

Alfa Romeo



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THE OFFICIAL PUBLICATION OF THE ALFA ROMEO OWNERS CLUB

JANUARY 2024

MONTEREY BAY



AROC Goes to Concorso Italiano 2023



No Love From the Race Gods • 5th Annual Fall Colors Event • 1973 GTAm Tribute Fetches \$100K



AROC Highlight

A dedicated member of the Alfa Romeo Owners Club (AROC) for nearly a decade, John wears his Alfa enthusiast badge proudly. However, his professional journey takes him to the heart of the passion, as he manages Benson Alfa Romeo in Greer, South Carolina – one of the nation's oldest "new era" Alfa Romeo dealerships.

Benson Alfa Romeo is

deeply rooted in the "Alfisti Spirit", hand picked in 2014 as one of the first 82 North American dealers. We are not only an experienced dealer in sales and technical service support, but the only dealer with full page support of Alfa Owner Magazine. This relationship with AROC members helped us earn the distinguished record for Alfa 4C Coupe and Spider sales.

If you could buy a new or pre owned Alfa Romeo from a trusted AROC member, would you do it?

If there's one name that resonates deeply within the Alfa Romeo community, it's John Montgomery. With over two decades of experience as the coordinator of the Italian Car Day Atlanta and a remarkable tenure as the Fiat Club America National President from 2001 to 2017, John's life revolves around his love for Italian cars and the cherished camaraderie they bring.



Our commitment extends beyond convenience. At Benson Alfa Romeo, we present a collection of well-appointed Alfa models, granting you the opportunity to even custom-order your dream Alfa. Our seasoned team boasts unparalleled product knowledge, providing you with transparent information, fair pricing, and genuine answers – no gimmicks attached. What truly sets us apart is our willingness to assist every Alfa owner, regardless of whether you acquired your prized possession from us.

Benson has a proven bond with the AROC Community. AROC members nationwide have purchased or leased their dream Alfa through Benson Alfa Romeo. We're not just about finding cars, we're about sharing in your enthusiasm.

In the realm of Alfa Romeo, where passion meets performance and style, Benson Alfa Romeo stands as a beacon of authenticity. With a legacy steeped in love for these Italian masterpieces, we invite you to be a part of our journey – a journey fueled by the passion that only Alfa Romeo can ignite.



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Contents



On the cover: Alfa winners on the green at this year's Concorso Italiano. Story on page 14.

Above: Northwest Classic rally and tour teams share a suburban rest stop. More on page 18.

Austin to Utah – It's All About the Cars <i>by Cindy Banzer</i>	6
Member Profile: Olivia Herriford	7
Alfa News	8
You Write, We Listen	10
Alfas Align Along Monterey Bay <i>by Elyse Barrett</i>	14
Traditions + New Twists = A Memorable Rally <i>by Paul Eklund</i>	18
Tech Advisor Profile: Tom Sahines	22
Alfas in Focus: A Fleeting Look at the Rare 1990 SZ	24
Fuel for 115 Alfas, Part 2 (Continued) <i>by Mark Thornton</i>	26
Chapter Scrapbook	31
Alfa Racing: The Race Gods Said, "Uh, Nope!" <i>by J. Michael Hemsley</i> ...	32
Alfas at Auction: Estate Sales <i>by Bob Abhalter</i>	34
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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Front Cover: Photo by Lance Dong

From the Driver's Seat

Austin to Utah It's All About the Cars

Alfa Romeo nei nostri cuori – Alfa Romeo, always in our hearts.

With those words, six years of Alfa Romeo's running in present-era Formula One ended. Jean-Philippe Imparato, Alfa Romeo CEO noted that this involvement in F1 fulfilled the dream of Sergio Marchionne and provided the entire Stellantis brand with an international showcase. Mr. Imparato acknowledged that "Alfa Romeo has competition in its DNA and will return to thrill its fans as soon as possible, when the conditions are right."

AROC's last journey to Circuit of the Americas (COTA) Austin for the foreseeable future was a melancholy trip. Even the weather was foreboding. Under a broiling sun, with air temperatures hovering at 100°F, our cadre of USGP participants braved the elements to embody the camaraderie when *Alfisti* assemble.

Long treks to our seats provided get-acquainted opportunities; sharing coveted shade cemented the "we're here together" mentality; laughter on the coach provided a soundtrack to our après-race reflections on the day's events. Those who saw The Killers and Queen/Adam Lambert concerts were amply rewarded. On race day, the Alfa team seemed to lag in enthusiasm, likely feeling the F1 window closing.

Of the F1 races I've attended, COTA is the most participant-friendly track, allowing circuit views from different vantage points. With nearly a half-million

spectators, the venue is over-the-top, Texas style. At our farewell cocktail party, an assortment of F1 apparel was auctioned for the AROC Historical and Educational Foundation. Deep gratitude goes to Kalyan Sennerikuppam, Mitch and Debra Kline, Al Mosqueda and Al Kelly for their generous donations.

Experiencing this event in Alfa's last F1 season certainly cemented our *Alfisti* friendships. Our mantra will be: We were there, sharing a moment in this great marque's racing history.



Red Rock Adventure – St. George, Utah

I immediately flew from Austin to St. George, Utah, to meet my husband, John Kilian, for the inaugural Red Rock Adventure laid out by our Bonneville Chapter. During the fall

2022 AROC Italy trip, I challenged Dan and Miriam Steurer to organize a driving tour in their region. Two months later, the Utah team had the event laid out!

A hearty Italian kick-off dinner party prepped us for the next three days of driving *con brio* through the southwest uplands and ancient canyonlands of Utah and Arizona. Piloting our Alfas in the dirt to a ghost town on the Virgin River, seeing Zion National Park and moving in with movie stars at the Parry Lodge in Kanab was just the start.

Next it was a special offroad jaunt to Peekaboo Slot Canyon. As I settled into a vintage open 4WD rig with six new friends, I was totally unaware of the

adventure that lay ahead. Flying us across the deep red sand, our driver outdid himself in providing a Mad Hatter-style ride to Peekaboo.

I believed our walk through the rocks would end in a panoramic view, but the walls kept closing in. We climbed logs to reach different levels and arrived at a bend that needed to be scaled by a tree limb. John slithered up, thinking the mythical viewpoint was ahead. Suddenly I knew – this was the end of the line. The special sport of "canyoning" popped into my psyche. I looked up, realizing that slot canyons are formed by massive amounts of swift water – flash floods rushing through sandstone rock, crushing anything in their path. Fortunately, it was a sunny day with nary a storm cloud overhead. And the canyon was spectacular.

Organizers Dolph Woods, Mike Fine, Dan Steurer, Burton Weast and their amazing team planned and executed this adventure down to the last detail (story to come in February's *Alfa Owner*). My deepest gratitude to Miriam Steurer, who generously loaned her stunning new 2023 Stelvio to John and me for the tour. The vehicle was everything you'd ever hope for in a sporty SUV – nimble, easy to handle, fast, beautiful.

Looking forward to our next AROC adventure in Utah!

Happy New Year!

Cindy Banzer

Cindy Banzer,
President



Member Profile

Name: Olivia Herriford

Occupation: Management Consultant

Where do you live? Walnut Creek, California

What was your first car? A 1962 Ford Falcon; my first new car purchase was a 1975 Fiat 124 Spider.

Your first Alfa Romeo? 1986 Spider Quadrifoglio (and my second was a 1991 164S).

What Alfa Romeos are in your collection? 2018 Stelvio Ti.

Do you own other collectible non-Alfa cars? No.

Your favorite Alfa? My Stelvio, but I sure miss my Spider Quad (sold in 2020 when I “downsized”).

Worst Alfa owned? I wouldn’t say it was the worst; I enjoyed my 164, but it was difficult to maintain.

Favorite route or drive?

My annual road trip to the California Central Coast wine country.

What do you like best about owning a vintage or new Alfa?

Driving them!

If you could have one Alfa?

A Stelvio Quadrifoglio

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

First and foremost, the people and the social aspects of membership. I’m a member of AROC Delta Sierra Alfa Romeo Club and the Alfa Romeo Association of Northern California, giving me so many opportunities to enjoy Alfa ownership and the camaraderie of kindred spirits. ■



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2024 Convention Alfas By The Lake: *Sold Out*

On November 15, registration for our 2024 National Convention “Alfas By The Lake” opened and closed within the first hour. The tally was 142 people registered with both hotels completely booked. Thank you for your interest and enthusiasm. There is a waiting list and you are welcome to add your name. Contact Andrea Hammond at 248-978-5528.



AROC Goes to The Amelia 2024

The Club will participate in the 2024 Amelia Island Concours d'Élegance as part of Cars & Caffeine on Saturday, March 2. Applications are being accepted until January 15 by the event organizers. Go to hagerty.com, select "entertainment", click on the "Amelia Island box" and see our flyer on page 13.

Important detail: Alfas are caravanned to the show field so they can be shown together. Report approval of your application to get caravan instructions. Contact Jerry Kelley, NE Florida AROC, jgkelley7flusa@comcast.net or text 904-610-2149.



SCCA Honors Arutunoff

The Sports Car Club of America® has announced its “distinguished group of five” who will next enter the SCCA Hall of Fame on January 19. Leading that list is Anatoly Arutunoff, longtime Alfa driver, racer, tinkerer and member of AROC OK.

SCCA honored him in their announcement: To say Anatoly “Toly” Arutunoff is a racing renaissance man would be an understatement. His history from joining SCCA in 1958 is as amazing as it is crazy and includes everything from SCCA grids in the 1960s through '90s (including 19 Runoffs starts), plus multiple stints in Italy’s Targa Florio, owning a Ferrari dealership, and so much more.

His lasting contribution to the SCCA and AROC is Hallett Motor Racing Circuit, hosting everything from IMSA, Trans-Am, and the final Can-Am race in 1986. But mostly Hallett is a club track designed for the amateur driver.

Arutunoff once said: “I’ve always told inquisitive folks that it’s the people the cars have brought that make the club; seeing people at a race every several months who would be close friends if we lived, well, closer.”

Congratulations, Toly.

Tributo Italiano & Carbon: Two Beautiful Special-Edition Alfas

Tributo – Orders are now being taken for the first globally available special series, Tributo Italiano. Available in the Giulia, Stelvio and Tonale models, the exclusive edition pays tribute to Alfa's origins and epitomizes Italian know-how and sportiness.

The main features are voiced by the stylistic and aesthetic language shared by the three models – a two-tone livery with black roof, the body-color bodykit, the new addition of the Italian flag to the mirror caps, and the refined interior customizations, all of which serve as evidence of meticulous attention to detail combined with the constant quest for the highest quality. To be more specific, the Giulia, Stelvio and Tonale Tributo Italiano are positioned at the top of their respective ranges and are offered exclusively in the three colors of the Italian flag (Rosso Alfa, Verde Montreal, and Bianco Alfa) paired with a black roof, which can also be opened as a sunroof, an optional extra for the Tonale.

Carbon – Built off the recently updated 2024 Alfa Romeo Giulia and Stelvio Quadrifoglio, the Carbon Edition

adds premium exterior features with a carbon-fiber V scudetto grille and mirror caps, gold calipers and black badging. Staggered 19-inch (Giulia) and 21-inch (Stelvio) dark 5-hole wheels, carbon-fiber side sills, along with unique front/rear fascias and hood with heat extractors, plus an available exposed carbon-fiber roof on Giulia models, provide an aggressive and sleek stance.

The Alfa Romeo Quadrifoglio Carbon Edition is available in Vulcano Black, Alfa Red or Rosso Etna paint colors.

For more information about the new Tributo Italiano and limited-edition Alfa Romeo Giulia and Stelvio Quadrifoglio Carbon Editions, consumers can contact their local Alfa Romeo dealer and visit <http://alfaromeousa.com> for updates on the entire premium 2024 lineup.

– Courtesy, Alfa Romeo



You Write, We Listen

Courtesy, McPherson College



Triumph for McPherson College

Elyse,

Here's a good news follow-up to the "Kansas Trail Ride" feature (*Alfa Owner*, July 2023): The young auto restorers at McPherson College (Kansas) did it! The 1953 Mercedes-Benz 300 S Cabriolet they labored over for six years placed second in the Postwar Luxury Class this past August at the Pebble Beach Concours d'Elegance. AROC members in the Midwest got a first-hand look at this car nearing completion in the college's unique automotive restoration curriculum during our visit to campus in April.

Congratulations to these young people who are keeping alive the passion for automotive restoration.

– Denny Bender, *Alfa Fantasma*

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 elect the AROC Executive Committee, which 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 Meet-

ing held in conjunction with the AROC National Convention, which will be held in Petoskey, Michigan in May 2024. The term of office ends at the conclusion of the Board Meeting held during the 2026 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 nomination by 15 current AROC members. A biography of

250 words or less is requested along with a photo, to be printed in *Alfa Owner*. All nominations must be submitted by midnight, West Coast time, on January 15, 2024.

Election ballots, along with candidates' bios and pictures, will be included in the March 2024, *Alfa Owner*. Additionally, the option for voting online will be provided via email. Voting concludes on April 15, 2024.

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 or to the AROC Administrative Team, P.O. Box 92155, Portland, OR 97292.



Nominations due

January 15, 2024



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AROC GOES TO THE AMELIA 2024

The Club will participate in the 2024 Amelia Island Concours d'Elegance as part of Cars & Caffeine on Saturday, March 2.

This part of the show weekend is a curated group of 350 cars on the same show field as Sunday's concours d'elegance, and referred to by *Sports Car Digest* as "The best you'll find anywhere." So come be part of the fun!


Applications are available now. Submit your car to the event organizers now at <https://entrant.hagerty.com/events/public?id=33&type=subevent> And a step-by-step tutorial for the entry process is available at <https://entrant.hagerty.com/entry-guide>

The field fills very quickly – well before the January 15 entry deadline. Prompt action is required.

IMPORTANT DETAIL: Alfas are caravanned to the show field so they can be shown together. Report approval of your application to get caravan instructions. Contact Jerry Kelley, NE Florida AROC, jgkelley7flusa@comcast.net or text 904-610-2149.

The field fills very quickly. Prompt action is required!







It was a very nice day on Monterey Bay this past August for the 2023 Concorso Italiano. More than 65 Alfa Romeos were arrayed among the cypresses and pines along the gentle slopes of Bayonet Black Horse Golf Course. All participants were there for the fun and camaraderie, for catching up with friends they may see here annually. Of course, everyone put a little extra time into detailing their rides and the best were recognized for overall Alfa excellence by Concorso Italiano judges and among selected models in the Tipo Awards by *Sports Car Market*.

If you didn't make it this year, let the three memories that follow take you there.

Concorso Italiano Chairman Tom McDowell described the day succinctly: "Summers on the Monterey Peninsula frequently run counter to typical California sunshine and warmth. This August was an unusual exception, perfectly framing the beautiful Italian exotics on the lovely green grass at Black Horse Golf Course. A sensational Lamborghini Miura won Best in Show, but the quality of the other marques was superb, including some of our favorite Alfas and Ferraris. We look forward to 2024."

Courtesy, Concorso Italiano



Nick Baldino's 1979 Sprint Veloce took home 3rd place honors.



Lance Dong

The SCM Tipo Best Current Models winner was Brian Handshoe's 2022 Giulia Quadrifoglio.



Lance Dong

Brooke Myhre's 1969 GTV was the SCM Tipo Best Coupe/GTV.



Courtesy, Concorso Italiano

John and Pat Carapiet's 1st place winning 1957 Sprint Veloce.



Lance Dong

Raffi Najjarian's 2008 8C Competizione was the SCM Tipo Favorite Alfa.

65-Plus Alfas Align Along Monterey Bay



By Elyse Barrett



Joli Ling-Tsai (2)



Courtesy, Concorso Italiano

Second place Alfa went to Ric Ferrara's 1960 2000 Touring Spider.



An artful array of Spiders on the Alfa lawn.



Joli Ling-Tsai (2)

A nice mix of Alfas makes for a nice parking parade.



Awesome is as awesome does, especially with that paint scheme.

Olivia Herriford, a new judge-in-training, Delta Sierra Alfa Romeo Club and ARA member enthused: “From my perspective as participating as a member of the Alfa Romeo Association, the collaboration with AROC made for a well-organized event where members from both clubs contributed to the experience. From the early-morning placements to the judging and staging, to the camaraderie that began at car-side picnics and continued at our joint dinner, it was great teamwork. I personally enjoyed the booth duty, telling visitors about both clubs, along with AROC President Cindy Banzer. I also had my first lesson in judging and got the opportunity to be an ‘understudy’. It was a lot of fun!”

Longtime participant and *Alfista* Dennis Kellogg (Alfa Owners Club of New Mexico) told a story – something he does



Lance Dong

Dennis Kellogg’s 1969 1750 Spider Veloce was the SCM Tipo Best 1960s Spider.

AWARD-WINNING ALFA ROMEO S

Concorso Italiano’s Top Alfas

1st Place
1957 Sprint Veloce
John & Pat Carapiet
Belvedere, Calif.

2nd Place
1960 2000 Touring Spyder
Ric Ferrara
Coupeville, Wash.

3rd Place
1979 Sprint Veloce
Nick Baldino
Carmel Valley, Calif.

SCM Tipo Awards

1960s Spiders
1969 1750 Duetto
Dennis Kellogg
Sandia Park, New Mexico

Coupes/GTVs
1969 1750 GTV
Brooke Myhre
San Jose, Calif.

Current Models
2022 Giulia Quadroifoglio
Brian Handshoe
Roseville, Calif.

Favorite Alfa
2008 8C Competizione
Raffi Najjarian
San Francisco, Calif.



very well: “For me the Concorso Italiano (CI) experience began 41 years ago in the beautiful Swiss capitol of Bern.

“As many of my generation had done, after graduating from college and finding they were clueless how their life might unfold, they tossed on a backpack and traveled through Europe. There, a white 1967 Alfa Romeo Roundtail (Duetto) caught my eye. Outside an immaculate Swiss home, the radiant shape took form in the sunlight. A shape, like the beautiful shapes I had experienced days earlier in Italy, spoke to me of Italian style.

“Fast forward to 1988. I was sitting in my comfortable collapsible chair in the beautiful Carmel Valley, breaking bread with old and new friends, and occasionally glancing to the side to view my white 1969 Alfa Romeo 1750 Spider Iniezione. Although the golf course lawn was still moist, everyone had finished their frantic show preparations and it was time to relax, wonder and take it all in.

“I had become a Duetto devotee and began my CI experience. Though there are but a few years my growing family and I missed out on a day on the green, it remains a don’t-miss event for us. And the Duetto and CI have become a bond

Joli Ling-Tsai (2)



Shining in the sun: Concorso Italiano overall and SCM Tipo awards.

between our son Jesse and me. Through this event, and Alfa Romeo Owners Club conventions all over the West Coast, road rallies and countless gatherings, Jesse has experienced enough fun to become a true *Alfista*. CI has been key to making that possible.

“This year’s Concorso was extra special. After the Duetto lost her number-two cylinder en route to CI 2022, she was brought back to life under the guiding hand of friend, teacher and Alfa Romeo artisan, Gordon Self. Gordon allowed me to look on and dirty my hands in bringing back to life the CI veteran, and she was able to make the drive again to the Monterey Peninsula from our new home in New Mexico.

“Oh, that gracefully aging gal and her beautiful shape that first intoxicated me in 1981 was awarded the 2023 *Sports Car Market* Tipo Award for best Alfa Romeo 1960s Spider. She wishes to thank, CI, SCM, Cindy, Mark, Gordon and all our collective *Alfista* family.” ■



CI is always a celebration of style.

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1974 ALFA ROMEO "GTA-R"

Alfaholics upgrades: GTA-R
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1971 ALFA ROMEO GTV

Alfaholics upgrades: GTA-R
Engine, suspension, and driveline components

- Engine: 75 Twin-Spark 2.1 Liter
- Horsepower: 220+
- European styled interior and trim
- Original factory color: Oliva Verde Metallizzata
- A wolf in sheep's clothing

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Traditions + New Twists = A Memorable Rally



By Paul Eklund • Photos by Lila Dale

The 34th running of the Northwest Classic Car Challenge, hosted by the Alfa Romeo Owners of Oregon (AROO) this past August, maintained old traditions and introduced new nuances. Retained were the classic TSD Rally, replete with traps and checkpoints, a tour route, the fabulous banquets and social mingling, the unique Beer Wash, and the beloved

Saturday salmon lunch. New were the inclusion of any year sporty car tours led by experienced drivers, on-your-own tours and an optional enroute photography/social media sharing challenge. Also new was a mini-gymkhana held after the awards brunch on Sunday, a chance to end the long weekend by punting a giant soccer ball with your bumper.

Thursday night registration and a scrutineering party was open to the public at Ron Tonkin Alfa Romeo in Beaverton, Oregon. Just over 200 miles of day-one rally and tour started Friday morning at the dealership, then winding on backroads across six covered bridges, lunching in the Grange Hall in Scio, and ending in Eugene, Oregon. Hotel keys were presented to each team as they



Left: Bill Gillham and Fred Russell receive The Canadian Award for the top-placing Alfa. Middle: Yulia Smolyansky at registration. Right: Mini-funkhana included bumper soccer!



Self-guided tour participants Scott and Vicki Walker navigate one of the many covered bridges with the gorgeous GTV loaned by Bob and Puff Stevens.

Elyse Barrett

drove up, no waiting in a hotel lobby line. After a quick clean-up, contestants made their way to a local Mediterranean restaurant and 130 hungry contestants and rally volunteers enjoyed a feast including tableside-prepared Steak Diane – while regaling each other with stories of the day’s drive.

Saturday’s drive was a 190-mile circumnavigation of Eugene and the Willamette Valley. Five more covered bridges were traversed (the tour got a sixth), and every team enjoyed a picnic at Doreena Lake featuring the traditional salmon entree, cooked to perfection by our caterers, ALMA. After a mid-afternoon arrival at the host hotel, each team was presented a rose for finishing, and escorted to the Beer Wash. Migration Brewing provided lagers while volunteers provided buckets, sponges and towels for contestants to clean and shine their machines in preparation for Sunday morning’s Concours and Coffee in the parking lot.

Once the cars were gleaming and gathered in the secure parking area, everyone dressed up and convened at the social hour. Volunteers including RallyMasters Paul Eklund and Yulia Smolyansky manned the bar and poured a custom cocktail called “The Long, Hard, Drive”. The recipe? Bourbon, bitters, simple syrup, a splash of vermouth, a dark cherry and orange rind, topped with a splash of soda,



The route took drivers over and under railroads.

There's an App for This

New for 2023 was the introduction of the Richta app for the TSD Rally. This is a smart phone app that records what time you pass visible and hidden checkpoints along the route. It allowed for over 80 timed checkpoints, and many on- and off-course checkpoints. The rally used CZT (Car Zero) section start times, and indeed was "double jeopardy" with multiple checkpoints per leg. A typical leg was 18 miles long, contained about six checkpoints and two major and four minor traps. Mid-point perfect times were given, usually after each checkpoint, but not always. Checkpoint max were 300 points, but the many off-course checkpoints were only 30 points, and most serious traps were looped.

We have a corps of seasoned and dedicated checkpoint workers, so we did have some manned checkpoints and manned route controls. To do this we dropped a Richta Point at the manned location, but substituted the checkpoint log scores into our final spreadsheet.

This Richta nuance of many chances to score points, the many off-course/on-course CPs, and double jeopardy, made for much higher scores than "usual." Cars were divided into Vintage (pre-1990) and Modern (after 1990) classes. Then we further classified into Calculator and SOP. Odometers had to be stock or period correct. In SOP, no calculators or charts were allowed, just pencil and paper. In Calculator simple four-function, or slide rule/Curta calculators were allowed along with charts/Steven's Wheels. No GPS or computers were allowed in any class at any time.



Jim Barrett

Sunday's Concours & Coffee People's Choice was won by Larry Marks' fabulous SS.

served on the rocks. A big hit it was, and it reflected the two days and 400 miles of rally and tour. A gourmet dinner followed with speaker Austen Angell from Modern Edge Design finishing the evening with a great presentation on the future of AI (Artificial Intelligence) in the design field.

Sunday morning came quickly with coffee and ballots in the parking area, as everyone was invited to vote for Rally Favorite, Favorite Alfa Romeo, and the overall People's Choice at our "Concours and Coffee". Then people drifted in to the Awards Brunch, again a gourmet affair. The Modern and the Vintage Class rallyists received their just rewards, and Tour participants

received donated raffle prizes which included books, jewelry, artwork, models and event posters. Concours winners received custom artworks by Bill Gillham, and the first car that broke and loaded onto a flatbed tow truck (an Alfa Romeo Montreal) won the perpetual Hook Award as driver Alex Haugland quickly switched to another vintage car.

The Flying Clipboard Award was presented to the team seen to be in heated discussion during the rally (and reportedly a clipboard was indeed tossed), and a beautiful Jaguar E-type received the coveted Q-Tip Award. We trust you are starting to get the idea that although the Alfa Romeo Owners of Oregon puts this

- U
- T
- L
- C
- U
- W
- Q

VINTAGE CALCULATOR

- | Score | Car | |
|---------|--------|-----------------------------------|
| 1. 1187 | black | 1957 Mercedes Benz 300SL roadster |
| 2. 1656 | silver | 1970 BMW 2800 CS |
| 3. 2277 | blue | 1980 Triumph TR8 |

VINTAGE SOP

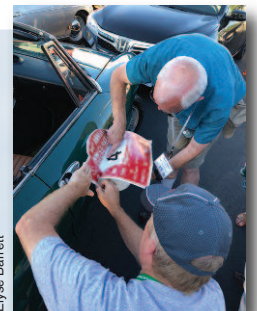
- | | | |
|---------|-------|------------------|
| 1. 2211 | gold | 1980 Triumph TR8 |
| 2. 2673 | red | 1976 BMW 2002 |
| 3. 2700 | black | 1988 BMW M5 |

MODERN CALCULATOR

- | | | |
|---------|-------|---|
| 1. 3167 | white | 2011 Porsche Cayenne [and First Overall!] |
|---------|-------|---|

MODERN SOP

- | | | |
|--------|-------|---|
| 1. 789 | black | 2003 Porsche 911 Carrera [and First Overall!] |
|--------|-------|---|



Elyse Barrett



Left: Paul Eklund has the floor at dinner. Middle: Bob Piacentini's futbol cruises on the lakeside road. Right: Targa dogs did the entire rally.

thing on, all sporty cars are invited. The Canadian Award was given to the top-placing Alfa Romeo driven by Bill Gillham with Northwest Alfa Romeo Club Fred Russell navigating in a sweet Super. The final perpetual trophy is for the Golden Badge given to the 10th place finisher in honor of longtime sponsor Monte Shelton. Recipients receive the trophy and their car gets to wear number 10 in the following year's event.

A standing ovation greeted RallyMaster extraordinaire Simon

Levear as he was announced the writer of the 2024 event starting Thursday, June 27 at Ron Tonkin Alfa Romeo and overnighting in the highlands of Madras, Oregon June 28 and 29. The gymkhana and awards brunch will be Sunday, June 30. Details are available at www.northwestclassically.org and www.alfaclub.org

After brunch, many wandered back out to the parking lot for a funkhana (classic gymkhana) which turned out to be a hoot! ■



Checkpoint staffers were stealthy or in the open. Hard to miss or hard to see.

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Tech Advisor Profile

..... Tom Sahines

Name: Tom Sahines

Occupation: Retired biomedical engineer.

Where do you live? Milpitas, California (about 50 miles south of San Francisco).

What was your first car? My first car was a 1959 Giulietta Spider Veloce which I still have and drive often. I bought it secondhand in 1967 and promptly blew up the engine. I learned a lot the hard way fixing this car. There were no Tech Advisors back then, and not a lot was known about these cars.

What is your background in Alfa diagnostics, service and repair that has prepared you for your role as

an AROC Tech Advisor? I am basically self-taught, but after tinkering with Alfas for over 50 years I have learned a thing or two, and probably have solved just about any issue with these cars.

What is your specialty? Restoration and service of 1955 to 1975 Alfas Tipo 750-101-105 and 115. I am also very adept at tuning both carbureted and SPICA fuel injected models. I also restore Veglia gauges from the same time period.

Can you share your "Top 3" most typical queries? There are no typical questions. The questions usually revolve around where to get a particular part, how to decode a wire diagram



and trace an electrical issue, or how to put together a difficult sub-assembly during a restoration project.

What is the most interesting (wild, crazy, impossible) question you've received? There are not many interesting questions anymore. I have heard just about anything you can imagine and then some. I only wish that members of the Club would take more advantage of the Tech Advisors and ask questions before embarking on a particular project or issue. We





can save countless hours and dollars by pointing you in the right direction before you start rather than after. While the Alfa BB can be a great resource, it can often lead one down a bad road. Call a Tech Advisor to get the real scoop.

Are there any new-model Alfa questions that come up regularly and how do you address them? New model questions are referred to other Tech Advisors. At my age I just want to focus on things that are simple and

reside in my wheelhouse.

What Alfa Romeos are in your collection? 1959 750 Spider Veloce ex-SCCA national champion currently raced in vintage series; 1959 Giulietta Spider Veloce (my first Alfa); 1970 Jr. Zagato; 1972 GTV; 1969 Berlina (Lemons racecar painted like an Italian police car); 2017 Giulia Quad; 2022 Stelvio.

Your favorite Alfa? Every one of my cars is special in its own way.

Worst Alfa owned? I have never had an Alfa I did not enjoy in some way. Even the Milanos and the 164s of the late '80s and '90s which I did not consider to be true sportscars still were fun to drive and retained a lot of the Alfa Romeo character.

What do you like best about owning a vintage or new Alfa? The vintage


cars are simple to work on and fun to drive. They draw a crowd wherever I go. My 2017 Quad is one of the best cars I have ever driven both on the racetrack or motoring around town.

If you could have one Alfa? A 1967 Alfa Romeo 33 Stradale

What do you enjoy most about being a member of your local and national Alfa Club? The people and the friendships I have made really have really enhanced my life. ■







This 1990 SZ is number 22 of 1036 built. It was designed in-house at Alfa Romeo, and built by Zagato. All SZs were red with tan interior, with the exception of one built in black for Mr. Zagato. This particular car was imported from England in 2022 by its current owner, Scott Walker, and is one of approximately 28 in the USA. Its appearance is a love it or hate it look. However, there is little disagreement in how these cars drive and handle, which can be summed up in one word, "AMAZING". The photo was taken in front of the Denver Art Museum.



Fuel for 115 Alfas, Part 2 (Continued)

More About the Automotive Gasoline Supply Chain

Story and Photos by Mark Thornton

The editors apologize that this “Fuel for Alfas” series had to take a break last fall due to overcrowding in the pages of this magazine but now it is back. Parts Three through Five should follow in the first months of this year.

This discussion is limited to selecting fuel for type 105, 115, 116, 119, and 161 Alfas in the region where I live (the Pacific Northwest), and grew out of the question: How can better understanding fuel system features, the nature of automotive gasoline, and fuel additives help us source clean, dry fuel that is fresh. I’m here neither to criticize gasoline suppliers nor to praise them. Here we continue to consider the technology, the investment, and



the sheer attention to detail that characterize the best top-tier companies.

Air Quality

In our focus on driving the Alfa we eventually bump into regulatory requirements that have to do with ambient air quality. The best reason to discuss this, at least briefly, is to understand why many of us are obliged to use vapor recovery fuel dispensing nozzles. That technology came on the scene decades after these Alfas were designed.

Regional Fuel Blends

The scope of an article like this one does not allow for addressing the many blends of automotive fuel required to meet government specifications levied in different airsheds. Engineers use the term *airshed* to describe a region in terms of geographic features that may tend to isolate air and to concentrate air pollutants. An airshed

is a little like watershed. The question is whether or not the local airshed exhibits periods where specific pollutants exceed the *National Ambient Air Quality Standards*.

The nature of air pollution makes it seasonal to some extent. Thus an airshed may be regulated for different fuel properties in Winter and Summer. The next sections take up the subjects of tailpipe emissions and fugitive emissions from automobiles.

Tailpipe Emissions

By many measures automakers have made progress toward improved air quality, particularly evident today, when the on-track performance of the Alfa 4C, Giulia, and Stelvio has reached amazing levels, matched by acceptable tailpipe emissions around town and on the highway.

Engineers have to look at atmospheric pollutants in relative terms, and work on the pollutant emissions that lead to the greatest problems. Now that well-maintained high-tech engines run more cleanly, engineers have to step back and reassess the overall picture considering that achievement.

The big picture for ambient air quality is that fugitive emissions from fueling automobiles now make up a large fraction of the hydrocarbon pollutant load. *Fugitive emissions* is a term engineers use to characterize fuel vapor displaced from the fuel tank at the gas station. If a gallon of gasoline goes in, a gallon of fuel vapor in air is displaced out.

Through a complicated chain of events hydrocarbon emissions often become most apparent in the formation of airborne particles. The National Ambient Air Quality Standards describe this form of pollution using the term *particulate matter*. Some airsheds continue to exceed standards for *particulate matter*. Thus it

makes sense, in those areas, to take steps to control fugitive emissions.

What does this mean for an Alfa? Poor air quality, specifically airborne particulate matter, is the reason vapor recovery systems are mandated in our area. Looking into this at greater detail is a subject for another article. On the practical side, you may find that by driving a reasonable distance you can find gas stations geographically outside the local air pollution regulatory region. Such gas stations may appropriately have pumps not equipped with vapor recovery systems.

Fuel Quality

In the sections that follow we discuss fuel quality, or lack of it. Quality being by its nature famously hard to define, engineers usually resort to defining the opposite, which is lack of quality. We'll take that approach here, in sections on ethanol in fuel; particles in fuel; water in fuel; and fuel decomposition product. Each of these sections includes a concise summary of what this means for an Alfa in practical terms.

Ethanol In Fuel

Tact requires that I restrain myself and limit this section to just the content that might affect the Alfa. The act of blending ethanol CAS [64-17-5] with gasoline is a subject about which reasonable people may differ.

My best information is that ethanol is transported by surface modes, for example by tank truck or railroad tank car, not the pipeline. Ethanol goes into automotive gasoline as part of loading tank trucks at the pipeline terminal loading facility.

Because of the different transportation mode there is variability built into the process. When we look at ethanol blended with gasoline I suggest reckoning just how one would go about keeping water

out of the ethanol. Water and ethanol mix fully, in all proportions. It takes a big effort to keep water out of ethanol in the laboratory. At industrial scale, in gasoline? The best brands go to great lengths to keep water out of their gasoline. That adds value.

Fuel without added ethanol is available, typically in outlying commu-

nities, for example farm co-op gas stations supplying fuel for both road-going vehicles and farm equipment. In the street rod community it is popular to take a scenic drive to purchase fuel without added ethanol. Among Alfa owners I'm familiar with, I'm not aware of any big push for fuel without added ethanol.

The background is that in the 1960s and 1970s Alfa designers and manufac-

turers had no reason to think anybody would ever consider putting ethanol in gasoline, certainly not making that mandatory.

Thus, the fuel tubing and other elastomer parts delivered with our cars did not hold up well to ethanol. At this writing (2021), I think it likely that many Alfas are like my own with respect to all the rubber products that run in contact with fuel – all these parts are new replacements, made from updated elastomers.

I've experienced fuel leaks at hose fittings more than once on the Jetronic V6 Alfa. Old, original fuel hose, exposed to ethanol for decades, needed replacing. Figure 2 shows the engine bay including fuel hoses, almost all of them new.

Figure 3 shows what it looks like to inspect the fuel supply hose at the fuel pump on the type 161 V6 Alfa. Prior to replacing this hose after 29 years, it had softened enough that the draw from the pump could collapse the tubing, restricting fuel flow. This is a familiar problem that technicians know to look for.

This led to curiosity about fuel system parts we source from overseas, I



Figure 2

scratched around a bit to learn the use of ethanol in fuel in Europe. First, the EU is a complete patchwork when it comes to this topic. There's been a lot of back and forth, each country going their own way.

Second, to summarize, the answer to "Is ethanol blended into fuel in Europe?" is mainly no. Third, I can find no evidence of mandatory blending of ethanol into fuel in Europe.

What does this mean for an Alfa? Making fuel hoses that are fully compatible both with gasoline and ethanol is not an easy task. Possibly you have had an old Alfa dump fuel on the pavement, leaking out of damaged hoses. Ethanol in fuel created a host of problems, affecting millions of cars. Alfas were simply caught up in that unhappy tide along with all the others.

Particles in Fuel

When it comes to our desire to run *clean* fuel in the Alfa, engineers face a tough reality. We know there are particles suspended in fluids, or that may have settled to the bottom of the fluid container. It's great when design margins allow us to set aside the multitude of problems caused by particles. On those

happy occasions the less said the better. Everybody knows the particles are there, but they're doing no harm, not that we know of, not yet anyhow. There's a simple way to state this. If a contaminant

does no harm, then it isn't a *contaminant*.

Engineers have to be taught how to stop working and spending money on a wide-open phenomenon like particles in fuel. It's in our human nature to *over-solve the problem*.

The tough reality emerges when particles in fuel build up to such an extent that they plug the fuel filter. Engineers see fluid filter media as exhibiting a particle size

range cutoff. That is, below a certain physical dimension, most of the particles go through the filter media. Particles larger than that typically get trapped.

Simple enough, in the ideal world of the drafting board. In the gritty world of cars, however, filters also exhibit a *limiting capacity*. What engineers mean by *capacity* is a level of loading on the media that the filter can trap while still allowing adequate fluid flow. Lots of engineers are surprised to learn that the practical capacity of something as small as a fuel filter might be as low as one to two grams.

For reference, a U.S. five-cent coin weighs 5 grams. One to two grams is not much!

When engineers add a fluid filter to a design they have to address what happens when the filter plugs; when, not if. It's just a matter of time. Engineers have the option to design fluid systems without filters in cases where the outcome of a plugged filter would be bad.

What does this mean for an Alfa? When the fuel filter plugs, if we're lucky, we drive the car home, down on power, with the engine coughing here and there. If we're not lucky the Alfa rolls to a standstill at the side of the road. That's a problem. We're going to have the car towed to fix it. Preventive maintenance using established procedures returns the best value for cost. To summarize, it's entirely common to plug a fuel filter, at least partially, enough to create a drivability problem, and not just on Alfas.

Water In Fuel

The word *dry* is a curious choice of words when describing the fuel we would like to run in the Alfa. Before we get into the details, I need to emphasize the good news about water in fuel: I am reliably informed that the best companies go to great lengths to keep water out of their fuel. Engineers write formal specification requirements for water in fuel using stoic phrases such as *no separate water layer*

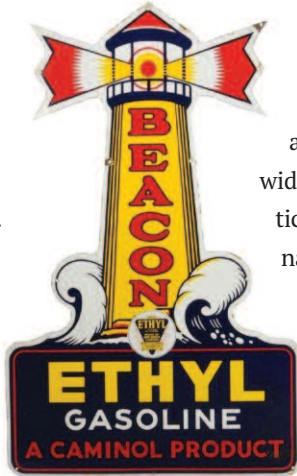


Figure 3

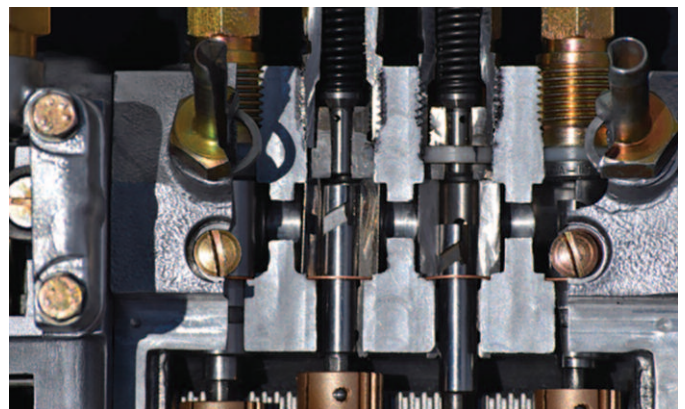


Figure 4

present. Meeting that requirement fully satisfies the need for my Alfa.

Now the details about water in fuel for the special case of cars with mechanical fuel injection. The composition of metal used in mechanical fuel injection systems makes them susceptible to damage by water. This applies to Alfa's SPICA system and similarly to many others, notably Diesel mechanical fuel injection systems. We are wise to do what we can to keep water out of the fuel for a SPICA car. Maintaining the factory two-stage filter setup using established procedures meets this need reliably, at reasonable cost, without complication.

The SPICA cutaway model shown in Figure 4 makes the plungers and barrels visible. These finely machined steel parts run in fuel at high pressure.

To be clear, corrosion in the SPICA system is not a common problem. The well-designed two-stage filter setup gets the credit. I write this simply to emphasize routine maintenance of the fuel filters, particularly the small in-line filter close to the fuel tank.

One of the most interesting features of gasoline and water blends is the solubility of water in gasoline, just under 100 ppm at room temperature. It's safe to assume that there is water in the gasoline. The troubles begin when the blend accumulates enough water to form a separate water phase, whether in the form of microscopic droplets, tiny ice crystals, an outright water layer, or an ice block, the water layer having frozen in place.

What does this mean for an Alfa? Water in fuel can be bad. It's worth our effort to take both preventive and remedial steps. One simple preventive step is to keep the Alfa's fuel tank mainly full not mainly empty. A section in a future article, Fuel System Ice Inhibitor, goes into further detail.

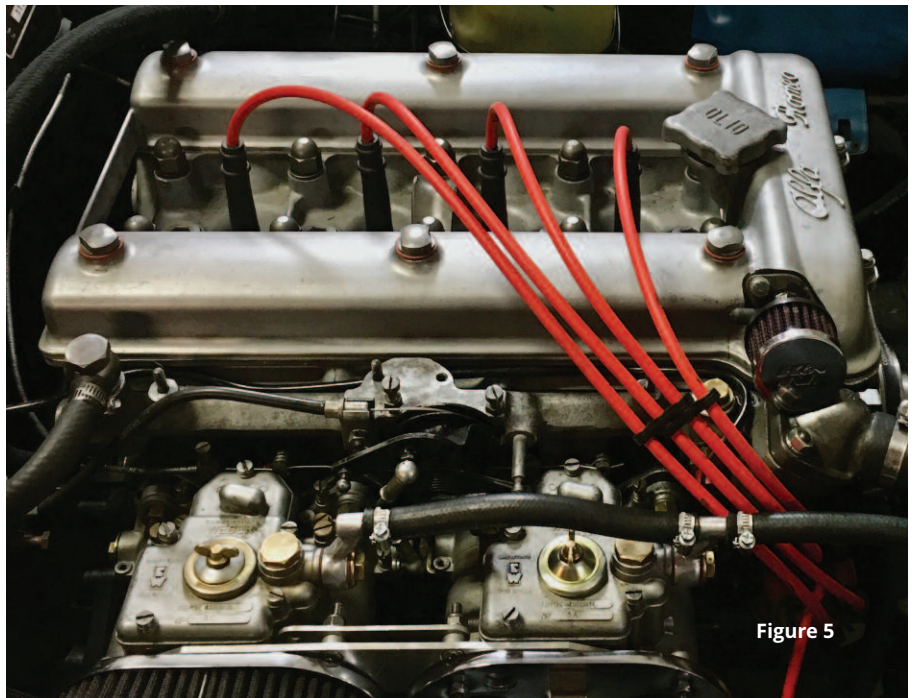


Figure 5

Fuel Decomposition Product

There are times I think that the less said about fuel decomposition product the better. *Fuel decomposition product* is one of those catch-all engineering phrases used to denote something bad without getting wrapped around the axle with details. With that preamble, here we go, with a few things I know about fuel decomposition, know with some confidence, but can not prove, not in detail.

First, the shelf life of automotive gasoline is shorter than we think, and shorter than we remember from past decades. By and large, this shelf life is defined by oxidative decomposition. People have studied the problem and concluded that oxidative decomposition proceeds by a free radical chain reaction. More about that in Part 3, when we discuss fuel antioxidant additives.

Second, old fuel tends to develop large-molecule, less-volatile decomposition product. Smaller-molecule, more-volatile

components tend to react until they are used up. This proceeds toward an end state that includes the polymer we call gum or varnish. Other decomposition products generate the characteristic unpleasant smell.

Third, the polymer gunk has everything it takes to mess up the fuel system on the

Alfa. Carburetors in general, not only Webers, shown in Figure 5, are known for susceptibility.

Fourth, if allowed to go on for a few years the decomposition can take the steel in the fuel tank with it. I think it's fair that you have to see this for yourself to believe it. Ruin the steel? I've seen it.

The tank on the SPICA car had myriad tiny corrosion pits that started on the inside and made it to the outside. On a technical level, I'm not proposing any explanation. I'm simply grateful to say that the SPICA car now has a new fuel tank, shown in Figure 6.

A reality hit home when I bought the new fuel tank. After the 1974 and 1988



Alfas, all of the later model cars I've owned, 1996 and onward, are fitted with polymer fuel tanks. It looks as if automakers have figured out their own preferred way to deal with corrosion in the fuel tank.

What does this mean for an Alfa? There are practical steps we can take, centered on keeping track of how long the fuel has been in the tank, making no assumptions about fuel being OK past about one year.

Conclusion of Part 2

This article naturally has its complications. Yet there are practical steps we can take away from the discussion.

For Alfas that do not play well with vapor recovery dispensing nozzles, we can find stations with the easiest dispensing valves. We may be able to buy fuel out of area.

For ethanol in fuel, inspecting all the Alfa's fuel hoses makes sense, especially when done as part of routine annual maintenance. If we wish to, we can buy fuel free of ethanol, typically from stations in rural areas.

For particles in fuel, preventive maintenance using established procedures, especially replacing the tank fuel filter, returns the best value for cost.

For water in fuel, one simple preventive step is to keep the Alfa's fuel tank mainly full not mainly empty. We can also select fuel from a top-tier brand. The best companies are motivated to manage their product, transportation, and stations to keep us out of trouble.

For fuel decomposition product we may choose to buy fuel from a busy station. We can also keep track of how long the fuel has been in the tank and keep it less than a year.

The best top-tier companies add two to three times the required amount of additives to their premium gasoline. For

an Alfa that may not cover much mileage in a year this can make a big difference, worth the added cost. As I write, top-tier regular grade sells for about five to 10 percent more than commodity regular grade; top-tier premium grade, an additional 10 percent. My view? Worth the added cost.

Another perspective: Looking at cost of ownership for the year, fuel rarely



Figure 6

stacks up any higher than fourth – typically far less than costs for insurance, maintenance, and cost of money.

Top-tier brands no longer blend octane improver additive at the loading facility. EPA and ASTM specifications require them to blend synthetic hydrocarbons at the refinery to meet octane numbers before they put the gasoline onto the pipeline. This gasoline does better for running Alfas.

Because of the changes in formulation driven by EPA and ASTM the fuel is less subject to gum and varnish formation. Top-tier brand name suppliers know gum and varnish cause trouble for customers and go out of their way to keep that from happening.

Premium grade gasoline from a top-tier station will age better because the manufacturers load it with two to three times the minimum required amount of additive.

Industry-leading companies go to great lengths to keep water out of the ethanol and gasoline mixed at the loading facility. They know full well that if water and alcohol mix, they will drop out of the gasoline, forming a separate water layer, causing all sorts of troubles. Not just bad for customers; bad for the storage tanks at the gas station. This is a reason to prefer top-tier gasoline brands.

We can take advantage of the difference between summer-blend and winter-blend gasoline. These different blends result from government regulations having to do with air quality. Put the car to bed in the fall with a fill-up of winter-blend gasoline. It has higher vapor pressure to help with cold startup. Doing that one thing will make a big difference for spring start up.

Pay attention to gas tank caps and hoses. There is no reason to let any more humid air than necessary get into the gas tank.

This part of the article concludes on the same note as it began. There's a lot to know about automotive fuel, how it's produced, and how it's distributed and marketed. Fortunately Weber, SPICA, and Jetronic Alfas, whether running in stock trim or at mild levels of preparation, are not too picky about fuel. Practical information can help us make informed choices for selecting fuel and where to buy it. ■

To be continued!

This article appeared previously in the Alfa Romeo Association's Overheard Cams, Bob Goldberg, Editor.

Chapter Scrapbook

MARYLAND/D.C.

Capital Chapter's 5th Annual Fall Colors Event



In spite of persistent ominous weather forecasts for two weeks prior and heavy rain the day before, AROC Capital Chapter's October 21st 5th Annual Fall Colors Event was another well-attended success, marking this tour as a consistent, regional favorite. Chapter members from Northern Virginia, DC, and Maryland, and visiting *Alfisti* from Pennsylvania and Delaware gathered early morning in a reserved Alfa corral at Horsepower Cars & Coffee in Hunt Valley, Maryland. Standouts in the group included Glen Drew's pristine 1959 Giulietta Spider he's owned since 1965, Bert Straus's 300,000-plus miles 1960 Giulietta Sprint Coupe, and Frank Salemi's 1991 ES30 SZ.

After a driver's meeting, our group which included a substantial brace of Spiders, well-sorted current series Giulias and Stelvios and more, headed on a 60-mile relaxed rally through magnificent foliage in the Maryland countryside. Our curvy, hilly route passed over single lane bridges, crossed a dam and river, drove by great old mansions, through tiny towns, and through 14 of Maryland's impeccably groomed horse



farms including Belmont Farms, once owned by the Vanderbilt family and training home of numerous champion racehorses including Native Dancer. Our drivers were told to keep an eye open for a genuine, car guy and gal "barn find" on their drive, too, and a few did spot the old Triumph en route.

We finished our event with an authentic Neapolitan lunch at Kecco's Woodfire Kitchen. Food and conversation couldn't have been better. We left, saying goodbye with a smile, and now we can start thinking about what we might plan for our 6th Annual Fall Colors Event, October '24!

– Phil & Rita Schleider, National Capital Chapter

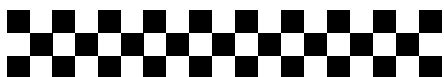
The Race Gods Said, “Uh, Nope!”



Season-End Fox Factory 120 at Road Atlanta

By J. Michael Hemsley

Photos by Michael
Stahlstadt/Sideline Sports
Photography



The KMW Motorsports with TMR Engineering Alfa Romeo Giulietta Veloce was a fast car in 2023. It is not unreasonable to think that the car driven by Tim Lewis, Jr. and Roy Block could have won every race this year. Certainly the car and its drivers were definite challengers for the 2023 Championship. Except for that target on the back/front/side of the car. In too many races, someone else's brainfate or incompetence took our Alfa out of the race. Sadly, Road Atlanta was another example of that.

Block qualified the Alfa ninth of 13

TCR cars, including seven Hyundais, three Audis, and two Hondas. On the first lap, the pole-sitting Audi was out, causing the first of several full-course yellows. Because it occurred less than 15 minutes after the start, it would be a “short” yellow, meaning that the pits would not be open. Lap seven saw another full-course yellow, and it was an example of the great strategy calls the Alfa team makes. Block was called into the pits as soon as the incident happened and before the yellow flag was thrown and took on fuel. Team Principal, Louis Milone, explained why they pitted for



After the hit. The damage was worse than it looked.



One more check of everything before the Alfa is sent out.



Go get 'em!

fuel, “It’s all about fueling time. It takes 52 seconds to fuel from empty ... that’s a rule. Every stop we made under yellow cost us nothing for track position, but was going to pay off huge when we all did the final stop to fuel the car to the end. Maybe we only need 30 seconds to top up, but everyone else needs 50 seconds. We then drive right by all of them in the pit lane, and if it’s under green they never even see us again.” The team has made calls like this all year, putting the Alfa in a great position at the end of the race.

The green was shown on lap 12, but

there was another full-course yellow caused by a Grand Sport car two laps later. It was a short yellow, but Block’s required time in the car of 40 minutes was approaching. As soon as the green was shown, Block was called in for a service and driver change. Lewis, Jr. was now in the car and faced the task of closing the gap on the TCR leaders. The downside of the stop was that it put the Alfa in the middle of a bunch of the slower GS cars. Lewis, Jr. was doing all he could to get past these cars, but on lap 25, the driver of the #27 Mercedes overcooked it into Turn 10 and hit the Alfa in the dri-

ver’s door. He turned the Alfa sideways, never lifted, and spun the Alfa, damaging the front body work. The Mercedes driver was given a drive-through penalty for causing a collision. Lewis, Jr. was able to continue, but the crash had knocked the radiator frame to the right about four inches. Milone said, the hit “just about pinched off the water hose from the engine to the radiator. The temperature kept climbing, and we had to retire or fail the engine.” The Alfa was out.

Road Atlanta was the last race of the 2023 season. When the points were tallied, Alfa Romeo finished third in the Manufacturer’s Championship, the team was fourth in the Team Championship, and the drivers were fifth in the Driver’s Championship. Milone lamented, “Yeah. That’s a consolation prize. We had a car and a team that could have been on the top of all steps this year. Just seems like the racing gods were not ready to allow it.” ■

Estate Sales

By Bob Abhalter

Estate sales are bittersweet affairs, reminding us that yet another collector has joined the “Silent Chapter” of whatever club he or she was a member. The heirs are left with the sad task of disposing of or reducing the collection representing the former owner’s passion of a lifetime. They are rewarded with proceeds that often prove there was a method to the decedent’s madness. One such dispersal represented a significant portion of the Bonhams | Cars Audrain Concours Auction, held September 29, 2023, in Newport, Rhode Island. The sale included 22 lots from the estate of James Messenger, all offered at no reserve. When the final lot was sold, the estate was \$4.217 million richer.

Mr. Messenger liked to go fast. German and British GTs and open cars made

up the bulk of the collection, headlined by a 1960 Mercedes 300SL roadster (\$1.292 million). One outlier was a nice looking 1947 Mercury “woodie” wagon, perhaps a family heirloom, which sold for \$72,800. Two other American cars were in the mix, both Shelbys. A Shelby 289 Cobra 50th Anniversary edition, built in 2011 and titled as a 1962 model, sold for \$179,200 and an authentic looking 1965 Shelby GT350 Tribute sold for \$61,500. Among the remaining lots were six “track day” cars. Four of these were Alfas.

The first Alfa was a **1957 Giulietta Spider Veloce** racecar, chassis AR1495 01911. In full race trim, it was campaigned by Mr. Messenger. Judging from event stickers dated as recently as 2022, it appears it could be fielded again after a routine service. It was once owned and raced by Keith Goring’s Alfas Unlimited and more recently maintained by KTR European Motorsports.

The auction photos showed a very well-turned-out race Spider, with a full-width roll bar and TZ replica wheels. The race prep appears to have been done to a high standard. Outside, the racing red finish looked very good. The

bumpers had been removed but the bright trim and headlamps were retained. Inside, a pair of well bolstered aftermarket sports seats equipped with six-point harnesses faced the stock dash, now equipped with AutoMeter competition instruments and a shift indicator. A fire suppression system had been installed, as well as a Sparco steering wheel. The floor was carpeted in black, so this was more of a gentleman’s race car. The race-prepped 1300 engine sat in a very orderly engine compartment. The sale price was \$31,360, not all that much money for a very nice vintage rally and track car.

The words “Alfa Romeo” and “Hot Rod” don’t usually appear in the same sentence, yet that’s how Bonhams | Cars described the **1966 Giulia Sprint GT** offered next. (The chassis number, AR614896, decodes to mid-1965 production, not that it matters much.) The red stepnose coupe was said to have been treated to a “no expense spared restoration.” It’s generally understood that a restoration attempts to return the car to its original condition and configuration. Rather, this Sprint was resto-modded. While it appeared mostly stock, the



1957 Giulietta Spider Veloce

1966 Giulia Sprint GT



Bonhams (2)

intent was to create a sporty, fast road, rally and occasional track-day car, a goal mostly achieved.

Outside, the Alfa red finish appeared to have been well applied over sound bodywork. A diagonal bright yellow slash adorned the right front fender, said to be evocative of the Autodelta-campaigned GTAs. Bumpers were gone, along with the Bertone fender badges

and whatever C-pillar emblems there might have been originally. The car stood on 14-in. GTA replica wheels mounted with aggressive-looking Falken Azenis tires. Sports springs, Konis, and ventilated disc brakes were added, along with a conversion to racing-style hanging pedals.

The real money for this build was spent in the engine compartment. A

2-liter Twinspark, claimed to produce 340 hp at 5,500 rpm, was the center of attention. Cams, electronic ignition with variable timing, and a pair of Webers with velocity stacks did the trick. Professionally built and installed, this was what the car was all about.

Inside, the neatly done stock interior was almost a letdown. After the racy exterior and racier drivetrain, the interi-

1968 Sprint GT Veloce Racecar



or seemed inconsistent with the theme. All the elements were either freshly reupholstered or restored. Carpets were added. The ash tray/lighter was mounted backwards. The only non-stock interior elements were the shift knob and the cockpit crossbar used to mount the four-point harnesses. It cost good money to redo this interior, so it's likely the decision to keep it stock rather than to go more performance-oriented was intentional rather than budget-driven. The sale closed at \$84,000. It very likely cost much more to build, so the buyer got a bargain.

Next across the block was a purpose-built **1968 Sprint GT Veloce Racecar**, chassis AR252854, most likely produced in 1967. This vintage racer was claimed to be well known at East Coast vintage racing circuits and bore inspection stickers from Thompson, Lime Rock, and Road America, although 2019 was the most recent. KTR European Motorsports was given credit for the preparation. The Alfa red stepnose coupe presented very well, with white, yellow, and green rocker striping ending with a large *Biscione* on

the rear flanks. The front grille was mesh, in the style of the GTA, and the headlight buckets were used as air ducts. The car wore Tecnomagnesio GTA replica wheels shod with Hoosier race tires of unknown vintage. The car was spec'd to Vintage Racer Group standards. The interior was stripped, and a roll cage was welded in. The driver had a Sparco racing seat mounted in front of the small-diameter steering wheel. The dash was a fiberglass copy of a Series 2 dash, bearing a large tachometer and three ancillary gauges. The engine compartment was tidy and spare, containing only the essentials which included a 2-liter engine with Weber carbs, Pipercross foam air socks, an aluminum radiator, and a remotely mounted oil filter. A later hanging pedal box had been grafted in during the build. The GTV, like the others in the collection, appeared ready to race once brought up to spec. The turnkey racer sold for a not unreasonable \$56,000.

Why have just one Alfa GT when you can have three? The final Alfa from the Messenger estate was a **1973 GTAm Tribute**. The builders took a 1973 2000

GTV, stripped it out, and converted it into a GTAm lookalike, complete with riveted fender flares, welded roll cage, fuel cell and all. The Panasport-style wheels wore fat tires, and the suspension was lowered. The Alfa red body sported a longitudinal white stripe with red and green accents. There was a large white roundel on each door, and the trunk lid bore a "Giulia Sprint GTA" script. A mesh front grille and GTA-style *scudetto* replaced the original. A pair of well-bolstered seats faced the Alcantara covered dash in the bare interior. AutoMeter comp gauges replaced the originals. Simple door trim replaced the originals, and the sill plates remained in place. The original engine was replaced by a later Weber-carbureted Twinspark unit, relieved by a custom tube header. The pedal box was replaced by a racing version. Although a great effort was made to invoke the spirit of the GTAm, this was basically a fast road and occasional track day car, not a pure racer. Mr. Messenger did like his toys. The bidders agreed, taking this one to a winning bid of \$100,800. ■



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We welcome your input and feedback. All letters are subject to editing. Please email all correspondence to editor@aroc-usa.org. The opinions expressed in letters chosen for publication do not necessarily reflect the opinion of the publisher of *Alfa Owner* or the Alfa Romeo Owners Club.

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- 46 Alfa Import Center
- 48 Alfa Romeo North America
- 2 Benson Alfa Romeo
- 4, 46 Beverly Hills Car Club
- 3, 4 Centerline
- 43 DriverSource
- 47 Gullwing Motor Cars, Inc.
- 39 Ingram Associates Inc.
- 12 Motion Products Inc./Boranni America
- 12 Mr. Fiat
- 46 Palo Alto Speedometer
- 13 Re-Originals
- 46 *Sports Car Market*
- 13 Spruell Motorsport
- 17 The Paddock Classic Car Restorations

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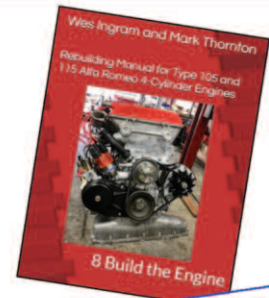
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Calendar of Events

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/ to access great videos. Instant programming!

MAJOR 2024 EVENTS

■ February 3-4 (Sat-Sun)

Winter Retreat, Coachella Valley, CA

Desert day drive, no-host lunch, sunset reception, informal golf club luncheon concorso. Contact winter.retreat@aroc-usa.org or 971-254-6660.

■ March 2 (Saturday)

The Amelia: Cars & Caffeine, 9 AM-1 PM

Ritz Carlton, 4750 Amelia Island Pkwy, Amelia Island, FL. Contact Jerry Kelley, jgkelley7flusa@com-cast.net or 904-610-2149.

■ May 28-June 2 (Tue-Sun)

2024 National Convention Alfas By The Lake

in Petoskey, MI. Contact Andrea Hammond at 248-798-4805.

■ June 5-15 (Wed-Sat)

AROC Goes to Italy #7. Contact the AROC Admin at admin@aroc-usa.org or 971-254-6660.

JANUARY 2024

■ January 6 (Saturday)

Deep South Alfa Romeo Club Cars and Coffee, Mercedes-Benz of Baton Rouge, 8:00 AM-10:00 AM Mercedes-Benz of Baton Rouge, 10949 Airline Hwy, Baton Rouge, LA Contact Bonnie Menapace at bonniemenapace@yahoo.com or 601-259-5524

■ January 6 (Saturday)

Texas Hill Country Monthly Member Breakfast, 8:30 AM-11:00 AM Mozart's Coffee Roasters, Lake Austin Blvd, Austin, TX Contact John H Trevey at john@texasalfas.com or 512-480-9680

■ January 7 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner, 8:00 AM-10:00 AM Broadway Diner, 287 N. Broadway, Hicksville, NY Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919.

■ January 7 (Sunday)

Atlanta Chapter Monthly Meeting, 5:00 PM-8:00 PM Baminelli's Italian Restaurant, 2039 Crescent Centre Blvd., Tucker, GA

■ January 11 (Thursday)

Florida Alfa Club Business Meeting Queens Pizza, 6:00 PM-9:00 PM FAC-Meeting Queens Pizza, 1834 N Belcher Rd., Clearwater, FL Contact Polly Greene at Pollyhgreene@yahoo.com or 727-799-1486

■ January 13 (Saturday)

AROC Connecticut Second Weekend Breakfast, 8:00 AM-10:00 AM TBD Contact Dino Gualtieri at dino.aroc.ct@gmail.com or 203-216-3069

■ January 13 (Saturday)

KARS Cars and Coffee for Charity at Captains Quarters Restaurant, 9:00 AM-11:00 AM Captains Quarters Restaurant, River Road, Louisville, KY Contact John Hicks at alfakars@outlook.com or 502-435-4213

■ January 14 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner, 8:00 AM - 10:00 AM Broadway Diner, 287 N. Broadway, Hicksville, NY Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919.

■ January 17 (Wednesday)

Mid-Atlantic AROC RTP Area Monthly Dinner Meeting, 6:30 PM-9:30 PM An Italian Restaurant, Raleigh, NC Contact Robert B Sharer at rbsharer@aol.com or 919-332-3514

■ January 17 (Wednesday)

AROO (Oregon) Membership Meeting & Presentation, 6:30 PM-9:30 PM Old Spaghetti Factory, 715 SW Bancroft Street, Portland, OR Contact Chris Bright at chris.bright.pdx@gmail.com or 503-307-1261

■ January 20 (Saturday)

Deep South Alfa Romeo Club Cars and Coffee, Lakefront Park, New Orleans, 8:00 AM-11:00 AM Lake Front Park, New Orleans, LA Contact Bonnie Menapace at bonniemenapace@yahoo.com or 601-259-5524

■ January 21 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner, 8:00 AM-10:00 AM Broadway Diner, 287 N. Broadway, Hicksville, NY Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919

■ January 21 (Sunday)

AROC - NJ Monthly Breakfast meeting at the Spinning Wheel Diner, Lebanon, NJ, 8:00 AM - 10:00 AM. Contact Enrico Ciabattoni at 732-277-0462.

■ January 21 (Sunday)

Florida Alfa Club Festivals of Speed at St. Petersburg, 8:30 AM-6:00 PM Demen's Landing Park, Bayshore Dr. SE & 2nd Ave. SE, St. Petersburg, FL

■ January 24 (Wednesday)

Arizona AROC Monthly Dinner Meeting, 6:30 PM Ristorante Arrivederci - Nouvelle Italian Cuisine, 7101 E. Thunderbird Road, Scottsdale, AZ Contact Mark Kirchner at mlkrandom1@gmail.com or 602-377-3213

■ January 27 (Saturday)

AROC Connecticut Fourth Weekend Activity, 8:00 AM-5:00 PM TBD check contact for details Contact Dino Gualtieri at dino.aroc.ct@gmail.com or 203-216-3069

■ January 28 (Sunday)

SFAROC (South Florida) Coffee & Classics, 8:00 AM-10:00 AM Hardy Park Bistro, 21 SW 7th St., Ft Lauderdale, FL Contact Byron Owen at ByronO@CastlePalms.com

■ January 28 (Sunday)

NYAROC (New York) Last Sunday Breakfast - The new location for Last Sunday Breakfasts is Sweet Hollow Diner, 100 Broadhollow Road, Melville, NY. 8:30 AM-10:30AM. NYAROC "regular" Sunday Breakfasts will continue to be held at Broadway Diner in Hicksville, NY. Contact Dan DeGiovine at dansax@optonline.net or 631-346-7919

FEBRUARY 2024

■ February 3 (Saturday)

Deep South Alfa Romeo Club Cars and Coffee, Mercedes-Benz of Baton Rouge, 8:00 AM-10:00 AM Mercedes-Benz of Baton Rouge, 10949 Airline Hwy, Baton Rouge, LA Contact Bonnie Menapace at bonniemenapace@yahoo.com or 601-259-5524

■ February 3 (Saturday)

Texas Hill Country Monthly Member Breakfast, 8:30 AM-11:00 AM Mozart's Coffee Roasters, Lake Austin Blvd, Austin, TX Contact John H Trevey at john@texasalfas.com or 512-480-9680

■ February 4 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner, 8:00 AM-10:00 AM Broadway Diner, 287 N. Broadway, Hicksville, NY Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919

■ SOCIAL MEDIA: [AROC X \(Twitter\)](#) [AROC-USA@AlfaRomeoClubUSA](#) • [AROC Instagram](#) aroc.usa

■ February 4 (Sunday)
Atlanta Chapter Monthly Meeting, 5:00 PM-8:00 PM Babinelli's Italian Restaurant, 2039 Crescent Centre Blvd., Tucker, GA

■ February 8 (Thursday)
Florida Alfa Club Business Meeting, 6:00 PM-9:00 PM Queens Pizza, 1834 N Belcher Rd., Clearwater, FL Contact Polly Greene at Pollyhgreene@yahoo.com or 727-799-1486

■ February 10 (Saturday)
Florida Alfa Club Sarasota Classic Car Museum, 8:00 AM-5:00 PM Sarasota Classic Car Museum, 5500 N. Tamiami Trail, Sarasota, FL Contact Polly Greene at Pollyhgreene@yahoo.com or 727-799-1486

■ February 10 (Saturday)
KARS Cars and Coffee for Charity at Captains Quarters Restaurant, 9:00 AM-11:00 AM Captains Quarters Restaurant, River Road, Louisville, KY Contact John Hicks at alfakars@outlook.com or 502-435-4213

■ February 11 (Sunday)
NYAROC (New York) Sunday Breakfast at the Broadway Diner, 8:00 AM-10:00 AM Broadway Diner, 287 N. Broadway, Hicksville, NY Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919

■ February 14 (Wednesday)
AROC (Oregon) Membership Meeting & Presentation, 6:30 PM-9:30 PM Old Spaghetti Factory, 715 SW Bancroft Street, Portland, OR Contact Chris Bright at chris.bright.pdx@gmail.com or 503-307-1261

■ February 17 (Saturday)
Deep South Alfa Romeo Club Cars and Coffee, Lakefront Park, New Orleans, 8:00 AM-11:00 AM Lake Front Park, New Orleans, LA. Contact Bonnie Menapace at bonniemenapace@yahoo.com or 601-259-5524

■ February 18 (Sunday)
NYAROC (New York) Sunday Breakfast at the Broadway Diner, 8:00 AM-10:00 AM Broadway Diner, 287 N. Broadway, Hicksville, NY Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919

■ February 18 (Sunday)
AROC - NJ Monthly Breakfast meeting at Americana Diner, Shrewsbury, NJ, 8:00 AM - 10:00 AM. Contact Enrico Ciabattoni at 732-277-0462

■ February 21 (Wednesday)
Mid-Atlantic AROC RTP Area Monthly Dinner Meeting, 6:30 PM-9:30 PM An Italian Restaurant, Raleigh, NC Contact Robert B Sharer at rbsharer@aol.com or 919-332-3514

■ February 24 (Saturday)
AROC Connecticut - Fourth Weekend Activity 8:00 AM - 5:00 PM. TBD, check contact for details. Contact Dino Gualtieri at dino.aroc.ct@gmail.com or 203-216-3069.

■ February 25 (Sunday)
SFAROC (South Florida) - Coffee & Classics 8:00 AM - 10:00 AM. Hardy Park Bistro, 21 SW 7th St, Ft Lauderdale, FL. Contact Byron Owen at ByronO@CastlePalms.com

■ February 25 (Sunday)
NYAROC (New York) - Last Sunday Breakfast 8:30 AM - 10:30 AM. Sweet Hollow Diner, 100 Broadhollow Road, Melville, NY. Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919.

■ February 28 (Wednesday)
Arizona AROC - Monthly Dinner Meeting 6:30 PM - 10:00 PM. Ristorante Arrivederci - Nouvelle Italian Cuisine, 7101 E. Thunderbird Road, Scottsdale, AZ. Contact Mark Kirchner at mlkrandom1@gmail.com or 602-377-3213.

MARCH 2024

■ March 2 (Saturday)
Deep South Alfa Romeo Club - Cars and Coffee 8:00 AM - 10:00 AM. Mercedes-Benz of Baton Rouge, 10949 Airline Hwy, Baton Rouge, LA. Contact Bonnie Menapace at bonniemenapace@yahoo.com or 601-259-5524.

■ March 2 (Saturday)
THE AMELIA - CARS & CAFFEINE 9:00 AM-1:00 PM. Ritz Carlton, 4750 Amelia Island Pkwy, Amelia Island, FL. Contact Jerry G Kelley at jgkelley7flusa@comcast.net or 904-610 2149.

■ March 2 (Saturday)
Texas Hill Country - Monthly Member Breakfast 8:30 AM - 10:00 AM. Mozart's Coffee Roasters, Lake Austin Blvd., Austin, TX. Contact John H Trevey at john@texasalfas.com or 512-480-9680.

■ March 3 (Sunday)
NYAROC (New York) - Sunday Breakfast 8:00 AM - 10:00 AM. Broadway Diner, 287 N. Broadway, Hicksville, NY. Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919.

■ March 3 (Sunday)
Atlanta AROC - Monthly Chapter Meeting 5:00 PM - 8:00 PM. Babinelli's Italian Restaurant, 2039 Crescent Centre Blvd., Tucker, GA.

■ March 9 (Saturday)
AROC Connecticut - Second Weekend Breakfast 8:00 AM - 10:00 AM. TBD, check contact for details. Contact Dino Gualtieri at dino.aroc.ct@gmail.com or 203-216-3069.

■ March 9 (Saturday)
KARS - Cars and Coffee for Charity 9:00 AM - 11:00 AM. Captains Quarters Restaurant, River Road, Louisville, KY. Contact John Hicks at alfakars@outlook.com or 502-435-4213.

■ March 10 (Sunday)
NYAROC (New York) - Sunday Breakfast 8:00 AM - 10:00 AM. Broadway Diner, 287 N. Broadway, Hicksville, NY. Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919.

■ March 13 (Wednesday)
AROC (Oregon) - Membership Meeting & Presentation 6:30 PM - 9:30 PM. Old Spaghetti Factory, 715 SW Bancroft Street, Portland, OR. Contact Chris Bright at chris.bright.pdx@gmail.com or 503-307-1261.

■ March 16 (Saturday)
Deep South Alfa Romeo Club - Cars and Coffee 8:00 AM - 11:00 AM. Lake Front Park, New Orleans, LA. Contact Bonnie Menapace at bonniemenapace@yahoo.com or 601-259-5524.

■ March 17 (Sunday)
NYAROC (New York) - Sunday Breakfast 8:00 AM - 10:00 AM. Broadway Diner, 287 N. Broadway, Hicksville, NY. Contact Daniel DeGiovine at dansax@optonline.net or 631-346-7919.

■ March 20 (Wednesday)
Mid-Atlantic AROC - RTP Area Monthly Dinner Meeting 6:30 PM - 9:30 PM. An Italian Restaurant, Check contact for details. Raleigh, NC. Contact Robert B Sharer at rbsharer@aol.com or 919-332-3514.

■ March 23 (Saturday)
AROC Connecticut - Fourth Weekend Activity 8:00 AM - 5:00 PM. TBD, check contact for details. Contact Dino Gualtieri at dino.aroc.ct@gmail.com or 203-216-3069.

■ March 24 (Sunday)
SFAROC (South Florida) - Coffee & Classics 8:00 AM - 10:00 AM. Hardy Park Bistro, 21 SW 7th St., Ft Lauderdale, FL. Contact Byron Owen at ByronO@CastlePalms.com.

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1950-1959



1959 GIULIETTA 750 D SPIDER WHITE 1396cc with dual 40 DCOEs, four-speed, drums f/r, VSCCA/VDCA log books. Two extra sets of ClassicAlfa alloy wheels with Hoosier Vintage TDs. Price: \$23,000 negotiable. Transportation needed. Contact Lars Lattstrom at larsl45@hotmail.com or 803-322-9997. South Carolina. (4/24)

1960-1969

1964 GIULIA SPIDER NORMALE RED Restored 2012-2023 as original as possible with bespoke improvements. Stripped to bare metal, media blasted, epoxy primed, sill interiors waxed, seams sealed, painted under and topsides with acrylic urethane. Reassembled with cleaned, overhauled, refinished, re-chromed and rebuilt original parts, including gas tank, Cunifur gas and brake lines, front and rear suspensions, rear drum and front disc brakes, seat pans and cushions, Solex carburetor, ornaments and numbers matching hood and trunk. New windshield, new Robbins convertible top, new front springs, new tires, new exhaust, new seat covers, new red carpets, and vintage floor and trunk mats. Original 1600 engine and transmission. Extensive rebuild photos. Price: \$57,500 negotiable, plus shipping. Contact Andrew Dolak at dolak.drew@gmail.com or 239-560-3777. Merritt Island, Fla. (4/24)



1964 2600 SPIDER (2+2) GRIGIO Purchased from estate of original owner. Extensively renovated including complete leather interior in top-spec Italian hides by Re-Originals and new fabric top. Mechanical work including top end rebuild done by well-known Alfa specialists. Outstanding color combo. Chrome Daytona wire wheels. Minimal "modern" accommodations for reliability: alternator, 123 ignition, wheels/tires. A 2019 survey listed condition as Grade #2- "Fine." A fiberglass hardtop, intact but in need of relining and repaint available separately. Previously shown at Radnor Hunt Concours d' Elegance. Stunning. Price: \$135,000 make offer, plus shipping. Contact DAVID WASE at 1grayalfa@gmail.com or 703-402-4994. Northern Virginia. (4/24)

1965 2600 SPIDER After driving this numbers-matching car 31 years, previous owner determined that the fit of the body parts and lack of rust justified a complete restoration. He disassembled it down to body on frame, rebuilt the transmission, and purchased all new chrome parts. He became ill and sold it to me two years ago. I have had the engine professionally rebuilt. The only major body parts needed are available bumpers, windshield, interior upholstery, and soft top. (It has the removable hard top like one recently sold for \$5,100 on BringATrailer). Buyers interested in it at any point in the restoration can get pictures as price increases. The investment value is appreciable since only 2,255 of the 2600 Spiders were produced. Price: \$41,000 firm-negotiable. Contact Robert Busey at rbusey70@gmail.com or 470-357-9709. Atlanta, Georgia. (4/24)



1966 GIULIA SPRINT GT Partially restored. This car is the most rust-free example I have seen in years. Has been in climate-controlled environment for about 40 years. Most parts required for restoration are available, except carbs. Have a large collection of 1960s parts from Spiders and Coupes. Price includes all the Sprint parts that I have. Call for details 865-458-1636 or 865-310-1992. Price: \$22,000 negotiable, plus shipping. Contact Hal Haselton at woodhasel@aol.com or 865-458-1636. Knoxville Tenn. (4/24)

1967 DUETTO 1.6 L AR 665845. All original, *Factory Certificato*, hard top, roll bar, runs and is very drivable. Some rust. Price: \$15,000 OBO, plus shipping. Contact Salvatore Malanga at aroc.office@aroc-usa.org or 973-335-5373. Boonton, New Jersey. (2/24)



1967 GIULIA SPIDER DUETTO IVORY 43,800 total miles. One owner. Maintained in excellent condition; always garaged. Ivory with black interior. 300 miles on complete mechanical rebuild by career Alfa specialist. Many spares including body and mechanical parts. Original paperwork and maintenance records. Price: \$45,000 OBO, pickup. Contact Dean Hanson at dbhphoto@hotmail.com or 541-757-4816. Corvallis, Oregon. (3/24)

1970-1979



1972 SPIDER Light Moss Green, 106k mi., three owners/two mechanics its entire life in Austin, Texas. Current owner 31 yrs. Never wrecked or rusty. Fine original interior except new seat pads and covers 2022. Uncracked dash. One repaint 2006 still excellent, side markers removed, antenna hole filled, cloisonne emblems. Uprated engine 10k miles ago: Borgo 10.4/1 pistons, Sperry Stage 3 head, cams, Spruell headers, Ingram uprated pump/throttle bodies, Pertronix/MSD ignition, Tilton flywheel, uprated pressure plate. Transmission rebuilt then also. Uprated suspension incl Konis, upper adjustable bars, larger front ASB, polyurethane bushings, lowered 1 in. on stock springs. 4.10 LSD. Chassis stiffener. Battery in trunk. Cromadora 5-stars, CN36's in 2020. Records from Cert. of Orig. to now. Price: \$35,000 OBO, plus shipping. Contact Ben Schotz at b.schotz@gmail.com or 512-470-2885. Austin, Texas. (2/24)



1974 GTV YELLOW Restoring Alfa is my hobby. The engine was rebuilt with new pots and liners, bearings, and is stock except for 10548 cams. It has Spica injection rebuilt by Ingram. All rust was cut out and new metal welded in. The stainless-steel bumpers were straightened and polished. The undersides (trailing arms, springs, etc.) were powder coated and the floor had the old tar removed, then painted, then sputter coated with a modern undercoating. The interior has new seat covering (sewed in Italy), new foam, and sand blasted and painted seat frames. It is air conditioned with Vintage Air. All the front grille pieces are new. It has 700 miles on it since finished. I am selling it to get another project. Call for much more information. Price: \$52,000 negotiable, plus shipping. Contact Burnell Curtis at bpcurtis41@yahoo.com or 832-385-2613. Dickinson, Texas. (2/24)



1976 GIULIA NUOVA SUPER 1300 (NOW 2.0) Giallo Piper, Originally delivered in Novi Ligure, Italy. Imported to the US ~2007. We purchased it in 2009 as a very solid survivor (rust-proofed when new). We installed an upgraded 2.0L engine/drivetrain and performance suspension and tidied up the interior. In 2014 we sold it back to the guy we bought it from because he missed it. He installed a lightweight flywheel. In 2018 we bought it back from him because we missed it. Details here: https://www.youtube.com/watch?v=PqOcnIJ_7Nk Recently fitted restored Turbinas, replaced all brake callipers and discs, repainted doors and jams, replaced all weatherstripping, and restored the steering wheel. Records and receipts from 2008. A beautiful comfortable and reliable classic Alfa that needs nothing. Price: \$28,500 Negotiable Plus shipping. Contact Dean Mericas at dmericas@gmail.com or 512-750-2271. Austin, TX. (3/24)

1979 ALFETTA SPORT SEDAN WHITE Very clean and unmolested in good condition, running and driving. Brand new "Wes Ingram" SPICA pump, injectors and TA. New electronic ignition and blue Bosch coil. Low mileage engine (85k) with good compression. Good brakes, clutch, suspension and handling, new tires. Completely original, southern car, seats need stitching. All fenders, splash guards and rockers are rust free inside and out with solid jack points. All glass is intact, good weather stripping, doors close firmly with working keys. CT title and registration in hand. Price: \$9,900 OBO, plus shipping. Contact Mark Bucy at alfettamark@gmail.com or phone. Connecticut. (3/24)

1980-1989



1982 GTV-6 RED 1982 GTV-6 driver restoration with new paint, rebuilt original motor and added S cams with Shankle headers and Ansa exhaust. *Certificato di Origine* from Alfa Romeo HQ. Interior from '86 GTV-6 installed with black leather Recaros and new headliner. New Milano A/C compressor, filter drier and charged with R-134a. Car drives perfectly with new suspension/shocks/tires all around. Rebuilt driveline, Milano LSD transaxle, Milano single-disc clutch. All work done by local Alfa pro and over \$50K in receipts. Won't be able to build one with all the new components/upgraded for nearly my asking price. Selling because I am better at restoring them than keeping them and have a new project underway. Price: \$2,8750 OBO, plus shipping. Contact John Perry at perryjwill@gmail.com or 704-614-5238. Charlotte, No. Carolina. (4/24)



1983 SPIDER VELOCE Red, in beautiful condition - all original - has never seen the rain! Only selling because of a medical issue. THIS CAR IS A BLAST. Price: \$20,000 OBO, plus shipping. Contact Pat Gugliotti at pgugs@aol.com or 203-592-7319. Southington, Conn. (2/24)

1990-1999

1992 164 L WHITE Maximize your fun per dollar. Selling our 1992 Alfa Romeo 164L. Truly great car to drive. Five-speed smooth-shifting manual. Work in



past five years by Tim Rooney or Sports Car Workshops include all new front and rear struts, new steering rack and rods, new wheel bearings, new front brake rotors and pads, all new brake, fuel and power steering hoses, new coolant reservoir, and new fuel filter. Also added new tires, imported all original wheels from Europe, and installed original headlights. Needs cosmetic love and current state inspection. Car cover, maintenance records and manual included. Price: \$3,700 OBO, plus shipping. Contact Tim Feehan at feehan@chlh.com or 804-514-8827. Richmond, Virginia. (4/24)

1992 164S Anthracite. Need to sell my project car, no time energy or money. Engine rebuilt, clean interior. Have replacement radiator, heater core, front caliper kits and hoses. Still needs rear caliper kits, hoses, fuel pump, and tires. Clear coat peeling but no rust. Just needs the last push to get her going again! Price: \$2,000 OBO, transportation needed. Contact Jeff Mueller at jmueller824@gmail.com or 352-224-8130. San Antonio, Texas. (2/24)

PARTS

PARTS FOR SALE

1973-'74 2000 GTV dashboard. Minor cracking in the area around the driver's side top vent. Very suitable for a dashcap or restoration by JustDashes or similar. Photos available on request. Will ship in the carton that Classic Alfa shipped my new dash in. \$450 OBO plus shipping. I also have for sale: GTV gas tank filler boot (new) \$25; GTV heater and fan assembly (used) \$25; SPICA pump T255/1 (condition unknown, great core) \$400 OBO; SPICA injector set for 2.0L (used and working) \$300; 1989 Bosch Spider valve cover (perfect for crinkle coat or polishing) \$75. Prices exclusive of shipping at cost. Photos and details on request. Contact Dean Mericas at dmericas@gmail.com or 512-750-2271. Austin, Texas. (3/24)

PARTS FOR SALE

Airbox for 1964-'74 GTA, GTV, Spider Berlina. Fibreglass, perfect replica. Search GTA Replica Box on Alfa BB. For carburetors only, up to DCOE 50. Price: \$375 firm, plus shipping. Contact Alberto Guirola at alberto.guirola@gmail.com Mill Valley, California. (3/24)

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All Models. Accumulated for 50 years. Need to downsize. All models. Price: negotiable, plus shipping. Contact Salvatore Malanga at aroc.office@aroc-usa.org or 973-335-5373. Boonton, New Jersey. (2/24)

PARTS FOR SALE

Series 3 and 4 Spiders. Red factory hard top, excellent condition. Price: \$900, OBO, plus shipping. Contact Salvatore Malanga at aroc.office@aroc-usa.org or 973-335-5373. Boonton, New Jersey. (2/24)

PARTS FOR SALE

GTV Complete interior. Black front and rear seats, door panels, good condition, dashboard with gauges, cracked. Price: \$800 OBO, plus shipping. Contact Salvatore Malanga at aroc.office@aroc-usa.org or 973-335-5373. Boonton, New Jersey. (2/24)

PARTS FOR SALE: 1973 ALFETTA

Right- and left-side chrome flag mirrors with Alfa logo, appear to be OE from early 70s. Imperfect glass, rubber seal. Front and rear bumperettes from same era, minor blemishes, no rust evident \$120 for the lot, or \$60 for mirrors and \$50 each for front or rear bumperettes. Price: \$120 OBO, plus shipping. Contact Henry Riggs at hriggs@comcast.net or 650-327-6198. Menlo Park, Calif. (4/24)

WANTED

WANTED: PARTS OR TOOLS 1987 Milano Verde 161.24 (3.0 V6) - Sensor for speedometer: mounts in transaxle. Later Milano and GTV-6 is different. Used is OK if it works. THANKS! Contact Richard Cross at karenroxelana@gmail.com or 817-472-4260. Arlington, Texas. (3/24)

WANTED: PARTS OR TOOLS 1982-1990 SPIDER I'm looking for two snap-out access covers that hide the hardware hooks on the hard top. Contact MICHAEL PAIVA at botav1@aol.com or 774-263-8393. Mass. (4/24)

WANTED: PARTS OR TOOLS 1983-1990 Looking for an old-school nose mask or what we called a bra. This is for 1987 Spider. Good to excellent condition. Am AROC member and will only buy from AROC members. Contact MICHAEL PAIVA at botav1@aol.com or 774-263-8393. Mass. (4/24)



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 - Color photo ad for non-members: \$80 for three months
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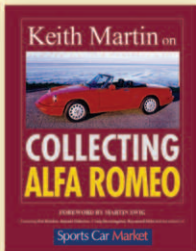
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