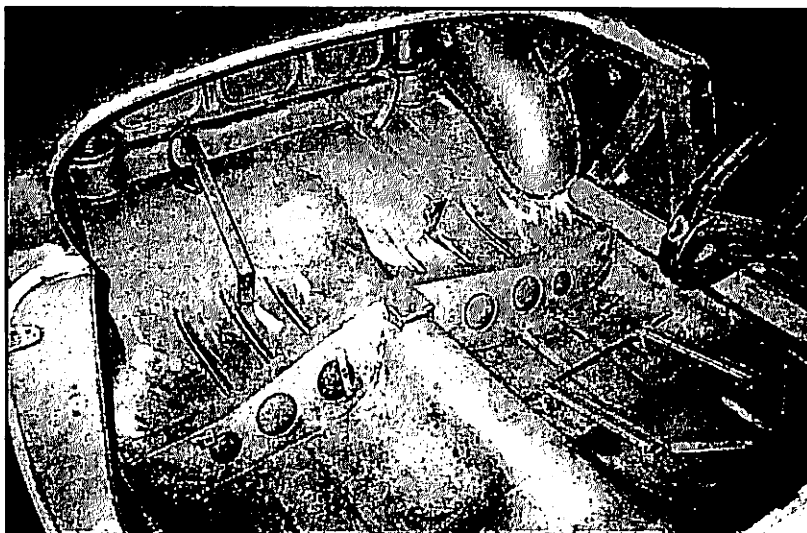
appointed day I towed the Spider down to the booth and got down to business.

Plastic abrasive media is safer to use than sand because it's softer and more flexible. But it can still cut when used under high pressure. So, for safety's sake, I wore a long-sleeve shirt, Levi's, leather work gloves, an old ball cap, safety goggles and a filter mask covering the nose and mouth. This work outfit allowed total freedom of movement while effectively keeping the flying debris from being inhaled and off bare skin.

After getting suitably attired I adjusted the compressed air flow to 40 psi at the gun nozzle, poured the first bag of media into the hopper, and blasted the front of the car down low—just to experiment a little. The polyabrasive stripped the paint off so fast it was impossible to see where the paint went; it simply disintegrated in plain sight!

Turning the gun off, I looked at the newly uncovered bare metal closely and was rewarded to see a shiny surface, completely free of paint, with no evidence of pitting or scratching. Gaining confidence, I continued blasting the front of the car and finished from the nose back to the leading edge of the doors before the hopper went dry. After sweeping up the media in the booth and refilling the hopper through the sifter screen, I found a bunch of paint left over—the pile weighed about five pounds. My original suspicions were confirmed: There was a lot of paint on the Spider!

Working the gun along the sides of the car as delicately as possible, it was just possible to see the various layers of paint disappear. First to go was the top coat of dark green, followed by layers of red, black, red again, yellow, blue, white, and, finally, primer red. Project Giulietta had been re-painted a total of seven times—give or take a layer or two—and appears to have been originally white when it started out life in Italy at Carrozzeria



*The interior after the first pass of media blasting - another shot was required to get into all the nooks and crannies in this part of the car. The white powder on the floor is leftover poly-abrasive compound.*

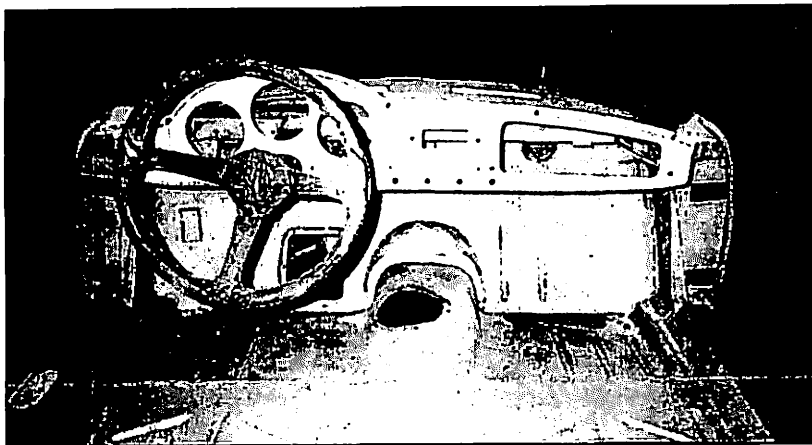
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## PROJECT GIULIETTA

Pininfarina over 40 years ago.

The plastic media turned out to be almost ideal for the job. It took off paint and surface rust easily—and left

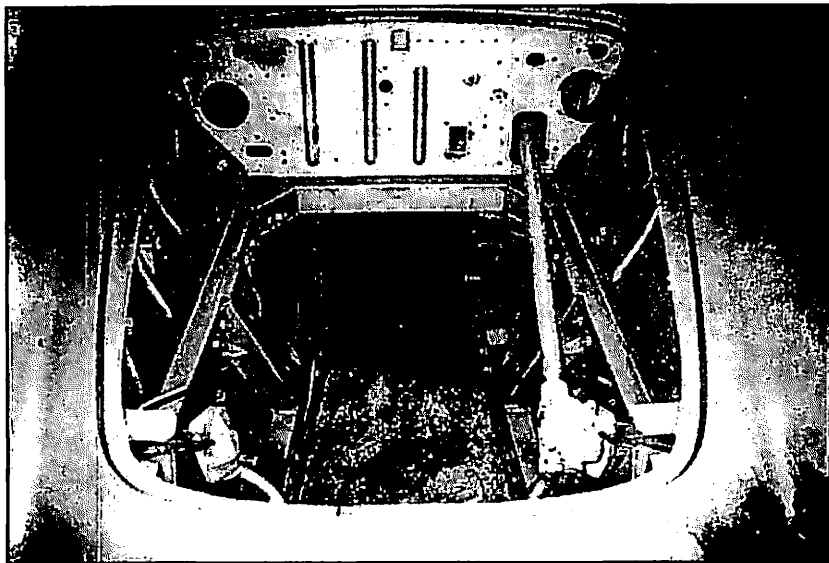
and all the body panels had the sheen of new steel stampings. It was at this point that I saw just how many panels



*The steering wheel was covered with heavy-duty masking before blasting to prevent damage. Two passes were needed to get all the paint out from under and behind the dash.*

unmarred the lead originally put on the body. The only drawback (and a small one at that) was that it took roughly twice as long to remove the “pink lead” (filler) from the places it had been slathered on in between all

the original craftsmen put together to make the early Giuliettas. The nose of the car was made from 12 separate pieces welded together and leaded, and the rest of the car was just as complex. It turns out the whole



*The engine compartment took the longest to clean thoroughly. You can easily see that the steering and idler arm assemblies have been restored to their original Aluminium sheen by the plastic media.*

those paint jobs in the past.

After shooting the media for a few hours, the result was a joy to behold. The car looked factory fresh and newly minted. The plastic media left no etching or scratching on the metal,

Spider is like a giant jigsaw puzzle and a reflection of the talent of the Italian artists who built her piece by piece by hand so many years ago.

Just for fun once the body was stripped of paint and pink lead, I shot some of the suspension to see how the

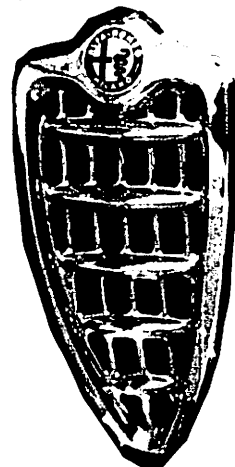
plastic media would work down there. Alfa suspensions from the '50s were mostly composed of cast steel carrier bars and tubing, with a bit of aluminum in the brake drums and centre differential case thrown in for good measure. The media stripped all the grime off the steel pieces and left the aluminum as clean as the day it was cast. Then I hit the undercoating and watched it disappear as well. At the end of the day, the car was stripped to bare metal from front to back and top to bottom—and looked as new as when it went down the assembly line so many years ago.

But, despite the success of the paint removal process, a problem was discovered.

The body was not completely without rust—part of the trunk floor had rotted away. The aftermarket luggage rack slapped on the trunk lid was probably the culprit in this case. It was secured by drilling holes on the lid, which over the years let water stand in the floor, eventually rotting it out. The rest of the car was found to be sound, the result of equal parts good planning, good picking and good luck.

Total outlay for this part of Project Giulietta was about \$300. That's \$200 for 200 lb of poly-abrasive plastic media and \$100 for the booth rental. The labour I supplied myself, and it actually turned out to be more fun than work. I even have about half the media left for future use.

**Tune in next time as I fix the trunk floor and prep the body for a new coat of paint.**



**ON THE SUBJECT OF RACING**

By Peter Shaw

Now that after so many years of just Nick Savage and Peter Shaw attempting to uphold the honours of racing Giuliettas, we finally in 1998 succeeded in fielding no less than six, yes six on the grid at Mallory Park back in May, the 24th to be precise, and what a stir they caused, with many favourable comments.

Every one of the Giuliettas was beautifully prepared and a real credit to the owners and the Register. I have to confess at this stage to a great feeling of pride. Now, having told you the good bit, here is the NOT so good bit!

There are very few racing Giuliettas around these days and it grieves me to report that we have had three of them badly damaged during the first part of this year already.

Firstly an SS at Spa in May, then shortly after, also in May a Giulia 101

which rolled at Gerrards bend, Mallory Park and yet another SS which rolled at Paddock bend, Brands Hatch when it hit the gravel trap sideways on! I cannot remember exactly what happened at Spa, I think it was a coming together but the other two accidents, which were quite unnecessary, occurred during the second lap of practice and in both cases no other cars were involved.

Given the circumstances, there seemed to have been a certain lack of communication between brain and foot. How blunt you are all thinking.

Well, with a little bit of hindsight it is pretty obvious that certain basic factors need to be considered when one takes to the track

(a) SPEED. It requires a different approach on a circuit owing to the large wide open space and is therefore much more difficult to judge than when you are on an ordinary road (very important this).

(b) Don't get mesmerised by the car ahead of you, watch and concentrate on where the track is going and your braking points.

(c) Have you raced at this circuit

before? Surfaces and conditions vary from track to track, you really must try and get a feel for each particular kind of surface.

(d) You have to be CERTAIN of the capabilities of your car, we all have them set up differently to suit our driving styles.

Err on the side of caution till you know what your car is CAPABLE of at a particular circuit and when you are ABSOLUTELY certain and not before GO FOR IT this should be by around lap three or four.

By the time you have come to this last bit your brakes and tyres should be nicely up to temperature and you will be in for a day of real competition and enjoyment and not ruefulness and the thought of extremely large repair bills that will loom for sure.

The aforementioned is not meant as a dig at anyone but just as a friendly piece of advice to anyone contemplating racing in any of its many forms and is basically common sense.

Happy Racing.



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ANYONE WHO HAS BEEN TO THE COY'S HISTORIC FESTIVAL IN JULY OF EACH YEAR (I know August in 1997) knows by now what to expect in the way of the fabulous cars almost as far as the eye can see, usually reasonable weather and most importantly, our own corner at Silverstone.

This year was no exception because we had the lot! Marquee, hospitality unit courtesy of Alfa G.B, a really great turnout of cars and Janet catering for more people than ever this year, 275 to be precise, plus of course Ed McDonough and the Alfa beer he manages to conjure up each year (not so much consumed in 98 for some reason).

Compliments flowed once again on our turnout and presentation of both the Register and AROC display, whether or not we won the prize for the best club stand I don't know I shall keep you informed.

For 1999 I am considering a slight

change to the format and this can be discussed at the next AGM. In the meantime if anyone has any ideas they would like to put forward please contact me.

My sincere thanks to all of you who helped and assisted us throughout the weekend and to Janet who once again delivered the goods with the absolute minimum of assistance!

As is usual, we had our panel of experts to judge the splendid line up of 750/101's you brought along. It was not an easy task due to the fact there were so many nice examples present.

Overall winner and first time out with his superbly restored SS was Tim Dawson. Well done Tim.

Best Sprint went to Maurice Ogier. A new name to add to our list of trophy winners.

2nd Sprint was Max Pike, with Graham Bell picking up 3rd prize with his very original 1600 101.

The award for best Spider went to Mike Shelley. Have you built your new trophy room yet Mike?

2nd to Howard Carter, Howard deserved a trophy after reading of his woes in the last 'letta(!) and 3rd to Angus McLeod who's car is driven to work and used every day!

Any complaints regarding traffic jams, parking problems, flies, damaged grass or sleeping arrangements please contact the circuit management and not the Register organisers.

Thank you.

**Peter Shaw**



# Coys' Historic Festival '98



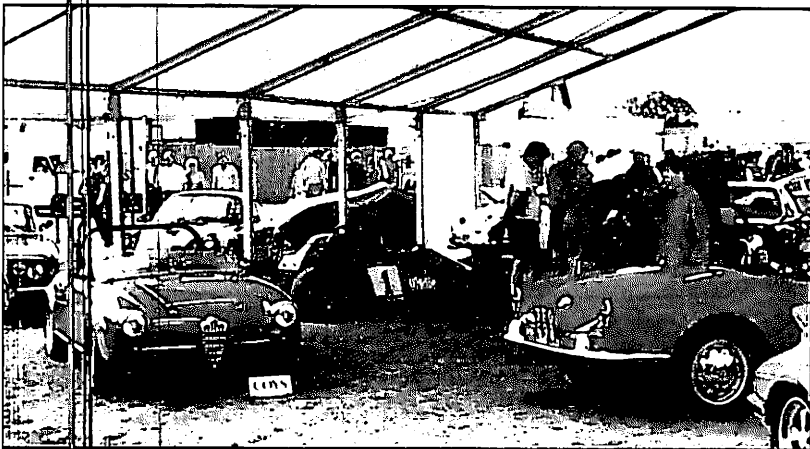


Left: What photo-montage from Coys' would be complete without at least one photo of Bill Hayward tucking into the buffet!

The usual suspects again...



Right: A delighted Tim Dawson shows off the shield for Car of the Show with his beautifully-prepared and restored Giulietta SS



Left: Coys' Auction featured several Register-type cars this year, including this American race-prepared Giulia Spider, another Giulietta Spider, and an SZ amongst others...

Right: The fantastic Register display, with hospitality unit in the distance, flags, and the new Register banner (all 10m of it), kindly created by Register member Mike Jones.



Opposite page: This year, to celebrate the new strength in their numbers, the Scuderia Giuliettisti displayed their cars, joined by Richard Springett's superb TZ-1

AMONGST THE CARS ATTENDING ON THE SUNDAY (WITH AWARDS IF APPLICABLE), WERE:

**Sprints**

- Peter Shaw (x2!)
- Stuart Passey
- Paul Wignall
- Graham Bell
- Peter Yaxley
- Max Pike (2nd Best Sprint)
- Tim Blackburn
- Fran Van der Vecht



**SZs**

- Guy Sweeten

**SS s**

- (Best turn out ever!)*
- Tim Dawson (Car of the show)
- Maurice Ogier (1st Best Sprint)
- Gavin Maxwell
- Judy Rothschild

**Spiders**

- Justin Murphy
- Howard Carter (2nd Best Spider)
- Rod Mossop
- Attilio Foa
- Angus McLeod
- Mike Jones
- Bill Boyd
- Bob Swann
- Bill Hayward
- Mike Shelley (1st Best Spider)

**TZ**

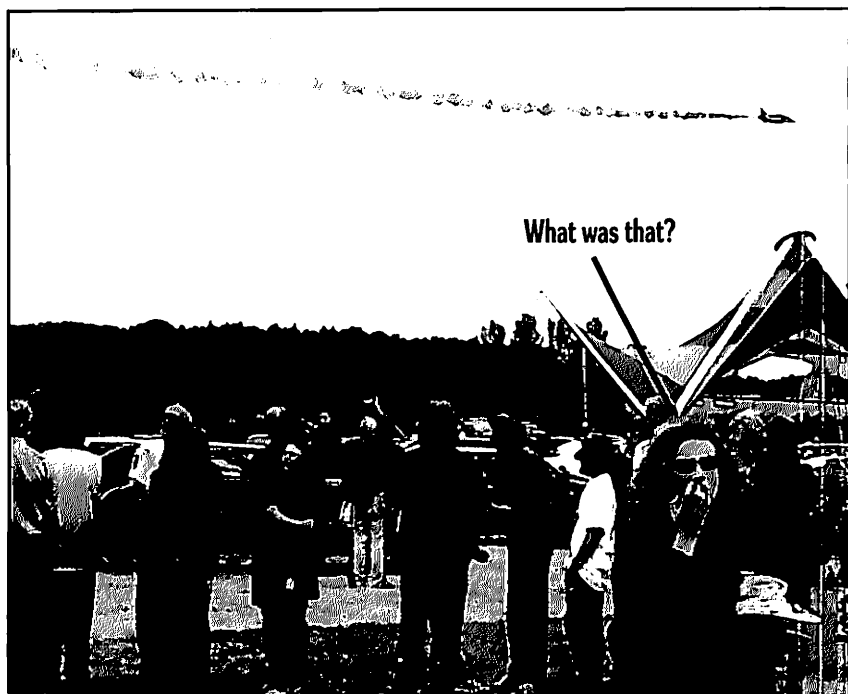
- Richard Springett

That makes a total of 25 cars which I think is one of the highest recent turnouts.

Above: Mike Shelley relaxes after winning (yet another!!) award.

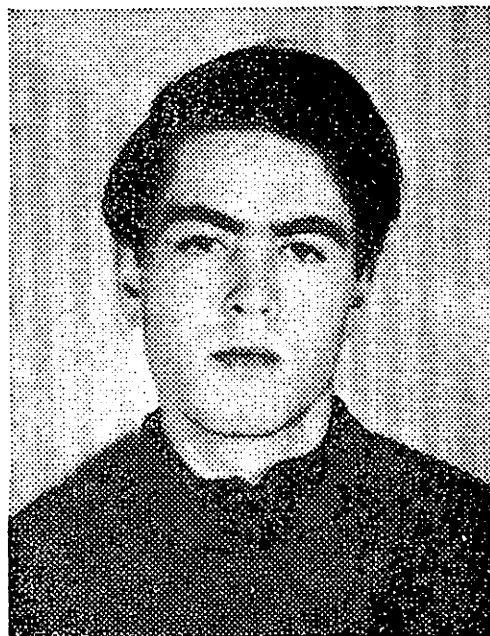


Right: What a fine band of men! Messrs. Shaw, Wiseman, Yaxley and McLeod



Above: The Red Arrows very kindly put on a display for our members waiting for lunch!!

**Richard Shepherd-Barron** started racing only in 1958 but has already made his mark on the record books. His mount in 1958 was a Fiat-Abarth 750, which gained him three first places out of 14 events entered. In 1959 he purchased an Alfa-Romeo Giulietta Sprint Veloce and gained an impressive list of awards, despite having to give best to Lotus Elites on occasions. Of 32 events entered, he gained eight firsts, 10 seconds and six third places.



He will continue to use the Alfa in G.T. races this year but is as yet undecided on his programme for other cars—possibly a Formula Junior. At the moment Shepherd-Barron is not married, which is just as well as he is also unemployed. He doesn't think marriage mixes with motor racing. On the road he drives an A35 van and a Gilera motorcycle.

At Alfajumble Peter Yaxley picked up a set of Motorsport magazines from 1960. In the May issue they are profiling racing drivers and I thought you might like the enclosed for the magazine. The 1959 car mentioned is VYX2 which was tested by John Bolster for Autosport. The article is on the Brooklands Giulietta book. This car still exists and is owned by Fred Corporaal which I think lives in Belgium. He used to be a member of the register.

Right: A Sprint in action on the 1960 Coupe des Alpes, driven by De Lageneste and Greber. Photo: courtesy Ferret Photographics via Nick Savage



## PAINT CODES

Due to popular demand, below are the Alfa paint colours and codes for our cars as well as Ditzler codes for each one. Not shown but to be noted is the fact that Alfa Rosso 501 has 3 shades - a bluer, yellower and 'normal' one.

Colour	Ditzler Code	Alfa Code	Usage
Alfa red 501	KF22345	71279	SSs and Sprints
Alfa red 501	KF12924	71297	SSs and Sprints
Alfa red 501	KF16815	71297	SSs and Sprints
Cardinal red	KF8550	71456	Spiders
Farina red	-	71290	Pre- 1962 Spiders
Black A11	-	9000	All models
Graphite grey	KF15485	32210	All models
Graphite grey	KF18653	32210	All models
Graphite grey	KF21992	32210	All models
Grey	KF18012	32424	Sprints
Light green	KF18927	43347	Sprints and Spiders
Light green	KF22247	43347	Sprints and Spiders
Acqua	KF13749	12967	SSs, Sprints and Spiders
Acqua	KF22248	12967	SSs, Sprints and Spiders
Bluette	KF20323	12955	Sprints
Bluette	KF17908	12955	Sprints
Bluette	KF22343	12955	Sprints
Dark blue	KF18655	12954	SSs, Sprints and Spiders
Iseo blue	KF16869	32211	SSs and Sprints
Sirius blue	KF 19643	12968	SSs and Sprints
Sky blue	KF18657	12953	Spiders
Gardenia white	KF20005	8382	All models
Gardenia white	KF9447	8382	All models
Gardenia white	KF22133	8382	All models
White	KF 13105	8606	All models
White	KF18651	8606	All models
White	KF15478	8399	All models
Bertone white	-	8333	SSs and pre- 1962 Sprints
Farina white	-	8331	Pre-1962 Spiders
Indian ivory	KF15480	81472	Spiders

# The Recovery

By Bob Swann

A CHANCE TELEPHONE CALL FROM TONY STEVENS offering a quite unusual trip: "How do you fancy collecting an early 750 Sprint from Lisbon?". I gave the idea all of 5 minutes thought plus consulting "she who must be obeyed". Surprise! Sue had no violent objections. The trip would not be short and we expected to take 2.5 days each way plus 1.5 days for the collection on site.

Plans were made and the ferry tickets booked. Part of the agreement was that Tony and I were to deliver a

stop at Tours. You could imagine our surprise as we journeyed south of Le Mans to find ourselves going down the Mulsanne straight, this must have been a first and only time for an F12. This idea only occurred to us as we cleared the roundabout at Arnage.

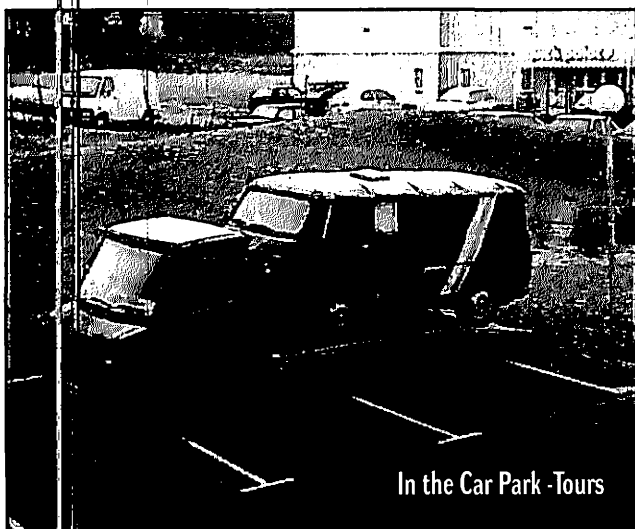
To keep the costs as minimal we stayed at B&Bs also driving on N roads for 2 hours on 2 off. The second day we passed Bordeaux and made Spain. The motorways may be quicker but you miss the beautiful scenery of France.

Day 3; We now crossed the Pyrenees and San Sebastian down through Salamanca passing more wonderful countryside and "scrapyards" with all sorts of treasures, these, we would visit on our return. We tried each day to make the borders and a little further.

Travelling with modest comfort we made Portugal planning to meet our contact the next day at 1000 hours about 25 miles from Lisbon, the reason being we would never find his garage otherwise or the Sprint.

Day 4: The weather had now turned out to greet us, such a change from the

cold climate of the north. We were met thankfully and taken to the garage in the depth of Lisbon. The final miles included travelling over the main gateway into Lisbon. The weather decided change and we were welcomed by rain at least it was warm! At this time I think the F12 had become Bio- degradable for there was far less metal due to wireworm than when we left England. The vehicle was off-load and we were treated to a local lunch - much appreciated. These notes could turn into an epic needless to say we recovered the Sprint, which was in better condition than the original photographs portrayed. After a very enjoyable stay we made our way back taking the same route. Tony now has the Sprint at Belper - it is in need of restoration however, a most worthwhile project, 750s are RARE especially one of the first 1000.



In the Car Park -Tours

Fiat Camper and return with the Sprint. Duly Tony managed to loan a Mercedes- Benz flatbed - collect the camper and call in via East Grinstead to collect yours truly as the co-driver. We crossed the Channel via Southampton/Le Havre, a day crossing and managed to find our way out travelling to make the first night



The swap accomplished, the car is loaded onto the back of Tony's trailer...

# Concours Italiano '98

*By Peter Yaxley*

IF YOU ARE AN ALFA ROMEO ENTHUSIAST AND ON 13TH AUGUST YOU WERE ANYWHERE OTHER THAN QUAIL LODGE NEAR CARMEL YOU MISSED A TREAT.

This was the day of Concours Italiano and Alfa Romeo were the featured marque. While the display of vehicles put together by ARA was not massive the quality was exceptional. I will get onto Giulietta's in a moment but the sight of three 8C2900s and two 33 Stradales really did make you proud to support the marque from Milan. Other makes tried to make their presence felt including Lamborghini with a fifty Diablo convoy from Los Angeles apparently headed by Mario Andretti but they did not get a look in.

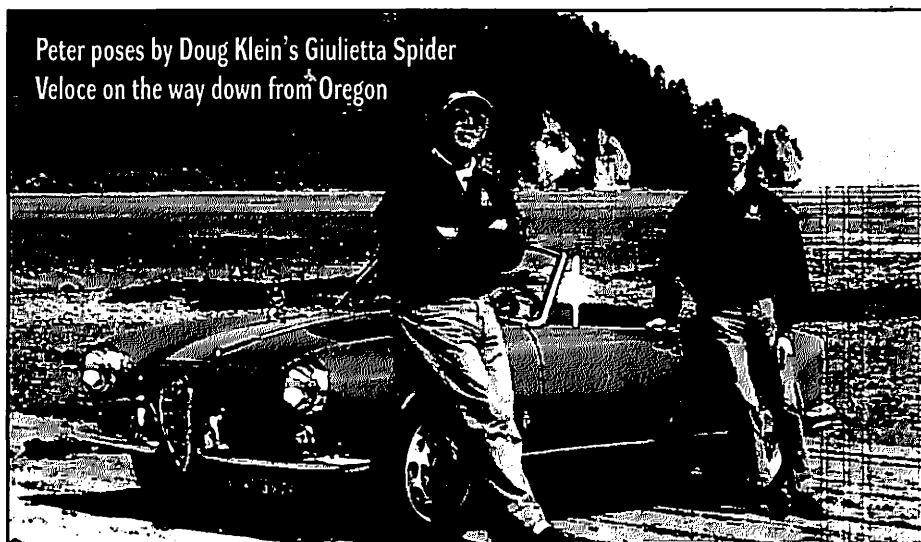
Really Concours Italiano is an opportunity to get together the best and most unusual examples of cars in the USA. Peter Marshall of 1900 fame's trip was more than justified by the selection of these cars including examples by Zagato and Touring and 6C2500's mainly by Touring of which one had the beautiful Villa D'Este coachwork. Stuart Passey's highlight was to drive his black Giulietta Spider Veloce on the Californian Metzo Mille and Nick Savage, Eric van

Cauwenbergh, Bart Baljon and myself were just plain overwhelmed by it all.

Now while we can accumulate a good turn out of Giulietta Spiders in the UK I am afraid we are but amateurs compared to the USA. One 750 Spider travelled down from Portland to Carmel in one day which is a distance of 700 miles in hot uncomfortable temperatures. Apparently the target is to get 100 750/101 Spiders to the AROC convention in 2000 and do you know I think they will do it.

It was clear from the interviews on the drive through ramp that many

vehicles had been bought especially for the event. The biggest cheer though went up for the owner of a beautifully restored Giulietta Spider who had bought it new in 1960 and used it as the only car for many years. Walter da Silva of Centro Stile described this in the only words of English he spoke all day as "like my wife". It was stressed that this was not the way to keep the company in business (there were many requests for Alfa Romeo to return to the USA). Other recent restorations included the 750E lightweight of Doug Klein which was for many people the



Peter poses by Doug Klein's Giulietta Spider Veloce on the way down from Oregon

## CONCOURS ITALIANO

car they would like to have taken home the most and the remarkable Giulietta Spider of John Lorraine.

This was resplendent in white but had been red only two months before. Now, the significant thing here is that this is prototype Spider no. 7 and has such features as grouped instruments like a Sprint, column change and 'Dagmar' overriders. This was the very car featured on the front of Road and Track in 1956.

**"Just about every type of Giulietta and 101 Giulia was present..."**

Just about every type of Giulietta and 101 Giulia was present including

column change Sprints, a Berlina, racing Spiders, SSs and SZs. You will still need to come to the UK to see one of Tony Steven's Romeo 2s including his Ambulance though.

In addition to the cars there were stalls selling a variety of memorabilia mainly towards the top end of the market. There were some bargains to be had and I know of at least one set of lightweight headlamp rims which were acquired quite legally by the transfer of a modest amount of money.

Mark Guinther of Portello Works was kind enough to take on Richard Ballantine's suggestion, posted on Alfa-Digest, to have a Giulietta

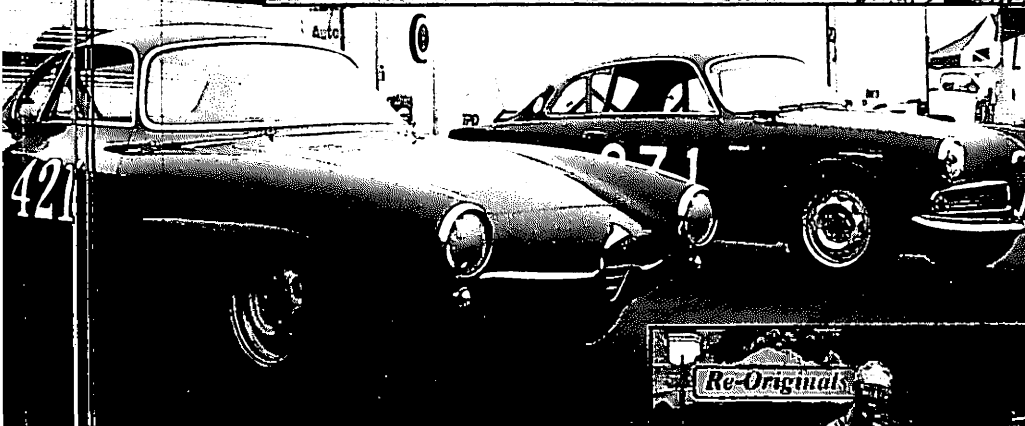
Register meeting point at his stall at 11am and this was an excellent way to meet up with members old and new.

After the main event ARA hosted a cocktail party and buffet which brought the proceedings to a restful close. The highlight for me though was when I returned to my hotel and found both Stradales parked up almost as though they were daily drivers, an unbelievable sight.

Next year FIAT are being honoured in their 100th year. I am sure there will be a fine parade of everything from Cinquecentos to 8Vs but yet I just do not think it will be quite the same.



**Right: Vista of some of the huge number of cars on the lawn at Monterey. Every variety of Giulietta and Giulia in evidence!**



**Left: The only 2 Register-type cars spotted racing at Laguna Seca were this Giulietta SS and Giulia Sprint.**

**Right: Nick Savage was amazed to find this Sprint, only 1 chassis number different from his own!! How's that for coincidences!!**

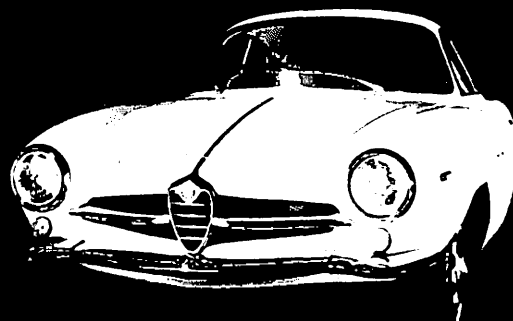




I came across this 1963 British brochure at Pooks motor bookshop, and thought I'd share it with you, since despite my obvious bias towards its' subject matter, it also has some very entertaining copy!!

Judging from my experience with my SS so far, I definitely wouldn't disagree with this statement!!

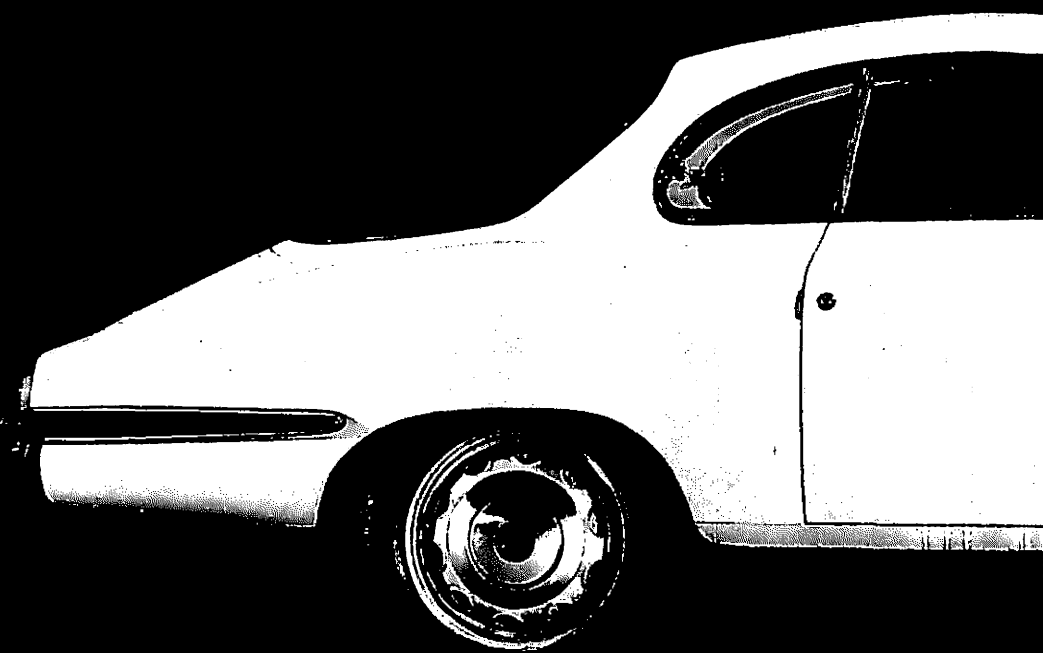
*Hand built...  
and decidedly  
expensive*



**The Alfa Romeo Giulia 1600SS**

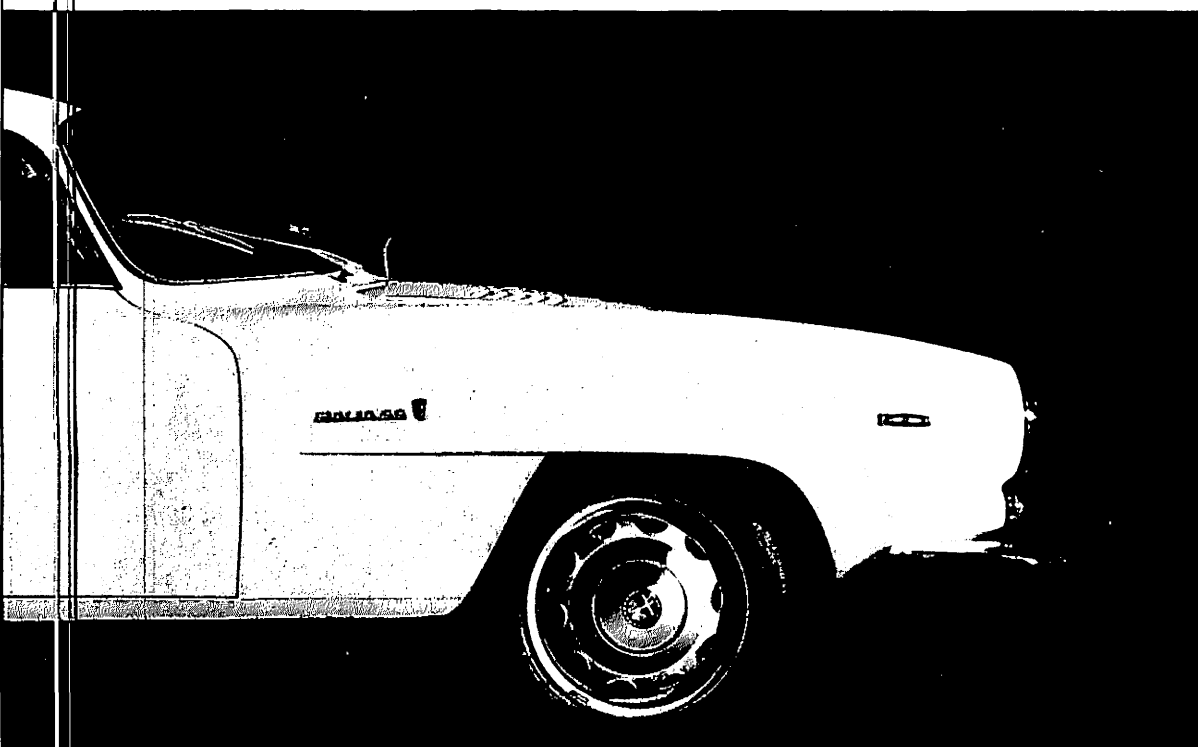
*For the man who has everything, here is the car to keep him company. A 2-seater coupe of immense distinction, the Giulia SS has the comfort, power and speed that makes a 1000 mile drive every bit as exhilarating as the first ten. Beneath the fast, clean lines of the exclusive 'Bertone' body, lies the 1570cc, 129 bhp engine, ready to whisk you, with vivid acceleration, through 5-forward gears to a speed of over 125 mph. Yet for all its sharp acceleration and for all its speed, you*

What can I say about the first sentence, except that it made my girlfriend smile knowingly...not sure what that means, though...



will find the Giulia SS one of the safest cars on the road; with a wrap-around screen that gives a wide, clear view of the road; with disc brakes on the front wheels that hold you quickly and positively on Michelin X or Pirelli Cinturato HS tyres; with excellent manoeuvrability that makes light of heavy traffic – and with the kind of road-holding that you expect from an Alfa. The price is £2394. 1. 3. including tax. Expensive? Naturally! What else would you expect a hand-built Alfa to be?

Notice how much Alfa was emphasising the hand-built nature of the cars at this time. You definitely had to want something a bit out of the ordinary to want an SS at that time...



## The Giulia 1600SS

### Technical details

Cylinders	4 in line
Bore	78 mm
Stroke	82 mm
Cylinder capacity	1570 cc
Power output at 6500 rpm	112 bhp net (DIN) 129 bhp gross (SAE)
Wheelbase	7' 4"
Front track	4' 3"
Rear track	4' 2"
Length (max)	13' 6"
Width (max)	5' 5"
Dry weight (with toolkit)	2097 lbs (19 cwt)
Maximum speed	over 125 mph
Tyres	155 - 15
Seats	2
Electrical system	12 volts
Fuel tank capacity	17½ gallons (IMP)

**Carburation:** Two horizontal twin-choke carburetors.

**Valves:** Inclined overhead valves directly operated by two overhead camshafts acting through oil cups.

**Clutch:** Single dry-plate, with progressive engagement.

**Gearbox:** Five synchromesh forward gears and one reverse. Floor mounted gear lever.

**Rear axle:** Anchored to body structure by two longitudinal

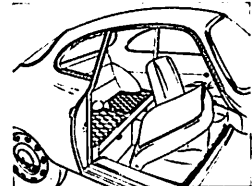
torque arms and rubber bushes: transverse anchorage is by means of a reaction bracket with rubber bushes on the frame and axle; the crown wheel is of the hypoid bevel type.

**Front suspension:** Independent front wheel suspension secured to the frame by inclined transverse wishbones; coil springs and telescopic hydraulic double-acting shock absorbers; transverse anti-roll bar.

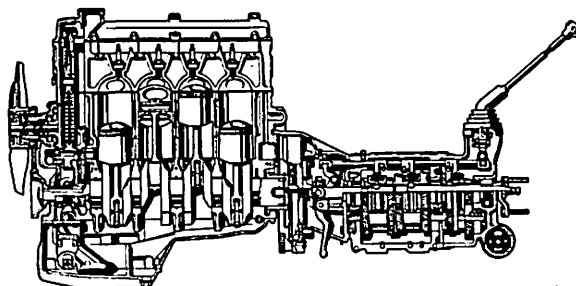
**Rear suspension:** Coil springs and coaxially mounted telescopic hydraulic double-acting shock absorbers.

**Steering:** Re-circulating ball or worm and roller.

**Brakes:** Front: Disc brakes. Rear: Drum brakes with two self-centering shoes; mechanically operated hand-brake.



Ample room for luggage is provided by the platform behind the seats. Beneath the platform, saddles are stored for additional seating.



**Alfa Romeo – the car that wins races!** For over 50 years, the Alfa Romeo power unit has been continually improved by the demands of the toughest taskmaster of them all – competitive racing. The Alfa engine has been painstakingly nurtured and bred... raced, redesigned, raced again... refined... raced, pampered and improved.

This Giulia SS engine is based on such racing experience. It is a high revving engine with crankcase and head in 19 ght alloy, twin overhead camshafts, sodium cooled valves, five main bearing fully-balanced crankshaft and separate exhaust manifolds. It incorporates two horizontal twin-choke carburetors with progressive throttle and accelerator pump; this allows for an exceptional carburation fluidity

and is one of the reasons for the instant acceleration of the Giulia SS at all speeds.

**Five synchromesh gears plus reverse.** The five speed synchromesh gearbox gives you maximum adaptability to the needs of the road. The fifth gear, lowering the number of engine revolutions, permits continual usage of the car at constant high speeds and low fuel consumption on motorways.

**A test drive? Certainly!** To find out why the Giulia SS is worth every penny of £2394. 1. 3. treat yourself to a long fast exhilarating test drive. Arrange it with your nearest dealer, through:



ALFA ROMEO (GB) LIMITED  
164 SLOANE STREET LONDON S.W.1.  
TEL. BELGRAVIA 7746 7, 5

In 1964, £2394 was a lot of money!! You could easily have bought a Jaguar E-Type, and still had money left over for a suit or 4, and a nice holiday to...Milano?

I had a good laugh at the 'ample room for luggage' part!!

# One that got away!

By Jim Hayes

## 1957 Alfa Romeo Giulietta Sprint Veloce

MY BROTHER AND I BOUGHT THIS CAR FROM A BARN IN NORTHERN ALABAMA AND TRAIERED IT HOME IN 1964 OR 65.

We paid a whopping \$250 for this dilapidated, used-up racecar. We even knew it had been prepared by Virgilio Conrero and ran the '57 Mille Miglia!

But we made a fortune on it - sold it for \$1250!

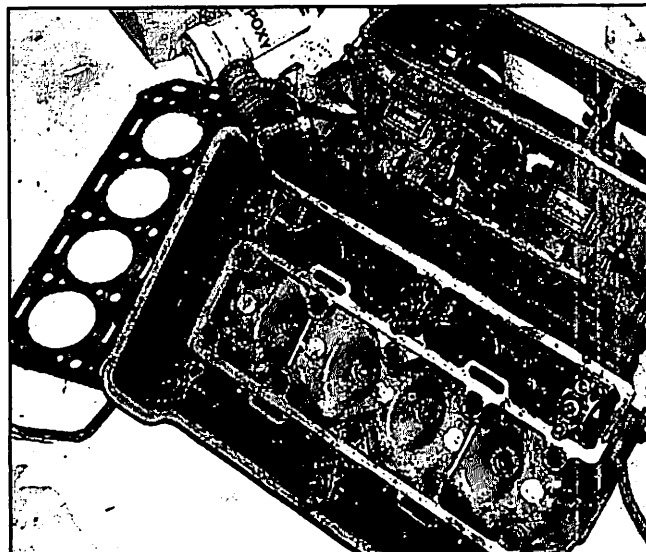
GULP....

I think I remember who bought the car, so I may try to track it down....

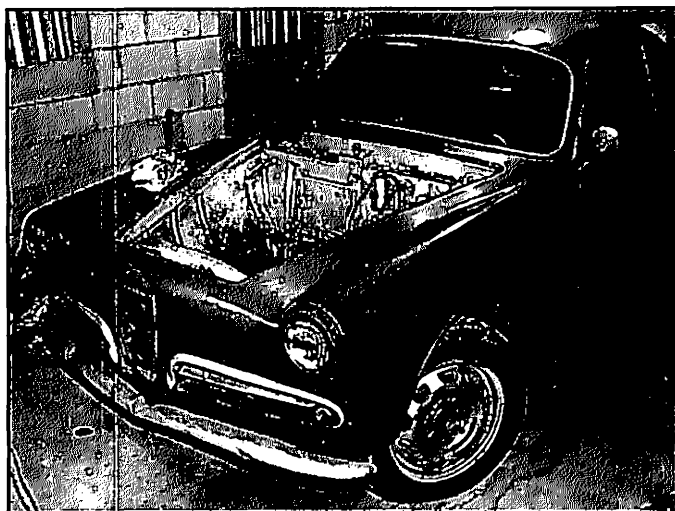


It's a floor shift tunnel case gearbox, but note the spider-like seats.

Here's the head. Sandcast Webers, magnesium airbox with cutouts - called the SCCA airbox sometimes. The head was wildly ported.



In addition, the car had a magnesium



If you look closely, you can see the thin aluminum bumpers and eyebrows. **EVERYTHING** on this car was lightweight! Note the sliding window - a real Sprint Veloce - and the rollbar.

bellhousing and sump, which I kept and traded thirty years later for a GTA gearbox.



**SPIDER WANTED**

Right hand drive 101 series Giulia Spider. Prefer factory RHD, up to £9000. Contact Jeff Hanbury (Australia) Phone: 0061-7-3841-2301, Fax: 0061-7-3864-1525, E-mail: j.hanbury@qut.edu.au

**FOR SALE**

Giulia series 101 1600 Sprint 1962, colour white. Mostly original and unrestored but good drivable condition. No concours, but an honest reliable car. Valid MOT or APK from the date of sale. Original Dutch registration. Can be viewed in The Netherlands. Price DFL. 20,000. Contact Ton van der Graaf at Tel. +31 84 683273 of Fax +31 70 377 5400

**PARTS WANTED**

Need a complete rear license plate light assembly for 1958 Guilietta Spider Veloce (750F) — it fits through the rear bumper; also, need a front license plate holder; and, I need a complete air cleaner assembly—from the hose that connects to the air intake horn to the air cleaner box to the hose that connects through the wheel well. Lou Daugherty, Janesville, WI, USA, E-mail: mldkrd@aol.com or telephone +1 (608) 758-3652.

**FOR SALE**

Guilletta 101 Gearbox , Front Sidegrills 101, All Exterior and Interior Chromework 101 Excluding Bumpers. London 0181 251 8151 Evenings, weekends. raganmon@aol.com

**FOR SALE**

1963 Giulia Spider. All bodywork complete. taken back to bare metal and repainted in Red. Just needs putting

back together. Also 1965 Spider for parts. Will sell complete or agree a price for someone to finish for me (can't finish owing to accident).

For more details ring John Flashman on +44 (0)181-394 0777 Epsom, Surrey, UK

**WANTED**

A copy in good condition of Veloce: The Racing giuliettas, 1956-63 by Donald Hughes, and Vito Witting da Prato. Also, original tools from Guilietta-era tool kits. Primarily needing lug wrench, spanners and socket wrench for Weber carbs. but will consider any offered. Tel/Fax: +1 (541) 679 9559 (Oregon, USA)

**FOR SALE**

Cut down the famous Guilietta roll. Anti-roll bars, 2 sizes: 1" dia. for competition and 7/8" for normal road use. Complete with polypropylene mounting bushes. Tel: +44 (0)1234 838646 (UK)

**FOR SALE**

Reprints of genuine Alfa Romeo Workshop manual for 750-series Guilietta circa 1956. Covers all aspects of engine, trim, electrical, body etc. Hardbound, loose-leaf and printed on good-quality paper. Easier to use and cheaper than a CD-ROM! £30 each + p&p. Tel: +44 (0)1788 815936 (Warks., UK)

**FOR SALE**

1300, 101, Guilietta Sprint. One of the last 15 built. One registered owner. Superb condition throughout. Delightful Sprint in original light blue colour. This car must be seen to be appreciated. Peter Shaw, Bedford, UK 01234

838646. From abroad +44 (0)1234 838646.

**PARTS FOR SALE**

Several pairs of Weber 40mm cartes. Inlet manifold to suit. Several sets of Guilietta wheels. Gearboxes. Rear axle bits. Brand new 1600 cyl head. For more information telephone Peter Shaw, Bedford, +44 (0)1234 838646.

**PARTS FOR SALE**

750 Series Cylinder Head (NEW), Guilietta 2-spoke steering wheel complete with horn push etc., Guilietta Berlina front seats complete, 101 Grilles S/Hand, Giulia 101 Steering Wheel complete.

Many more parts available!

Tel/Fax Chris Robinson on: +44 (0)181-994 0554 London, UK

**ADVERTISING**

**Members' classified ads:**

Free of charge

With Photo: £2.50

**Commercial Display ads:**

1/2 Page - £25

Full Page - £50

(All Cheques made payable to 'The Guilietta Register')

1. Items From Dealers will be charged at £2.50 per car, & marked DEALER

2. Items should be Guilietta Related. Non Guilietta items will be accepted as long as they are Alfa-related, but put in a separate section.

**REMEMBER: ALL ADS ALSO APPEAR ON THE WEB SITE!!**

from coming last by a very nice chap in a Datsun 240Z. The older I get, the faster I was ... as the T-shirt of Life says.

## SILVERSTONE CIRCUIT 50th BIRTHDAY PARTY PARADE

Finally, though not strictly racing, I should mention Silverstone's Birthday Party and racing car parade on Saturday 3rd October. Silverstone Circuits Ltd invited 18,000 people who one way or another had raced, organised, marshalled or spectated regularly over the lifetime of the circuit since 1948. After racing finished on Saturday 3rd, the 7,000-strong crowd swarmed over to a huge sound stage, beer tents and marquees set up on one of the wartime runways. The Glenn Miller band was playing onstage as two giant diamond screens showed film scenes of wartime flying and historic racing. The Event Organisers wanted to run racing cars of each decade from the 1940s at 'representative speeds' up a floodlit runway and past the stage while 'Voice of Silverstone' commentator Ian Titchmarsh evoked the spirit of the particular era.

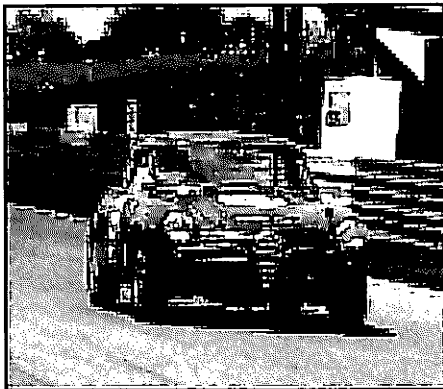
Only 20 racing cars were invited, and I am delighted to say that Peter Shaw and his Giulietta represented the Fifties with a Lotus 11, while Yr Writer did the same for the Sixties in his Alfa 2600 Sprint racer, accompanied by a Le Mans AC Cobra.

## LATE NEWS JUST IN!!

**Justin Murphy wins the 1998 HSCC Historic Road Sports Championship Class D in his first season with his Giulia Spider!!**

...OVER TO THE RACING CORRESPONDENT, PROSTRATE UNDER THE RESULTS CHART AT SILVERSTONE.

The 1998 Historic Sports Car Club (HSCC) Finals were run off at Silverstone on Sunday October 11th. After years of not more than one or two Alfas racing in the historic classes



The Winning Car - HSCC, Class D11

in the UK, there were no fewer than five in the HRS+70s race and four more in the Historic Racing Saloon event, with the prospect of even more materialising in 1999 - truly an Alfa racing revival!

In order to give the new 70s Roadsports, (cars made from 1970 to 1980) a leg up, the Historic Road Sports, (cars built prior to 1970), have been amalgamated on the grid.

Practice on the greasy but drying Silverstone circuit was uneventful for Peter Shaw, Stuart Passey, (GSVs) and Nick Savage, (Giulietta Sprint) but something of a trial for Justin who had to take to the Copse Corner gravel trap to avoid a wildly spinning Lotus Eclat, (one wouldn't normally touch one with the tip of one's parasol, my dear). Justin regained the track several laps later to record 1m 22s, with Peter on 1m21s, and Stuart ahead of Yr Correspondent, both on 1m28s.

Giulietta-owner Lincoln Small, who also races a Brabham single-seater and a Giulia 1300 ti saloon, turned out in an immaculate 1974 2-litre 105-series Bertone coupe.

Since the Racing Correspondent participates, the action in front of him during a race is something of a

mystery. But with Stuart Passey one row ahead on the grid and 0.3 of a second a lap faster, the chips were to be drawn from the scabbard.

So to the race. With a lightning 5000rpm start and avoiding the normal melee of 30 cars arriving at the Copse right-hander in less than rank-and-file order, your scribe thought that he had the Passey/Savage match-race sewn up. Not so.

Surging down the Club Straight, Stuart overtook at Brooklands, with the writer attempting a re-pass in Luffield. At Copse, Becketts and Brooklands we swapped places three times a lap for the next five laps.

By Lap 6, the leaders were lapping us, and Stuart got slowed by faster cars demanding their rights on corners - somewhat galling since both of us were able to brake later and close up on Lotus Elans mid-corner.

With just a few car-lengths between us, I was foolish enough to relax slightly. In an instant, Stuart had closed up, and only the timely intervention of the Chequered Flag a lap later saved the day, ending with Nick 0.6s ahead, and Stuart recording the faster lap at 1m26s.

Justin was 17th and Peter 20th, out of 30 finishers. Lincoln Small split the Giulietta group with 24th place in the Bertone. Justin beat his season-long rival, a 2-litre AC Aceca to win the 1998 Class D Trophy - a formidable and skilled performance.

So...silver pots to the Winners, and cries of 'Vainqueur' (at least that what I thought they said) pursuing the others down the Paddock.

Out of 300+ Historic races organised in Britain every year, the HSCC is the only one which caters for our sort of car...thanks to them for giving Giuliettas a place to race.

**What an eventful season it's been this year, in more ways than one!! We've had the best turnout of Giuliettas in recent memory, some exciting racing, and a high profile in major events. Next year promises to be even better - come and join or support us!!**

**Well done to Justin (but I'll be back next year)!!!**

**Yes, it's the latest in the series of Alfa technical bulletins unearthed by Peter Yaxley  
at the National Motor Museum, Beaulieu**

TYPE OF CAR

## *Alfa Romeo*

DATE

27/9/1963

GIULIETTA models

DIREZIONE ASSISTENZA

SEQUENT NUMBER

1.01.195

UNIT

SHEET

1/1

Front Brakes

### *Information Sheet*

Translated in May 1964

GIULIETTA Models

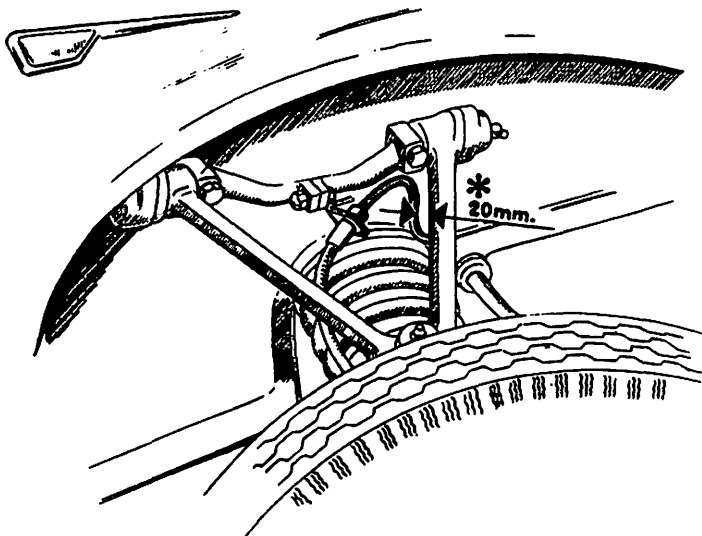
#### INTERFERENCE BETWEEN RIGID PIPE OF FRONT BRAKES AND UPPER ARM OF FRONT SUSPENSION

Our Service Network is informed that in some cases of unfavorable installation, an interference could occur between the rigid pipes connecting front brakes and the upper arms of suspension of above mentioned cars at the point (\*) shown in the figure.

Therefore during any repair work whichever, it is advisable to inspect for a safety clearance of at least 20 mm. (13/16"). See figure.

#### W A R N I N G

If required, bend the pipe without using any impact tool (like mallets or similar) to prevent damaging the pipe itself.



DIASS TENI - Circ. Tecn. 750/321

Direzione Assistenza

**FOR SALE**

1963 Giulia Spider 1600, approximately 18K original miles, pretty good condition overall, considering its age, but in need of a good restoration. It is complete and even has the trunk and floor mats and operator's manual. \$3500, but would consider all offers.

Douglas E. Smith, Detroit, MI, USA.  
Phone: (313) 845-0917,  
Fax: (313) 248-4602,  
E-mail: dsmith91@ford.com

**WANTED**

Front bumper bar for 1955 750b Giulietta Sprint, straight suitable for re-chrome, contact Ken Brens, Melbourne, Australia,

E-mail:  
ken\_j\_brens@email.mobil.com

**FOR SALE**

1965 Giulietta Sprint Speciale Right Hand Drive in red., chassis no 387023 only one owner from new, the well-known UK Alfa dealer Mario Delioti. In virtually as new condition, the underneath is superb. New clutch and four new tyres have just been fitted. Find a better example! £14,950. Peter Byrne, London (TRADE)  
E-mail peterby@globalnet.co.uk

**FOR SALE**

Two 101 Guilietta Spiders for sale, disassembled, could be restored or great for parts, floors are rusted. Also 101 1600 engines and transmissions for sale and limited 1300 parts for sale. Need the room and would like to sell whole lot - \$2,500 for whole lot o.b.o. Robert Soltis, Warren Ohio, USA.  
Tel: +1 (330) 372-0242

**FOR SALE**

Giulia 101.18 Series Spider Veloce, 1965, red, unused since new cloth hood, upholstery, carpets, tyres, shocks and suspension bushes fitted. Chassis no. AR 390914, engine AR 0012102347. Passed vigorous Australian licensing test and in good mechanical condition. Price Australian \$29,950 (US \$17,000 as 28 Sept 98). Brian Keen, Sydney, Australia, tel +61 2 94183865, fax +61 2 94187969

**PARTS WANTED**

For 1965 Giulia Spicer Veloce 101.18 manufactured September 1965 Chassis AR 390914: Trunk(boot)lid lock, catalogue no. 1495.46.705 (133.07) and sheave, catalogue no, 1495.46.707 (133.20) including catch release cable. Brian Keen, Sydney, Australia Tel +61 2 94183865, fax +61 2 94187969.

E-mail: bkeen@ozemail.com.au

**PART WANTED**

6 slot fuseblock for 750 series Sprint Veloce. Jim Cambon, Colorado, USA.  
E-mail: jcambon@verinet.com

**FOR SALE**

Giulia SS, RHD, 1967, being sold by Mortimer, Houghton, Turner (Ferrari dealers in UK). £30,000 spent on restoration.

Contact Simon Jordan, work hours +44 (0)1451-861355. Out of work hours mobile +44 (0)370-753754. email: sjordan@mhtferrari.co.uk (TRADE)

**FOR SALE**

'61 Giulietta Spider 101- 2 owner, 95,000 miles, black plate Calif. car. Great body, nice original interior, runs well and everything works. \$8500 Also, '55 Spider # 1495.00016- the

very first production Spider - unrestored. Best serious offer. Mark Mitchell, Santa Barbara, Calif. USA  
Fax: +1 (805) 969 6658  
E-mail: motorama@silcom.com (TRADE)

**FOR SALE**

My Giulia Super race car is possibly for sale. Very high spec. Mechanicals and suspension layout which is all new! I have spent a fortune on this car but I can't cope with two racers and the blue job is staying.

For more information telephone Peter Shaw, Bedford, UK 01234 838646. From abroad +44 (0)1234 838646.

**PARTS FOR SALE**

Original parts for Giulietta Spider 750: Pair of sills (rocker panels in American English?) and pair of inner sills. Also radiator frame. For Sprint: Inner wing ( engine bay side-panel) left hand side. All parts factory stock. Part numbers available on demand. Peter Marup (Sweden).  
E-mail: peter.marup@ebox.tninet.se

**FOR SALE**

Giulietta Berlina 750C 1959 mod, 200000 km, 1300ccm, Repainted 1996 in Rosso 501, Some interior redone. Engine overhauled summer '97. In good condition and can be used immediately. Located Norway. Price NOK40000/£3200.  
Martin Bruvoll, Tel.: +47 52 71 54 94.  
E-mail: bruvoll@writeme.com

**LITERATURE WANTED**

Any original sales literature or brochures on the Giulietta Sprint Speciale. Mr. J.Beckmann, (New York, USA).  
Tel: 212.966.5310, Fax: 212.966.3574,  
Email: jbeckmann@axismundi.com

# Scuderia Giuliettisti

## The Season 1998

By Nick Savage, Racing  
Correspondent

Story so far : Justin Murphy, in his first season with his Giulia Spider, got off to an early start at Silverstone in May while the rest of the Scuderia were still struggling with the alarm clock. A major team showing at Mallory Park was followed by our Foreign Adventure at Spa, reported in Issue 61. Now read on ....

### Brands Hatch, July 4th/5th

The HSCC's annual visit to the full Grand Prix circuit is always a treat. This year, the London-based equipe decided to forego their usual trip to the Club Alfa Romeo de France bash at Mas du Clos in order to put on a five Giulietta demo. at the circuit.

Even more attractive was the prospect of two races over the weekend - the normal HSCC Historic Road Sports round and an invitation to join the Dutch Trofeo Alfa Challenge Race in which honourable company Peter and I had raced at Spa.

Fifteen racers from the Dutch Trofeo had made the trip, and were joined by a dozen-and-a-half Chris Knott Series Alfa racers, Giuliettas driven by Stuart Passey, James Wiseman, Peter Shaw and myself, with Andrew Colley, (a refugee from the Historic Racing Saloons series) in his Giulia Super, Hong-Kong based Tony Collins in the ex-Julius Thurgood 105-series Sprint GT and Peter Sugden in a similar car.

Seventeen of the top twenty practice lap times were set by Alfa 75 Turbos, 33s, Suds and GTV6s, which also made for an interesting crowd on some of the trickier bends in which the GP circuit abounds.

Sad to relate, then, that Your Editor suffered an Out-of-Body Panel experience at Paddock and had to withdraw, to return later in the season.

The 8-lap race started under grey skies but on a dry track. Stuart and myself commenced modestly, chin-up, from the stern of the 37-car grid and contemplated how long it would be before 33s and 75 Turbos started to lap us. The answer was : 5 laps later. The last 4 of the 33 finishers were Peter Shaw, Andrew Colley, myself and Stuart. However we were able to do a bit of crowd-pleasing entertainment, (particularly The Chairman who managed the whole of Clearways on 2 wheels), and got awarded very nice Class Attendance Prizes by Jos Hugense, the jovial Trofeo organiser. Our thanks to Jos and also to John Norrington, who brokered this invitation.

On the Sunday, we were joined by Justin and mustered a 4-Alfa display for the Historic Road Sports race. Just to show that Practice doesn't make perfect, all of us were slower on our qualifying laps than we had been in the Trofeo on Saturday. Salvation was at hand, though, since we each improved on our best in the race, with Peter at 1m 58s, Justin at 2m3s, myself at 2m9s and Stuart 4s behind.

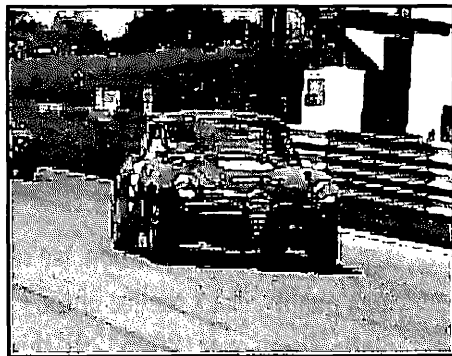
### Croix-en-Ternois

Although the Racing Correspondent was engaged elsewhere, Stuart raced at Croix-en-Ternois in the Pas de Calais on 18th/19th July and returned

garlanded and dressed overall, having won the All-Comers Handicap race. Another Giulietta first for the season !

### Castle Combe

This fixture at an airfield perimeter road circuit in a beautiful part of Wiltshire is a regular for the first



The race was hard-fought!!

weekend in August. It is also, remarkably, unfailingly the first hot weekend after the now traditional run of dreary, wet English July's.

That being the case, I was stunned to find myself deserted by the fickle



members of the Scuderia, all of whom proffered transparently fictitious excuses to explain why they would rather be enjoying the sun on a beach with a chilled glass of Pimms in hand, than sweating it out in a three-layer Nomex suit with fireproof longjohns underneath. Honestly, since the Labour Government was elected, nothing's been the same.

Come what may, and very ably crewed by Andrew Thorogood and Giulietta aficionado Paul Gregory, I found myself supporting the rear end of a 19-car grid. What happened next was [xxxxsst unaccountable break in transmission] with the result that [zzzvsst] and only prevented



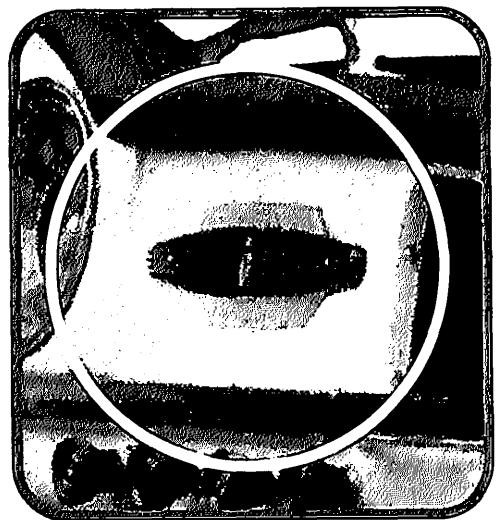
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So, all you Spider owners out there (Sprint owners, sorry), all you have to do is answer these 3 questions, and (this is the catch!!) send me at least 200 words about either your car, a technical tip, or other interesting tidbit. The best article, with all three answers correct, wins the plate. Simple as that!! Here are the questions:

1. In which Italian dialect does 'Pinin' mean 'little one'?
2. What name are the very early Spider's bumper overrides sometimes called by?
3. What is the main difference between the blanking plates fitted to 750 and to later 101 Spiders?



Answers, (including your article or restoration tidbit, please) to:

James Wiseman  
6 Spanish Place  
London W1M 5AN  
U.K.

email: [mageditor@giulietta.com](mailto:mageditor@giulietta.com)

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- Track rod ends, original Alfa supplier, RH thread (3)
- Steering idler, for Left Hand Drive cars, customer's unit rebuilt (1)
- Steering idler, for Right Hand Drive, customer's unit rebuilt (1)

##### FRONT SUSPENSION:

- Wheel bearing, inner (2)
- Wheel bearing, outer, 15mm wide, to late 1957 (2)
- Wheel bearing, outer (2), 20mm wide, from late 1957 (2)
- Oil seal (2)
- Spring, 101 series Sprint/Spider/SS, 115mm diameter, standard height, uprated +28% (2)
- Shock absorber, "SPAX" adjustable gas type (2)
- Shock absorber, "KONI" adjustable type (2)
- Anti-roll bar end silentblocs (2)
- Anti-roll bar lower link hemispherical bushes (4).

##### REBOUND LIMITING CABLES (2)

##### REAR SUSPENSION

- Wheel bearing, early type, 67mm dia (2)
- Wheel bearing, late type 72mm dia (2)
- Oil seal (2)
- Spring, 101 series Sprint/Spider/SS, standard height (2)
- Shock absorber, "SPAX" adjustable gas type (2)
- Shock absorber, "KONI" adjustable type (2)
- Shock absorber mounting bush set (1)
- Rebound limiting straps, remake of original canvas type (2)
- Silentbloc, 52mm dia x 54mm, 101 series trailing arm (4)
- Spacer washer for triangle silentbloc (2)

##### TRANSMISSION

- Rubber doughnut, gearbox/propshaft (1)
- Prop shaft "Hardy Spicer" type universal joint (2)

- Prop shaft centre bearing (1)
- Prop shaft centre bearing rubber support (1)
- Rear axle input oil seal (1)

Note: (no.) indicates number required per car.

#### PARTS BOOKS, MANUALS & BOOKS

##### GLENNS TUNE-UP MANUAL

Covering 2000, 2600, Giulietta 750/101, Giulia 101 & early Giulia 105 series. The original non-official manual & arguably still the best. Contains many useful specifications, settings & practical how-to-do-it information. An essential for your toolbox, just try to find a clean original copy! 124 pages, English text

##### GIULIETTA PARTS CATALOGUE

A reprint of the original factory publication, covering all Giulietta 750 & 101 series from Berlina to SZ. Exploded drawings with detailed listings of all parts, together with a numerical index, help identification of all parts & modifications throughout the production period. Two volumes - mechanical, 478 pages, & coachworks (body), 258 pages, English text

**GIULIETTA WORKSHOP MANUAL** A reprint of the only manual issued by the factory. Originally published in 1957, the manual covers the Giulietta 750 series, with a supplement detailing dimensions & settings specific to the 101 series. Also generally applicable to the Giulia 101 series. 270 pages + 15 pages, English text

##### GIULIETTA GOLD PORTFOLIO

A compendium of original period articles on the Giulietta from around the world, together with a few modern articles. A book which I regularly pick up & read an article or two. 172 pages, English text.

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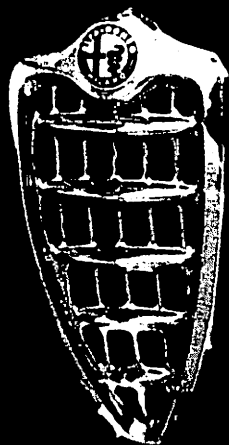
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<b>Badges</b>	Alfa Script <i>Quadrifoglio</i> <i>Alfa Milano</i> enamel badge	£2.00 £2.00 £2.00	£0.75	£0.75	£0.75
<b>Glasses</b> Etched with 'Giulietta Register'	1 Pint Beer glass Lead Crystal Whisky tumbler (available at events only)	£5.50 £5.50			

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