

The Alfa Advocate

Newsletter of the Mid-Atlantic Alfa Romeo Club



Ex-Goodwood Revival: 1954 Alfa Romeo 1900 CSS Zagato

From Bring a Trailer July 27, 2016

This 1954 Alfa Romeo 1900 CSS (chassis 01840) is said to be one of just 39 Zagato bodied short wheelbase cars built, and since restoration in the mid to late 90's, has had several successful vintage racing outings, and was also featured at the 2008 Goodwood Revival. The car looks spectacular in a typically avant-garde Zagato kind of way, and is loaded with artful design features like its incredible double bubble roof. Find it here at Veni Vidi Vici in Castries, Netherlands for 349k euros (~\$384k USD today). Special thanks to BaT reader Kyle K. for this submission.



The C in this car's name stands for Corto, designating a short chassis which according to the ad was typically supplied to coachbuilders like Bertone, Vignale, Touring and Zagato, of course.

This car was originally delivered to Casablanca, and later bounced around Europe before spending some time in Japan. Discovered without an engine in Portugal, the seller says it showed evidence of prior race history, and restoration started in 1996. Since completion, it's seen quite a lot of competition use, notably winning its first race outing at the 2005 Tour d'Espana. Three years later it would race at Goodwood for the wonderful Revival.

The rear three quarter angle is arguably the car's best, showing off its wonderful, Zagato signature double bubble roof and rear window treatment, though the nose is quite attractive too, and features like an asymmetrical intake scoop supply the weirdness that is expected of almost any car wearing a stylized Z badge. The interior is just as lovely, and



caramel colored leather complements the exterior's sage green perfectly. The bolt-in cage isn't terribly obtrusive, and an FIA technical passport is photographed within the ad.

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DISCLAIMER: While it is a primary service of the MAARC to disseminate technical information, any maintenance technique or modification published in the Alfa Advocate should be weighed against conventional and generally accepted maintenance procedures. The Alfa Advocate should not be considered the authority on maintaining or improving Alfa Romeos, and the views expressed are those of the author of the article or person quoted. Owners should consider possible techniques or modifications in light of common sense, compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them. This publication and this organization will not assume any liability for such consequences.

Presidente Column

Hello All,

Welcome to another newsletter, and another month has flown by.

Events, we have a couple coming up. VIR Gold cup vintage races, where we have a few members participating and it looks like a good crew watching, this will be on the 24th, and in October we are going to have an Alfa extravaganza starting with a viewing of the Art Deco cars at the NC museum of art followed by lunch and a tech session.

More information will be sent out about the latter event and posted on the meet up sites as well.

I frequently struggle with items to talk about on the monthly newsletter so now I am going a bit off topic, and let's talk about tools. Yes, I run a garage now and sometimes I think I just run it to acquire more tools.

So new tools and tools that I like. First off a lift. I finally got my lift installed even though I purchased it some time ago. Once you have a lift you wonder how you lived without one as it makes so many jobs much easier. Mine is a Bend-pak asymmetrical lift, now I really think that Mohawk makes the best lift out there, but it was over 3 times the cost of my Bend-pak, and I just couldn't stomach that. A Bend-pak is not the cheapest lift that you can buy and mine cost about 3200.00. But I use it every day and so far, it is working really well. You can get some lifts from companies like Eagle that cost about 1800.00 and I think they are just fine for occasional use. The biggest problem I have found is that I really need a second or third lift as I put one car on it, and end up waiting for parts and I need to raise another. The second problem is when you put your car up on a lift you find 10 things that are wrong with it that you didn't know before.

In buying a lift I would recommend the asymmetric as it allows access to opening the doors on the lift without hitting the post, and get a low profile lift which helps with our cars. If you are planning on building a garage I would suggest you set the ceiling height to at least 12 foot and pour one section of concrete 6 inches thick. Even if you are not planning on a lift right now doing these two things will allow a lift to go in easily later.

I went with a 2 post lift which I prefer for working on cars, but if you have a toy problem a 4 post lift may be your friend. You can park 2 cars in a single bay. The 4 post is also better for doing oil changes and you can pull on and off quicker than you can set a 4 post lift. Doing suspension, brake or transmission work the 2 post wins' hands down.

With the lift I did purchase a new heavy duty transmission jack. Where I use to lay on my back and bench press the transmission into place from the floor. With this new trans jack it almost makes it too easy. It has all kinds of tilts and is very stable. My only complaints with it is that the base could have been better made and the wheels of a higher quality. I did not buy a cheap item, even though it is made in china, but they could have put better quality wheels on it. Overall I really like it and for dropping transmission, transaxles and even rear axles it is a godsend, though I don't get the workout that I use to.

Other new toys. I got a new compressor, here I went with a good one in a Quincy which will basically last forever. You can get a compressor for about a third of what I paid for this one, and unless you are a serious garagista it will probably be fine. But the Quincy is built for serious work right here in the USA. Also unlike a lot of compressors the Quincy can start and run in the garage while you carry on a conversation. It is just not that loud.

Final new piece a plasma cutter. This was a tough purchase and I will say that if you do a lot of body work get a Hypertherm as it is the best in the business. I don't do a lot of body-work and mostly wanted it to cut tubing and to cut old cars that I purchase for parts. The one I ended up getting was from Eastwood and for general garage work it is great. It cuts through sheet metal like butter, and it does it with such precision that it is amazing. If you are restoring a car and you need to cut floor boards out or perhaps remove a part of a sill you have to get one of these. I can cut metal within a millimeter of where I need it cut and

Continued from page 2

the distortion is really kept to a minimum. This was a tough decision to buy one of these as bodywork is really outside of my area of expertise, but I keep finding uses for this new toy.

Well that is all my toy reviews, I will have another Friday at the garage soon and lay out some of these tools for people to try if they wish. In the future I will try to do a review of some smaller tools that are Alfa Specific.

Thanks and have a great month.

Kevin

Cars & Coffee Greensboro

Hey folks... here are the details on this year's Cars & Coffee! The General Greene Car Club and UNCG are very excited to have teamed up to keep this event growing. The event takes place on the third Saturday of every month, March through October, from 8-10AM. The location is 550 Tate St., which is lot 7 behind the Weatherspoon Art Museum. There will be overflow parking in nearby lots, and FREE parking in the Oakland Avenue Parking Deck. There are handicap spaces available in lot 7; simply see one of our parking guides for assistance. There will be a coffee and pastry truck on site, and there are handicap accessible restrooms readily available. We hope you're as excited as we are, and we look forward to seeing you out there!

Third Sat: Coffee and cars for Greensboro, Starbucks/Whole Foods Lot, Jefferson Village Shopping, 1562 Highwoods Blvd Greensboro, NC 27410, 8:30 am- until Weather Permitting

B.I.F. Motors

Service and repair for



British



Italian



French Automobiles

Located: 3508 Bentridge Drive
Mebane, NC

336-455-3663

E-Mail BIFSportsCars@gmail.com



Roger Blanchard - Automotive Art
98 Rockwood Lane
Pittsboro, NC 27312
919-968-4043
<http://www.rogerblanchard.com/>

Magazine Watch – Vol V September 2016

By Bill Bean ('84 GTV6)

Well, it has been interesting lately as there has been little Alfa stuff out there since the last column. I guess that in the build up to July – September (Remember! Magazines seem to date themselves several months before the actual month) that they all maximized their Alfa Romeo stuff. Well - - -OK, still interesting stuff to report and a couple of interesting Alfa articles out there. So – Bits and Pieces this month –

From **Hemmings Motor News** – Motor Oil! For classic cars, muscle cars, and everything in between. Need zinc and phosphorus in your oil – this seems to be it. Roughly \$54 - \$70/6-pack.

www.hemmings.com/classicoil Great magazine by the way.

In the **Garage Gear** section:

Nice rust remedies from **SEM** – 866-327-7829 (semproducts .com)

Thermo-Tec makes a Gold Guard product 24K heat barrier which will help manage heat emanating from engine bays and exhaust systems. Maybe a good idea for GTV6 in-board rear brakes where the exhaust system is right on top of the left side brake caliper? www.thermotec.com

Hmmm – a neat Onyx Nano (i.e. small) air wrench for those hard to get places. [www.astro](http://www.astrotools.com) tools.com

Keith Martin's **Sports Car Market's eWatch** section has all kinds of good stuff including a very good resource section. If you need anything this is probably a good place to check out various offerings, e.g a Firefly spark plug with Priming Cup (maybe will make my GTV6 easier to start???)

From AAA magazine: Top Tier Detergent Gasoline - a really good article about why you want to purchase your gasoline from Top Tier stations, e.g. Shell, Texaco, Esso, etc. Go to: <http://www.toptiergas.com/retailers>

From September **Popular Mechanics** – Driving column: “Oh No! Your Car Got Scratched!” Well, we all suffer from this problem. The author, an experienced “wrench turner”, looked at everything from TV Miracle Pens to multistage treatments matched to your specific car color. He wisely went with the latter remedy. He went with **Automotive Touchup's** kit, about \$50 (I have this very good kit for my Alfa). It contains all you need for a complete repair from aerosol cans to sand paper and the proper paint and sealer. The steps are: 1) Abrasion, 2) Priming, 3) Coating, 4) Results (“Give it hell with the orbital buffer”).

Note: A very good company for paint matching is **Dr. Color Chip**. They mixed up a special gray color to match the otherwise unobtainable gray lower trim on my GTV6 – very helpful folks.

Hemmings Sports & Exotic Car – October 2016 #134

David LaChance's column: The Joy of the 75-hp car. David lives in a remote corner of Massachusetts where folks like Skip P try to straighten out the corners. He claims that this least ever powered car that he has owned, a Fiat X1/9, with a whopping 75 hp along with 79 ft.-lbs. of torque – is just a hoot to drive. Doing more with less is a true joy – just anticipate and drive. I had a MG-TD with negative power – I get this! And, a few years ago my oldest daughter gave me her stick-shift Toyota Corolla. It also had no power but what a real hoot to drive. I remember a review article about a super high-powered super car where the author stated that, in reality, he would rather drive a really slow car fast than a really fast car slow. How true - - -

Modern Classics (June/July) covered the world's biggest classic car show in Essen, Germany. There were 22 halls of filled with cars.

On page 22, an article on the Alfa 156 2.5 Busso V6. Following years of lackluster cars, the 156 was a real stunner. Remember, this was GM investment in their Alfa ownership period when they could have brought the 156 to the US, for which it was actually designed for! The 156 was perhaps the highlight of Walter De Silva's design time at Alfa. Although the 4-cylinder actually handles better due to weight, one should get the V6 because of the power and sound. Get your now – it is an antique and you can import it.

There were some great photos of the 156 D2 Super Turismo double BTCC championship car. And, the 156, that won ETCC championship in 2000, 2001, and 2002.

Internet article – best of all: “Why the Alfa Romeo GTV6 is Pornography for Engineers” by Davide Cironi (2 February 2016). “The GTV6 is so much more than a pretty face – underneath it is pornography for engineers – and this is why ---“.

And, for you GTV6 enthusiasts, like me, one GTV6 recently sold on Bring a Trailer for around \$33,000, another for \$25,000, and another for around \$12,000. These were real gems with all having less than 30K miles or so. Hmmm, wonder what my 177K + well-patinaed GTV6 would go for? ---

OK – bye for now – Cheers - Bill

Continued from page 1

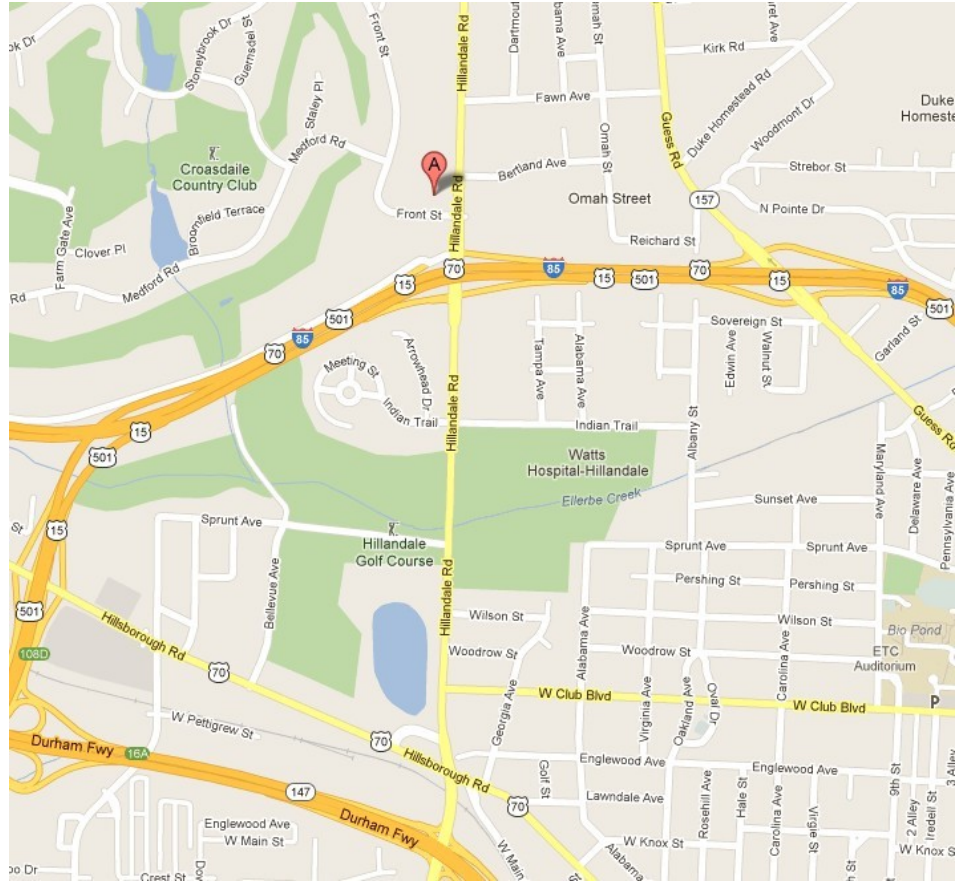
Though not the car's original engine, this replacement is said to be of the correct 115 HP spec, and it looks great with unusual blue cam covers, wrapped header, and mesh filtered carbs. Note the hood's shape, and the way it opens around the prominent grille.



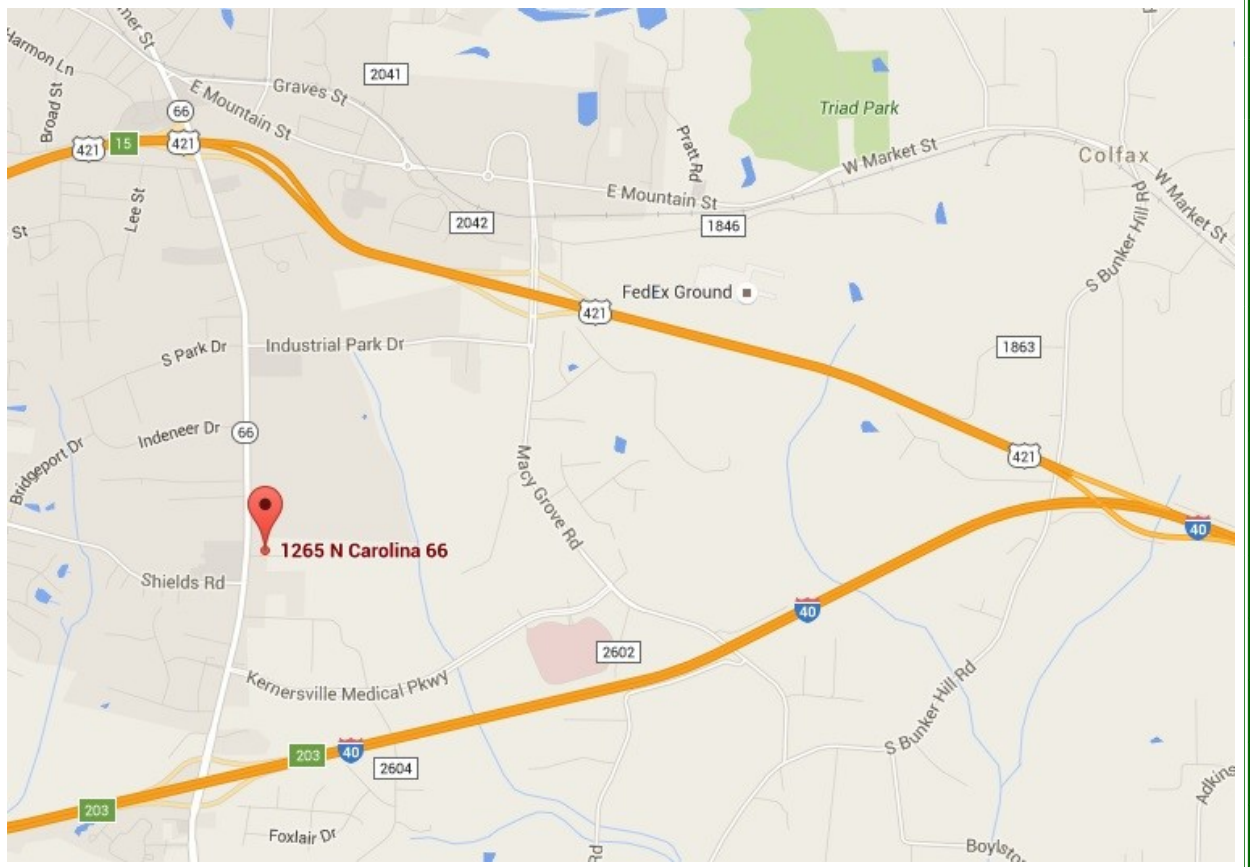
There's no word on the car's current condition, but ideally it will continue to be raced and toured.



Melo Restaurant
1821 Hillandale Rd
Durham, NC 27705
(919) 384-9080



Captain Tom's Seafood Restaurant
1265 N Carolina 66, Kernersville,
NC 27284



Coming Events (To find upcoming events see: <http://www.meetup.com/Mid-Atlantic-Alfa-Romeo-Club/> and <http://www.meetup.com/Corsa-Rossa-Sports-Car/>)

Raleigh Area - Monthly Meeting Third Wednesday:

**September 21st - Mellos Restaurant, 1821 Hillandale Rd
Durham, NC 27705 (919) 384-9080**

Winston-Salem/Greensboro - Monthly Meeting Second Wednesday:

**September 14th, Meeting. 6:15 pm Captain Tom's Seafood Restaurant
1265 N Carolina 66, Kernersville, NC 27284**

Hampton Area - Monthly Meeting Third Monday:

September 19th Meeting at Mama Rosa's, Virginia Beach (see map)

Charlotte Area - Monthly Meeting Third Thursday

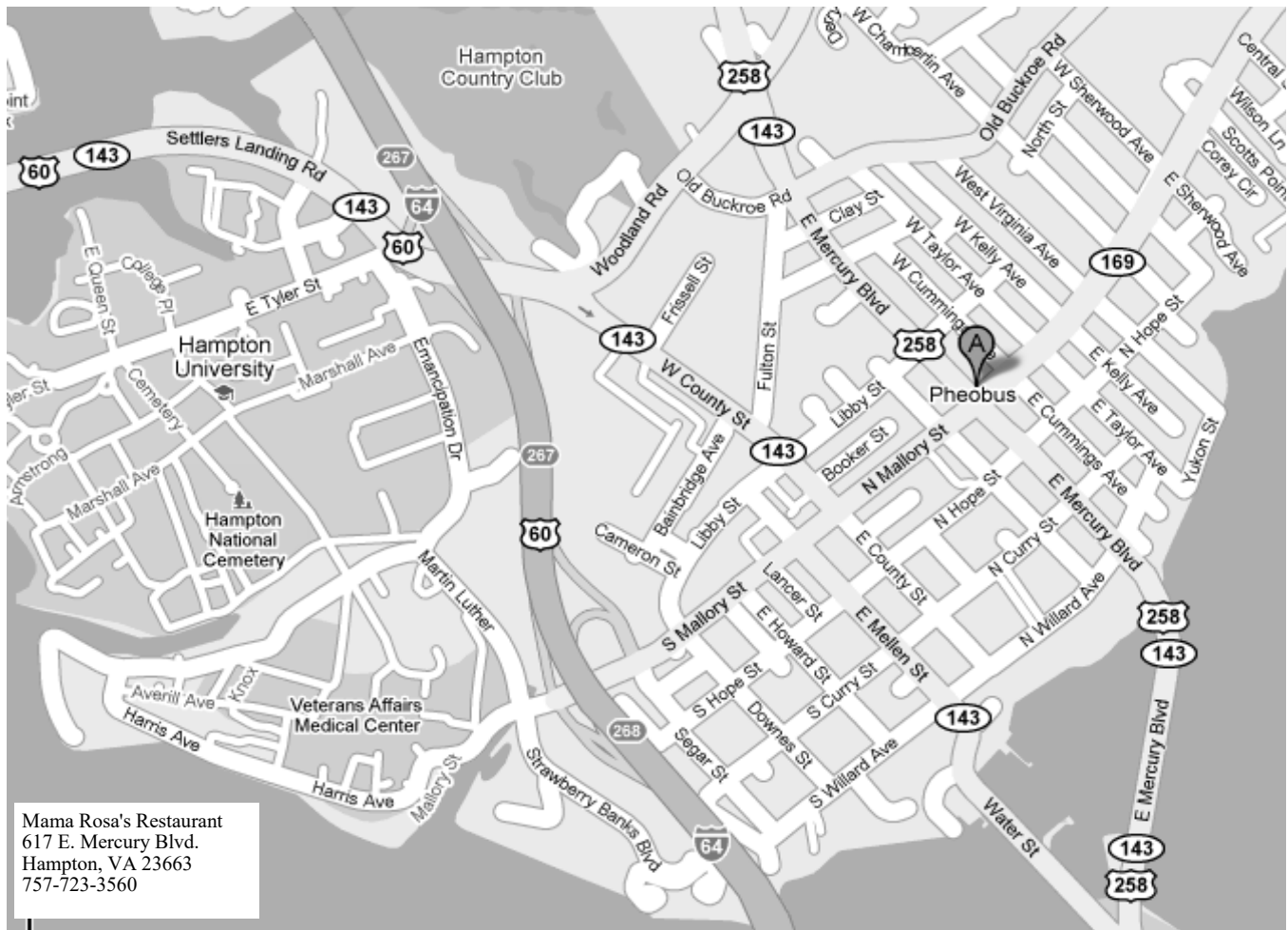
September 15th, Meeting TBD contact Ed Green (704) 408-0410

Third Sat: Coffee and cars for Greensboro, 550 Tate St., lot 7 behind the Weatherspoon Art Museum, Greensboro, NC 27410, 8:00 am– 10 am Weather Permitting

First Sat: Charlotte Coffee & Cars 7:30-11:00 Galleria Parkway at Monroe Rd., behind the BoJangles

First Sat: Jamestown Coffee and Cars , Penny's restaurant at 727 W Main St. In Jamestown NC, Start 8 AM to 10 AM.

First Sat: Raleigh/Durham/Cary Coffee and Cars: Morrisville Outlet Mall. 1001 Airport Blvd. Morrisville, NC. 27560 <http://tinyurl.com/hr7pvoa>



Touring Joara 2016

The Touring Joara Board and Exploring Joara Foundation have dedicated this year's sports car rally in memory of David and his dedication to community service — and affection for his 1982 911SC Porsche. As a FUND-raiser and FUN-raiser, this year's event has established the David Lee Deal Memorial Fund to accept donations to further the mission of Exploring Joara Foundation. There are two ways for you to make this year the most successful Touring Joara ever.



Visit www.exploringjoara.org on the Web for further information.

1) Donations of any amount may be written to Exploring Joara Foundation/David Deal Fund, PO Box 296, Morganton, NC 28680-0296. Your preferred name or business will be listed alphabetically on a special page in the rally booklet. These donations **are often tax deductible** on federal forms for this 501 (c)3 non-profit.

2) Advertisement with company graphic and/or special message: 1/8 page @ \$50 (business card size); ¼ page @ \$100; ½ page @ \$200 or full 6.5"x7.5" page @ \$400. Call 828.439.2463 for invoicing, if required, or questions. Paid advertising **is not** a charitable tax deduction. EJJ office located at the Linda & Carl Wall Center for Archaeological Research, 220 New Street, Morganton, NC 28655.

Preferred listing, graphics and funds must be received by EJJ before 12:00 noon, August 31.

David Lee Deal 1950 - 2016

Our friend David Deal was a one-in-a-million kind of guy; he liked everyone and everyone liked him. I think that made it easier for him to help found the Table Rock Sports Car Club and Touring Joara Rally. This annual event is, of course, a benefit rally for the Exploring Joara Foundation and their mission to introduce grade school students (and adults) to archaeology in the upper Catawba and Yadkin river valleys. This was how David chose to combine his interest in sport cars with his interest in the history of this region. The world needs more people such as David Lee Deal and his presence will be sorely missed by many.

**** UPDATED Information ****

Touring Joara - Presented by the Table Rock Sports Car club

Export Tell a friend Share
Saturday, October 15, 2016
7:30 AM

Catawba Meadows Park in Morganton
701 Sanford Dr, Morganton, NC (map)

Touring Joara 2016 Come join Come join fellow Tarheel members to tour Joara. Contact Craig Root at 828-333- 2353 or crager5@bellsouth.net for details about plans for Tarheel folks. The Table Rock Sports Car Club will again sponsor Touring Joara on Saturday, October 15th in Morganton, NC. Rediscover the pleasures of backroad driving; enjoy the scenic beauty of North Carolina's foothills and mountains; consider the history of where we live; and partake in a poker run for prizes. As a bonus, you'll be supporting the Exploring Joara Foundation and public archaeology in the Catawba and Yadkin river valleys. This is Touring Joara 2016! The Table Rock Sports Car Club of Burke County, NC has incorporated into this year's Tour: • "Diamondback" (190 curves in 12 miles – an alternate route is provided); "Devil's Whip" (160 curves in 12 miles); and "the Worm" (51 curves in 5.5 miles); • Stunning views of Lake James, Table Rock, Shortoff Mountain, Lake Tahoma, and Mount Mitchell; and • Opportunities to explore local historical sites.

Only 100 cars will be registered. Early registration through July 31 is \$30 per car, regular registration through September 30 is \$35, and day-of-the-event registration is \$40. Email Marie at ED@exploringjoara.org for a registration package. Online registration will open soon at <http://exploringjoara.org/>. Car enthusiasts will assemble at Catawba Meadows Park, 701 Sanford Drive, Morganton, N.C. Check-in (receive tour packets) is from 7:30 am to 8:45 am. This is your opportunity to check out the assembled sports cars and view the new Joara living history center of Native American houses. The driver's meeting and Exploring Joara presentation will conclude by 9:30 am when the cars roll out. Poker run prizes will be announced at 3:30 pm.

Humor



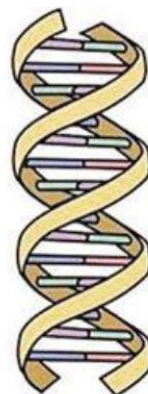
Quiz: Guess who?



For the discriminating woman, Nancy

NORMAL DNA

ITALIAN DNA



MAARC FALL SCHEDULE OF EVENTS

October 8th Saturday at the Garage

Instead of Friday at the Garage. This one will be at Giancarlo's house in Cary NC. Start time will be at 4pm. More info on the meetup site to follow and we will send out an email also

October 15th Touring Joara- presented by Table Rock sports car club

Touring Joara 2016 Rediscover the pleasures of backroad driving; enjoy the scenic beauty of North Carolina's foothills and mountains; consider the history of where we live; and partake in a poker run for prizes. As a bonus, you'll be supporting the Exploring Joara Foundation and public archaeology in the Catawba and Yadkin river valleys. See page 8 for additional information.

November 12th Alfa Extravaganza

Rolling sculpture of the Art Deco cars at the North Carolina Museum of Art Plans are not completely finalized but currently we are planning on having a Dinner on Friday night.

On Saturday we will go the museum, have a tech session, and an afternoon socializing event, and perhaps a few other activities depending on participation. What we need now is an idea of who all is attending. If you think you are going to go, please let us know via an email or better yet via the Meet-up web site.

Dec 9-11 Alfa Christmas party in New Bern NC

Main Hotel – Marriott Courtyard

Located in Historic district with easy walking distance to all events

Block of 15 rooms reserved, **Book by Nov 11, 2016** Cost \$114.00

Call 1-800-321-2211 and refer to group code "ALR" or the "Alfa Romeo Club"

Friday dinner (Optional)

Morgan's Tavern and Grille www.morganstavernnewbern.com

235 Caven Street, New Bern, NC 28560, 252-636-2430 Reservation under "Harper" for 15 at 7 PM

Full menu, Good beer and wine selection. There are 2 stairs to access dining room

Saturday Cars and Coffee

Twin Rivers Mall Behind Star Bucks 8:30am – 10:30pm

<https://www.facebook.com/Cars-and-Coffee-New-Bern-877667692325019/>

Saturday Lunch suggestions

Baker's Kitchen - Cost about \$10.00 USD per person, No alcohol

Chelsea - Nicer than Baker's but more expensive – has alcohol

Persimmon's (if open) - On the water with a great view

Saturday Boat Tours

2 hour cruises along New Bern beautiful rivers www.Tugboat-Cruises.com (252-349-3819)

6 guests per cruise, \$25 per person

Captain Jim can provide several tours that day for our group members

Please tell Barrie Harper if you are interested: 919-225-3103 or harperbarrie@Hotmail.com

Saturday Dinner and Party

Captain Ratty's

Reservation under "Harper" for 7 PM, Cost \$25-35 tax and gratuity included

Fixed menu: Sirloin; Crab cake; Salmon; Chicken; Veggie Pasta

Excellent wine choice and good beer

Cash Bar

\$10 dollar corkage fee if you bring your own



AROC GOES TO ITALY

May 11 – May 20, 2017

Welcome to our 2017 fabulous visit to Italy! We'll experience car manufacturers, museums, designers and, of course, incredible food. Highlighted are two extraordinary days, one with the new Alfa Romeo Museum and one with the 'send off' day at the Mille Miglia in Brescia. Sandwiched between these highlights are visits to manufacturers and showrooms like Horatio Pagani, Lamborghini, Ferrari, Ducati, Maserati and naturally Alfa Romeo. The hotels and locations mirror the quality of this program.

Join AROC President Cindy Banzer and AROC Board members on this tour which has been carefully planned and scheduled in collaboration with Steve Austin's Great Vacations. Steve Austin is well known for his Classic Car Tours to Monaco, the Mille Miglia, LeMans and the Goodwood Revival. In Cindy Banzer's words, The AROC Board wants our members to have a real Italian experience, one that will introduce the history of the country's amazing car industry, while being surrounded with private visits, all cloaked with great fun and camaraderie.



- May 11 Arrival in Milan and transfer to the Le Meridian Hotel**** in the old Fiat factory of the Lingotto. Reception and dinner at our hotel (2 nights).
- May 12 A morning visit to the Museo dell 'Automobile Carlo Biscaretti di Ruffia', the largest collection of historic cars in Italy. This afternoon a visit to the Museo Pininfarina plus a visit to the old centre of Turin. Dinner includes a wine tasting of Piedmonte wines before an *Aperitif dell Turin* traditional dinner.
- May 13 We depart Turin for Milan and the lakeside Barchetta Excelsior Hotel****(2 nights) on Lake Como. A full day visit to the Alfa Romeo Museum which includes a private lunch at the museum. Local Alfa Club Members will be invited to join us. This evening is left for your discovery of lively Como.
- May 14 A day on Lake Como includes a drive up the western shoreline to Tremezzo. A short ferry across the Lake to Bellagio is rewarded with a lakeside lunch. Following lunch and some time for visiting the lovely village of Bellagio we board a large lake paddle steamer for our return to Como.
- May 15 Today we depart for Bologna and the Novotel Bologna Fiera Hotel****(2 nights). This afternoon we tour Lamborghini followed by a visit to the nearby Ducati Museum. Dinner this evening is at a famous Ristorante in the centre of Bologna.
- May 16 A morning visit to the small exotic car factory of Pagani and also the museum of Stanguellini in Modena. Following this, a visit to the Righini Collection and then lunch at a very special Trattoria in the countryside outside of Modena. Always a very popular visit where we enjoy the cuisine and wines of the Emilia Romagna area. Later in the afternoon we visit the recently opened Enzo Ferrari Museum.
- May 17 This morning we head down to Maranello, the home of Ferrari. First a visit to the 'Ferrari Galleria' which has become an excellent exhibition plus time to visit all the Ferrari related shops. Lunch is on your own but we can book tables for you at the 'Cavalino' or 'Montana' restaurants or you can opt for a number of small trattorias or

pizza bars. Mid afternoon we head back toward Modena for a visit to the unique Parmigiano Cheese Factory where also is housed the historic Maserati Collection. Late this afternoon we head for Lake Garda and the Grand Hotel Gardone****(3 nights). Dinner this evening at our hotel on the lake.

- May 18 A very special day as we visit the centre of Brescia for the gathering of the Mille Miglia. We'll visit the main squares where the participants register for the event. We'll walk around the cars with plenty of opportunity to meet the entrants. The streets are full of displays and the atmosphere is very 'Italian'. In the afternoon we visit the Mille Miglia Museum where the entrants have arrived for the afternoon before the evening start. This evening you have the option to relax back at the hotel and enjoy the small village of Gardone or opt to drive out to a location and view the cars on the first leg of the event.
- May 19 Today is a very relaxing final day. This morning we visit Verona, a chance to do some shopping and stroll the bustling old centre before heading to the eastern side of Lake Garda and the gorgeous Ristorante Punta di San Vigilio. Set in one of the most beautiful locations we enjoy our farewell afternoon brunch. Following our return to the hotel the evening is left at your leisure.
- May 20 This morning, following breakfast, we depart for Malpensa International airport for our return to the USA or on-going travel.

The program is inclusive of all transportation, accommodations, visits and touring. All breakfasts and most dinners or lunches as included and noted on the Itinerary. Arrival and Departure airport is Milan's Malpensa Airport. The tour price does not include air transportation to or from Italy. Along with Cindy Banzer, Steve Austin will accompany the tour and act as organizer and guide.

TOUR DATE: May 11-20, 2017 10 days

TOUR PRICE: \$4,680 per person based on two to a room (Non-AROC member, \$4,780.) Single Room Supplement \$1,350

DEPOSIT: \$1,000 per person (fully refundable up to January 10, 2017) BALANCE DUE: Feb.1, 2017

CANCELLATION PENALTY: There are cancellation penalties starting on January 12, 2017. Trip Insurance is available.

(Reservations requested by October 1, 2016)

BOOKING Yes, please include me/us on the AROC Goes to Italy Tour -

Name(s) _____

Address _____ Tel.No _____

Cell No. _____ Email Address _____

I/We would like to make the \$1,000 per person deposit by check (please make payable to Great Vacations)

I/We would like to charge the deposit to Card

No. _____ Exp. _____ Code _____

I/We understand that all deposits are fully refundable up to January 10, 2017.

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IMPORTANT INFORMATION:

The Euro currency has been affected by recent instability within the European Common Market. Our pricing has reflected the opportunity in the surge of the US dollar. The Euro could gain back lost ground later in the year, We will re-appraise whether we need to raise the price of the tour on October 1. All deposits received before that date will guarantee the tour price from any increases.

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Alfa Tech

BIZOL Synthetic Oil: The Technical Post

Posted on *June 23, 2016* by *Adam Goral*

Following the rollout of BIZOL, we have been getting a lot of questions about quality and comparisons of people out there that really know their oil, and are very specific about what they are interested in. We've been able to answer them based on things we knew at the time. The base stocks are a very high quality Synthetic, refined out of industry benchmark North Sea Crude. The additives are very carefully designed. The tests on the bottle are far exceeded in nearly all cases. But what does that mean? Now, I believe you have a lot more information, here is...BIZOL – The Technical Post



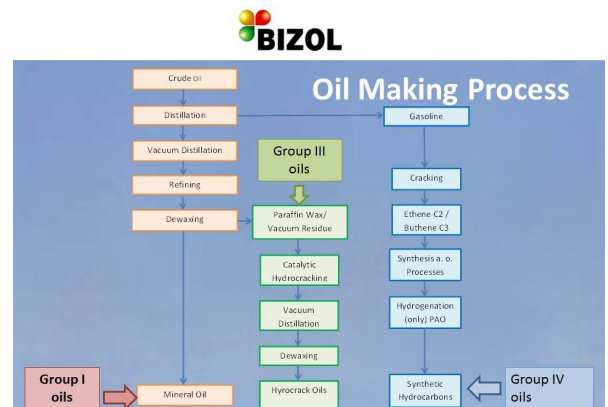
Alright, so you asked for it. I will try to explain this as simply as possible, but don't be afraid of brain. I'll start out with something simple like, oh.. how about.. a graph. This one is sort of an overview of what is coming in the next few pages. This describes the base stocks and specifications used in the various types and grades of BIZOL oil. It is a great reference when you are shopping for oil, so be sure to remember where it is! I will do my best to update as more specifications are approved by car manufacturers. <http://www.europarts.com/blog/6246/bizol-made-in-germany/>

With that right up front and out of the way, it's time to go over exactly what goes into BIZOL, including a description of base stocks and the process in which to get them, the ever important additive packages and how they affect a final product. Also, a description of common specifications that need to be referenced when shopping for your next oil change, and what line of BIZOL is best for your European car. Let's start with the basics.

What Makes 'Synthetic' Oil?

Synthetic oil, for all of our intensive purposes, was all at one point pulled out of the ground. The level of refining, or conditioning, that goes into the final base stocks is what determines the level of synthetic processing. Ultimately, the base stock makes up a good majority of the finished product, but with room for around 15-30% of proprietary additive that makes an oil a BIZOL, or Mobil 1, or Pennzoil etc. I want to share this graph on the actual refining process of different types of base stocks for the nerdiest of us to sink our teeth into. If you don't want to go in detail of how oil is made (and thus synthetic oil) skip below to *Oil Specifications and Standards* which should not be skipped.

BIZOL US				Audi	BMW	Mercedes	Porsche	Subaru
Motor Oils	Base Oil	ACEA	API	VW	BMW	MB	Porsche	Asian
BIZOL Green Oil 5W-30	S	A2/B4	SN	502 00 505 00	LL-01	229.5 229.3		
BIZOL Green Oil 5W-40	S	A2/B4	SN	502 00 505 00	LL-01	229.5 229.3	A 40	
BIZOL Allroad 5W-30	S	A3/B4/C3	SN	502 00 505 00 505 01	LL-04	229.51		
BIZOL Technology 5W-30 507	S	A3/B4/C3	SM	504 00 507 00	LL-04	229.51	C 30	
BIZOL Technology 5W-30 C2	S	A1/B1 A5/B5/C2	SN					ILSAC GF 4/5
BIZOL Technology 5W-40	S	A3/B4	SN	502 00 505 00	LL-01	229.5	A 40	
BIZOL Technology 10W-60	FS		SL					JASO MA-2
BIZOL Technology 5W-20	S		SN					ILSAC GF 4/5
BIZOL Protect 5W-40	FS	A3/B4	SN	502 00 505 00	LL-01	229.5 229.3	A 40	
BIZOL Protect 5W-40	S	A3/B4	SN	502 00 505 00	LL-01	229.3 229.1	A 40	



OEM APPROVALS

- There is no single oil that does everything. BIZOL specializes the blend for each vehicle application.
- BMW, Mercedes-Benz and the VW group (Audi, Porsche and VW) not only specify, but give approvals only when the motor oil meets their own strict guidelines and specifications for Safety and Performance.
- BIZOL has approvals from all major European Manufacturers.

Refining Base Stocks

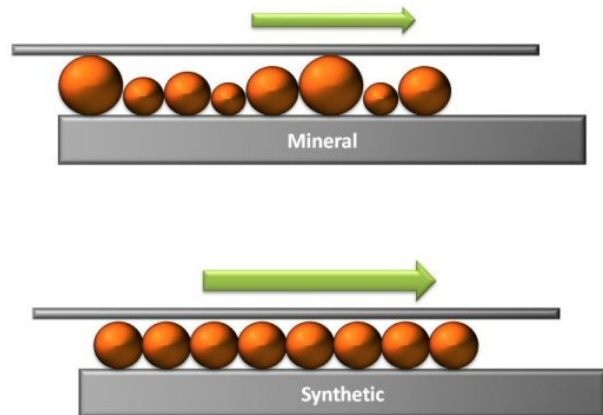
If you've ever driven past an oil refinery, you will notice it is a large series of towers and smoke stacks. The tallest towers are called distillation towers, and they are used to separate out the different types of oil after basic crude oil is pumped in. The smoke stacks commonly are for the boilers that heat it all up to start the process. As the pressurized heat vapor condenses, it separates out in the distillation towers and those levels are skimmed off for the various purposes. What we are looking for is the heavier oil towards the bottom to send to the next step.

Continued from page13

The distillation process converts crude into several levels of basic product that are skimmed and sent to be made into anything from paraffin wax and road tar, to jet fuel.

Standard basic Group I oils are referred to as ‘Solvent Refined’, which is an effective and cheap way to get a viable engine oil. Group II (not pictured) are Group I oils that go through a basic hydrocracking step called ‘hydrotreating’ to help even out those molecules and remove impurities, but are still considered basic dino oil, just a little better. They have regular aging resistance, high evaporative loss, and poor resistance to low temperatures.

Where we want to focus on is in the Group III and Group IV oils that BIZOL offers. Group III Hydrocracked oils are heavily refined using a fluid catalytic cracker, which creates a highly effective engine oil (as well as gasoline, jet fuel, diesel etc). The process uses high temperatures and pressures, along with very active catalysts to *crack* the basic long chain hydrocarbons into lighter, smoother, smaller and more uniform molecules. The idea behind the additional refining (after standard crude is converted into Group I mineral oil) is to process the lubricating molecules all to the same size. This ensures maximum lubrication and cooling ability, while at the same time resisting shearing, or friction breakdown. Group III hydrocracked oils have high aging resistance, low evaporative loss, good cold-start characteristics, and have performance very close to Group IV. Group III oils are considered ‘synthetic’ after the molecules are modified and changed using this process, and are only exceeded in specification by Group IV crazyness.



Highly refined synthetic oil molecules provide the most even protection

Group IV oils are the top of the food chain when it comes to lubricative base stocks, which are actually refined out of gasoline. They are often called “Fully Synthetic” (lets remind that it still started in the ground) and offer the highest aging resistance, lowest evaporation loss, and excellent cold-start characteristics. As you can see from the [oil making chart](#) above, this type of base stock has several extra steps to make it as pure, clean, stable, and nothing like the Group I or II oils that are below it. All-right, base stocks are out of the way, now I wanted to bring up the other 15-30% of the makeup of retail engine oils...

Almost *all German OEM Synthetic oils* are Group III hydrocrack oils with the few remaining being Group IV fully synthetic oils. The latest hydrocrack oils perform very close to the performance levels of Group IV ‘fully synthetic’ oils.

The Additives

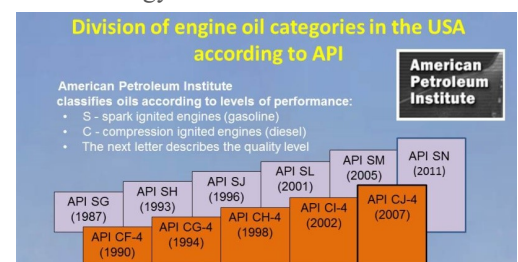
Starting with a solid base stock is important in manufacturing a quality engine oil. If you are going to make an excellent beer ([I used the ‘BIZOL is the craft beer of motor oil’ analogy in the last article](#)) you have to start with the best ingredients. But to truly make it special, that’s in the extra things you add in. A little bit of tangerine rind, maybe some coriander. Oil is the same way, except instead of a hint of cocoa, you are using different **detergents, friction modifiers, metal deactivators, anti-foam and corrosion inhibitors, anti-oxydants etc.** The list goes on, and that’s where buying the right brand of oil really makes the difference. BIZOL is obsessed with their additive formulas, and a superior mixture is what they pride themselves on being the best at. It’s what differentiates the Green Oil from the Allround, and the Protect from the Technology. The additives are what allow these engine oils to fall into the lines of several important specifications that you need to pay attention to when buying oil.

If you want to follow along, **get out your car user manual and go to the oil specification section.** In the user manual for my 2003 SAAB 9-5, it specifies API – SH/CD/CF or SJ/CD/CF. It also specifies ACEA A3/B3. The viscosity being a 5w-30 or 5W-40. You generally go with the thicker oil (5w-40) in the hotter months, but it’s not required. So what do those mean, and why are they important? That’s actually next.

Oil Specifications and Standards

Ok, above I mentioned you can skip that whole section above about oil refining. *This section* is very important to the well-being of your engine, especially if you are driving a modern, tight tolerance vehicle. Here’s a generalized chart of the API standards used for American oil specifications. You can get more detailed info on their website: [HERE](#)

As you can see, the specification laid out for my 2003 SAAB is pretty not-great. The severely vague and basic API-SH was get-



Continued on page 15

Continued from page14

ting old even by turn-of-the-century standards. It also calls out use of a semi-synthetic oil as OK, which is basically a mix of Group I or II, with some group III for good measure. As it turned out, the 9-5 had a severe engine problem with [oil sludge](#). This caused a huge debacle related to premature engine failures. It's safe to say we can do better for that one. Let's see what the ACEA European spec chart looks like.

A3/B3 gives a little more confidence, and it's important to know that Europe, especially Germany, is far more strict on what goes into engine oil than American standards. If you have a European car, it's better to use the European ACEA oil classifications when choosing an oil. Generally these oils are backwards compatible (A4 can go into A3 spec) but not the other way around. Don't put an A3 spec oil into something that demands A4 or you can see problems down the road.

Let's Get Technical

We have reached the top of the roller coaster, folks. You asked for details, and here they come. Before moving on I want to introduce you to the spider graph. The spider graph is a way of looking at the different qualities of an oil specification, as optimized for:

Soot Thickening – Resistance to unburned carbons (soot) thickening an oil, reducing its ability to lubricate. Most important in diesels, this is often combated with dispersants.

Wear (shear) – Resistance to the molecules shearing apart and breaking down. Highly applicable to new, tight tolerance engines with a lot of moving parts (like high pressure fuel pumps, or Vanos). Primarily optimized with ZDP's.

Sludge – Resistance to oil/water separation and buildup and accumulation in oil passageways. Like soot thickening, this is also controlled with dispersants.

Piston Deposits – Resistance to buildup and tarnishing of pistons and rings, reducing their ability to seal. Controlled with detergents.

Oxidative Thickening – Like sludge and soot thickening, this is the crumming up of the oil due to oxygen bonding (rust is a type of oxidation). Anti-oxidants are used to help with this.

Fuel Economy – Better fuel economy lowers emissions, and this is achieved by using friction modifiers to make the oil more slippery without sacrificing protection.

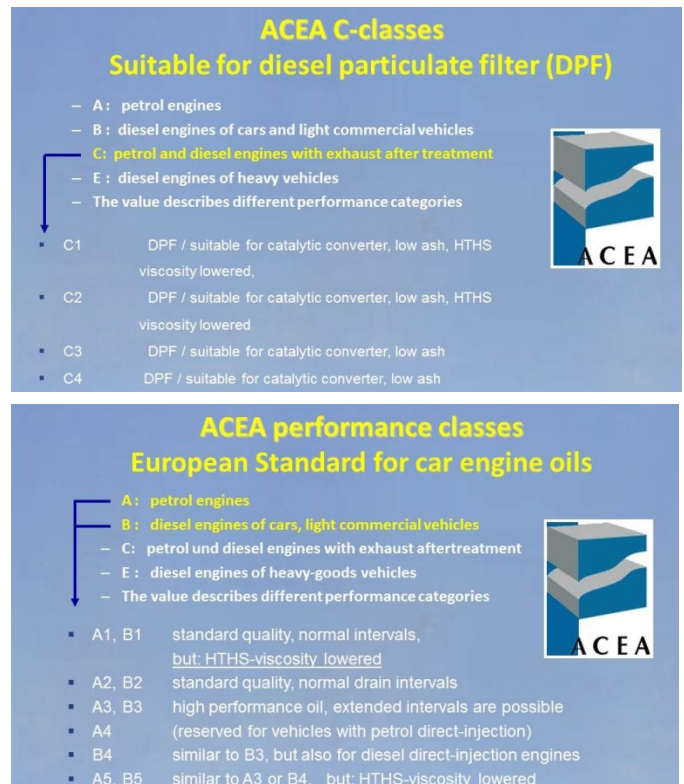
Aftertreatment Compatibility – This is in reference to [exhaust aftertreatment](#), a common system on modern diesels. The filters and catalysts in these systems are very sensitive. To help with aftertreatment compatibility, sulfur and phosphorous are added, as well as chemistry to lead to high sulfated ash content.

Here is a spider graph for a couple API and ACEA basic specifications. As you can see, the ACEA graph is much more inclusive than the API graph. This means that engine manufacturers that specify the API-SN standard are saying their engines are generally basic, lower tolerance, and lacking any high tech systems. The ACEA approval is much more demanding to achieve.

Some of the most stringent car manufacturers release their own specifications that must be met before the oil is allowed to wear the spec name. Take Mercedes-Benz for instance.

Mercedes made the new 229.51 oil specification with their new high efficiency diesel engines for the world market. You can tell they focused heavily in the soot and oxy thickening categories, while simultaneously being very demanding on wear and sludge to maintain high oil change intervals. This is shown next to Porsche's C30 specification, which favors wear resistance and sludge characteristics for their high-performance VW based engines (identical to the VW 507 Spec for a reason).

If you want to play around with checking out all the different spider graphs to get a feel for how all these car builders spec their engines, check out [THIS LINK](#). I probably spent way too much time on this page playing around with the different overlays. It's interesting to see that the BMW LL-04 spec is nearly the same as LL-01, except with the addition of extra aftertreatment compatibility for their new diesels.



Continued from page 15

Basically, what these specs mean is that, when shopping for oil, you must pay attention to these things. The specs are all very precise and are laid out with minimums that must be met for the engine to run properly. Now, just because an oil has a spec on it, doesn't mean there's no room for improvement. Every oil manufacturer has their little bit of extra added on in one way or another, so next I want to show you some lab tests pitting BIZOL against other leading brands on terms of performance (which I will describe in a moment). If you are still reading, congrats! You will have the best conversations starters for the next party you are at.

BIZOL, and YOU!

Most of the following graphs and figures were taken from the data sheets provided by the specific OEM manufacturers. When graphs and figures were not available from a specific oil manufacturer, the oil was tested by Blackstone and the results used on the charts."

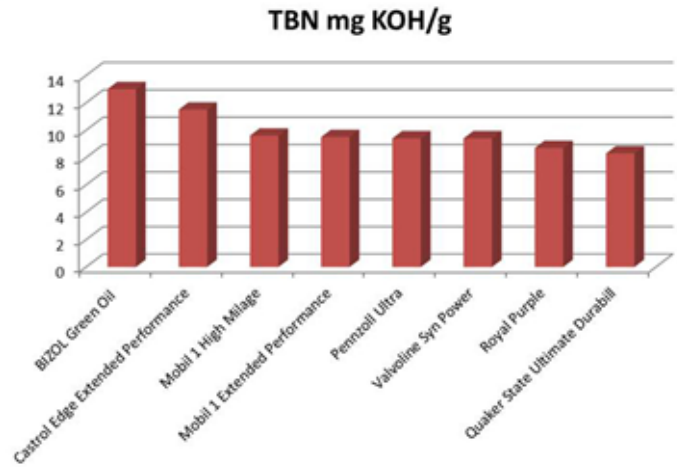
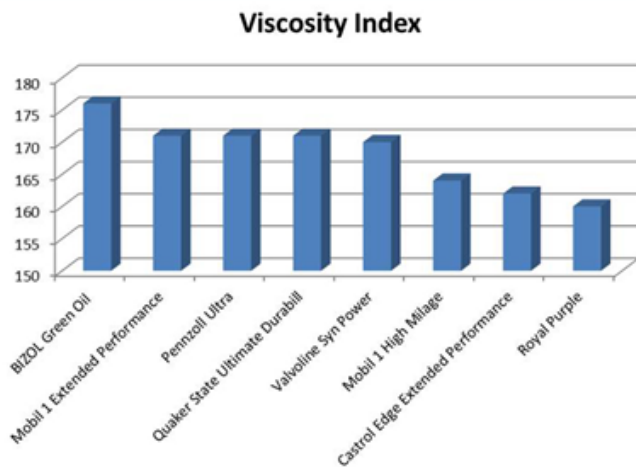
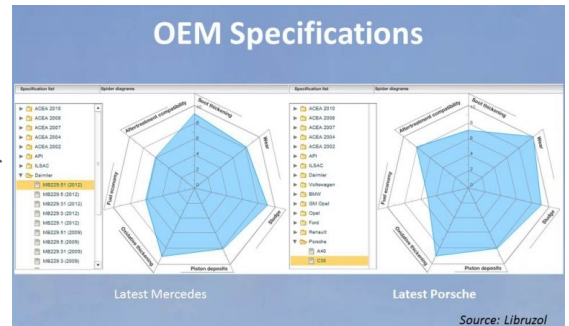
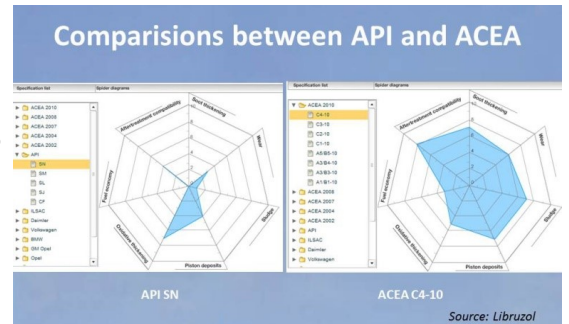
Blackstone labs will run a number of [ASTM based tests](#) to give you results in the fields that you are interested in. Most often you send used oil at the end of an oil change interval, and they will tell you how much it has broken down, resisted soot thickening, and how much of your precious main bearings have vacated the premises. You can all so send them new oil to get a number of tests run, so here are the results of those, along with some general descriptions of the Bizol product lines that we offer. We are focusing on a few key factors for our purposes.

TBN: Total Base Number – As oil wears down, it naturally becomes acidic. The TBN is a basic function of the ability to combat this acidity, and extend your oil change intervals.

Viscosity Index – This is a complex measurement that defines the ability of the oil to retain a stable viscosity at a wide range of temperatures. The higher the number, the more thermally stable an oil is, and the better it will stay in the target range when very cold or very hot.

HSHT (High Shear High Temperature) Viscosity – This test is designed to check for breakdown in high shear and high temperature situations. The higher the number, the better the protection. This number is generally balancing protection with fuel economy.

Evaporative Loss – Quite simply the likelihood of an oil to evaporate out of the system when subjected to normal operating situations.



Bizol Green Oil

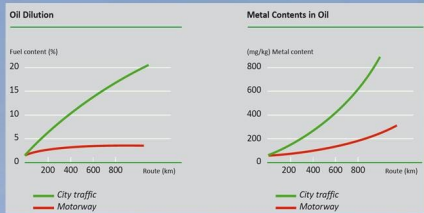
First up under the microscope is the critically acclaimed Green Oil. The additive package of this is specifically designed to extend oil change intervals in high traffic situations that involve a lot of idling and stop-and-go. It features a Group III Hydrocracked synthetic base stock. Notice the High TBN and Viscosity index to protect best against the fluctuating temperatures in heavy city driving.

Green “exceeds,” all of the OEM specifications and for that reason does not have formal approval. In order to gain OEM approval the oil has to meet the exact specification of the OEM oil. However Green oil will not void the warranties of any vehicle if a customer chooses to use the oil.



Green Oil

Answer to high stress of the engine in city traffic conditions
 Reliable Protection by traffic jams, cold start and stop-and-go driving
 Exclusive formulation created by BIZOL’s research team



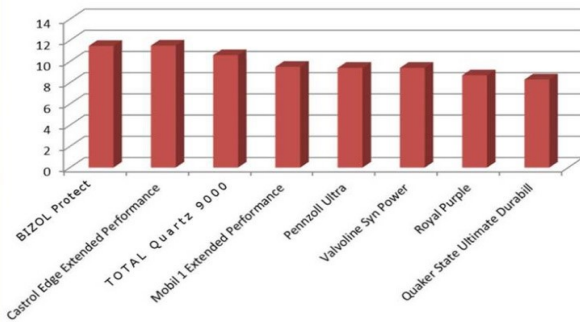
Reduces oil dilution
 Excellent binding properties
 Improves cleaning functions
 Extends the life cycle of the engine oil



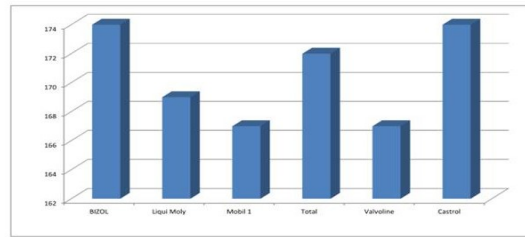
BIZOL Protect

Protect is the oil that many of our customers will choose, offering high-performance and low friction. It is compatible with both diesel and gasoline engines with or without turbochargers. The 0W40 is actually a full Group IV synthetic oil that is perfect for higher performance engines that might have higher mileage. The charts below are for the 5W40.

TBN mg KOH/g



VISCOSITY INDEX (PROTECT 5W-40, LL-01, 229.3)

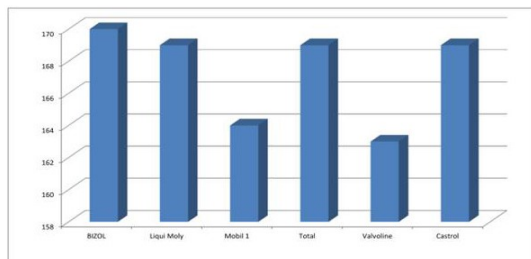


BIZOL	174	229.3
Liqui Moly	168	229.3
Mobil 1	167	229.51
Total	172	229.51
Valvoline	167	229.51
Castrol	174	229.51

BIZOL Allround

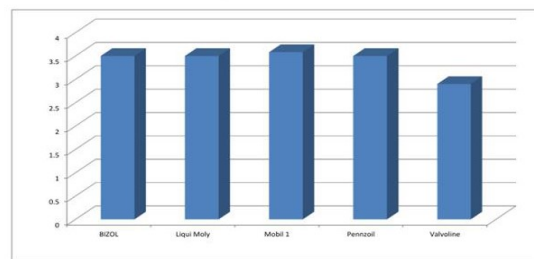
BIZOL Allround is exactly what it sounds like. It is a great bet for nearly every application (be sure to check the specs). This is especially recommended for gasoline engines with TWC and diesel engines with particulate filters (after treatment).

VISCOSITY INDEX (ALLROUND 5W-30, LL-04, 229.51)

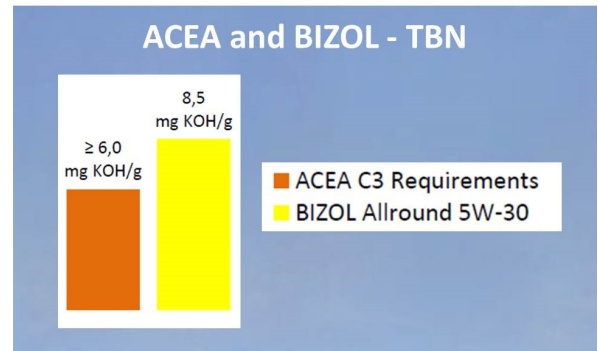
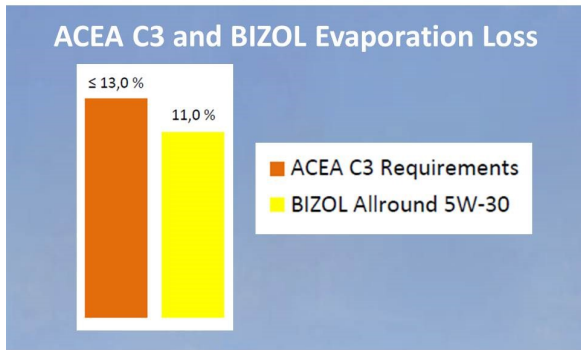


BIZOL	170
Liqui Moly	169
Mobil 1	164
Total	169
Valvoline	163
Castrol	169

HSHT Viscosity (ALLROUND 5W-30, LL-04, 229.51)



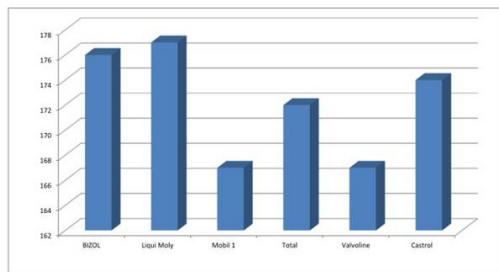
BIZOL	3.5
Liqui Moly	3.5
Mobil 1	3.5
Pennzoil	3.5
Valvoline	2.9



BIZOL Technology

Technology is a top of the line, modern high-performance oil designed for extended oil change intervals and reduced ash content. It is universally formulated in compliance with VW specs, and is backwards compatible to all previous generations of engines. The 10W60 is another Group IV synthetic that we consider perfect for our turbo Saab race car, Norma. Pushing a lot of turbo pressure, as well as a ton of heat, so far this oil has done a fantastic job. In one particular instance we spilled some on the very hot exhaust manifold, and it managed to stay oily and not burn off. We're sold on its ability to resist crazy heat and still stay viable.

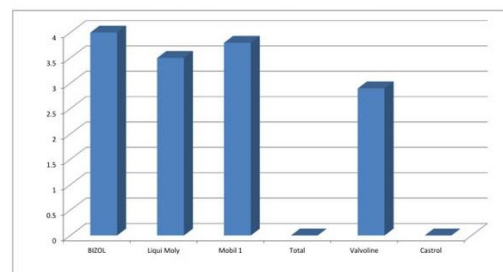
VISCOSITY INDEX (TECH 5W-40, LL-01, 229.5)



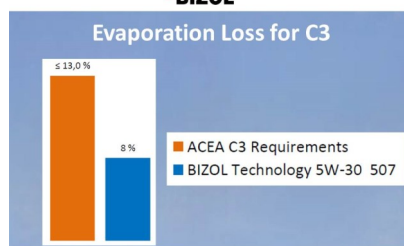
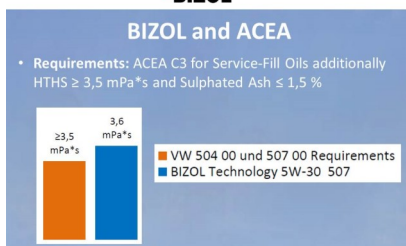
BIZOL	176	229.5
Liqui Moly	177	229.5
Mobil 1	167	229.51
Total	172	229.5
Valvoline	167	229.51
Castrol	174	229.51

Leichtlauf High Tech

HSHT VISCOSITY (TECH 5W-40, LL-01, 229.5)



BIZOL	4	229.5
Liqui Moly	3.5	229.5
Mobil 1	3.8	229.51
Total	n/a	229.5
Valvoline	2.9	229.51
Castrol	n/a	229.51



If you have any questions about BIZOL, don't hesitate to ask. I'll do my best to answer anything you throw my way, and since we are direct to the manufacturer, anything I don't know can go to an engineer with BIZOL. Here are a few main takeaways from all this, and we can call it a wrap!

Know the difference between the different base stocks

Understand the importance of proprietary additive blends

Look up your oil specifications! Only then can you really make an educated guess on where to go from there. Happy motoring!

Today's selection -- from *The Pursuit of Italy* by David Gilmore. Prior to 1861, there was no Italy, just a fragmented patchwork of miniature kingdoms and provinces across the peninsula ruled in the post-Napoleonic era by the likes of Austria and the heirs of the Bourbon dynasty. But some had the desire to see the peninsula united as a single, independent country. The drive for this unification -- known as the *Risorgimento* -- came from Piedmont, a region in the northwestern peninsula presided over by Victor Emmanuel II, King of Sardinia-Piedmont, and his prime minister Camillo Benso, who was known as the Count of Cavour. One of the commanders of their forces was Giuseppe Garibaldi, and his greatest triumph came through his invasion of Naples and Sicily in the south. Today, all these men are celebrated and memorialized in statues and streets throughout Italy as "fathers of the fatherland." Only Garibaldi showed the strength of character deserving of this fame. At the time, Prime Minister Cavour detested Garibaldi, resented his fame, and worked to humiliate him and discredit his achievements:



"As soon as Cavour realized that Garibaldi would conquer Sicily, he was eager to annex the island to Piedmont. He had always detested home-grown revolutionaries more than he disliked Bourbons and Austrians, and the last thing he wanted was to see Sicily and possibly Naples in the hands of democrats and other radicals. ...

"Cavour was intent on removing [Garibaldi], the man who had just handed him such vast new territories to govern. Persistently churlish to Garibaldi, he had even gone so far as to order his subordinates 'to hurl the *garibaldini* into the sea' if they resisted [another commander, Enrico] Cialdini's advance. Other Piedmontese figures, jealous of the 'liberator's' success and fearful of his popularity, competed in the belittling of the one indisputably heroic figure among the leaders of the *Risorgimento* [reunification]. Cialdini even told Garibaldi not to exaggerate his successes and claimed, absurdly, that the Piedmontese army had rescued him on the Volturno.

"Garibaldi's behaviour during the handover of power was irre-proachable. He asked for no reward and rejected the king's offers of money, estates, titles and a senior position in the regular army. In early November he handed over to Victor Emanuel and left for his home on Caprera, an island off Sardinia, with just a sack of seed-corn and a few packets of coffee.

"The disparagement of Garibaldi and his redshirts continued after his departure. Within days the *garibaldini* -- the men who had marched from Marsala to the Volturno and captured a kingdom -- had been disbanded; although they had fought better than the Piedmontese in every war of the *Risorgimento* (and would do so again in 1866), very few of them were allowed to join the regular army. The humiliations of their leader were more petty and symbolic but still hurtful. At their meetings in Naples Farini had refused to shake hands or even speak to him. When Garibaldi sailed away to Caprera, British ships in the Bay of Naples fired their guns in salute, but [Piedmont Admiral Carlo] Persano's fleet was ordered to stay quiet."

delanceyplace.com

The Pursuit of Italy: A History of a Land, Its Regions, and Their Peoples

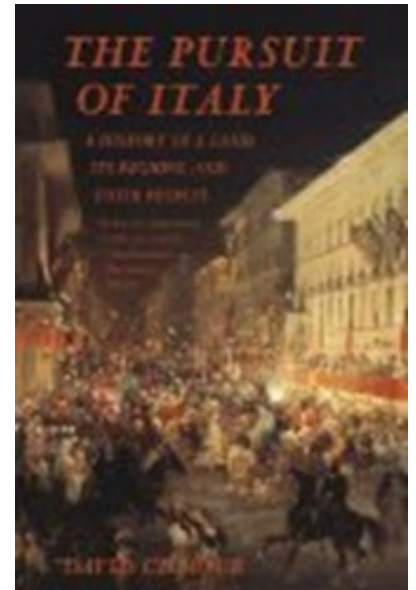
Author: David Gilmore

Publisher: Farrar, Straus and Giroux

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Pages: 196-200

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➤ Offered by Al Taylor 252-437-1167 324tdi@gmail.com
Parting out numerous Alfas. Call or email for inventory.

➤ Offered by Umberto Torreni 336 587 8964
Alfa 164 S was built in 1991 and as you know has a little leak in the head gasket that makes the car difficult to start. The car has a new clutch and shocks and has been always serviced by "Foreign Accents" (Mr Chris Bechard) and was never involved in an accident.. Asking \$2500 in Greensboro: 336 587 8964 In Italy: 011 39 329 401 9944 umbertoterreni@hotmail.com

➤ Offered by

➤ Offered by Art Meusel 904-571-5066 artsalfa@gmail.com
1987 Graduate project Spider. Bought this several years back from an Alfisti in ATL named George. Complete car, nothing missing. Has AC which is rare. Original or base coat yellow, now red. Much of that red has been sanded down, I pulled bumpers and trim, still have everything, started on some body work but never finished, rust in rockers and battery/trunk, and some other typical areas. Drivers headlight bucket needs work were I peeled off some bad bondo work. I ran it for some time but never titled in FL, still have the GA title in previous owners name, George never titled either. Spare parts include new black w blue piping top (I was going to go a navy Blue) as well as a better top frame. Dash is cracked seats were good. Has not been started in several years but has all fluids swapped prior to that, redid radiator. Pretty sure a new battery and bit of effort would get her up and going. Steel 14' wheels with decent tires, sombreros hub caps. Will let it continue to sit unless someone has around \$2500 to start.

➤ Offered by Bruce Sharer 919-781-6852 rbsharer@aol.com
Alfa 105/115 parts, both GTV and Spider. Mechanical, electrical, body parts, manuals. Used and new. Contact if interested with your needs.
➤ Good low mileage 115 Transmission \$595
➤ GTV-6 parts. Mostly NOS, but some used. Contact for availability.
➤ Used GTV6 Dash with small cracks—make offer.
➤ Used GTV6 Black 1986 Interior parts. Contact for availability.
➤ New IAP GTV6 Dash Cap \$65
➤ Used GTV6 side glass—six pieces

AROC USA Membership Application Form – MAARC Affiliation

Your Name (and AROC membership number if renewing)

E-mail Address Phone Number
Postal Mailing Address

New members: Please indicate your desire to affiliate with MAARC when joining on-line, or in your mail, fax or phone call. After joining, please send an e-mail or a letter with your name, address, telephone number, your Alfa's model & year, which of our branches is closest to you, and tell us your Alfa interests (eg: Autocross/ Concours/ Driving Schools/Tours/Restoration/ Technical/ Social/ Rallying/ Vintage/ etc.) to:

E-mail: admin@aroc-usa.org Toll Free: 877-399-AROC(2762) (816) 459-7462 Fax - Call First: (816) 459-7462 or mail to:

The Alfa Advocate



Coming Events - 2016

<p>JANUARY- 2016</p> <p>13 - Corsa Rossa meeting 18 - Hampton/VA Beach meet 20 - Raleigh/Durham meeting 21 - Charlotte Area meeting</p>	<p>FEBRUARY- 2016</p> <p>10 - Corsa Rossa meeting 15 - Hampton/VA Beach meeting 17 - Raleigh/Durham meeting 18 - Charlotte Area meeting</p>	<p>MARCH - 2016</p> <p>9 - Corsa Rossa meeting 21 - Hampton/VA Beach meeting 16 - Raleigh/Durham meeting 17 - Charlotte Area meeting</p>	<p>APRIL- 2016</p> <p>8-10 VIR Wild Hare Run 13 - Corsa Rossa meeting 20 - Hampton/VA Beach meeting 21 - Raleigh/Durham meeting 18 - Charlotte Area meeting 21-24 Mitty Road Atlanta</p>
<p>MAY- 2016</p> <p>11 - Corsa Rossa meeting 13-14 Spring Drive, Asheville 16 - Hampton/VA Beach meet 18 - Raleigh/Durham 19 - Charlotte Area meeting 12-15 Summit Pt Jefferson 500 20-22 The Vintage, Asheville 26-29 VIR Historic Races</p>	<p>JUNE- 2016</p> <p>8 - Corsa Rossa meeting 20 - Hampton/VA Beach 15 - Raleigh/Durham meeting 16 - Charlotte Area meeting</p>	<p>JULY- 2016</p> <p>13 - Corsa Rossa meeting 18- Hampton/VA beach meet 20 - Raleigh/Durham meeting 21- Charlotte Area meeting 9-10 Hotlanta Historics 27-31 Fiat Freakout, Auburn Hills MI</p>	<p>AUGUST- 2016</p> <p>10 - Corsa Rossa meeting 22- Hampton/VA Beach meeting 17 - Raleigh/Durham meeting 18- Charlotte Area meeting</p>
<p>SEPTEMBER - 2016</p> <p>14 - Corsa Rossa meeting 19 - Hampton/VA Beach meeting 21 - Raleigh/Durham meeting 22 - Charlotte Area meeting 10-11 Roebing Rd Hurricane Savannah 15-18 Road Atlanta Fall Historics 22-25 VIR Gold Cup races</p>	<p>OCTOBER- 2016</p> <p>12 - Corsa Rossa meeting 17 - Hampton/VA Beach meet 19 - Raleigh/Durham meeting 20 - Charlotte Area meeting Nominations for club officers</p>	<p>NOVEMBER- 2016</p> <p>9 - Corsa Rossa meeting 21 - Hampton/VABeach meeting 16 - Raleigh/Durham meeting 17 - Charlotte Area meeting 25-27 Summit Pt Turkey Bowl XX Voting for club officers</p>	<p>DECEMBER - 2014</p> <p>9-11 - Holiday Party TBD 14 - Corsa Rossa meeting 19 - Hampton/VA Beach meeting 21 - Raleigh/Durham 22 - Charlotte Area meeting</p>