

# Alfa Romeo



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THE OFFICIAL PUBLICATION OF THE ALFA ROMEO OWNERS CLUB

DECEMBER 2021



## Alto Miglia Convention Special



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## Contents



Dave Hammond

**On the cover:** This is quintessential Colorado driving viewed from John Justus's 4C on the *Alto Miglia* West Tour. Stories start on page 12. **Above:** You never know what you'll find at an AROC Convention swap meet.

Holiday Greetings and F1 Memories <i>by Cindy Banzer</i> .....	6
Member Profile: John Duncan .....	7
Dolly Samson: 2021 AROC Volunteer of the Year .....	8
Alfa News: Would You Like to Serve on the AROC Board of Directors? .....	10
Special Thanks to Our Verde Members .....	11

### Alto Miglia Convention Special

It's A Wrap! .....	12
Pre-Convention Tours: West .....	16
Pre-Convention Tours: East .....	18
Track Day: The Most Fun Ever .....	20
Driving Seek & Search: A Rally to Remember .....	22
Alfas in Focus: Richard Ballantine's SVZ is Best of Show at Alto Miglia ..	24
Pub Crawl or Seek and Search Rally? .....	26
High Tea at Glen Eyrie Castle .....	28
Mascot Mania .....	30
The Art Show .....	31
More Giulia Love .....	32
TCR Report: Troubles <i>by J. Michael Hemsley</i> .....	34
The Hi-Miler Engine Lives! <i>by Mark Thornton</i> .....	36
AROC Chapter Directory & Member Services .....	38
Advertiser Index .....	39
Calendar of Events .....	40
AROC Platinum Business Sponsors .....	42
Alfa Owner Marketplace .....	44

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**Cover Photo:** Dave Hammond



## From the Driver's Seat

# Holiday Greetings!

*On behalf of your AROC Board of Directors, I wish you a holiday season filled with everything that makes you smile and brings joy to your heart. Your friendship and the knowledge that the love of Alfa Romeo circles the globe is the best holiday gift. Let us welcome the New Year together, sharing the anticipation for the many Alfa-centric events ahead of us.*



### Back on the F1 Circuit



Attending the USGP-Austin was an exhilarating rebirth of cherished AROC activities. Joining two-dozen AROC members from

around the country at the Circuit of the Americas for the October Formula One race was memorable for me, not just because of watching the exciting 56 laps on the 3.4-mile track, but for spending four days together with Alfa friends. The warm AROC camaraderie that developed reminded us how such a connection has been sorely missed these past months.

On the race course, sweltering, humid heat did not dampen our enthusiasm as we mingled among the 380,000 attendees, the highest turnout for an F1 race in reported history. We cheered for the Alfa Romeo team hoping that Kimi Raikkonen could retain his 10th place race standing so the team would be in the points, but a last-minute spinout caused him to slip back in the pack. Relatively new team member Antonio Giovinazzi finished in 11th place. Former Alfa F1 team member Charles Leclerc took fourth place for Ferrari.

It was interesting that Alfa Romeo of North America was the only OEM presence at the track. Their pavilion was beautifully laid out, providing a shady respite for our members. The entire

AROC gang received extraordinary attention from Alfa Romeo, who were exceedingly welcoming and gracious.

Texas Hill Country President John Trevey and Vice-President Sherman Hart and his lovely wife, Julia, joined us for the traditional barbecue dinner. Doug Zaitz, noticing a Giulia in the parking lot, went sleuthing for the owners, who were wearing Alfa gear. Jami and Marc Kobren joined us for some passionate discussion about Alfas and AROC, after which they became members of the AROC family. Welcome, Jami and Marc Kobren of Austin, Texas!

Several members included next-generation *Alfisti* in their enthusiasm for the marque over the race weekend. Hailing from New Jersey, Mike Toole brought along his son, Dave Toole, a firefighter. Mike James-Long, Oregon, introduced his grandson, Ryan Honein, to the AROC world; Ryan, pursuing a course in mechanics, wants to continue his studies at the University of Oregon.

Denny Bender, Kansas, official Club recorder of the event, brought his son, Jay; Ted Springstead, Colorado, enticed his son-in-law Joel Hawkins to join him on the trip. Having new, younger participants was not only delightful, but a good sign that our passion for Alfa Romeos will be passed on.

After a two-year wait, Jay Maveety, North Carolina, finally enjoyed his surprise birthday gift from his wife,

Susan, to attend the F1 race. Returning F1 fan, Bob Williams, Georgia, shared with Jay some tips on how to fully enjoy the competition.

Lorin Doleman and Sue Wittorff, California, had counted the days until race weekend. Gale Wilson and Ken Cook, Idaho, joined in the fun. Phil and Marilyn Stonebraker, Washington, were the designated event photographers.

Roger McClung, Maryland, and Jack Hassid, New York, along with Mark and Heidi Silverstein, Massachusetts, represented the Northeast. Suffering from a foot injury, John Clemson got the award for bravery, pushing his scooter around the immensely crowded COTA grounds. Doug Zaitz, Washington, was the official deliverer of door prizes and event materials.

Steve Austin, constantly juggling changing COVID restrictions, worked overtime to give tour participants a memorable experience. Steve deserves an AROC 4-Star award for never giving up, promising wonderful trips on the horizon. AROC at USGP was a great kick-off for what the future holds. Lots of fun was had by all.

Wishing you a wonderful holiday season,

*Cindy Banzer*

Cindy Banzer  
President



## Member Profile



**Name:** John Duncan

**Occupation:** Regional Manager, Dräger, Inc.

**Where do you live?** Owingsville, KY

**What was your first car?** 1983

Pontiac Firebird SE

**Your first Alfa Romeo?** 1978 Spider Veloce

**Currently, what Alfa Romeos are in your collection?** A 1978 Spider Veloce and a 1993 Spider Veloce.

**Do you have other vintage cars?**

Yes, a 1982 Ferrari 308GTSi with Saratoga Top and 1999 Ferrari 355F1 Spider. I also have a plane, a 1968 Cessna 177 Cardinal with 180-hp Powerflow setup.

**Your favorite Alfa?** My first which I still own, the 1978 Spider Veloce.

**Worst Alfa you've owned?** I had a sad, worn-out 164 with a manual trans that made me want a nice one! She got traded towards a 1964 Sprint Speciale project, which later was sold to fund my first Ferrari, the 308.

**Favorite road to tour?** The Tail of the Dragon ... just not in the rain!

**What do you like best about owning a vintage vehicle?** It has afforded me many friendships. And owning and learning to work on my Alfa gave me the confidence to branch off into Ferrari ownership, and even general aviation aircraft ownership. But I'm always proudly an Alfa owner first. **If you could have one Alfa?** Easy: a 33/2 Stradale.

**What do you enjoy most about being a member of your local and national Alfa Club?** Great friendships.



John and Freda with the Cessna.

## Be a part of The Passion



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# Honoring Dolly Samson

In challenging times, heroes come forth, offering their skills and talents to help steady the path we find ourselves on. Dolly Samson, a founding member of DesertALFAs in Palm Springs/Palm Desert, California area, stepped forward to assist AROC with management of the organization's database and generation of Chapter reports when we found ourselves with a big need.

With a Ph.D. in information technology, Dolly taught computer science at Stamford International University Bangkok, where she was vice president for undergraduate programs, and Hawaii Pacific University, Honolulu, where she taught database management and Excel to business majors. She worked and chaired international academic conferences in Amsterdam, Grenoble, Vienna and Bangkok.



This talented woman came to be a dedicated AROC volunteer when AROC Secretary Susan Houser asked for help generating AROC chapter rosters, and Dolly continued to share her expertise by preparing additional reports. Although her car background is in Porsches, she has learned and come to have an appreciation of Italian cars, specifically Alfa Romeos.

In 2018, she worked with her husband, Gordy Hyde, on *sempre-verde2018*, the AROC National Convention in Olympia, Washington, enjoying the committee members and the many AROC members she met while handing out the name badges she had prepared. When the couple moved to the Coachella Valley area, she helped organize the DesertALFAs chapter. As she settled in, she fell in love with the desert car culture that

emerges after the blistering summer suns soften in the fall, as people, their cars and social events meander under the endless winter sunshine.

What makes a person interested in cars and specifically, collector cars? Dolly shares that as a child she played with cars, not dolls; she had a toy gas station, not a dollhouse. She subscribed to *Motor Trend* and *Road & Track*, and went to the Los Angeles Auto Show every year. She toured a Ford assembly plant in Eagle Rock, California, sparking her life's aspiration at a tender age to become a car designer. She



learned to drive with a MG Midget; her first owned car was a Porsche 914.

In addition to preparing monthly and quarterly AROC chapter reports, Dolly is proactive in reviewing, analyzing and providing technical knowledge about new database systems that would be more user-friendly for AROC. Her professional skills and knowledge have guided us in understanding both the existing database, as well as the technical components of the system under currently consideration.

These past 20 months have been challenging for all, including AROC. Our organization did not escape the external impacts of the pandemic or the internal impacts of staff changes. Dedicated Board and Chapter members stepped up to ensure that our services continued uninterrupted, and they deserve special recognition for their commitment to AROC.

Yet, Dolly Samson is the one that stood out for extraordinary service to AROC this past year. I can think of no better recipient of this year's Char Sommers Volunteer of the Year Award than Dolly Samson. She has been a tremendous asset to AROC. Please join me in congratulating Dolly Samson as the 2021 Char Sommers Volunteer of the Year. — Cindy Banzer ■



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## Would You Like to Serve on the AROC Board of Directors?

Current AROC members are eligible to serve on the national AROC Board of Directors. Twelve members comprise the Board; six members are elected each year.

As well as determining policy to fulfill AROC goals and corporate obligations, responsibilities of Board members include: attendance at annual national conventions; participation in monthly meetings via video conference/phone calls; participation in club business discussions and votes on motions. Directors select the AROC Executive Committee, which currently is comprised of President, Vice President, Secretary, Treasurer and Legal Counsel.

Board members serve a two-year term, commencing at the end of the Board Meeting held in conjunction with the 2022 AROC National Convention. The term of office ends at the conclusion of the Board Meeting held during the 2024 AROC National Convention.

Your local chapter may nominate you for a position on the AROC Board by having three chapter officers endorse your nomination. Alternatively, any member may be nominated by

a petition signed by 15 current AROC members, other than yourself.

Nominations may be submitted by mail or email and must contain the candidate's name, address, email and phone number, along with the appropriate three chapter officer endorsements or 15 current AROC members' nomination. A biography of 250 words or less is requested along with an optional photo, to be printed in *Alfa Owner*. All nominations must be submitted by midnight, West Coast time, on January 15, 2022.

Election ballots, along with candidates' bios and pictures, will be included in the March 2022, *Alfa Owner*. Additionally, the option for voting online will be provided via email. Voting concludes on April 15, 2022.

Please feel free to telephone the AROC office at 971-254-6660, if you have any questions regarding the requirements or process. Send nomination, biography and photo to [aroc.office@gmail.com](mailto:aroc.office@gmail.com) or to the AROC Administrative Team, P.O. Box 92155, Portland, OR 97292.

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# Thank You!

*The Alfa Romeo Owners Club salutes our Verde Members, whose deepened support of AROC is a key component to our Club's ability to better serve the Alfa Romeo community.*

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Learn about the benefits of Verde membership at [www.aroc-usa.org](http://www.aroc-usa.org). Verde members are listed quarterly in Alfa Owner.*

# *It's A Wrap!*

*Another convention into the books - finally!*



*By Scott and Vicki Walker,  
Alto Miglia Co-Chairs*

Ro Fleury-Katz

**T**he 2020/2021 Alfa Romeo Owners Club National Convention was a long time in the making; More than three years from the “bid presentation” in August of 2018 to September of 2021, to be exact.

By all accounts from the people who made the trip, it was worth the wait. “Fun”, is the word that was heard the most in describing the eight days of activities that comprised this event. Let’s give

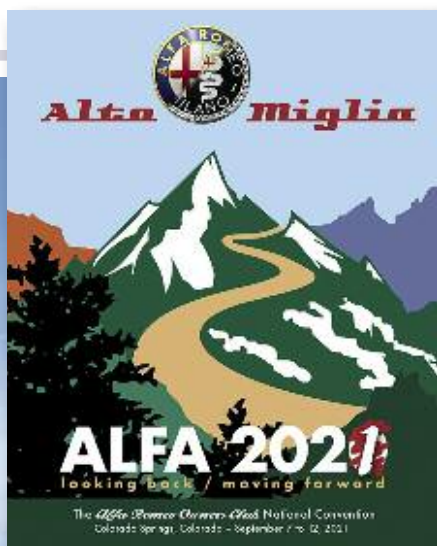
you all an idea of how much fun it was.

Days One, Two and Three consisted of the pre-convention tours. A few highlights worth mentioning are: a drive over the largest flat-top mountain (mesa) in the world, two National Parks (Black Canyon of the Gunnison and Great Sand Dunes), Royal Gorge, a drive-in movie motel, Bishop Castle, a “Super Max” drive-by, the Collegiate Range of 14,000-foot mountains, at least five

mountain passes and views that never end.

Day Three ended at the convention hotel, where all the tour participants could join the rest of the convention and kick things off right at the welcome reception. More than 150 *Alfisiti* gathered for a delicious Italian buffet to meet new and old friends and swap stories. And live musical entertainment was provided by a local band.





Rocky Mountain highlands dominate our days.

Dave Hammond



Ready for the hillclimb.



Enjoying fourteener doughnuts at Pikes Peak Visitor Center.



Recognizing 25- and 50-year members.



Volunteer of the Year, Dolly Samson.

Ro Fleury-Katz (2)

Day Four was track day at Pikes Peak International Raceway. The Track Attack Autocross kept the morning moving and there were smiles a-plenty. Then we lined up 80+ Alfas on the front straight of the racetrack for an amazing professional panoramic photo, which is bound to be a prized memento from the week. Before the high-speed lapping started, we held parade laps, allowing everyone a chance to get out on the track. It was es-

pecially fun to feel what it's like to drive the banked curve on the oval portion. The afternoon allowed plenty of time for those who needed their speed fix and wanted to push their Alfas to the limit to do just that.

In the evening, back at the hotel, the parking lot was filled with enough Alfa parts and ephemera to keep even the most seasoned *Alfisti* reaching into their pockets for more money. And after this

was the Moonlight Car Show. Think, party in a parking lot! Need I say more?

Day Five started out early for those wanting to take on the Seek and Search Gimmick Rally. It started with a drive through the U.S. Air Force Academy's massive forested campus, continued to Garden of the Gods and Manitou Springs, before concluding at the Pikes Peak Hill Climb Museum. It wound through some amazing scenery and





Elyse Barrett

Pikes Peak Alfajam.



John Wiley

Concorso favorites.



Ro Fleury-Katz

Moonlight Car Show fun.



Elyse Barrett

Pikes Peak Visitor Center.



Bob Piacentini

Vicki thanks Scott, Ro and Andy.



John Wiley

Val Herrera and his Callaway TT.

unique locations, so even if the questions were hard to answer, at least everyone had a beautiful drive! Meanwhile, many went to the High Tea at Glen Eyrie Castle in the late morning or early afternoon. It was a special event in a spectacular setting, where even the car guys were impressed. A presentation by Centerline International wrapped up a full day of action.

Day Six saw 73 Alfas lined up VERY

early in the morning to make the drive up Pikes Peak. Nearly all the cars made it to the top of the 14,115 peak, where special, fresh high-altitude doughnuts awaited, as if navigating the drive's 165 turns wasn't reward enough. A new and different event proved to be a big hit for all who signed up: a Walking Seek and Search Rally through downtown Colorado Springs. Three groups, divided up randomly from the participants, kept

things interesting. And stops at a few of the popular watering holes kept all from getting too thirsty while trying to answer the questions. The day finished out with an old-time slide show presented by Karen Macgowan and her pictures from the Alfa factory in 1966.

Day Seven was a perfect sunny Colorado day for the Concorso car show. Almost 90 cars were on the grass to show their stuff to the hundreds of peo-





Judged class at the Concorso.

Bob Piacentini



Glen Eyrie Castle.

Dave Hammond



Swap Meet sales are brisk.

Bob Piacentini



Ready to roll in the Rockies.

Puff Stevens



Moonlight Car Show serpent.

Ro Fleury-Katz

ple that attended. Food trucks kept everyone from starving, and the ice cream truck was a big hit. Cars ranged from a 1953 1900ti to a couple of new 2022 models. Richard Ballantine's Giulietta Sprint Veloce Zagato won best of show for good reason. Later that afternoon, a presentation on the GTV-6 Twin Turbo by its creator Reeves Callaway was a huge draw. The annual banquet/meeting went off without a

hitch and guest speaker John Nikas provided a fascinating history of Alfa Romeo design.

Day Eight was dedicated to presenting the awards, and there were lots of awards. From matching up Beanie Babies in the Mascot Game to recognizing the most valuable volunteer, and everything in between, it was quite a show.

"Fun" was the goal of the planning committee, and by that measure, the

2021 AROC National Convention was a complete and total success! And, I believe that it is worth mentioning that as this is being written, we the organizers have not been notified of a single person attending the convention becoming infected with COVID-19, which we feel is an amazing accomplishment in and of itself. So, thanks to everyone who made the trip and contributed to making this a FUN and safe convention. ■



*Pre-Convention Tours:*

# West

*Story & photos  
by Puff & Bob Stevens*

**T**he Alto Miglia West Tour was a hoot! Whether you came from East or West, near or far, had previously been to Colorado or not, this tour did not disappoint. The convention organizers wrote route instructions for a fabulous three-day driving adventure covering more than 700 miles of beautiful scenery, two National Parks and two mountain passes over 11,000 feet.

Starting at the western edge of the state, 40 of us gathered at the Wine Country Inn in Palisade on Saturday evening. Early Sunday, a line of 20 cars headed east for a quick stop at the Kokopelli Farm Market for some famous Palisade peaches (generously donated by owner Brant Harrison). The route continued over the Grand Mesa, the largest flat top mountain in the world. After lunch at El Jimador in Montrose, it was on to Black Canyon of the Gunnison National Park. A short walk led to a view revealing the amazing depth (nearly 3,000-feet deep) and narrow vertical walls of the canyon.

We spent the night in Redstone at the historic Redstone Inn, built in 1902 by John Cleveland Osgood, one of Colorado's coal barons, who became the sixth richest man in the world by mining and processing Colorado's coal. He built the inn to house the unmarried men who worked the coke ovens across the road.

Members rally around the flag at Independence Pass Summit.



Day 1 lunch in Montrose.



Above: Strolling through sand dunes.



Right: Wine Country Inn.





Day 2 took us over the Continental Divide via Independence Pass, winding through beautiful aspen groves and the remains of the old town of Independence before reaching treeline, and the summit at elevation 12,095 feet. The cars hummed along with little notice of the altitude. After an Italian lunch in Buena Vista, we circled southwest over Monarch Pass (summit elevation 11,312 ft.), then through some more open country over Cochetopa Pass (10,067 ft.), and in to the Monte Vista Movie Manor, for a unique experience. You could watch the drive-in movie from your room, with the sound piped in, or as some of us chose, park in front of the big screen for free and settle into your camp chairs with the audio piped through your car's infotainment system. It turns out that a little wine can actually improve a movie!

On Day 3, we left early for a short visit at Great Sand Dunes National Park and Preserve. The Park covers 232-square miles, and the tallest dune is 755 feet. Climbing these dunes is no easy feat, especially since we could only stay for an hour. A picnic lunch was lakeside at Layton State Park before visiting Bishop's Castle near Rye. This castle is a monument to the skill and tenacity of one man, built to memorialize a son who died at an early age. It is built of stone, scrap iron, and not much more, and is by no stretch OSHA approved. In spite of this, some of us climbed up various iron stairs and catwalks around the castle.

A few more winding roads took us from the mountains into Colorado Springs for the formal beginning of Alto Miglia. Thanks to all who joined us on this adventure. We enjoyed meeting you all and wish we had more time together.



Day 2 Lunch in Buena Vista.



Left: Redstone Inn. Right: Taking a break after the Black Canyon hike.



*Pre-Convention Tours:**East**By Michael Whitehouse  
& Judy Page*

**T**he three days of the Alto Miglia East Tour were designed with a hidden agenda: to show off our beautiful State of Colorado by driving as many less-traveled, curving, mountainous byways as possible. We believe we succeeded.

After a meet and greet and general drive and safety instruction, each day's participants left for a perfect-weather excursion.

Day One took us from Longmont (elevation 5,000 ft.) up through a canyon to Ward (9,500 ft.), then along the breathtaking Peak to Peak Highway and down to Evergreen (7,500 ft.) for lunch. The drive then continued beside the Platte River and on to Deckers, Woodland Park and finally to our hotel in Colorado Springs (6,000 ft.). Day One distance: 200 miles.

On Day Two, 22 cars left from Colorado Springs and drove up to the great South



Driving across the Royal Gorge bridge.



Scenic view of the Royal Gorge suspension bridge.



Describing the awe-inspiring architecture of Bishop Castle requires the help of photos.

Park Basin (10,000 ft.), one of the most beautiful areas in Colorado. Lunch was in Salida before following the Arkansas River Valley and Canyon toward and through the old but revived mining towns of Cripple Creek and Victor, then down to Colorado Springs. Again, there were many elevation changes and always the curving roadways. It should be noted that many of Colorado's mountainous counties keep their two-lane roads well-maintained. This makes for spirited driving and quickly disappearing 4Cs! Day Two distance: 185 miles

Day Three took us on more exciting

driving to two completely different attractions - the Royal Gorge and single-lane Royal Gorge Bridge (bridge: 6,735 ft. and river 5,780 ft.). Then on to the Bishop Castle, a truly bizarre, never-ending building project constructed by one man, Jim Bishop. Then we rolled out onto more scenic mountain roads back to the hotel in time for the welcome reception for the 2021 Alfa Romeo Owners Club National Convention. Day Three distance: 202 miles.

Thank you, Tour Leaders, for leading the group on such unique byways. ■



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The 2022 trip sign-up sheet is filling up fast. Get your names on that list by emailing [aroc.office@gmail.com](mailto:aroc.office@gmail.com). We are returning to our northern Italian stomping grounds with a revival of our Mille Miglia-watching tour again in June 2022. We'll make a great circle from Milano and visit the Alfa Romeo Museum, then attend the Mille Miglia "partenza" in Brescia. Afterward, we'll take in the lake country, and then head for Modena and Maranello. This trip is again organized in collaboration with our favorite travel partner, Steve Austin's Great Vacations.

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# Track Day: The Most Fun Ever

By Scott Walker



Wikipedia defines a track day as an organized event in which non-members of a group are allowed to drive or ride around an established motor racing circuit. The 90+ people who participated in the track day at Pikes Peak International Raceway define it as the most fun you can have on four wheels!

After showing off their cars during the parade laps, attendees with the appropriate safety gear and feeling the need for a good adrenaline rush took to the track to challenge their skills during the open lapping session.

Participants who took part in PPIR's Track Attack took turns navigating the course, one at a time, as the clock ticked away. The driver with the quickest single clean lap in their respective class throughout the day became the class winner. It was fun and challenging for participants of all experience levels. As one driver declared, "There is nothing like competing against a clock to make you humble."

Congratulations to the Track Attack winners in each of these five classes.

Class 1: Austin Mellor

Class 2: Rob Steele

Class 3: Gary Grillo

Class 4: Richard Rodriguez

Class 5: Dino Alvarado

It was an amazing to see so many stunning Alfas, new and old, gathered for a day of fun in the Colorado sun with their owners grinning from ear to ear as they took to the track for a spin. As people waited for their next try at improving their lapping prowess, they enjoyed tasty treats from a local food truck and talked with other *Alfisti* about their track experience and their cars. The day would not have been complete without the amazing panoramic photo taken on the track of all the cars and their owners by photographer Doug Chadwick.

In a word, "Fun" was had by all! ■

***Photos by Dave Hammond, Andy Katz, and panorama by Doug Chadwick***



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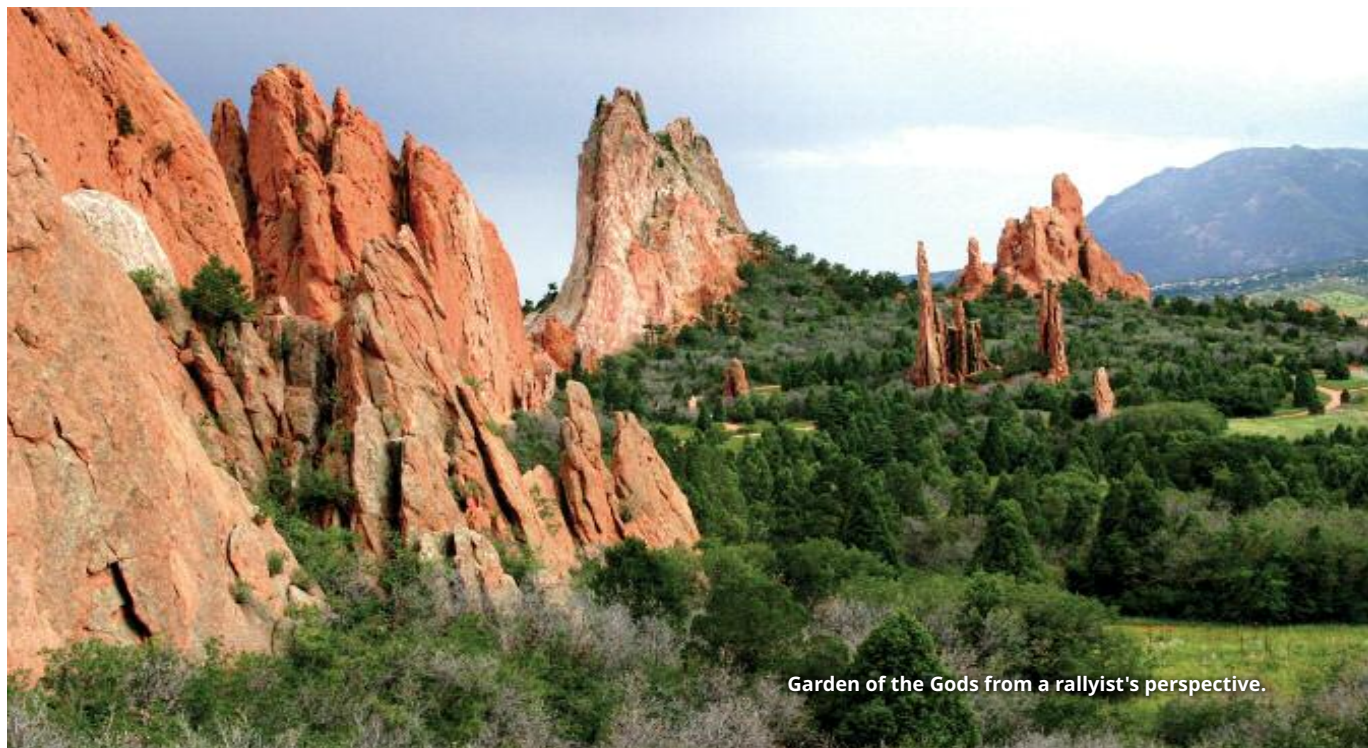
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# Driving Seek & Search: A Rally to Remember

By Andy Katz



Garden of the Gods from a rallyist's perspective.



Inside Pikes Peak Hill Climb Museum.



The duck in Manitou Springs.



Retired Pikes Peak Cog Railway engine.

A Seek and Search Gimmick Rally can be lots of fun. But when it's part of the National Convention, it better be challenging. Well, Ro and I stepped up our game for this one.

First off, we had everyone meet at the crack of dawn. OK, 8:00 AM. But that's pretty early for people who are on vacation. And they let us know. Nevertheless, everyone was a good sport. Our launching point was just outside the south gate of the U.S. Air Force Academy. After a thorough drivers meeting, we launched

car after car after car (52 of them) for what we hoped would be a really fun day. And a challenging day. Don't forget, challenging.

After they cleared security at the south entrance to the Air Force Academy ("Please roll down all your windows and open your trunk for inspection."), they were on their way through the beautiful forested rolling hills that comprise the campus. We had them stop several times, to answer questions and learn a little about the Academy. Plus who wouldn't

enjoy taking a selfie with a B-52 bomber? There were some pretty cryptic questions, even one referencing Dr. Doolittle's ability to talk to animals. We can't explain, you had to have been there. At one of the stops, some of the participants got lucky and witnessed the morning parachuting exercises! No, we didn't arrange it; we don't have that kind of pull.

Leaving the Air Force behind, our victims, oops, *participants*, had to make their way back to prehistoric times at Garden of the Gods. This park has some of the





Selfies with a jet were required:  
here are Keith and Gail Kelly.



Clues had to be found in this  
memorial garden.

Elyse Barrett

most amazing rock formations you could ever want to see, in a beautiful wooded setting that, of course, you can drive through. Although we peppered them with questions at the visitor center, we gave the *Alfisiti* a break to simply drive through the formations and enjoy the beauty before them.

But these seek and search rallies need to be challenging, right? So we put them back to work as they drove to, and through, the quaint town of Manitou Springs. Lots of crazy questions needed answers involving topics as varied as “Where would James Garner stay?” and “Where do you find the big duck?” (The Maverick Motel of course, and The Quacker Gift shop, whose giant rubber ducky on the sidewalk was something you won’t see everyday). Just for fun,

they also got a chance to take a selfie in front of a retired Cog Railway train engine. And if they managed to spot Sasquatch, they were on the right path.

Then they journeyed through old Colorado City where you find the World Famous “Leech Pit” (don’t ask) and a restaurant that perfectly describes our Alfas, “Dats Italian”. So far, so good. Our very competitive group did a great job, but you can’t get them all, including an oblique reference to NORAD tracking Santa each year from Cheyenne Mountain which only about 25% got.

We finished with a stop at a museum dedicated to the Pikes Peak Hill Climb, a competition way harder than ours. It was here that everyone learned about how Louis Unser once finished the famous race going backwards, and still managed

to come in fourth. And that the first woman to compete did so in 1960, in an Austin-Healey. And the moving story of the underdog winner in 1922, Noel Bullock, whose wheels and tires he bought for the race cost more than the rest of his car. Yes, our intrepid competitors learned about the ups and downs of winning and losing as they finished the rally in style right next to the elegant Broadmoor Hotel.

All-in-all our group did very well indeed. But even though not everyone can be a winner, we tried to make the morning (we were done by noon!) an adventure that they would all enjoy and remember. And judging by the responses, we think we succeeded.

So without further ado, here are the winners:

1st Place - Team Khufu (Driver Bob Abhalter, Navigator Chrystal Abhalter)

2nd Place - Team Grin & Barrett (Driver Jim Barrett, Navigator Elyse Barrett)

3rd Place - Team Sloth (Driver Keith Kelly, Navigator Gail Kelly)

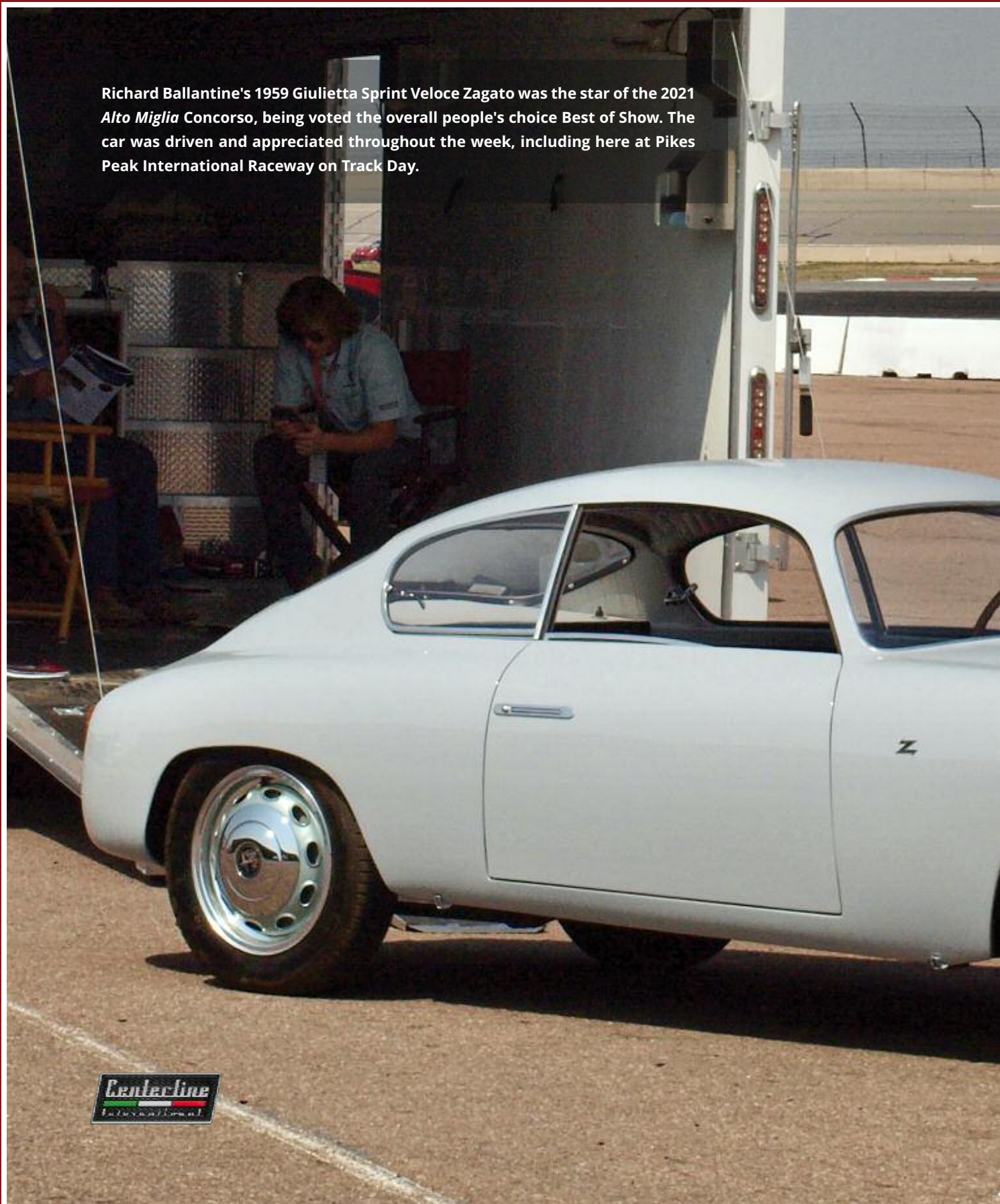
To everyone else, Ro and I look forward to competing with you all in San Diego in 2022. And thanks to all who participated for being such great sports! ■



Selfies were required with a B-52, too: here is Sandro Marcantonio with his mascot.



Richard Ballantine's 1959 Giulietta Sprint Veloce Zagato was the star of the 2021 *Alto Miglia* Concorso, being voted the overall people's choice Best of Show. The car was driven and appreciated throughout the week, including here at Pikes Peak International Raceway on Track Day.







Dave Hammond



# Pub Crawl or Seek and Search Rally?

By Andy Katz



Walking Rally winners: 4C Group.

Ro Fleury-Katz

When you visit a different city, it's fun to explore the downtown area, learn a bit about the local culture, and maybe have an adult beverage along the way. But when you're at a car convention, it's all cars, all the time. And drinking and driving is discouraged in all but a few places (for good reason, of course).

This got Ro and I to thinking: "What if we held a Seek and Search WALKING Rally?" You get to explore, and learn, and puzzle out the answers to fun questions, all without being in your car. And if you're not driving, well, there's no reason not to have a libation or two. You get the idea.

So we did! In fact it was a sell-out event with a waiting list.

Participants were all up for this challenge, but nothing could prepare them for the horror that came next. That's right, we divided people into four groups at random. You thought you were going to sail through this with your spouse? Think again. Haven't met those people over there? You are about to! After some moments of shock (and "Awww!") the groups began their bonding process by choosing a team name. And then away we went.

We launched the groups two minutes apart and they immediately found the instructions were a little different. The directions were now part of the puzzle, like "Cross the state you are in and head west." or "Turn your back on beauty and

walk toward justice." All part of the fun, right? Definitely.

So what did our intrepid explorers get to see? How about an infestation of Humpty Dumptys who not only sat on walls but hung upside down (which honestly seems risky for an egg). They explored a sculpture park, and had to count the faces on the History Museum (don't forget, a clock has a face, doesn't it?). They saw a Porsche that had been cut in half and mounted high on a wall. They had to sneak in the employee entrance of the Olympic Committee building to answer some questions.

Well, all that walking and a bit of subterfuge can make a person thirsty, so eventually the clues led them to a "social





Second place team: Alfa Two.



Everyone wins in the pub.



Ro Fleury-Katz (6)

club” (bar) where daiquiri shots awaited them. And the bonding of teammates really began. In fact, this stop proved so popular we had to shoo one team out.

The next stage of the rally led them up and down the streets, where a grasp of Latin turned out to be essential to one question, and remembering your “Alice in Wonderland” lore assisted with another. Is that really Bacon-Wrapped Rabbit Meatloaf on the menu? Yummm! Exactly how did the Statue of Liberty’s little sister get here? And why? And then, before you know it you’re at a Cajun bar counting dollar bills on the ceiling while you sip a beer and enjoy a shot. Ahhhh, don’t worry, you earned it!

Despite the “adversities” they faced,

our teams pushed on toward success. They approached Everest and Nepal, caught a glimpse of The Hulk, and explored a hidden labyrinth. Let’s just say it was a busy day. And all that walking and puzzling can make you thirsty, right? Fear not, like Zebulon Pike himself (if you were on the rally this makes sense to you) each of our teams found their way to our final stop. We all gathered together at Jose Muldoon’s for their final reward, pitchers of margaritas and lively conversation.

We heard from several people that they’d made new friends, and most everyone seemed to have bonded in their shared adventure. And everyone saw things they never would have seen from a

car. No cars? No problem. We *Alfisti* are a determined and fun bunch.

But wait, who won, you ask? It was actually quite close, but ...

**First Place:** The 4C Group – Cindy Banzer, Gordy Hyde, Bob Abhalter, Glen Drew, Anna Walker, Jay Maveety, and Ed Kennedy

**Second Place:** The Alfa Two group – Chrystal Abhalter, Rich Precario, Kendra Kennedy, Denny Bender, Joan Bender, and Steve Walker

While the other two groups didn’t officially win, the scores were close, and we like to think the real reward was the fun and camaraderie of working as a team. Thanks so much to everyone, you made it so fun for Ro and I to host this event. ■



# High Tea at Glen Eyrie Castle

By Vicki Walker

*An Event Fit for a Queen (or King)*



From the thrill and adventure of zooming around the track to the sophistication and quiet of high tea in a castle, guests who attended the AROC National Convention in Colorado had it all.

No visit to Colorado Springs is complete without experiencing the iconic high tea at Glen Eyrie, the English Tudor-style castle built in 1871 by General William Jackson Palmer, the founder of Colorado Springs.

This activity was so popular that it sold out almost instantly. Due to COVID-19 restrictions we were unable to have a large group in the grand tower ballroom, so instead we enjoyed two smaller, more intimate seatings in the lovely Castle Room on the first floor.

Guests who arrived early enjoyed hearing about the history of the castle and its grounds. Did you know that heavy grates were installed in front of fireplaces to keep ladies' dresses away from the flames during parties? Guests spent the morning (or afternoon) sipping tea shipped directly from England while listening to the soft breeze come off of the majestic Colorado mountains as it wafted through banks of elegant windows.

Handmade pastries, scones, tea sandwiches and great conversation with friends were enjoyed while admiring the natural light streaming into the room. Once we had our fill of yummy treats it was time to take a few minutes to explore the grounds of the castle, nestled in spectacular rock outcroppings, with meticulously groomed lawns and wild-flower gardens. What an amazing site to see.

Once again FUN was had by all! ■





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# Mascot Mania

When people arrived at *Alto Miglia* they found a surprise in their registration bag. What the ...? I can only imagine the looks on *Alfisiti* faces as they discovered a Beanie Baby had snuck in amongst the convention guide, stickers, magazines and other info!

This cute little stuffed animal was their Mascot for the Convention, and the cellphone photo "contest" encouraged everyone to submit selfies with their creatures and mascots-at-work photos. It's fun having a convention Mascot. They can ride with you in the car, go with you for happy hours, attend a tech session. You get the idea. And you can trade mascots with others, until everyone gets the one they want. Well, people got pretty creative (and a few mascots turned out to have a drinking problem).

Check out the fun we had with our mascots and don't forget to bring one to your next event!

– Andy Katz



Bob Abhalter



Bob Harris



Puff Stevens



Ro Fleury-Katz



Elyse Barrett



Gordy Hyde



Jay Maveety



# The Art Show

The art show needs more attention! It turns out that there are some very talented *Alfisti* amongst our chapters. It was fun to see the intricate Alfa quilt, the deconstructed Jr. Zagato puzzle (made out of small handmade pillows), handcrafted wooden puzzles, paintings, photographs and even an Alfa grille model complete with a spider web and spider. The pieces were judged on a people's choice basis, and the scores were close, but in the end the winners emerged.

And the winners are:

Photography: Joe Faherty (bottom left)

Mixed Media: John Fitzgerald (middle)

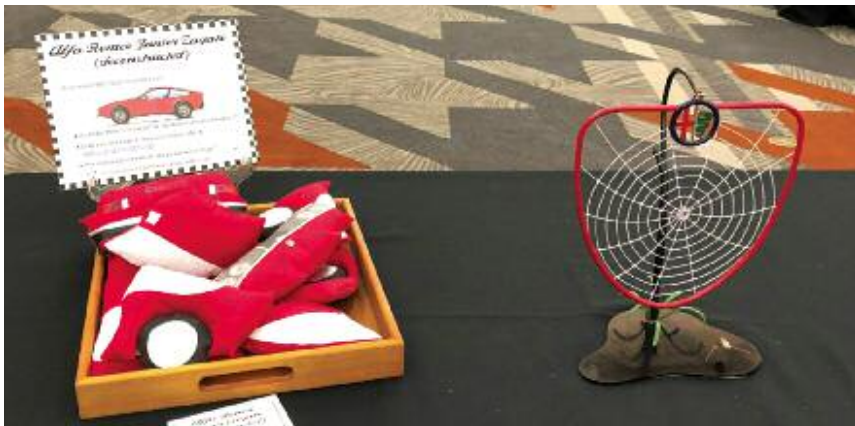
Fiber Arts: Sue Houser (bottom right)

Car Model: Dolly Samson (top, at left)

Thank you to everyone who participated.

What a fun Convention tradition.

– Vicki Walker



Vicki Walker (4)

## SPECIAL THANKS TO ALL OF OUR SPONSORS

On behalf of the Alfa Club of The Rockies I want to extend a heart-felt thank you to our sponsors, for your commitment to making the 2020/2021 AROC National Convention a reality. It was our vision to provide an entertaining, fun-filled, comfort-

able event for everyone, and your support made it happen. Your generous contributions helped to offset the costs of staging this multifaceted event in an environment as beautiful as Colorado Springs, and we salute you. – Scott Walker

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# More Giulia Love

The December 2020 feature, “Giulia Love” brought an outpouring of warmth and appreciation for these classic little aero packages. Owners who read that piece and adjunct stories in previous and subsequent issues chimed in. Here is what they had to say about the object of our affection.

## Ready for More

We’ve had many unforgettable experiences over the years: from being the pace car at Chicago AROC events at Road America, to leading the second-ever Pre-Convention Tour (in conjunction with the 2008 50th Anniversary Chicago Convention), to the 2020 Spring Tour that was mentioned in the November 2020 special edition of “Chapter Scrapbook”.

We did a body and interior renovation on our ’64 TI, restoring the original Bluette color and red interior, updated the brakes to Ate components, and installed a warmed up 1600 engine built to Super specs and a newer transmission was installed. A 4.56 rear end is on line to replace the 5.12 next.

The fun continues, and we look forward to another active driving season!

– Robert Clauss and Becky Corzilius,  
Chicago AROC

## The Box It Came In

I was truly delighted by “Giulia Love” (December 2020), and truly disappointed that I missed Cindy’s story call. I’m a 78-year-old who finds himself without an Alfa for the first time since 1967, when I bought a red Giulia Super off the showroom floor in Los Angeles. Boy-oh-boy, did that Super quicken my heart and start a lifetime as an *Alfista*. I’ll never forget fiddling with the jets and tuning

the idle mixture in those Weber carburetors. And as a software guy, analyzing the hell out of the front suspension to get it set up right.

That Giulia Super introduced me to a world of enjoyment. And the thrill of driving some wonderful Alfas on mountain roads, autocross courses and race tracks across the country. The late 1960s in Southern California was a perfect place for an *Alfista*. As a good friend of Alan Ward and Don Dean, I had plenty of help setting up the Super for autocrossing. Even better, I drove Phyllis Gaylard’s TZ in my SCCA Driver School events at Riverside Raceway. What an introduction to road racing! My first actual SCCA race was in a 1600 Veloce Spider at the Questor Grand Prix at Ontario Motor Speedway in 1972 – a weekend featuring Formula One teams racing against American open-wheel V-8s (guess who won).

A move to Colorado, in 1972, put a temporary hold on road racing, but the Giulia Super lived on. By that time, the suspension was so well-tuned with a massive custom-made front sway bar, GTA rear bar, and knuckle-risers that the car was a terror on a slalom course. It became affectionately known in the Alfa Club of Colorado as *The Box it Came In*.

In the mid 1970s, *The Box it Came In* inspired me to buy the TI Super that won the 1965 12-hour endurance race at Marlboro, Maryland. If you missed the nice story of that car in the January 2018 issue of *Alfa Owner*, Monte Winkler and Pete Vandervate drove it to victory over Ford’s Lotus Cortina factory teams driven by the likes of Jackie Stewart and Jackie Ickx.

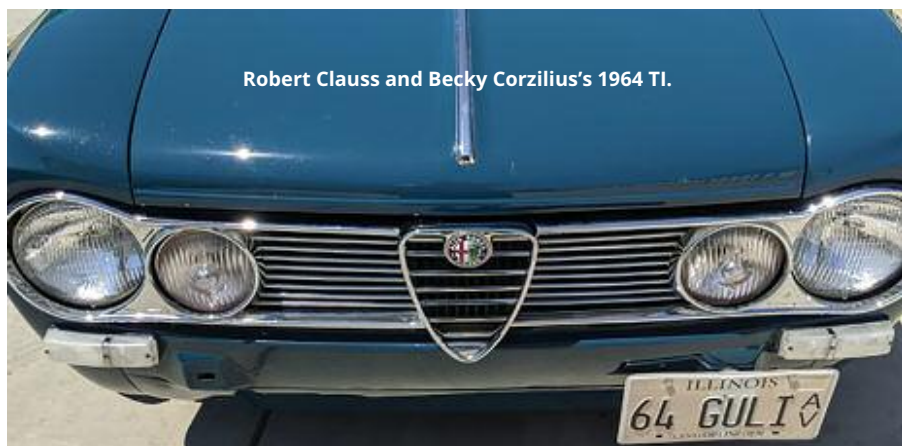
I bought the TI Super in Knoxville, Tennessee and drove there from Denver with my good friend and racing-buddy Dan Ripley in his Giulia TI. Though the TI Super was street-legal, it was essentially race-ready. So our first stop was a Midas Muffler shop – and the second was a drug store to buy earplugs! We traded cars every few hours, drove straight through to Denver, and never looked back. Two Giulias on a mission.

In 1976, Ripley sold me an Alfetta GT, and he and I drove two nearly identical GTs in the Alfetta Challenge Cup. That was an Alfa factory-sponsored series to run SCCA Regional and National Showroom Stock races. We ran wherever and whenever we could. We’d pack up on a Friday night after work, drive all night to El Centro or Willow Springs or wherever there was a race, to get to the track in time for tech and qualifying. We’d run the Regional on Saturday afternoon, find a motel, qualify and run the National on Sunday. Then we’d pack up the cars and drive all night Sunday to get home in time for a shower and work on Monday morning. Wears me out to even think about it. But Dan finished second and I third, and we were treated to a nice dinner (and cash money!) by Alfa Romeo at the top of the World Trade Center in 1977.

So yes, the *The Box it Came In* not only captured my heart, she led me on a lifetime of Alfa love affairs. I may no longer have an Alfa in the garage (I no longer have a garage), but those love affairs will never die. Thank you, my old friend, Giulia, *The Box it Came In!*, wherever you are. You gave me a life of thrills and love.

–Tom Atkins, Alfa Club of the Rockies





Robert Clauss and Becky Corzilius's 1964 TI.



Tom Atkins once owned the ex-Vandervate TI Super.



Mike Hemsley has fond memories of his TI Super.

### A Racer's Perspective

Thanks to Dave Hammond ("Vintage Mini-Profile", January 2021) for bringing back memories of the Marlboro 12-Hour of August 1965. I was there. I had gotten back from ROTC Summer Camp and attended with one of my best friends, Bob Brown. We decided to attend the "big race", and we had a ball.

Marlboro Raceway has been defunct

for many years, but it can still be seen on satellite imagery. For anyone who wants to search for it, it is near the intersection of US-301 and MD-4 near the community of Marlboro, MD. The track was 1.7 miles with an interesting variety of corners. But the unusual part of the track was the inclusion of a 1/3-mile banked oval. The start/finish was on the oval in front of the stands. Cars

took the green flag, went up and over the banking to the first of the corners. With the exception of the oval, the track was pretty flat. After the flat part of the track, the cars went up and over the banking into the short oval.

Dave Hammond mentioned the Lotus and Plymouth teams – both factory teams. They were the heavyweights, and they had well-known drivers. One of their cars was expected to win. At the start, it soon became obvious that each team had a car that was the "hare" and was intended to stress the other team's cars, leaving the "slower" team car to win. First car to break, though, was the Plymouth that was supposed to be taking it easy. Well before the end of the race, the four team cars were out. Lurking not far behind was the TI Super of Vandervate and Winkler, and they took a great win. Even if the Lotus and Plymouths had not broken, the Alfa was going to be in the mix at the end.

Many years later, at a meeting of the Capital Chapter, I was able to share memories of that race with Pete Vandervate. Dave Hammond's history of the TI Super brought it all back.

– J. Michael Hemsley, Atlanta Chapter  
**Appreciating the Appreciation**

I never fell in love with the character of the boxy Giulias, but I loved the distinct way the December 2020 article, "Giulia Love", was written and assembled!

Armando Paredes, Cuban perpetual prez of the South Florida AROC, had a maroon Giulia for years. He showed me a photo of Fidel Castro sitting in the front passenger seat, a M16 between his long legs and his knees scrunched against the dash. There were two armed guards in the back seat.

"So, Fidel Castro rode in your Giulia?" I asked. Armando winked.

–Harmon Heed, Florida Alfa Club ■





*By J. Michael Hemsley  
Photos Courtesy KMW Motorsports*

There have been two races for the KMW Motorsports with TMR Engineering Alfa team in TCR since our last report. They took a long tow across the country from Florida to Weather Tech Raceway Laguna Seca near Monterey, California, in September and had a much shorter tow to Virginia International Raceway near Danville, Virginia, and the North Carolina line in October. Neither race went as well as the team nor *Alfisti* hoped. There was, though, one very positive result at VIR.

While the Club was celebrating the AROC National Convention in Colorado Springs, Colorado, the Alfa race team was at Laguna Seca. Thankfully, an Alfa Bulletin Board regular whose handle is “Maldi” watched the race and took notes for us. Sadly, his notes were brief. The Alfa was quick in practice – second fastest – but Roy Block qualified the car

eight of the 13 TCR entrants. When asked, team principal Louis Milone said they were protecting the car for the race. When you’re that far away from home base, you don’t want to take chances. At the start, Block went wide and dropped to last. Milone explains: “There was a little too much movement on the start, and Roy took the safe line to the outside to protect the car, and he got freight-trained into Turn 1. At that point, this was OK, as the car was really quick.” Laguna Seca is known for incidents and attrition – it is a very demanding track and there are lots of opportunities for unfortunate encounters and mechanical stressors. The incidents started early. On laps three and four, a TCR Audi was clipped and went off, then a Toyota Supra punted one of the Hyundais off. The Alfa gained two spots. The speed of the Alfa started to show, and Block

passed three Hondas and was back in eighth place by Lap 9. Over the next few laps, Block did battle with both a Honda and an Audi.

There was a full-course yellow on Lap 21, which allowed the field to pit. The Grand Sport cars are allowed to pit first, then the TCR cars could pit. When the course went green again, on Lap 27, the Alfa came out of the pits last and a lap down. Tim Lewis, Jr. was now in the car, but it was not performing as it should. Milone details the issue: “Roy was already having shifting issues. The car was not giving downshifts as requested. We decided to throw a dart at it and change the air compressor pump for the shift system, as this can be done quickly. We did the driver change, did tires, fuel, and the compressor change under yellow. We knew we would lose time, but we were hoping to score every point we



could. It turned out that it was not the compressor but an internal air leak in the shift actuator. A \$2 O-ring that takes too long to change in a race [was the cause]. With Tim in the car, he realized if he limited his shifts, he could have the really important ones when he needed them. So he ran most of the track in fourth gear, still pacing with the leaders for a while. It continued to deteriorate, and eventually it got stuck in neutral and would not shift at all. We had to retire.”

Lewis, Jr. was back in the pits on Lap 34 and was pushed behind the wall for a DNF. In anticipation of the race at VIR, a new shift actuator assembly and gearshift pump were ordered from Italy. During the break between the races, the team installed a fresh engine and did a complete internal inspection of the gearbox. They believed they were ready for VIR.

Oh, what could have been at VIR. In the first practice session of the Virginia is for Racing Lovers 120, Lewis, Jr. posted a time that would have put the team on pole for the race, but he’s the faster of the two drivers, so he wasn’t who would qualify and start the car in the race. It rained for the second practice, so Block didn’t get time in the car on a dry track until qualifying, where he put the car 12th in the 14-car TCR field. Asked about why the faster driver would not qualify the car, Milone said, “You always start the less-experienced



At speed in the rain.

driver. If a yellow comes out, and you have the more experienced driver in the car, you lose any gains you have made. You want the faster driver to close.”

At the start, Block immediately fell back, losing as much as 10 seconds a lap on the TCR field. The team was puzzled. The car was missing the shift paddle inputs, and it got worse the longer Block stayed out. When Block had been in the car long enough for his stint to count (40 minutes), Milone called him into the pits for tires, fuel and the driver change. Milone explained, “We honestly did not know what was wrong during Roy’s stint. It’s a very simple system, and everything was new except the actual steering wheel, which carried the paddles. So, I ran back to the truck, climbed up the stairs, and grabbed the wheel out of the spare car. We stopped it during the pit stop, and the problem was gone. A close look after the race showed that a connector on the wheel was loose, making the connection intermittent.”

With the problem fixed, Lewis, Jr. was back in the race, albeit two laps down. The team cut Lewis, Jr. loose, and he just flew! He soon caught the lead pack. Then a full-course yellow bunched the car together. At the green, Lewis, Jr. started passing the fastest of the TCR cars. On Lap 47, he posted the fastest time of all the TCR cars. At the checker, the Alfa was right behind the TCR leader. It would have been a very different race had that connector not affected the shifting. Block has shown that he can run with the TCR pack, and that’s his mission – to stay in touch. Lewis, Jr. has shown that he and the Giulietta Veloce are very fast and can win.

By the time you read this, the 2021 season will have ended. The final race of the Michelin Pilot Challenge was, appropriately, at Michelin Raceway Road Atlanta. The KMW Motorsports team intended, as always, to win that race. Hopefully, “Murphy” will leave them alone. ■



Driver change – they help each other in and out.



Louis Milone (left) and Tim Lewis, Jr. discuss the upcoming pit stop.



Practice at VIR, even in the rain.



# The High-Miler Engine Lives!

*After Part One of the Berlina motor rebuild story appeared in the October issue, author Mark Thornton wrote to us with the good news that the engine is running strong and a veritable ode to automotive jewelry.*

The project engine crankshaft cleaned up OK, and will run standard-sizes bearings. I took a moment to discuss this with the machine shop owner. He stated that, without a doubt, the nitride treatment saved the crank from needing a regrind. He further explained that nitride is very uncommon on production car crankshafts, but mostly popular with engine builders for racing and restoration. The cost for nitride treatment would be about \$250 plus shipping. For a crankshaft, the shipping alone adds up, somewhere above \$100. Fun fact: nitride is stock on type 115 engines.

The machine shop calls this work polish. They measured the journals to verify that the crank did not need a regrind. Today the crankshaft is restored to its former beauty, as befits automotive jewelry at this level.

The project engine's original cylinder head is already running on the type 115 Alfa. The machinist replaced one worn exhaust valve. The old

original valve springs tested "good" and are running in the car. We selected a new billet 10.5 intake cam and a low-miles, used original 9.1 exhaust cam. I provided eight new cam followers. This engine runs strong.

For the project engine, I plan to work with the later Berlina's cylinder head. I have owned two Berlinas. That cylinder head is from a later model, possibly a type 116, installed by the previous owner. It is just back from custom work by a specialist. (See the photo.) This cylinder head features stage-one re-shaping in the pockets, oversized intake valves, modified valve guides and upgrade valve springs. It has welded cams, 12 on the intake and 11.1 on the exhaust. It has refinished cam followers with a proprietary hard coating.

The original cam followers were finished in hard chrome, a treatment interesting enough for an entire article: Automotive Jewelry. ■

– Mark Thornton





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46	Alfa Import Center
2	Benson Alfa Romeo
4, 46	Beverly Hills Car Club
3, 4	Centerline
43	DriverSource
47	Gullwing Motor Cars, Inc
29	Motion Products Inc./Boranni America
46	Motor Classic & Competition
29	Mr. Fiat
46	Palo Alto Speedometer
9	Re-Originals
46	Sports Car Market
9	Spruell

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# Calendar of Events

Be sure to check with the contact person in these listings to confirm current event details. And, should your Chapter need content for a cozy Zoom meeting, go to [www.aroc-usa.org/aroc-youtube/](http://www.aroc-usa.org/aroc-youtube/) to access great videos. Instant programming!

## MAJOR 2021 EVENTS

■ December (2021) through June (2022)  
**NWARC (Northwest) Alfa Romeo Exhibit at the LeMay America's Car Museum** in Tacoma, WA. Contact Fred Russell at [president@nwalfaclub.com](mailto:president@nwalfaclub.com) for details.

## MAJOR 2022 EVENTS

■ January 14-16 (2022) (Fri-Sun)  
**AROC National 8th Annual Winter Retreat** in Palm Desert, CA. Contact AROC Admin at [admin@aroc-usa.org](mailto:admin@aroc-usa.org) or 971-254-6660.

■ March 3-6 (2022) (Thu-Sun)  
**AROC National 4th Annual AROC Goes to the Amelia Island Concours**, Fernandina Beach, FL. Contact AROC Admin at [admin@aroc-usa.org](mailto:admin@aroc-usa.org) or 971-254-6660.

■ June 6-16 (2022) (Mon-Thu)  
**AROC National 5th Annual AROC Goes to Italy Tour**. Contact AROC Admin at [admin@aroc-usa.org](mailto:admin@aroc-usa.org) or 971-254-6660 for details.



## DECEMBER 2021

■ December 3-4 (Fri-Sat)  
**Florida Alfa Club Gasparilla Cars and Coffee & Concours d'Elegance**. Contact Chip Denyko at [alfachip@verizon.net](mailto:alfachip@verizon.net) or 813-814-7887.

■ December 4 (Saturday)  
**AROC of Central California Annual Christmas Luncheon**. Contact Chris Armstrong at [christopherarmstrong0721@gmail.com](mailto:christopherarmstrong0721@gmail.com) or 805-899-1041.

■ December 4 (Saturday)  
**Deep South Alfa Romeo Club Cars and Coffee**, Mercedes-Benz of Baton Rouge, Baton Rouge, LA, 8-10 AM. Contact Tim Spruill at [t.spruill@aroc-usa.org](mailto:t.spruill@aroc-usa.org) for details.

■ December 4 (Saturday)  
**Arizona AROC Rick's Winter Rally**. Visit the Calendar of Events at [clubs.hemmings.com/azalfa/calendar.html](http://clubs.hemmings.com/azalfa/calendar.html) for details.

■ December 4 (Saturday)  
**Texas Hill Country Monthly Member Breakfast** at Mozart's Coffee Roasters on Lake Austin Blvd, Austin TX, 8:30 AM. Contact John Trevey at [john@texasalfas.com](mailto:john@texasalfas.com) or 512-789-6516.

■ December 5 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at [gtv6alfisti@aol.com](mailto:gtv6alfisti@aol.com) for details.

■ December 11 (Saturday)  
**KARS Kentucky KARS and Coffee for Charity** at Captains Quarters Restaurant, River Road, Louisville, KY, 9-11 AM. Contact John Hicks at [alfakars@outlook.com](mailto:alfakars@outlook.com) for details.

■ December 11 (Saturday)  
**Florida Alfa Club Annual Christmas Luncheon & Chapter Officer Induction**. Contact Chip Denyko at [AlfaChip@Verizon.net](mailto:AlfaChip@Verizon.net) or 813-814-7887.

■ December 11 (Saturday)  
**NWARC (Northwest) If Alfascould Talk**, LeMay-America's Car Museum, Tacoma, WA, 11:30 AM. Register at <https://www.americascarmuseum.org/event/if-alfascould-talk/>

■ December 11 (Saturday)  
**NE Florida AROC Annual Holiday Party** at the Murray's. Contact Jerry Kelley at [jgkelley7flusa@comcast.net](mailto:jgkelley7flusa@comcast.net) for details.

■ December 11 (Saturday)  
**AROC Connecticut Second Saturday Breakfast**. Visit the CTAROC website at <https://ctaroc.com> for details.

■ December 12 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at [gtv6alfisti@aol.com](mailto:gtv6alfisti@aol.com) for details.

■ December 12 (Sunday)  
**NWARC (Northwest) Holiday Festa Di Amici**, Marianna Ristorante, Renton, WA, 5:30 PM. Contact Judy or Bill Gehring at [bjgehring2@msn.com](mailto:bjgehring2@msn.com) or sign up on MotorsportReg at [msreg.com/Festa2021](http://msreg.com/Festa2021).

■ December 19 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at [gtv6alfisti@aol.com](mailto:gtv6alfisti@aol.com) for details.

■ December 26 (Sunday)  
**SFAROC (South Florida) Coffee & Classics** Hardy Park Bistro 21 SW 7th St, Ft Lauderdale 33301 from 8-10 AM. Contact Armando at [alfamando@gmail.com](mailto:alfamando@gmail.com) for details.

■ December 26 (Sunday)  
**NYAROC (New York) Last Sunday Breakfast** at the Premier Diner, 690 Commack Road, Commack, NY 11725, 8:30-10:30 AM. Contact John DeGeorge at [gtv6alfisti@aol.com](mailto:gtv6alfisti@aol.com) for details.

## JANUARY 2022

■ January 1 (Friday)  
**NWARC (Northwest) New Years Day Drive**, TBD. Contact Fred Russell at [fktmrussell@msn.com](mailto:fktmrussell@msn.com) or 425-308-6621.

■ January 2 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at [gtv6alfisti@aol.com](mailto:gtv6alfisti@aol.com) for details.

■ January 8 (Saturday)  
**KARS Kentucky KARS and Coffee for Charity** at Captains Quarters Restaurant, River Road, Louisville, KY, 9-11 AM. Contact John Hicks at [alfakars@outlook.com](mailto:alfakars@outlook.com) for details.



■ January 8 (Saturday)  
**Texas Hill Country Monthly Member Breakfast** at Mozart's Coffee Roasters on Lake Austin Blvd, Austin, TX at 8:30 AM. Contact John Trevey at john@texasalfas.com or 512-789-6516.

■ January 8 (Saturday)  
**AROC Connecticut Second Saturday Breakfast** Visit the CTAROC website at <https://ctaroc.com> for details.

■ January 9 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ January 13 (Thursday)  
**Florida Alfa Club Monthly Business Meeting** in Clearwater, FL. Contact Chip Denyko at alfachip@verizon.net or 814-813-8778.

■ January 16 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ January 19 (Wednesday)  
**AROC (Oregon) Membership Meeting & Presentation**, 6:30 PM via Zoom Video Conference. Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312

■ January 19 (Wednesday)  
**Mid-Atlantic AROC RTP Area Monthly Dinner Meeting** in Raleigh, NC, 6:30-9:30 PM. Contact Bruce Sharer at rbsharer@aol.com for details.

■ January 22 (Saturday)  
**AROC Connecticut Fourth Saturday Activity** Visit the CTAROC website at <https://ctaroc.com> for details.

■ January 23 (Sunday)  
**Florida Alfa Club Festivals of Speed** at St. Petersburg, FL, 8 AM-4 PM. To register contact Barry Andress at alfabarry3@gmail.com or 727-366-1193.

■ January 23 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at gtv6alfisti@aol.com

■ January 26 (Wednesday)  
**Arizona AROC Monthly Dinner Meeting.** Visit the Calendar of Events at [clubs.hemmings.com/azalfa/calendar.html](https://clubs.hemmings.com/azalfa/calendar.html) for details.

■ January 29 (Saturday)  
**NWARC (Northwest) If Alfas Could Talk, Le May-America's Car Museum**, Tacoma, WA, 11:30 AM. Register at <https://www.americascarmuseum.org/event/if-alfas-could-talk/>

■ January 30 (Sunday)  
**NYAROC (New York) Last Sunday Breakfast** at the Premier Diner, 690 Commack Road, Commack, NY 11725, 8:30-10:30 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ January 30 (Sunday)  
**SFAROC (South Florida) Coffee & Classics** Hardy Park Bistro 21 SW 7th St, Ft Lauderdale 33301 from 8-10 AM. Contact Armando at alfamando@gmail.com for details.

## FEBRUARY 2021

■ February 5 (Saturday)  
**Texas Hill Country Monthly Member Breakfast** at Mozart's Coffee Roasters on Lake Austin Blvd, Austin, TX at 8:30 AM. Contact John Trevey at john@texasalfas.com or 512-789-6516.

■ February 6 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ February 12 (Saturday)  
**KARS Kentucky KARS and Coffee for Charity** at Captains Quarters Restaurant, River Road, Louisville, KY, 9-11 AM. Contact John Hicks at alfakars@outlook.com for details.

■ February 12 (Saturday)  
**AROC Connecticut Second Sunday Breakfast** Visit the CTAROC website at <https://ctaroc.com> for details.

■ February 13 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ February 13 (Sunday)  
**AROC (Oregon) Annual Valentine's Day Tour & Brunch**, 9:30 AM. Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312.

■ February 16 (Wednesday)  
**AROC (Oregon) Membership Meeting & Presentation**, 6:30 PM via Zoom Video Conference. Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312

■ February 16 (Wednesday)  
**Mid-Atlantic AROC RTP Area Monthly Dinner Meeting** in Raleigh, NC, 6:30-9:30 PM. Contact Bruce Sharer at rbsharer@aol.com for details.

■ February 20 (Sunday)  
**NYAROC (New York) Sunday Breakfast** at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8-10 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ February 23 (Wednesday)  
**Arizona AROC Monthly Dinner Meeting.** Visit the Calendar of Events at [clubs.hemmings.com/azalfa/calendar.html](https://clubs.hemmings.com/azalfa/calendar.html) for details.

■ February 22 (Saturday)  
**AROC Connecticut - Fourth Saturday Activity.** Visit the CTAROC website at <https://ctaroc.com> for details.

■ February 27 (Sunday)  
**SFAROC (South Florida) Coffee & Classics** Hardy Park Bistro 21 SW 7th St, Ft Lauderdale 33301 from 8-10 AM. Contact Armando at alfamando@gmail.com for details.

■ February 27 (Sunday)  
**NYAROC (New York) Last Sunday Breakfast** at the Premier Diner, 690 Commack Road, Commack, NY 11725, 8:30-10:30 AM. Contact John DeGeorge at gtv6alfisti@aol.com

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# Alfa Owner Marketplace

## WANTED

**WANTED: SERIES 2 SPIDER** I am looking for a Series 2 Spider. One in excellent condition with no rust and no history of rust. Long ownership is a huge plus, as is originality. Pre-1975 is preferred, but I will consider any Series 2. I have owned a Spider in the past, and I am now looking for a keeper. I am willing to pay what it is worth. Please give me a call. Contact Jonathan Richman at jonathanrichman@globalflexusa.com or 508-904-2410. (02/22)

**WANTED: WHEEL HUB COVERS** Chrome bolt-ons w/center Alfa symbol for 1960s Giulia Sprint, GTV, Spider 2000 and other models. Looks like a sombrero. Very good to excellent condition. Contact Steve at sesnyder@outlook.com or call/text to 917.379.8511. (01/22)

**WANTED: PARTS** - Anti-frost thermostat for 1991 164L. Contact Howard Goldman at aramis7@sbcglobal.net or 847-363-2615. (01/22)

## 1950-1959



**1956 GIULIETTA SPRINT VELOCE ALLEGGERITA** One of 100 Sprint Veloce Allegrita competition coupes. Class wins at 1958 and 1960 Sebring 12-Hours, six 1st in class wins in Mexico 1958-'61. Many other period race successes. Continuously maintained by Alfa specialists. Restored and active in prestigious historic events (Mille Miglia, Tour Auto, Colorado Grand, etc.). Known ownership. Original engine. Service records. Presents extremely well with some patina. Price \$295,000 or consider offers. Requires transport. Contact Mark Leonard at info@grandprixclassics.com or 858-459-3500. (03/22)

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## 1970-1979



**1970 GIULIA JR. ZAGATO** Designed by Ercole Spada, this Jr. Zagato is quite rare, 1108 produced; one of three modified to GTA-R specs by marque experts Alfaholics. 220bhp 2.1 Nord engine, GTA-R spec heritage throttle bodies and Motec M1 series ECU. GTA-R clutch/flywheel/starter pack. Hatchback operated by electric switch. Sports seats, recessed instruments. Inquire about add'l mods. Beautifully restored. Stunning and exceedingly rare sportscar. Price: \$250,000 or make offer. Requires transport. Contact Mark Leonard at info@grandprixclassics.com or 858-459-3500. (03/22)

## 1980-1989



**1986 GTV-6** Rare *Posillipo Blue*, (color code AR396). Fully Overhauled and Restored. Use this link to see complete description- <https://tinyurl.com/ywy7tby> Price: \$34,900 OBO, plus shipping. Contact John Britton at martina.ruziecki@gmail.com or 714-493-6054. (02/22)



**1986 GTV-6** 65K miles. Silver w/ blue. Runs strong. Rebuilt Milano transaxle, Euro shift kit & 140mph speedo; 1,500 miles on rebuilt engine. 164s cams, headers, custom air horn & ECU New: oil, water & fuel pumps, belt w/tensioner, clutch master & slave, fans, hoses & battery Good P600s. Rust behind front wheels, cracked dash & windshield (have replacement w/new gasket). A/C & clock not working. Price \$12,500 OBO, plus shipping. Contact David Bernstein at dbernstein1@cox.net or 401-862-5760. (1/22)

**1986 GTV-6** Excellent condition. Red 501 with black interior. BFG TA tires with less than 5k miles. Front and rear brakes just serviced. New water pump, timing belt, clutch hose and slave cylinder. Comes with original tools and manual. Only three owners. \$15,000 OBO. Pickup only. Contact Tom Mann at buffalopapa41@gmail.com or 716-688-8887. (02/22)

## 1990-1999

**1994 164 LS** 85,000 miles, 5-speed manual. Champagne tan and tan leather interior. No rust. Clean MN title and Collector plates. I have recently had the timing belt, serpentine belt, water pump done. New tires, new battery. Car runs fine; some minor dents and a scratch on the hood. Driver's side interior door panel has a crack in it. Price: \$5,000, OBO, shipping negotiable. Contact David at pbrtallboy@gmail.com. (03/22)

**1994 164LS** 85,000 miles. Five-speed manual. Champagne tan and tan leather interior. No rust. Price: \$5,000, negotiable; shipping negotiated. Contact David at pbrtallboy@gmail.com or 612-367-6560. (01/22)



**1996 155 1.8 TWIN SPARK** Bianco with grey cloth interior, no rust, 5-Speed, Ice Cold A/C, factory blue tinted windows, 15-in. Speedline wheels, factory shop manuals, original sales brochures. 87,148 kilometers (54,151 miles). Clean Carfax with mileage inconsistency. New radiator, fuel tank sending unit, brake fluid flush, front parking/turn signal lights. Starts, runs and drives great - no hesitation or pulling. Clean Florida title. Price: \$7,000 negotiable, plus shipping. Contact Peter Gagne at peter@PAGrace.com or 386-316-8023. (03/22)

## PARTS



**PARTS FOR SALE** Millerighe Wheels - From a 1974 2000 Spider Veloce. Wheels are in pretty good shape. Tires have some decent tread but are old and tired and would have to be replaced. I'm located in Toronto, Ontario, Canada. Price \$500 OBO, plus shipping. Contact Joe Martino at joemartino60@gmail.com or 647-384-9757. (03/22)

**PARTS FOR SALE** Vintage 1970s RONAL magnesium wheels for Alfa Romeos - Twelve (12) in total. Very light, weighing in at a tad over nine pounds each. Excellent condition, balanced and true. One wheel is polished and clear coated, and could hang in a museum. Size: 6x14 / 4x108 bolt pattern. Fit 105-series Alfa Romeos. Original RONAL aluminum bolts included. Price: \$680 OBO, plus shipping. Contact Shawn Bullard at congressionalcoffee@gmail.com or 703-304-0076. (03/22)

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**PARTS FOR SALE** Nardi Steering Wheels - Two original 400mm Nardi steering wheels for Giuliettas. One is NOS (never used) in as new condition. It is flat with the date of '62 on the lower spoke. The other is dished with no date and is in excellent condition. Additional pictures on request. Price: Negotiable, shipping to be included. Contact Ron Hein at ronniehein@yahoo.com or 310-489-3474. (03/22)

**PARTS FOR SALE** Phone Dial Wheels - Quantity five (5) phone dial wheels (without tires) for sale. These wheels are 15 inches in diameter, size is 6Jx15H2. Additional markings along the exterior face of each wheel include "ALFA ROMEO", "FPS", and "C30". Marking on the interior side of each wheel is "Made in Italy". These were OEM wheels from the 1990s. I am the second owner. Overall condition is very good to excellent. Pictures are available on request. Center caps and quantity 16 lug nuts are included. Price: \$475, firm, plus shipping. Contact Ralph Cromer at cromerrc@bellsouth.net or 470-295-4855. (03/22)

**PARTS FOR SALE** Three gauges: speed, tach, and olio/temp for 1966 Giulia Spider. Italian language version + chrome ashtray. Stored since 1972. Photos will be provided upon request. Prices are negotiable, but will include shipping. Contact Donald at donaldkomara@gmail.com or 772-285-5995. (02/22)

## CLASSIFIED AD GUIDELINES

The classified ad submission deadline is the 9th of the month, two months preceding the month of the issue. Ads are limited to 50 words (250 characters) and must refer to Alfa Romeo cars, parts, accessories, or memorabilia. Ads will run from one to three consecutive months based on what time frame the ad poster indicates. Items that are sold or bought before the end of the posting period will be removed or marked SOLD if notified within the above deadline dates. To continue publication beyond three months please reconfirm by each deadline date.

- Basic ad for AROC members is free and will run up for three months
- Color photo ad for AROC members: \$25 for one month
- Color photo ad for AROC members: \$50 for three months
- Basic ad for non-members: \$30 for three months
- Color photo ad for non-members: \$55 for one month
- Color photo ad for non-members: \$80 for three months

(NOTE: Only 3 ads per month per person)

The best way to place a classified ad is at [www.aroc-usa.org/classified-ad.php](http://www.aroc-usa.org/classified-ad.php). (No payment information is stored online). For those who are adverse to online interactions email your ad content to AROC Headquarters at [aroc.office@gmail.com](mailto:aroc.office@gmail.com). Please include AROC Member #, ad picture, and payment if applicable.

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