

Alfa Romeo



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THE OFFICIAL PUBLICATION OF THE ALFA ROMEO OWNERS CLUB

JUNE 2024

■ ALFA OWNERS of NEW ENGLAND ■

AONE Drives the Mille Miglia



Florida: The BIG Goes On • All-Electric & Hybrid: What's Next? • Northwest AROC's Driver's Ed



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.

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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.

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Front Cover: Photo by Mille Miglia/Official Photographer srl

Back Cover: 2024 Alfa Romeo Tonale Tributo Italiano Special Series (European Spec)

From the Driver's Seat

The Buttery Light of Summer

As the sun dapples through the fully bloomed trees gently warming your face and lifting your spirits, what can one do but rev up the Alfa and take a spin – to the grocery store, to pick up the grandchildren from school or just take a jaunt away from the city. Responsibilities can wait for a few hours.

When on the open road in the farmlands, forests, mountains or on the Columbia Gorge Old Highway, serene feelings develop – liberating us from the challenges of everyday life while being one with the environment. We must immerse ourselves in these moments of pure joy because they and time are fleeting.

Life and time stand still for no car. Surrounded by nearly self-driving vehicles, self-contained mobile offices on four wheels, monster trucks, recharging rather than refueling our dailies, the simple pleasure of a spontaneous Sunday drive seems to be in the rear-view mirror. Grappling with that reality, like all affinity groups, our car club must plan for the future. AROC's Strategic Planning Committee, led by Frank La Sala, is examining where we are today and where we want to be at this decade's close.

To assist in the effort, two new Board members will be joining four returning Board members as a result of the recent AROC elections. Scott Walker, Denver, brings extensive chapter experience to the Board having served for 11 years as President of our Alfa Club of the Rockies chapter. Scott may be forever remembered as the only convention co-chair rescheduling the event three times due to a once-in-a-lifetime pandemic. Also etched in our memories is how spectac-

ular the Colorado Springs convention was. Currently, Scott and his wife, Vicki, drive a 2018 Giulia, 1990 SZ, 1995 GTV-6 and a 1953 1900 TI.

Frank La Sala, Connecticut, is rejoining the Board after an eight-year hiatus when he retired to serve as co-chair of the 2015 convention in Rhode Island. *Alfamiglia Nordest* remains the highest-earning convention to date. A 25-year member of the Club, Frank is quick to volunteer and participate in events around the country, including Amelia Island Concours d'Elegance and Winter Retreats in Coachella Valley, California.



In addition to his local chapter, he is a member of New York Alfa Romeo Owners, Alfa Owners of New England and DesertALFAs. Frank and his wife, Mary, have several Alfas to choose from for their Sunday drives: 2024 Tonale Veloce, 2018 Giulia TI Sport, 1988 Milano Verde, 1960 Giulietta Spider and 1959 Giulietta Sprint. Alfa Romeo is the only marque they own.

Our retiring Board members, Joe Faherty and David Welch, deserve bountiful applause for their dedicated service to all things AROC. Joe Faherty, NWARC (Washington), has given his time, knowledge and passion to serving on the Board for 14 years. One of my fond recollections is a conversation Joe and I had at the Nashville convention

where he suggested that his chapter, NWARC, might be willing to host a convention. That suggestion became reality with the outstanding *sempreverde* 2018 event centered in Olympia, Washington. Joe and his wife, Lynn, drive a 2018 Giulia Lusso TI and a 1974 GTV.

David Welch, representing Capital Chapter (Washington, D.C.), has steadfastly attended conventions, retreats and AROC events. He championed forming an AROC Strategic Planning committee, which the Board endorsed. He and his wife, Peggy, drive a 2019 Giulia Lusso TI, 2016 4C coupe and a restored 1960 Giulietta Spider. After retirement, David wants to return to his native Indiana, volunteering for the Collective Indiana Alfa Owners (CIAO) chapter. Thank you, Joe and David, for your service to AROC.

Speaking of Indiana, several weeks ago, Chris Palabrica and I had a conversation about reigniting activity in CIAO, our Indiana chapter. Within hours, he had laid out activities into October and sent an invitation email to CIAO members. A successful initial Cars and Coffee was held in Indianapolis with plans to go to St. Maria Goretti's Italian Festival on Saturday, July 13; a September 7 Alfa Corral at the Artomobilia and an October 19 Car and Wine social at the Brown County Winery.

An amazing example of what *Alfisti* passion can accomplish. Thank you, Chris, for stepping up for your chapter. We look forward to your stories and photos.

Enjoy the languid summer days,

Cindy Banzer

Cindy Banzer, President



Member Profile

Name: Tom Ducibella

Occupation: Retired biomedical scientist and educator; now enjoying Italian sports car restoration/consulting/writing

Where do you live? Beverly, Massachusetts

What was your first car? Fiat 124 Spider (1971)

Your first Alfa Romeo? 1974 GTV

Currently, what Alfa Romeos are in your collection? 1969 Spider Veloce, 2018 Alfa Giulia Quadrifoglio.

Your favorite Alfa? 1969 Spider Veloce.

Worst Alfa you've owned? None – 200,000 miles of total Italian car mileage, no breakdowns in my own cars. Nova Scotia to Texas and Sicily (in photo).

What is your favorite route to drive? Rte. 107 in New Hampshire, especially fall: foliage, curves, top-down, farm stands, club drive.

What do you like best about owning a vintage or new Alfa Romeo? Feeling connected to the road with responsive handling (Pirelli: “power is nothing without control”). Passionate master mechanics in Mass., Paul Glynn (Alfa Trans-Am fame) and Michael Wrigley.



If you could have one Alfa? My Spider – 1750 engine and '69 upgrades without the later weight addition – a sweet spot in Alfa model “genealogy” and relatively rare with SPICA.

What do you enjoy most about being a member of your local and national Alfa Club? The down-to-earth, loyal, passionate camaraderie; creative club events and drives; sharing Alfa’s history. Check the photo – Tom (left) introduced author, Dal Monte, at his book signing, over 400 pages on Alfa’s relationship with Ferrari (suggested reading). ■



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You Write, We Listen

Let's Stay Connected

Hi Cindy,

I am an old Alfa owner in two senses of the word. I am nearing 80 years of age, and I own an old Alfa, a 1969/70 1750 GTV, which I bought new, and still have and drive. I first joined the AROC in the early 1980s. I later became a member of the ARCC.

In the past, I enjoyed the inclusion of the Canadian clubs' quarterly bind-in in the AROC magazine.

The large American shows and cars and coffee meets are usually too far away for me to attend, so I have to be content with our local Canadian sub-group outings and cruises. They are fun and provide a good opportunity to exchange hints and ideas. Maybe it will happen that the Canadian club can get a new leader willing to put in the huge effort, as you surely must, to bring back the interest.

In the meantime, I enjoy the AROC publication greatly, and applaud the labour of love all of the AROC group do very, very well.

Best regards,

Gary Hooper, ARCC

Our President Writes

Thank you, Gary, for your very kind and interesting missive. You made my day! I, too, hope another organizer will step forward to keep the Canadian club going. We value our relationship with our members to the North and I have so enjoyed our conventions in Toronto and Montreal.

With best wishes,

Cindy Banzer, *President, AROC*

Need More?

The March 2024 feature "Acquiring and Restoring an Older Alfa" was edited for length. Should members wish to read the piece in its

entirety, it is available on the Alfa Owners of New England

website at <https://www.velocissima.com/2024-resto> or by scanning this QR code.

– Gregory Stidsen, AONE



Thoughts Following Q1 Chapter Presidents' Zoom

Dear Cindy,

What a great Chapter Presidents' Meeting we enjoyed on February 27. I had a few thoughts that I did not express then, but perhaps could share now.

1) Have we ever considered a national map showing where the various chapters are, and how much territory they cover? It would be handy for someone on a trip so they could carry it with them and see if they are within an area that particular chapter covers. A few years ago, Gordy Hyde took a trip, and stopped off for our Spring Fling near St. Louis.

2) Typical owners of the new Alfas are indeed millennials. See if this makes sense: Back in my day, regular people could work on their cars. When the electronic age crept in, many became paranoid of the new technology and thought they couldn't work on them, and gave up. As their kids grew up, they weren't exposed to learning about cars, so the electronic age drew them into the electro abyss, where getting hands dirty was replaced by pressing keys on electronic games. The pandemic didn't help matters much, as it increased the amount of isolation they experienced, and hindered learning even more. Then came the age of "cover up". You know, where the engine compartment has everything covered, so as to make it look like it requires special training to work on it. Kind of a mechanical voodoo, along the lines of the *Wizard of Oz*, "... pay no attention to that man behind the curtain".

3) One of my pet peeves is the "drive by" engineering of newer vehicles. Things like "drive-by-wire" is where the throttle is not mechanically connected to the foot pedal. It's done by a rheostat at the pedal, and a servo motor on the throttle unit. Now we have "brake-by-wire", same concept. The brake pedal is not physically connected to the master cylinder. To me, that's scary stuff. I look at it as a cost-saving measure by the car maker. The manufacturers don't have to train someone on how to hook up throttle linkage or brake linkage. The car just comes down the assembly line, and all they need to know is how to plug the components in. Emergency brakes are now parking brakes. This now sounds like a George Carlin routine.

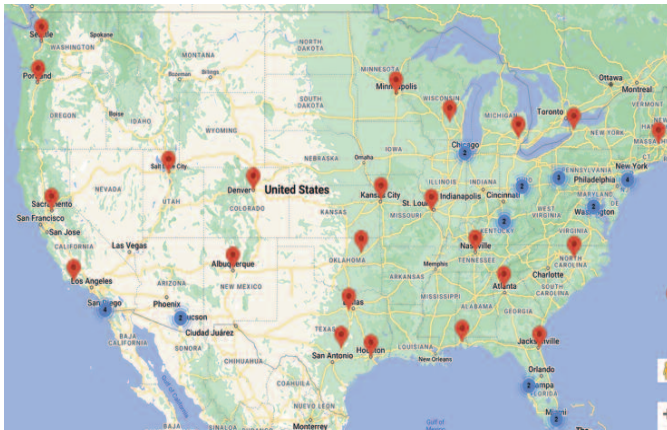
One of my demented pastimes is to go into a car parts store and get the kid who acts like he knows everything to wait on me (hopefully there is an older employee nearby). I ask if he can order special tools, and get the "of course" attitude. So I ask for a dwell adjusting tool, which is usually

followed with a puzzled expression and “A well adjusting tool?” This when you look over and see the “experienced” employee with a sinister smile spreading across his face.

Ron Rutter, *Strada Fantasma (Kansas)*

Editor's Note

The quick answer to your first point, Ron, is yes, AROC does have a map of chapter locations. Login to ClubExpress, go to Club Info. and click on Chapter Finder. *Ecco fatto*: map. Clicking on one of the blue dots with numerals in them opens an area map. Red pins show where a specific chapter is located. The maps and the data in most chapter pop-ups do list the geographical area covered and contact info. You can make a screen shot of the area you've searched (with the pop-up open, or not) and print that. – Elyse Barrett



Appreciation for the Revs

Good Morning Elyse,

We received some great feedback on your Revs article from one of our volunteers and AROC member, Fernando Licopoli, who wrote in an email: “Brian and Stan – I just received the April issue of *Alfa Owner* and read the Revs piece. Kudos to the author and you two as brand ambassadors.”

Thank you so much!

Brian Lanoway, *Revs Volunteer, for the Revs Institute* ■

Photo ID Correction

Eagle-eyed reader, Gordy Hyde, noticed the misidentification of a 1979 Spider on page 14 of the May feature, “Fun on a Long Desert Weekend” about our 2024 AROC Winter Retreat. The car with the personalized PS ALFA plate belongs to Stan Deller, of DesertALFAs. Thank you again, Stan and David, for being our Sunset Reception hosts.

– Elyse Barrett

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1971 ALFA ROMEO GTV

Alfaholics upgrades: GTA-R spec engine, suspension, and driveline

- Engine: Alfa 75 Twin Spark 2.1 liter (220 HP)
- European styled interior and trim
- Original factory color: Oliva Verde Metallizzato
- A wolf in sheeps clothing

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Convention 2025 – Where it all Began (*Buzz-Buzz: It's Chicago!*)

Welcome to the Chicago Chapter's first introduction to Where it all Began the 2025AROC National Convention. "Where it all Began", you ask? Chicago is the birthplace of the Alfa Romeo Owners Club. Back in 1958, a handful of enthusiasts convened in the basement of an owner's home and started this great organization.

We, the members of the Chicago Chapter, welcome you back to visit the Club's origins. In September 2025, we will be hosting your national convention. Festivities will begin on Sunday, September 14, 2025, with Pre-Convention tours on great driving roads in southern Wisconsin and country roads in Illinois. These tours will be "hub" based, departing from, and returning to our temporary home at the Holiday Inn, Crystal Lake, Illinois. The Holiday Inn is about 40 miles northwest of Chicago proper, with easy access by car and train for those who chose

to see Chicago attractions.

We chose this Holiday Inn because it is overly accommodating to car enthusiasts, and we will have the run of the building.

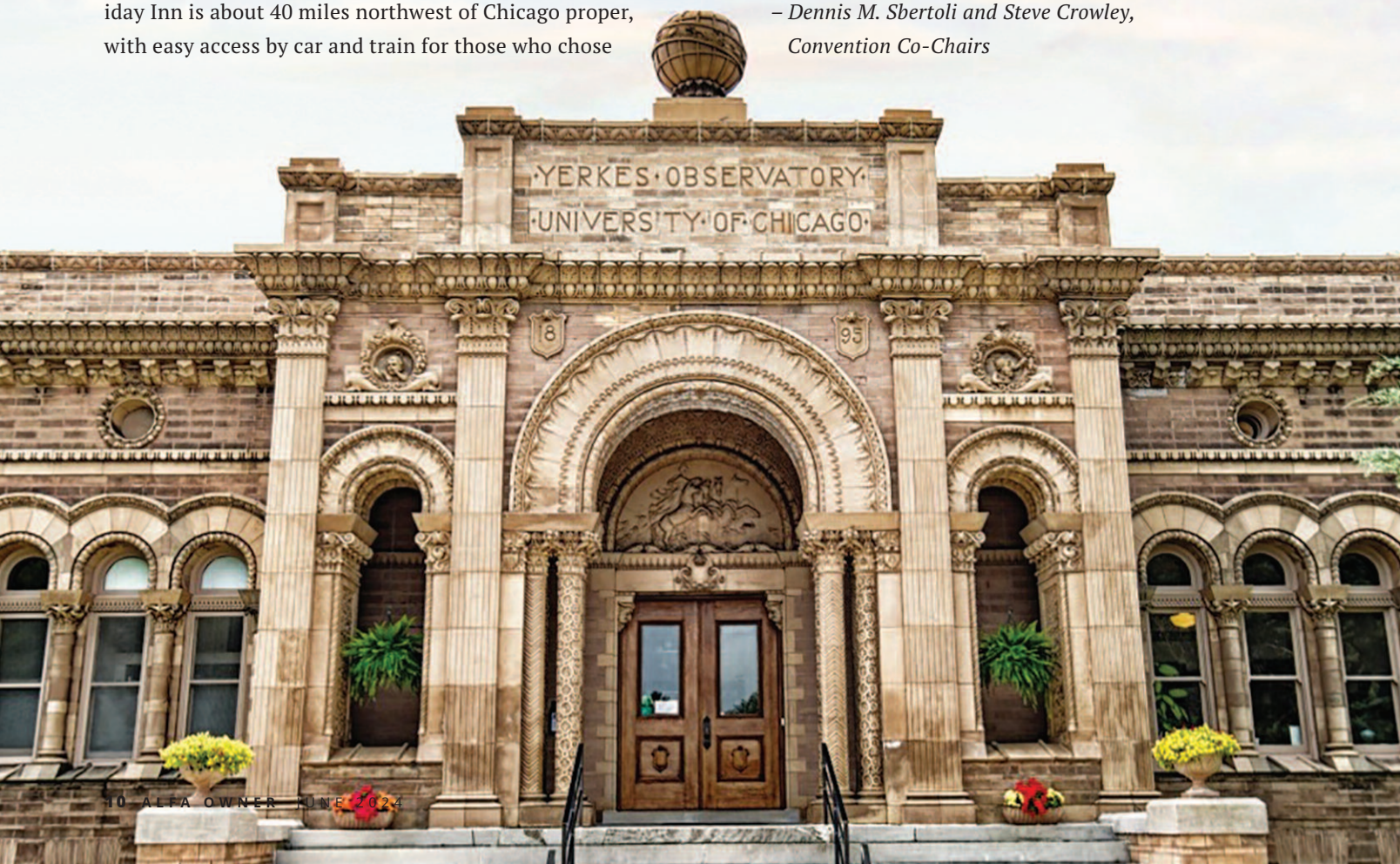
We will conduct a speed event at the beautiful Blackhawk

Farms Raceway in South Beloit, Illinois. An autocross at a site to be determined is also in the works. Thursday, we plan a gimmick rally which will lead to a historic site in Lake Geneva, Wisconsin. You'll enjoy the ride, you can bet your lucky stars on it.

The above is just an opening salvo as to what we are planning for you. Check back later for further details. Registration will likely open in September 2024.

Mark your calendars. Save the dates.

– Dennis M. Sbertoli and Steve Crowley,
Convention Co-Chairs



Alfa's Next All-Electric and Hybrid Offering



On April 10 many of us joined the livestream YouTube broadcast to view the reveal of Alfa Romeo's revival of the nameplate, Milano, as a compact SUV intended to also appeal to fans of Giulietta and Mito. It was well-staged, stylish, big and bold, and we heard encouraging words from Alfa Romeo CEO Jean-

Phillippe Imperato and Stellantis CEO Carlos Tavares.

The next day the Italian government declared that the use of the name "Milano" is banned by law – because the vehicle is neither built in Milano, nor in Italy; it is constructed in Poland. The model name is now Alfa Romeo Junior.

Also the next day, a check-in with Alfa Romeo North America's Brand Marketing Manager confirmed that the Junior will not be sold in North America.



Maybe a collector can import one, or we can visit our friends and relatives on the Continent to try out the *Junior Elettrica*. This car has a 54-kWh battery and is available in two power variants: 156 hp, and the top-of-the-range Veloce at 240 hp for over 410 km of driving. These are equipped

with a connected navigation system (EV Routing) for access to a reported 600,000+ charging stations, the Stellantis Free2move charge E-Card, and a wallbox. Or we could also look for the *Junior Ibrida*, which has 136-hp 48-V Hybrid VGT (Variable Geometry Turbo) and offers the Q4 all-wheel drive variant with automated rear-wheel drive axle management. Be in touch with your international besties.

– Elyse Barrett ■

Silent Chapter

The greatest asset of the Alfa Romeo Owners Club is its Members. We honor and remember those who are no longer with us by transitioning them into the AROC Silent Chapter. May they find twisty roads and sunny skies in the heavens.



Artist in Metal

Longtime Detroit Chapter member Conrad Miesiak passed away on April 1, at the age of 96. Conrad was a founder and racer at

Waterford Hills, competing in his Fiat 850 into his 70s. He was a World War II Navy veteran and husband of the late Julie, but one of the things we all knew Conrad

for was his wizardry with metal. A retired Holley Carb and Chrysler engineer, Conrad was restoring a pair of Giuliettas until his passing. The Giulietta Spider was rebuilt to nearly concours condition, except being an engineer, Conrad could not help making invisible improvements to small parts or systems. "The plating is not optimal." or "This bolt should be a #6-grade and not a #4."

The Giulietta coupe was a different matter: it was "pure Conrad". That Alfa had the tail of a Giulia because he liked the curve of the trunk and space better than what was on an earlier Giulietta 750 version, but he also liked the early taillights and "airplane" on the trunk lid. Not a problem. Conrad made a model of the trunk piece to fit, cast and machined



the part, then had it plated – an original-looking Giulietta item that fits only Giulias. Then he reshaped the rear fenders to take early taillamps.

Conrad seemed happiest with a problem to solve, even if he had to create one to do it. When the chapter needed banner poles for the 2007 convention concorso, Conrad fabricated them. – Dave Hammond, Detroit AROC

100% Italian in America

Ugo Piccagli, 88, passed away March 31, 2024, from injuries sustained in an automobile crash. He was a man of great passion and purpose and owned many sports cars with great provenance.

His passion and joy were infectious when he was involved in his restoration and racing projects. It was always great fun to be a part of them. He was a larger-than-life personality. He loved his family with everything in him, and instilled a lifelong love for the Italian way into each of his kids and grandkids.

He was an at-large member of AROC and founding member of Corinthian Vintage Auto Racing (CVAR), which he enjoyed immensely.

Ugo was born in the Northern Italian town of Mantova, where he also met the love of his life, Kitty. Together, they were a force, traveling from Italy to France, North Africa, and Canada, as Ugo's career in the specialized deep foundation construction industry grew.

Eventually they settled in Dallas, Texas, with three young boys, where Ugo started a business of his own. He went on to work on some of the largest civil construction projects in North America, including the World Trade Center in the mid-'60s.

He was preceded in death by Kitty, in

2021, and son Paul in 1976, and is survived by two sons, Max and Lawrence, and one daughter-in-law, plus seven grandchildren and two great-grandchildren. Ugo will be missed by all who knew him.

– Max and Lawrence Piccagli, Cindy Rodgers, Lone Star AROC and CVAR ■



A nice representative of an Ugo project – this Giulietta Spider 750.



VERDE

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. Verde members are listed quarterly in Alfa Owner.*

AONE
Drives
the

Mille Miglia

By Stefan Gavell
and Peter Walker

Photos Courtesy,
Mille Miglia/Official Photographer srl
and S. Gavell/P. Walker

The Mille Miglia (MM) ran from 1927 through 1957. In its modern re-creation, conducted since 1977, organizers have offered routes similar to the original race as a time-distance-speed rally for classic cars - a past participant car or one of the same type, and not newer than 1957.

Two Alfa Owners of New England members fulfilled lifetime automotive dreams by qualifying, running and finishing (!) the 2023 Mille Miglia, and we look back at their adventure here. This story has been edited for length. If you wish to read it in its original form, go to <https://www.velocissima.com/2023-mm>

How this came to be: In 2019 at an auction in Paris, Stefan Gavell acquired a rare 1953 Alfa Romeo 1900 C Sprint Coupé with a Pininfarina body in “Celeste Bet-tula”, a car eligible for the MM. He succeeds in registering it with the “Registro



Mille Miglia” and it is accepted to the event. His friend, Peter Walker, a fellow Bostonian and AROC member, becomes co-driver. The rest is history.

Preparation

(Here we will shift to Stefan and Peter’s first-person narratives. High-lights and humor are italicized.)

Stefan – In going through the car in April, I realize the windshield distorts terribly. There is no chance to obtain a replacement in time, so the shop that maintains the car arranges to fabricate a Perspex copy. I make a quick trip to Italy to test the car. Everything works perfectly, though I have a nagging doubt that the windshield will be a problem during scrutineering.

Sunday, June 11 - Arrival and Scrutineering

Stefan – I go to the garage, start the car, and immediately notice that it seems

to idle a little roughly. I don’t think much of it. Later, while heading to the paddock at a large warehouse on the edge of Brescia, the car continues to idle roughly and misfires on hard acceleration. We queue for scrutineering, and our documents are checked, as are lights, horn, engine compartment, etc. My concerns about the windshield appear to be unfounded, but there seems to be some discussion about the brake lights. Happily, the car passes without incident.

While there, I get into a conversation with a gentleman from Luxembourg, who has the same 1900, but is competing this time in a pre-war O.M. As he has done the event 20 times, we ask him for advice. He says, *“If this is your first time, don’t worry about your placement. Savor the atmosphere.”*

Pulling away from the paddock, the engine continues to misfire. I call the

garage, near Venice, to discuss the issue. He is very puzzled. We decide to take the car out on the motorway and give it a good run to make sure the fuel lines aren’t clogged. Heading out, the misses get worse, accompanied by backfiring. I decide to head back to the hotel but with 2 km to go, the car dies and won’t restart. We decide that it is best that to send a truck early Monday morning, take the car back to the shop, and determine what the problem is.

Monday, June 12 - Race Day Minus One

Stefan – We study the daunting road books, a spiral bound book for each day. While maps are in the same “tulip” format seen on other events, they are much more detailed, with extensive symbology for every possible roadside detail. There are confusing tables laying out the regularity sections (time trials, passage con-



Stages including airfields made us a tiny part of the Italian Airforce's 100th anniversary.

trols and average trials) with terminology in Italian to be deciphered. In all there are 2200 kilometers, 144 time trials, eight average time trials, 34 passage controls, and 23 time controls to cover. Most of the time we will not know where we are, other than so many meters or kilometers past the junction or maneuver indicated by the last diagram, and so many meters or kilometers before the next. *What have we gotten ourselves into?*

The word is that the distributor failed. Luckily the garage has a spare on hand and the car now runs perfectly.

Cars are grouped for a police-escorted drive to the “MM village” in the center square of Brescia. In front of us is an American team. Their advice is “*Run your own Mille Miglia. You don’t have to get caught up in the craziness.*”

Peter – Over 400 cars registered for the 2023 Mille Miglia. They are numbered in sequence, roughly oldest to most recent (our number is 253). The oldest car is number 9, a 1920 Lancia Lambda Spider Tipo 222 Lungo. Cars depart every 30 seconds and with the first leaving at 12:30 PM, we should leave at around 2:36 PM. Many of the cars have elaborate, complicated computer-like timing devices. We have an iPhone app for speed and distance.



In Loreto we meet an adorable little girl and her camera. The enthusiasm of spectators was heartwarming.

Tuesday, June 13 - Brescia to Cervia Milano Marittima

Stefan – As we enter the starting area on Viale Venezia, a marshal asks for our Starting Time. I can’t understand why we were not given this information.

At 2:38 PM, we’re off! Within one km we hit our first time trial, with eight consecutive sections, ranging from .17 to .21 km in length and target speeds ranging from 21.86 to 33.86 km/hr. It is the first of the day’s four time trials. *We have absolutely no idea what we are doing.*

Gradually the road book begins to make sense, but the iPhone App odometer is often a little off due to a lack of precision in setting it to zero at the start, plus other small errors related to slight deviations in our path relative to the book. We estimate the distance to the next instruction, taking account of the

error factor and mark it in the roadbook. This proves to be an effective system. We also notice that we do not seem to be using any fuel and the gauge remains at “full.” This is not an effective system. I also realize that the brake lights are on all the time. THAT is what the scrutineers were looking at.

Other strategies including convoying with other cars in the middle of a two-way street and running red lights. We begin to understand that while you don’t have to get caught up in the craziness, sometimes it helps to do so. In fact, in many cases the police aid and abet these maneuvers – all part of the MM spirit!

Peter – Navigating consisted of calling out the number of meters and/or kilometers to the next junction, landmark, and/or maneuver and what that maneuver would be. Two additional things helped: the organizers had placed emblematic red-arrow “1000 Miglia” directional signs, and at times we were escorted by motorcycle police. Even when these police were not stopping ordinary traffic, we knew that if we followed them, we would normally be on the correct road.

Overall, navigating tended to be more tiring than driving. There was no time for enjoying the scenery, and anyone who hopes to participate in the Mille Miglia thinking it is a picturesque tour through Italian countryside will want to think again. *The one advantage of intense concentration while navigating was that there was no time to become nervous that the car might be going too fast. This was particularly helpful when Stefan found his inner Stirling Moss in the Abetone Pass.*

At the end of each sector there is usually an elaborate checkpoint, with crowds, grandstands, and announcers, calling out the details of each passing car, “Numero due cinque tre, Alfa Romeo mille nove cento, gli Americani Stefan



On the starting ramp in Brescia.

Gavell e Pierre Walker.” Also, someone is usually passing out swag: tourist information, gourmet pasta, or a special Mille Miglia magnum of Chianti Classico. Most welcome are bottles of chilled water and/or fruit juices.

A memorable feature of the event is the enthusiasm of the spectators at the entrance of almost every agglomeration. As we approach a city or town center, the groups become crowds. They are not just cheering; they are calling out: “Viva Alfa Romeo!” Spectators are equally divided among men and women, girls and boys, young and old. Often, in the center of a village, we hesitate as to which turn to take. Every time the spectators call out to us and point to the correct turn. I wondered if spectators would cruelly point participants the wrong way or take down or move the red-arrow signs. But no. Clearly the Mille Miglia Storica is sacrosanct.

Stefan – After passing through Verona and Ferrara we reach the end of the first leg, at Cervia Milano Marittima on the Adriatic. We have travelled 359 km, and we are exhausted. We wolf down our buffet dinners at 11:30 PM and are in bed by 12:30 AM. *How we are going to do this for another 3 ½ days?*

Wednesday, June 14 - Pisignano to Rome

Stefan – We get up at 5:45 AM. It’s going to be a long day with 556 km to cover. We check the fluids. We talk to a couple of Americans at the start who presumably spotted the American flag next to our drivers’ name decals. One, Mark Gessler, is based in Brescia and runs MM tours for prospective participants. He kindly gives us the key to the time trials: The end of one trial (marked by an air hose) is the beginning of the next. Suddenly this made complete sense, and we can stop embarrassing ourselves. We rank in the mid-300s after our first day.

Peter – In Loreto’s piazza della Madonna, we stop for a moment to switch drivers. Spectators immediately gather to take photos and to ask about the car. Two Red Cross volunteers come over to chat. One studied dentistry at Harvard and knew Boston well. At the same time, a girl, five or six years old, is playing at taking photos with her plastic



Another perfect postcard setting in Recanati.

toy camera. Her father asks if he can take her photo with his smart phone, standing next to the car. Not only are we happy to oblige, but we ask her to sit in the driver’s seat and pretend to drive the car. He beams like he is in seventh heaven!

Stefan – It rains during the second leg. We wait until zero visibility before engaging the wipers, concerned about one wiper’s tenuous grip on its shaft.

After passing through Rieti, we hit the outskirts of Rome at dusk. Entry into Rome has police escorts and blocked-off intersections. We get to Villa Borghese as night falls, then make a procession down the Via Veneto, cheered on by the crowds, and a rapid tour around ancient Rome. I had lived in Rome as a teenager, and regularly made these rounds on the back of a motorcycle, or in my friends’

Fiat 500s, so this was a triumphal return. We then speed down the Cristoforo Colombo boulevard to the EUR area and our hotels. *This was the highlight of my Mille Miglia. As they say in Rome, veni, vidi, vici’d.*

Thursday, June 15 - Rome to Parma

Stefan – Today is the longest leg, more than 620 km and a 7:15 AM start time. Just

before arriving in Siena, I can no longer see the needle on the temperature gauge because it is pinned all the way to the right. We stop, open the hood, and note that the fan belt is hanging loose. The generator had slipped from its mounting, throwing the belt. We look for a 7 mm wrench. At that moment the “Assistenza Tecnica” truck arrives, and a team of friendly mechanics address the problem. We set off on our way, but the temperature needle starts to rise again. We stop, and four more mechanics promptly stop. A large container of distilled water is brought, and two liters promptly poured into our dry-looking radiator. Total time lost is about 1 hour 30 minutes.

Peter – We stop for a quick coffee break, parking just past a café. The owner comes bounding out from behind the



Making the turn in sunny Sirmione.



With our super-Alfista barista.

counter, crying out: “Alfa Romeo!” He proceeds to show us the walls of his café hung with photos of all the Alfas that had been in his family. On the wall behind the counter is a large Alfa Romeo sign. After we drink our espressos, we suggest that he come out and that we photograph him with our car. “No” he says, “My wife will take the photo, and the three of us will be next to the car.”

Stefan – We are unable to make up the time and arrive at the Parma checkpoint just before midnight. Unable to see the red Mille Miglia signs, we get seriously lost and are forced to use GPS to find our way. On our second day our ranking had improved to the mid-200s, but the repair sets us back into the low-300s. We study fan belts on other 1900s, including the factory-sponsored 2000 Sportivas, and realize that some cars have double belts, supposedly for competition.

Friday, June 16 - Parma to Milano

Stefan – “Only” 440 km today, but with a fair amount of mountainous driving ahead. We begin to realize that Peter and I both have our specialties. He is bet-

ter at cut and thrust open road driving, having discovered he can wind third gear to much higher revs than I had thought possible, and he has more faith in the drum brakes than I have. I seem to be at my best in the mountains.

Entry into Milan at dusk is as chaotic as the entry into Rome was orderly. *However, the cathedral is magnificent, and it has been perhaps the best day of pure driving joy.*

Saturday, June 17 - Milano to Brescia

Stefan – Just 165 km to go. We get to the first checkpoint ahead of schedule for the very first time. We wait to cross the line so as not to receive negative penalty points. We repeat the same feat at the finish line in Brescia. We must be doing something right. Our placement rose into the upper 200s, out of about 440 – not bad for first-timers. It has been a roller coaster of emotion, elation, despair, fear and joy. What didn’t change throughout the event was the consistent warm, enthusiastic welcome of the crowds. *The MM is truly part of the patrimony of Italy.*

Sunday, June 18 - Coda

Stefan – After receiving our medals and watching part of the awards ceremony, we treat ourselves to a nice dinner and get to bed. I am more exhausted than I have ever been in my life. Organizing all the accumulated papers, road books and maps, I come across the missing paper that gives the official starting time for each leg!

Peter – If you love Italy, automotive race history, and classic cars, especially Alfas, do not hesitate if ever you are offered the opportunity to participate in the Mille Miglia. Despite the physical discomfort of riding all day in an old car, the risk of mechanical breakdowns, the traffic jams, and the lack of sleep, it is all an unforgettable experience. Seeing the delight in the eyes of spectators makes it ever so worthwhile. ■

START PLANNING FOR YOUR 2025 ITALIAN ADVENTURE

AROC GOES TO ITALY

JUNE 4-14, 2025



SIGN UP FOR PRE-EVENT INFORMATION NOW

AROC will again visit northern Italy in 2025 on a tour similar to our Mille Miglia-watching excursion of years past. We will do our great circle from Milano to the lake country and Brescia, then Modena and Maranello. This trip is again organized in collaboration with our favorite travel partner, Steve Austin's Great Vacations.

FOR INFORMATION EMAIL: ADMIN@AROC-USA.ORG

Meet Your 2024-2026 Board of Directors

Now and then we publish a "get to know your Board members behind the AROC facade", and the last time we dug deep into their everyday lives was in 2017. Today five of those diehards are still volunteering along with seven fresh faces joining in to keep the wheels turning.

All Board members are passionate *Alfisti* with myriad Alfas, so we asked them to share some little-known facts and informational photos outside of their love for Alfa Romeo that will amaze and amuse you. Enjoy.

– Elyse Barrett



■ **Mike Bange, re-elected Board Member; current AROC Vice President**

Chapter/Home State: New York Alfa Romeo Owners Club (NYAROC), Chapter Vice President; AROC Connecticut Chapter. Marla Dorgan and I are Verde Family members. New York.

Personal: Marla and I have been together over six years. I have four younger brothers and one younger sister; also, one amazing daughter, one cool son-in-law and one beautiful granddaughter.

My Occupation: Transportation consultant.

Hobbies/Passions: Family, friends, rock and roll, spirited driving, golf, NY Mets, NY Jets.

Three things people may not know about me:

1. My daughter and her husband live in Massachusetts; both are attorneys.
2. My first sports car was not an Alfa; it was a 1958 Corvette, purchased when I was 18.
3. A very long time ago, I was a singer in a rock and roll band.



■ **Cindy Banzer, re-elected Board Member; current AROC President**

Chapter/Home State: AROO (Oregon); DesertALFAs. Oregon.

Personal: John Kilian, spouse; three children and three stepchildren; eight grandchildren and our beloved Sisi the Sheltie.

My Occupation: Principal Real Estate broker, licensed in Oregon and Washington

Hobbies/Passions: skiing, swimming, fly fishing, travel, good wine and most of all, my family.

Three things people may not know about me:

1. I recapped automobile tires and go-cart tires in a summer job at Banzer Tire Shop, owned by my grandfather.
2. Sixth-generation Oregonian – my great-great grandmother and her family traveled the Oregon Trail in a wagon train during the early 1850s.
3. Fly fishing.



■ **Cynthia (Cindy) Bennett, returning Board Member**

Chapter/Home State: CAROC (Chicago), Chapter Treasurer. Illinois.

Personal: Husband, John Bennett; daughter Mary Ann Bennett in Denver, Colorado.

My Occupation: Embedded Software Engineer with Siemens Healthineers. I'm in the Hardware R&D group that designs and manufactures SPECT and SPECT/CT Scanners.

Hobbies/Passions: Architecture tours, art museums, auto museums, botanic gardens.

Three things people may not know about me:

1. I'm an Ohio State Alumna and Buckeye Football fan.
2. I learned to sail in Sail Camp as a kid in Vermilion, Ohio.
3. I've driven a DeLorean on the Chicago expressways.





■ **Chip Denyko, re-elected Board Member**

Chapter/Home State: Florida Alfa Club (Tampa Bay Area). Florida.

Personal: A native Floridian, at 15, I moved to Tampa area. For 39 years, my partner Gary, who passed in 2017, and I lived in the same house with wonderful Doberman babies. Currently, I'm the hooman dad to Orion (Doberman pup,) Lucy (Catahoula Leopard dog) and Tigger (Grey Tabby cat).

Hobbies/Passions: From childhood, cooking has been my passion. Gary and I had an aviary with fancy finches and marine aquariums.

Three things people may not know about me:

1. At age 12, as a member of the Weather Watchers and Astronomy Gators clubs, I wrote a planetarium show for Jacksonville Children's Museum.
2. In mid-1970s, I joined the Air Force, serving as medic at Eglin AFB, Fort Walton Beach, Florida.
3. As Bennigan Tavern's comptroller, I entered the IT endeavor, evolving into a systems installer in Florida/Caribbean, spending 3.5 months at the Royal Antigua Hotel.



■ **Mary Ann Dickinson, returning Board Member**

Chapter/Home State: Long-time Treasurer of the Delta Sierra Chapter, also a member of AROSC (SoCal) and DesertALFAs. California.

Personal: One superstar son and three adorable grandchildren.

My Occupation: water resources consultant.

Hobbies/Passions: Live music and theater, traveling, reading voraciously (I am in two different book clubs).

Three things people may not know about me:

1. I met for the first time 13 half brothers and sisters I didn't know I had when I was 42.
2. My first car passion as a teenager was British cars – the very first car I owned was a 1965 Austin Mini Cooper S.
3. I show up in some surprising places and talk about water. Places like Singapore. And the Dead Sea. And Congress.



■ **Lancelot Dong, returning Board Member**

Chapter/Home State: Alfa Romeo Owners Club San Diego. California.

Personal: Spouse, Jennifer Dong; Bianca the Princess (Poodle-Bichon mix).

Hobbies/Passions: Photography, technology, enjoying wine tasting, grilling and cooking.

Three things people may not know about me:

1. High school swimming and diving athlete.
2. Served in U.S. Navy as Jr. Officer.
3. Lettered in varsity smallbore rifle





■ **Susan Houser, returning Board Member; current AROC Secretary Chapter/Home State:** AROC St. Louis.

Missouri.

Personal: Husband, Mike; pet cat, Ziva; stepdaughters Marti and Marian; grandchildren Matt, Sarah and Mary.

My Occupation: Retired Department of Defense Regional Analyst.

Hobbies/Passions: Quilting, bread-making and gardening.

Three things people may not know about me:

1. I hand spin yarn (wool, alpaca, Collie).
2. I trained and showed my Collies in Sheepherding and Herding. Titled two of them, Tiger and Bryan.
3. I was the first woman USDA Soil Scientist in Missouri. My dad and I bonded over tools and cars and while he didn't really understand my passion for agronomy, he encouraged my love of cars. Dad was blind when I bought my 1969 GTV, but he loved the sound of the engine and its wonderful ride.



■ **Anthony Intintoli, MD, returning Board Member; current AROC Treasurer**

Chapter/Home State: New York Alfa Romeo Owners Club (NYAROC), Chapter President. New York.

Personal: Wife, Jennifer, married 23 years. I have one younger brother. Children, Gianna (17), Marco (15). Dog, Chloe (Miniature Schnauzer).

My Occupation: Physician.

Hobbies/Passions: Cars, motorcycles/scooters, music, sports (NY Giants, NY Yankees, NY Islanders, NY Knicks), food, fishing, gardening, landscaping.

Three things people may not know about me:

1. I ride a motorcycle (1993 Ducati 907).
2. I play three musical instruments – trombone, drums, piano/keyboards.
3. My high school nickname was "Nooch".



■ **John Justus, re-elected Board Member; current AROC Membership Chair, Webmaster, Tech Librarian**

Chapter/Home State: Strada Fantasma (Kansas City) Missouri.

Personal: Married to Jolene Justus for 31 years. We have no pets.

My Occupation: Retired from software development/support for 35 years; Jolene was AROC Administrator for 11 years.

Hobbies/Passions: Maintaining AROC membership management software and websites; home improvements/technological upgrades; reading (mysteries, sci-fi, histories, science); travel.

Three things people may not know about me:

1. Aware of human impact on the world since college, I started a wastewater treatment business after passage of the 1972 Clean Water Act.
2. Fleet manager for industrial uniform company for 13 years, responsible for maintaining 1,100 vehicles – cars, vans, trucks, tractor/trailers – for 65 service locations.
3. High school math teacher/Math Club sponsor at Ballou High School, Washington, D.C. I also oversaw the lunch period card-playing room.





■ **Frank La Sala, newly elected Board Member**

Chapter/Home State: AROC Connecticut Chapter, AONE (New England), NYAROC (New York), DesertALFAs. Connecticut.

My Occupation: Semi-retired Emergency Medicine Physician.

Personal: Spouse, Mary. Together, we have five boys, ages 28 to 37 years old. Pet, Isabella, our Chihuahua.

Hobbies/Passions: Music – passable on piano, mandolin and ukulele. Photography – medium-large format equipment. Also, swimming laps; birding with Mary; hiking and biking.

Three things people may not know about me:

1. Mary and I are in a ukulele-based ensemble (smaller than an orchestra and bigger than a band), performing primarily at town sponsored festivals and retirement facilities.
2. I collect cacti from all over the world.
3. I like dude ranches.



■ **Scott Walker, newly elected Board Member**

Chapter/Home State: Alfa Club of Rockies. Colorado.

My Occupation: RN, Interventional Radiology, using x-ray, ultrasound and CT scans for procedures.

Personal: Wife, Vicki Walker (my Alfa events partner), for 14 years. Together we have two daughters and son, all in their early 20s. Our two large golden doodles are Oliver and Max.

Hobbies/Passions: In no particular order – Alfa Romeos, downhill skiing, disc golf and travel.

Three things people may not know about me:

1. Two friends and I have been getting together about once a week for over 50 years.
2. I have three older brothers, all retired; I am a bit jealous.
3. I have visited all 50 states and 19 countries – so far.



■ **Doug Zaitz, returning Board Member**

Chapter/Home State: Alfa Romeo Owners of Oregon (AROO) since 1988; NWARC (Washington); Delta Sierra; DesertALFAs; AROC Bonneville (Utah). Washington.

Personal: Retired control systems/automation engineer with career ensuring natural gas flowed to Pacific Northwest homes and businesses.

Hobbies/Passions: Extensive travel in Northern and Central Italy and travel in Eastern Europe researching my paternal genealogy in Romania, Austria, Slovakia and Hungary.

Three things people may not know about me:

1. I have more automobiles than most people have pairs of shoes.
2. I started my engineering education in a foreign country in a foreign language that I didn't speak at the time.
3. I've purchased only one new car, and that was after I retired – I had no idea how to do it! That Honda CRZ was sold last year with over 200k trouble-free but soulless miles. ■







I brought Loki home in January 2022. Today, with 8,850 miles on the clock, you can tell that this is not a daily driver. As for his name, many will know that the Marvel character wearing the same *Montreal Verde* color scheme, is bold, brazen, and a little naughty! Thus surmises this Quadrifoglio. My divergence from OEM equipment was to replace the Pirelli P Zero Corsa tires with Michelin 4s. What I adore about my car is the way it envelops the driver in confident happiness and performs with aplomb when pressed! We joined Delta Sierra ARC in 2022, and with his stablemate, my wife's 2019 Stelvio, club activities have become a wonderful staple of our free time! – *Brian Handshoe*



Fuel For Alfas, Part 5

An Update

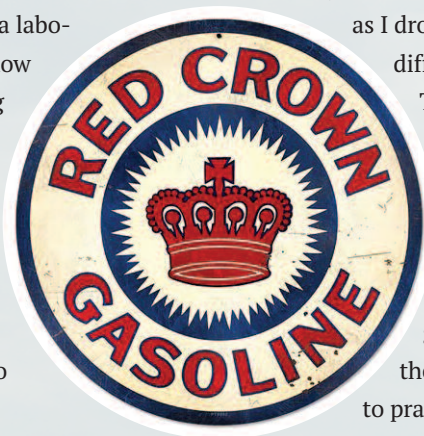
Story and Photos by Mark Thornton

This last installment of the “Fuels” series is an update, resulting from reader comments, questions, and corrections to the preceding four parts. If there’s one thing I’ve learned as a laboratory scientist, it’s how to adjust my thinking when presented with new facts. To step back and to look at the subject with fresh eyes and an open mind, and to thank the person who provided the facts.

A well-informed enthusiast shared a wealth of detailed information about automotive gasoline. Thank you! This added light on the subject brought me to a simple realization. TOP-TIER™ premium grade gasoline is the best choice for my Alfa. In my neighborhood, this means buying Chevron Supreme at

the nearby station.

Some of you are probably saying, “How did he not know that?” The answer is that I *did* know decades ago, but my thinking evolved over time, as I drove other cars with different characteristics.



The new information included technical details, those facts tending to affirm the value of buying TOP-TIER premium grade gasoline. And the new information led

to practical steps taken with my own Alfas that I’d like

to share.

Value For Cost

At this writing, the step up to TOP-TIER adds about 10 percent in cost; likewise, an additional 10 percent for the step up to premium grade. Value returned for the increased cost makes

this a good choice for my Alfas. That’s my view.

Value results from extra attention to detail in quality assurance; synthetic hydrocarbons added to the blend to meet the higher-octane requirement of supreme grade; and from two to three times the minimum required amount of additive including preservative. That makes TOP-TIER premium grade a good value for cars that may not cover much mileage.

With the miles I drive and when I drove differently during the COVID season, I returned to my practice of buying TOP-TIER premium grade gasoline. I’m buying less fuel, less often, at drastically higher prices than in the before times. In this environment TOP-TIER premium-grade gasoline makes sense for the following reasons.

Octane Rating: The most important update that a reviewer shared is that TOP-TIER brands no longer blend octane improver additive at the loading facility. EPA and ASTM specifications require manufacturers to blend synthetic hydrocarbons into the gasoline at the refinery. Another way to say this is that manufacturers meet the octane rating numbers before they put the gasoline on the pipeline. This gasoline arguably does better for running Alfas.

Gum and Varnish: Because of the changes in formulation driven by EPA and ASTM the gasoline is less subject to gum and varnish formation than it was in the past. 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, for example up to one year, because the manufactur-



Figure 1. Vapor recovery fuel nozzle.

ers load it with more than the minimum required amount additive.

Water: 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 layer, causing all sorts of troubles. Bad for customers. This is a strong reason to prefer TOP-TIER gasoline brands.

Winter-Blend Gasoline: We can make good use 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 start-up. Doing that one thing will make a big difference for spring startup.

Routine Maintenance: Pay attention to gas tank caps and hoses. There is no reason to let any more humid air than

necessary get into contact with the gasoline in the tank.

Marvel Mystery Oil: A friend asked a good question about Marvel Mystery Oil (MMO). When using that product, I'm mainly looking at lubrication for the SPICA plungers and barrels.

In contrast, my concern with any fuel additive for the Jetronic car is safety for the oxygen sensor. I would suggest reading the label of any product, looking for statements such as, "safe for oxygen sensor". I don't have any specific information that causes me to question MMO; rather, it's just respect for the chlorinated solvent additive (helps manage gum and varnish formation) and the phosphate-ester lubricant (high-pressure additive).

Overall, my perspective remains that MMO is a bit of a bold product, formulated as it is. And yet it has a great reputation for SPICA Alfes and can be found in use at the best auto workshops, working on all brands of cars, notably for freeing up stuck pistons in engines stored for years.

Octane Improvers

For Weber & SPICA: Nord engine Alfes are subject to pinging. I've heard a highly tuned 1750 ping. High compression pistons were found to be at cause. Changing the pistons and slightly reducing the midrange spark advance corrected the problem. I have not experienced pinging whatsoever with *Kham-sin*, running stock 9:1 compression ratio pistons, which seems to be a forgiving setup, even with go-fast cams and a SPICA pump to match. I have chosen to run the stock fully advanced timing, 37 degrees BTDC, just the same as I did 40 years ago.

For Jetronic: A friend asked about my caution as to using octane improver in the Jetronic car. My reservations center on oxygen sensor compatibility.

I should add that I'm not familiar with the Busso engine pinging. *Chiaro*, my own somewhat tuned up V6 3.0 Busso car, does OK on TOP-TIER premium grade gasoline. I question the need for octane improver in *Chiaro*. To date, I have used only Techron. *Chiaro* runs



Figure 2. Weber carburetors in a well-prepared Alfa race car.

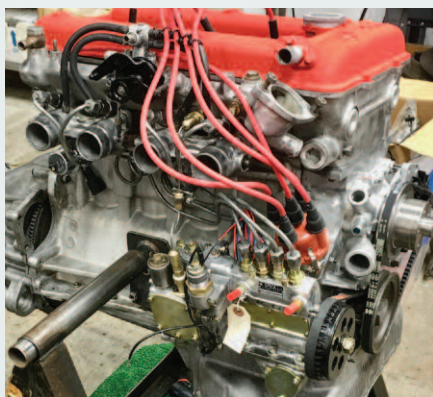


Figure 3. Restored SPICA mechanical fuel injection system.

the original 9:1 pistons not the later 10:1 Motronic pistons, and does just fine on track at Pacific Raceways.

Fuel Injector Cleaners

For MFI: I've learned to interpret anything I read about fuel injectors in light of the big differences between mechanical fuel injection (MFI) and electronic fuel injection (EFI). For gasoline-fueled engines with spark ignition, mechanical fuel injection is a tiny and specialized part of the market. Discussions we hear outside of *The World of Alfa Romeo* tend to revolve around electronic fuel injection without specifying. I do not assume that Techron per se helps SPICA mechanical fuel injectors; I simply do not know.

For EFI: For electronic fuel injection, for example the non-Alfa I drive, Techron can bring about a big improvement in drivability just minutes after buying fuel with the additive. The additive helps clear tiny deposits of gum and varnish inside the injector. What's interesting is that the additive is intended to help prevent the formation of deposits in the first place. I think it's true. Engineers reckon that much of the trouble with deposits in the electronic injector develops during hot soak, just

after shutdown, when the injectors, and the fuel inside the injectors, experience the highest temperatures through a cold start, drive, and shutdown cycle.

The reasoning centers on the big difference in pressure. We call them injectors, whether for MFI or for EFI. Engineers see these injectors as a specialized kind of valve. SPICA injectors trigger in response to pressure as the plunger begins to deliver fuel via the check valve and fuel pipe. The bench test pressure applied to see if SPICA injectors leak is 400 psi. SPICA injectors are supposed to open cleanly somewhere above 400 psi. There is reason to think pressures run much higher when the engine is running at speed, the injectors delivering more fuel, putting out more power.

In EFI the injectors operate at the fuel rail pressure generated by the electric fuel pump or fuel pumps, a far lower pressure than for SPICA.

And Techron: A friend asked about Techron. Techron brings additional benefits for Weber, SPICA and Jetronic Alfas. Years ago, I noted two things with the SPICA car. First, Techron made it easier to keep the intakes clean, including the upstream side of the intake valve. Carbon deposits at that



Figure 4. Series 3 Spider Jetronic fuel injection system.

point tend to worsen starts, initial cold running, and drivability. If the carbon is heavy enough it can limit power. Cars differ greatly in the extent to which they develop carbon on the intake valve. My SPICA car is not bad. This motivated me to keep the intakes clean, back in the era when I drove *Khamsin* in club track events.

Second, Techron can help release heavy carbon buildup inside the combustion chamber. My older Berlina, *Biancospina*, the one before *Khamsin*, burned a lot of oil. Running Techron tended to release carbon chunks from the piston crown.

Test Driving: A dealer technician introduced me to a specific test drive method *that's helpful with heavy carbon*

	Weber	SPICA	Jetronic
Antioxidant	OK	OK	OK
Octane Improver	OK	OK	With Caution
Fuel Injector Cleaner	OK	OK	Recommended
Fuel System Ice Inhibitor	OK	OK	OK
Fuel Lubricant	OK	Recommended	Not Recommended

Figure 5. Fuel additives, summary recommendations.

deposits inside the combustion chamber. With the engine fully warmed up you'd simply run through the middle gears gradually bringing up the revs, at something less than full throttle. Start out easy and then step it up. As carbon chunks broke off they sometimes got caught on the valves, making the engine hesitate for a few revolutions. The tuning objective was smooth, linear acceleration on the high side of the torque maximum at 3700 rpm as you rolled into the throttle.

I'm describing a variation on the well-known Italian Tune-up. I am careful using that term, wishing to show respect. And yes, I did get pulled over one evening on I-5, test driving. I deserved it, of course. Proper test driving, running through the gears, tends to get the little car whistling along pretty good. I stated that I was testing the engine, apologized, and was let off with a warning. Back home, after letting everything cool down, pulling a

spark plug, looking in, and seeing bare spots on the piston crown was quite the sight to see.

Conclusion

This new information led to these practical steps I've taken with my own Alfes. You are, of course, free to decide which ones make sense for your own Alfes.

- Try Chevron Supreme with Techron.
- Fill up with winter-blend gasoline in late fall.
- Keep an eye on gasoline approaching one year old.
- Inspect the gas tank cap seal and hoses.
- Add Marvel Mystery Oil to lubricate the SPICA MFI pump.
- Add Techron to sustain Jetronic EFI drivability.
- Enjoy frequent test drives!

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

FURTHER READING

This series of articles has run through plenty of technical material, some of it rich with detail. Maybe enough is enough. However, readers who are still curious may enjoy a visit to the TOP-TIER website. <https://www.toptiergas.com/about-top-tier/> One nuance to the entire site is that it comes perilously close to saying that the industry had big time problems with gasoline quality and electronic fuel injection at one time. Big organizations are loath to admit getting something wrong. The art of it is how the TOP-TIER content developers transfer blame to those other gasoline brands, the non-top-tier brands, without naming any. They know who they are.

This useful Wikipedia article, "TOP-TIER Detergent Gasoline" bears a banner caveat noting that it reads like a promotion. On balance, that's true, but the information is still useful. https://en.wikipedia.org/wiki/Top_Tier_Detergent_Gasoline

"List Of Gasoline Additives" is also worth a look, if only to see just how wide and deep this internet river can run. https://en.wikipedia.org/wiki/List_of_gasoline_additives.

I experience something like *eyes glaze over* when browsing this sort of list. It's a lot. Sometimes I call the effect *whelm*.

The Wikipedia article, "Techron" briefly sketches the nature of the product and likewise points to other sources of information. <https://en.wikipedia.org/wiki/Techron>

At least one of the links is broken. For an accessible background article on the plugged fuel injector problem in the late 1980s I can suggest this article, from the *Christian Science Monitor*, "Is gasoline behind your car problems?" This is not about Alfes, rather it's about cars with electronic fuel injection, specifically port fuel injection. That's the fuel system architecture on our Jetronic Alfes and countless other cars. <https://www.csmonitor.com/1987/0105/hgas.html>

Chevron has their own page for Techron. https://www.chevronwithtechron.com/en_us/home/quality-fuels.html One thing that stands out is that it really may be best to call this stuff *detergent*, rather than *polyetheramine*.

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Chapter Scrapbook



Most of the *Alifisti* with the winners and trophies.

"The BIG Goes On." That's what is written on Sonny Bono's headstone in Palm Springs. Well, almost. But the beat of the B.I.G. (British Italian German) car show, one of the biggest on the west coast of Florida, has gone on for 12 years, often competing on the same date with the allegro of the Firestone IndyCar Grand Prix in St. Pete and adagio of the Amelia Island Concours. And Alfa Romeos are always in the orchestra there.

The BIG accepts up to 150 cars per year from approximately 15 marques. The Brits, who brought sports cars to the USA in the 1950s, dominated as usual this year with nine marques. The Germans and Italians presented only four marques each, although there were five times as many German and four times as many British cars than there were Alfa Romeos. (If you find it difficult to follow those stats try tapping time to Dave Brubeck's "Take Five" 5/4 beat.)

Despite their numbers, the Alfas swung with a composition of fairly rare models;

a 1957 Giulietta Sprint, '63 and '64 Giulia Spiders, a 1972 1600 Zagato, 1974 GTV with the original sales sticker still on the window, a 1996 916 Spider and a 2001 156 Berlina. The rarest was Ceasar Cone's 1987 twin spark Spider presented by his daughter Ashley, down from Charlotte, North Carolina.

The twin spark engine wasn't available in the production Series 1-4 Spiders; it was offered later in the 1987 Milano 2.0. It was first used in the Alfa Grand Prix car of 1914 and many years later in the racing versions of the 1600 Giulia and 1750 and 2000 engines. When combined with Alfa's variable valve timing it jumped the Bosch fuel injected horsepower from 115

to 146. Because the valve angle is much narrower the cams sit higher and that necessitates a hump in the hood which is not unattractive. It also allowed a cover over the eight spark plugs that is visible in the photo. And the sound of the pulsing exhaust is *tarantella accelerando*!

The BIG is held at the lovely Rotary Park in Cape Coral where hundreds of spectators view the European sports cars on the grass while glissading in the shade of many oaks. Cape Coral is where the state-spanning Caloosahatchee River joins the Gulf of Mexico and, with its extensive canals is often referred to as "the Venice of Florida." If you want to retire or snowbird to the warm Sunshine State and have "waterfront" property, Cape Coral is a place to consider barcarolling.

If you're in Southwest Florida the first week in March next year, contact the Southwest Florida AROC, and be their guests as the BIG goes on!

– Harmon Heed



Left: Scott Crater's 1957 Giulietta Sprint.
Right: 2000 Twin Spark engine in Ceasar Cone's 1987 Spider.

WASHINGTON

Northwest AROC's Driver's Ed

One of the most satisfying things we do as a chapter is run two Driving Skills Schools a year, to help people become more familiar with how their cars behave in emergency driving situations *before* they're faced with them in the real world! This is especially helpful for new drivers, typically teens still coming to grips with their first car, and it's immensely rewarding to see them gain knowledge and confidence as we guide them through the various exercises – slalom, emergency braking, handling oval and skid pad.

And what better opportunity to tackle a skid pad than on a cold, wet – occasionally snowy – March morning? The weather gods came through with all that in fine style for our first such event this year, on March 3 at Pacific Raceways in Kent, Washington. Stalwart volunteers manned the venue, resetting cones, working signal flags and providing patient guidance to their pupils – not to mention also providing them with coffee, donuts and hand-warmers!

The point is to bring what you drive and learn how that car behaves. We had everything from a Cadillac to an Audi e-tron; a classic (and immaculate) Junior Z to family SUVs and minivans. After lunch those who wanted more had the chance for some parade laps around the circuit, to get a feel for what it might be like at higher speeds.

It might have been cold and wet, but everyone left with a glow.

– Jon Inge



If Only ...

By J. Michael
Hemsley

The Giulietta Veloce
accelerates through
the turn.



Get that Hyundai!



Left: Sebring is close to
home for the KMW crew,
so families were able to
come along.

Right: Before it was IMSA,
it was the American Le
Mans Series whose motto
was "For the Fans."





An *Alfista* gets to meet Will Tally before the race.



Sebring/Alan Jay Automotive Network 120

All but two of the IMSA Michelin Pilot Challenge races are two hours long, thus the Alan Jay Automotive Network 120 = 120 minutes. If only it had been the Alan Jay Automotive Network 116 ... if only.

Practice and qualifying at Sebring went well for the #5 KMW Motorsports with TMR Engineering Alfa Giulietta Veloce. Will Tally and Tim Lewis, Jr. had the car fifth fastest in the second practice, only .7 second behind the car with the fastest time. Tally, as is the plan, qualified the car and put it 12th on the grid. The Alfa is the sole entry of its marque up against seven Hyundais (several run by Brian Herta with factory sponsorship), three Hondas and three Audis. It is not an overstatement to say that the Alfa is an underdog, but its performance on track and in the pits means that it is an underdog only in that it has no teammate to help during the race.

At the green flag, Tally began gaining positions – two positions on the first lap. Tally was running consistently in ninth when the first full-course yellow was thrown as a Grand Sport car stopped on track with something on fire underneath. For a driver's stint to count, he had to be in the car for at least 40 minutes, not counting any time in the pits; that requirement had not been met, so few cars pitted initially. As soon as the drive time had been met, by 40 minutes and a few seconds, the Alfa was in for a driver change.

At the green, Lewis, Jr. was seventh and moved up to sixth when another full-

course yellow was called. It was a short one, meaning that the pits would not open. But as soon as the green flag was shown, the Alfa pitted for fuel, returning to the track in 12th place. Almost immediately, two TCR cars came together and were into the wall at Turn 1, and there was another full-course yellow. The Alfa was now in fifth as other competitors pitted for fuel when the green flew at Lap 27.

The leader and second place contender were pulling away from the rest of the field. Team Principal, Louis Milone, explained: "The problem we had was Andy Lally in a Hyundai. Andy is arguably one of the best sports car drivers in the world. Tim used up his tires chasing him. Tim was faster everywhere, but Andy is nearly impossible to pass." If only it had been the Alan Jay Automotive Network 116!

With four minutes to go and Lewis, Jr. battling with Lally for fourth, the Alfa was off the track. Lewis explains, "It was a really stupid [issue]. The PCV valve in the valve cover seemed to have stuck open, allowing oil to pass into the catch can. It started with about 45 minutes remaining. It ultimately put about one liter overboard, and that, in turn, caused oil pressure drops in corners. The engine is very precisely managed, and it was trying to save itself by triggering limp mode, which Tim perceived as an engine failure. The engine was fine, but with four minutes to go, we were out."

Turns out that Lewis, Jr. and Lally weren't fighting for fourth, two of the top five finishers were disqualified in *Parc Ferme*: "Tim and Andy were racing for second!" ■

Photos by Michael Stahlstadt/Sideline Sports Photography

Amelia Island Auctions, Continued

By Bob Abhalter

Last month we reported on the RM Sotheby's Miami and Bonhams Amelia Island auctions. This month we'll discuss the Alfa Romeos at the Broad Arrow and Gooding & Company events.

Broad Arrow

Broad Arrow offered a single Alfa at its March 1-2, 2024, Amelia Island auction. Lot 212 was a Touring-bodied **1952 1900C Sprint**, 1900C 01227, finished in dark blue, with gray fabric and leather interior. It benefited from a four-year restoration completed in 2012 and appeared to be excellent in all respects. The coupe was first delivered in Italy where it stayed until 1962 when it came to the States, where an enthusiast from Maine enjoyed the 1900 until its 2004 sale. The new owner commissioned the nut-and-bolt restoration of the tired but largely original car. In 2015, it was offered for sale by Bonhams at Amelia Island, where it sold for \$415,800. The high bid at the Broad Arrow sale was \$240,000, not enough to meet reserve. At this writing, it is listed on Broad Arrow's site with an asking price of \$250,000.

One might ask why this Sprint's value took such a hit from 2015 to present.



1952 1900C Sprint

Broad Arrow

Market tastes change. When this car last sold, the collector car market was at a peak. Several 1900C Touring coupes sold between \$400,000 and \$500,000. Precious few 1900Cs have sold in that range since. The \$250,000 asking price for this car is the present market norm. Additionally, in 2015 the Sprint's restoration was only three years old. Today the car, although still very handsome, was no longer "fresh." Like the stock market, collectible cars rise and fall in value depending on multiple factors, including economic and demographic shifts.

Gooding & Company

Gooding offered several Alfas, most at no reserve, at its February 29 - March 1 Amelia Island auction. The first was a **1971 Montreal**, AR1425453, finished in red, with a black interior. The car was a 2018 import to the U.S. This Montreal

appeared to be a very good example, with a good exterior finish. The tidy red carpeting had some fading but presented well, as did the black fabric seats. There was a crack on the rear hatch cover. The auction description listed an AROC concours award. Auction bidding opened at \$30,000 and closed just two bids later with a \$45,000 hammer price, for a \$50,400 all-in sale against an \$80,000 - \$110,000 estimate. Was this a bargain or is the market softening? Only time will tell.

Lot 35 was a **2009 8C Spider**. It was a 1,500-mile example, typically finished in red metallic paint with a red leather interior. Now offered by its third owner, this garage queen was as perfect as one might expect for a pampered, little-used trophy car. It was one of the claimed 35 U.S. Spec Spiders produced. Designed by Alfa, with an engine by Ferrari, and assembled by Maserati, these cars have a great pedigree. It's a bit of a shame that so few get driven. The only demerits for this one were the absence of its original tool and emergency kits, charger and window sticker. Bidding opened at \$100,000 and progressed slowly and steadily in \$10,000, then \$5,000, increments until the underbidder gave up. The hammer dropped at \$270,000, for a sale at \$302,000, all inclusive, making it well-sold in the present market.



1971 Montreal

Gooding & Company



2009 8C Spider



1957 Giulietta Spider



1960 Giulietta SZ

A **1957 Giulietta Spider**, AR1495 02451, was finished in white with red upholstery. The 750-series Spider was said to be a largely original example that was acquired out of long-term ownership by the consignor who commissioned a repaint by Sargent Metal Works of Vermont. The auction descrip-

tion stated that the engine serial number matched the data plate, but there was no mention of any recent mechanical work. The paintwork was well executed and the bumpers shiny, but no attempt was made at a complete restoration, as signs of patina remained on the minor trim and in the largely

untouched engine compartment. The vintage SCCA Philadelphia Region tag on the left rear panel was a nice touch. Two bidders were very interested in this very presentable Spider, and their back-and-forth bidding resulted in a \$51,520 final sale.

The red **1960 Giulietta SZ**, chassis 00153, offered next was a choice piece indeed. One of about 160 *Coda Tonda* (round tail) coupes produced, the rare Zagato-bodied Sprint was offered with a reasonably complete provenance which included some in-period competition use. The first owner, Guido Bruno Cattaneo, reportedly raced cars and boats, but no specific information was offered regarding his competition use of this SZ. The subsequent owner did enter the coupe in local hill climbs and races. There were a few other European owners before the car went to a Japanese collection circa 2000. Ultimately the car passed to its consignor, a Californian who exercised it regularly, according to the auction writeup.

Production records indicated that the SZ was delivered in blue and repainted red at some unspecified time. The date of its most recent restoration was not stated, but one could assume it was fairly recent as the finish and trim appeared to be in very good condition. The windshield wipers were deleted with the mounting holes capped – appropriate for a race car. The functional interior was enhanced by red carpet mats which offset the black crinkle-finished dash and unmarked black leather sports seats. A stock three-spoke steering wheel faced the restored gauges. The engine compartment was neatly finished. Twin 40DCOE Webers wore velocity stacks without filters and were mounted to a 105-series 1300 engine replacing the long-gone original power plant. In sum, the SZ was restored to

the owner's tastes and presented very well. Bidding opened at \$200,000 and progressed quickly to a close as the eventual winner placed his first and only bid at \$375,000. The car sold for \$417,500, fees included, a good result considering the SZ lacked its original engine.

Every auction should include at least one barn find. Gooding's offering was a 1963 2600 Spider, AR191217, non-running and just awakened from a 40-year slumber. The gray-finished Touring body with ivory interior was presentable considering the car's long-term storage. The odometer registered 30,451 miles, suggested to be original. A 1981 New York state inspection sticker hinted at the Spider's last regular use.

The story was that the Houston, Texas, consignor acquired the car six years ago. The aged finish was detailed, and the undercarriage, dry ice blasted, was found to be sound. Overall, the Spider looked complete and relatively unmolested. The body showed some dents and dings. The paint buffed out well, with no rust showing but some peeling evident on the hood and trunk lid. The trim appeared complete and undented, with some pitting evident. The soft top was a write off. Inside, the upholstery and door trim were split, discolored, and saggy and the seat-bottom foam was long gone. The gauges were cloudy. A cassette radio had been installed in the dash sometime late in the Spider's active life. The engine compartment was stock and complete with its original intake ducting and many of the original clamps still in place. Gooding suggested that a mechanical reconditioning could put the Spider back on the road as a rally or preservation-class entrant. More likely, the car needs a total redo. The sale price was \$61,600. The recent high sale for a restored 2600



1937 6C 2300B Turismo Cabriolet

Gooding & Company

Spider was \$240,800, a gemlike example sold last year at Monterey. More typical cars have sold in the neighborhood of \$100,000. Touring-bodies can be expensive to restore. That was no doubt the reason the consigner decided to move it on.

Finally, a **1937 6C 2300B Turismo Cabriolet**, chassis 814047, crossed the block, in a reprise of its August 2023 Monterey appearance at the Gooding Pebble Beach auction, where it failed to sell at a high bid of \$850,000 against an ask of \$1.25 million. The car was a unique and stunning period design, penned by the talented Italian designer Count Mario Revelli di Beaumont and executed by Pinin Farina.

Some characterize Count di Beaumont as the greatest designer no one ever heard of. He was probably the first of the freelance designers, with design credits at Fiat, Lanica, and most of the major Italian coachbuilders. A holder of 35 design patents over his career, his output included commercial and utility vehicles as well as motorcycles and automobiles. His distinctive style can be seen in some of the most significant designs of the period.

Battista Farina loved the cabriolet and featured it in his company's adver-

tising, displaying the car at the 1938 International Motor Show in Berlin. After the show it was sold to a Swiss national. In 1995, it moved to France, then to Italy a year later, where it underwent an extensive restoration commissioned by its new owner, producing the car as it was offered at auction.

The long-chassis open car with folding windshield, free-standing "bullet" headlamps, and prominent shield-like grille, was resplendent in its original colors of burgundy with red upholstery and dash accents. Its features reflected the continuing development of streamlining visible in designs from both sides of the Atlantic in the late '30s. Some design details had more in common with contemporary Buicks, Plymouths, or Studebakers than they did with other Alfa Romeo models of the era. This 6C 2300B needed a new owner to appreciate and show it in the U.S., but it again failed to find one. The high bid was only \$700,000, \$200,000 short of the revised low estimate.

Bob and his spouse, Chrystal, are busy packing for their AROC Goes to Italy adventure. Bob will respond to your questions and comments addressed to bob@abhalter.com when they return. ■



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Jacksonville - St. Augustine
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KENTUCKY**Kentucky Alfa Romeo Society**

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MARYLAND**Capital Chapter AROC****(Serving MD, DC, & VA)**

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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.

MAKE A CONNECTION • HELP US GROW

Reach Out to Your Local Alfa Dealer

"Always Looking For Another" means we're not only searching for another great Alfa, but also looking for another great Club member.

DID YOU KNOW

- AROC has a Dealer Outreach Program to introduce buyers to our Club
- You can help steer new members to your Chapter
- New buyer-members can be congratulated in *Alfa Owner*

Does your local dealer know they can provide an introductory membership to help close the deal on the next Giulia or Stelvio? Let them know your Club and Chapter support them and their buyers.

Contact AROC-USA at
aroc.office@gmail.com and ask
for details on the Dealer Outreach Program.



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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

REGIONAL EVENTS

■ June 9 (Sunday)

Ohio Valley AROC 2024 Cincinnati Concours D' Elegance, 9:00 AM - 3:30 PM Ault Park, 5090 Observatory Circle, Cincinnati, OH. Contact Roberto Tomodo at rtomodo2020@gmail.com.

■ Jun 28 - Jun 30 (Fri-Sun)

NWARC SOVREN Historics Alfa Car Corral, 8:00 AM First Day Pacific Raceways, 31001 144th Ave SE, Kent, WA. Contact Bill Gehring at gehring.judy@gmail.com or 425-822-4231.

JUNE 2024

■ June 1 (Saturday)

AROO (Oregon) 4th Annual SummerFun Tour, BBQ and Concorso, 9:00 AM - 5:00 PM Davis Compound, 33910 Mount Tom Drive, Harrisburg, OR. Contact Stephen Davis at steve.davis2@comcast.net or 925-209-4228.

■ June 2 (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.

■ June 2 (Sunday)

Strada Fantasma Italian Car Show, 12:00 PM - 2:00 PM Zona Rosa, near the Italian Festival, Kansas City, MO. Contact Ron Rutter at citroencar@aol.com or 816-452-4556.

■ June 2 (Sunday)

AROSC (SoCal) Club Concorso #2, 8:00 AM - 3:00 PM Huntington Central Park Concours d'Elegance, Huntington Beach, CA. Enter the Huntington show at hbconcojurs.org, then let us know at info@arosc.org that you want to join the chapter event and we'll be in touch.

■ June 2 (Sunday)

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

■ June 8 (Saturday)

Strada Fantasma (Kansas City) Speedway Motors Museum, 8:00 AM - 10:00 PM Speedway Motors Museum, in Lincoln, Nebraska. Contact JT Fitzgerald at jhonfitz@att.net or 816-377-3979.

■ June 8 (Saturday)

Scuderia Houston Bray's Motor Museum, 8:00 AM - 5:00 PM Contact Marcus Sherrouse at marcus.sherrouse@gmail.com.

■ June 8 (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.

■ June 8 (Saturday)

Ohio Valley AROC Monthly Get Together at the USB Cars & Coffee, 9:00 AM - 11:00 AM USB Main Building's parking lot off Exit 19 on I-71, 8805 Governors Hill Dr., Cincinnati, OH. Contact Roberto Tomodo at rtomodo2020@gmail.com.

■ June 8 (Saturday)

Hudson Valley (New York) Tech Session, 10:00 AM - 12:00 PM Jeff Greenfield (personal residence), Stockbridge, MA. Contact Scott Klion at arocusahv@gmail.com or 917-847-4465.

■ June 8 (Saturday)

NWARC Garden Tour, 10:00 AM - 1:00 PM Curran House & Museum, 4009 Curran Lane, University Place, WA. Contact Debi Schmid at debischmid@yahoo.com or 253-759-1031.

■ June 8 (Saturday)

Alfabuff (NY) Garage Session at Jay Illohans, 12:00 PM - 2:00 PM Contact Phil Pyrcce at pyrcce@verizon.net or 716-689-2851.

■ June 9 (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.

■ Jun 14 - Jun 16 (Fri-Sun)

AROO (Oregon) Summer Tour to the OR & WA Coast, 9:00 AM First Day McMenamin's Lodges at Gearhart, OR and Kalama, WA. Contact Thomas McGirr at tomsredalfa@gmail.com or 503-362-8597.

■ Jun 15 - Jun 16 (Sat-Sun)

Strada Fantasma (Kansas City) Hedge Hollow MVP Inaugural, 8:00 AM First Day Hedge Hollow Raceway, 9289 NE State Rte. T, Adrian, MO. Contact John Justus at jalfajr@aol.com or 816-668-0399.

■ June 15 (Saturday)

AONE Wachusett Region Road Tour, 9:00 AM - 2:00 PM Contact Debra Donovan at debradonovan2001@gmail.com or 508-735-9345.

■ June 16 (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.

■ June 19 (Wednesday)

NWARC Twilight Lapping, 4:00 PM - 9:00 PM Pacific Raceways, 31001 144th Ave SE, Kent, WA. Contact Fred Wright at fred.wright@comcast.net or 360-628-1545.

■ June 22 (Saturday)

CAROC Driver's Education & Lapping Day at Blackhawk Farms, 7:00 AM - 6:00 PM Blackhawk Farms Raceway, 15538 Prairie Rd., South Beloit, IL. Contact Cynthia Bennett at cabennett113@gmail.com or 847-727-1304.

■ 23 (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.

■ June 29 (Saturday)

NWARC Club BBQ, 4:00 PM - 8:00 PM Gary and Marie Patitz home, 13412 SE 301st Street, Auburn, WA. Contact Fred Russell at fktmrussell@msn.com or 425-308-6621.

■ June 30 (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.

■ June 30 (Sunday)

AROO (Oregon) AROO Cup Rally #4, 9 AM - 6 PM Cook Park in Tigard, OR. Contact Paul Eklund at paul eklund@alfa-club.org or 503-886-9229.

JULY 2024

■ Jul 4 - Jul 15 (Thu-Mon)

AROO (Oregon) Alfa Wannabe Tour to Historic Lodges & National Parks, 8:00 AM First Day Various Historic Lodges and National Parks. Contact Thomas McGirr at tomsredalfa@gmail.com or 503-362-8597.

■ July 7 (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.

■ July 7 (Sunday)

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

■ July 10 (Wednesday)

Hudson Valley (New York) Bear Mountain Cruise Night, 4:00 PM - 9:00 PM Bear Mountain State Park, 3004 Seven Lakes Drive, Stony Point, NY. Contact Scott Klion at arocusahv@gmail.com or 917-847-4465.

■ July 13 (Saturday)

St. Maria Goretti Italian Festival, 8:00 AM - 7:00 PM St. Maria Goretti Catholic Church, 17102 Spring Mill Rd., Westfield, IN. Contact Christopher Palabrica at chris_palabrica@yahoo.com or 708-476-2566.

■ July 13 (Saturday)

Ohio Valley AROC Monthly Get Together at the USB Cars & Coffee, 9:00 AM - 11:00 AM USB Main Building's parking lot off Exit 19 on I-71, 8805 Governors Hill Dr., Cincinnati, OH. Contact Roberto Tomodo at rtomodo2020@gmail.com.

■ July 13 (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.

■ July 14 (Sunday)

Strada Fantasma (Kansas City) AROC KC @ KC Great Car Show, 8:00 AM - 3:00 PM Liberty Memorial, Kansas City, MO. Contact Ron Rutter at citroencar@aol.com or 816-452-4556.

■ July 14 (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.

■ July 14 (Sunday)

Alfabuff (NY) Garden Walk at Bove house, 12:00 PM - 3:00 PM Bove House, 11607 Genesee Street, Alden, NY. Contact Phil Pyrcce at pyrcce@verizon.net or 716-689-2851.

■ July 20 (Saturday)

AROO (Oregon) Summer Wine Tour and Picnic, 10:00 AM - 2:00 PM, TBA. Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312.

■ July 20 (Saturday)

AROSC (SoCal) 2024 Summer Party & Auction, 12:30 PM - 4:30 PM Contact Val Dietrich at val.dietrich@cox.net or 310-544-4071.

■ July 20 (Saturday)

Stella del Nord Alfas at Dusk, 5:00 PM - 7:00 PM Dairy Queen, 1720 Lexington Ave N., Roseville, MN. Contact Colin McFadden at cmcfadden@gmail.com.

■ July 21 (Sunday)

AROO (Oregon) AROC Concorso at Forest Grove Concours, 8:00 AM - 4:00 PM TBA. Contact Stephen Davis at steve.davis2@comcast.net or 925-209-4228.

■ July 21 (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.

■ July 21 (Sunday)

Alfabuff (NY) Rush Car Show, 11:00 AM - 5:00 PM Contact Phil Pyrcce at pyrcce@verizon.net or 716-689-2851.

■ July 28 (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.

AUGUST 2024

■ August 2 (Friday)

Strada Fantasma (Kansas City) Holy Field Vineyard & Winery, 6:30 PM - 9:30 PM Contact Ron Rutter at citroencar@aol.com or 816-452-4556.

■ August 4 (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.

■ August 4 (Sunday)

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

■ August 10 (Saturday)

Ohio Valley AROC Monthly Get Together at the USB Cars & Coffee, 9:00 AM - 11:00 AM USB Main Building's parking lot off Exit 19 on I-71, 8805 Governors Hill Dr., Cincinnati, OH. Contact Roberto Tomodo at rtomodo2020@gmail.com.

■ August 10 (Saturday)

Alfabuff (NY) Tech Session and Lunch with Mark Philipps, 11:00 AM - 3:00 PM Contact Phil Pyrcce at pyrcce@verizon.net or 716-689-2851.

■ August 11 (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.

■ August 14 (Wednesday)

AROO (Oregon) "Old vs. New" Tour and no-host Dinner, time & location TBA. Contact Steve Davis at steve.davis@alfaclub.org or 925-209-4228.

■ August 14 (Wednesday)

NWARC Twilight Lapping, 4:00 PM - 8:00 PM Pacific Raceways, 31001 144th Ave SE, Kent, WA. Contact Fred Wright at fred.wright@comcast.net or 360-628-1545.

■ August 17 (Saturday)

Strada Fantasma (Kansas City) Dinner at Swordfish Toms, 6:00 PM - 8:00 PM Swordfish Tom's, 210 W. 19 Terrace, Kansas City, MO. Contact Patrick Ishmael at Patrickishmael@gmail.com.

■ August 18 (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.

■ August 23 (Friday)

AROC-NJ Somerville, NJ Cruise Night, 5:00 PM - 9:00 PM Somerville, NJ, Main Street, Between N. Bridge and Grove Streets, Somerville, NJ. Contact Bill DiPrima at bdiprima@verizon.net.

■ August 24 (Saturday)

AROO (Oregon) Portland Yacht Club Car & Boat Show & BBQ, 9:00 AM - 4:00 PM Portland Yacht Club, 1241 NE Marine Drive, Portland, OR. Contact Chris Finks at cfinks@finksinc.com or 503-998-0231.

■ August 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.

■ August 25 (Sunday)

AROO (Oregon) Oswego Heritage Car & Boat Show, 9:00 AM - 3:00 PM George Rogers Park, 611 S. State Street, Lake Oswego, OR. Contact Richard Warner at rharoldwarner@gmail.com.

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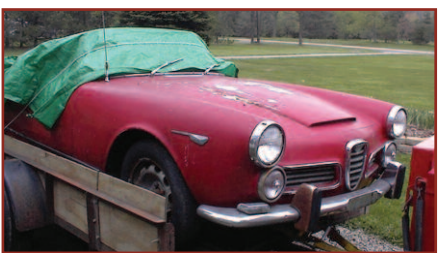
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Alfa Owner Marketplace

1960-1969



1964 GIULIA SS SPRINT SPECIALE RED Only owner and driver since 1988. Excellent car for driving and having fun on the road. No rust. Two chrome parts in grille (moustache) missing. Complete leather upholstery. Electrical fan for radiator cooling. Original available. Price: \$95,000 or make offer, plus shipping. Contact Joachim Hagemann at jbhagemann@aol.com. (7/24)



1965 2600 SPIDER Red. Disassembled body on frame; new rocker panels, all chrome, floorboards, and rebuilt engine and transmission. Needs available bumpers, windshield, interior trim, upholstery, and canvas for top. Selling as-is, or as restoration completed. Additional photos on AROC website. Ads in Hemmings and AutoTraderClassics. Price: \$36,000, OBO, plus shipping. Contact Robert Busey at rbusey70@gmail.com. (9/24)



1965 1600 SPIDER RED (CHASSIS # AR390787) I am the original owner and received delivery on 10/08/1965 at Alfa Romeo Milano, Italy. I have the delivery certificate, Italian license plates, delivery instruction book and the original Pirelli tires (not on the Spider). The car has the original red paint, black interior seats, red carpet and black floor mats. In August 2023 a valve job was performed including a new head gasket, drive shaft flex coupling, transmission mounts, tie rod boots, sync carbs and a complete mechanical inspection. Call me, if no answer, leave a message and I will return your call. Price: \$97,000, negotiable. Contact Frank Klune at fklune@sbcglobal.net or 972-216-5396. Texas. (7/24)



1966-1994 FOUR SPIDERS All red with black interiors. 1966 Duetto 1600cc, 116k miles, pretty. 1974 Spider 19K miles on Wes Ingram engine, SPICA, rollbar. 1988 Graduate my daily driver, about 60k miles. 1994 Commemorative Edition 123/190 longtime daily driver with >100k miles; runs well but speedo/odometer inoperable, rust, rear window cracks taped. (The 1993 is not for sale.) Contact for details on specific cars: Ralph Glasser, MD at skydoc2336@aol.com or 217-652-1003. Springfield, Illinois. (8/24)



1967 DUETTO Historic blue 1600 Duetto race car, known history to 1968. Never been street registered, raced since new, early SCCA logbook, original Manufacturer's Statement of Origin, sliding block differential, close ratio GTA transmission, original engine and undated replacement engine. Professionally restored with current SVRA logbook last raced 2023, very clean. Price: \$25,000 firm, plus shipping. Contact Jay Maveety at jay.maveety@gmail.com or 828-772-8531. New Hill, North Carolina. (8/24)

1970-1979

1971 SPIDER RED Project car. Lots of new parts including EU Dell'ortos and intake, dash recovered, still has SPICA on engine. Engine is free but does not run. Price: \$4,500 OBO, pick-up. Contact Vince at vabru@icloud.com or 661-747-2769. Bakersfield, Calif. (7/24)



1974 SPIDER VELOCE 2000 Verde Inglese. Black interior. Kamm tail with aluminum bumpers, SPICA fuel injection. Same owner since purchased in Santa Monica, CA in 1978. Completely original, regularly maintained, never winter driven. 1974 Owners and Service Manuals. New "factory" convertible top with original black boot cover. Campagnolo alloy wheels, original AM/FM radio. Perfect dash, full-sized spare tire, jack, lug wrench, tool kit in original case. Fitted dust cover. Price: \$20,000 OBO, plus shipping. Contact Doug Cowan at dwcowan@sympatico.ca or 510-621-8436. Santa Monica, California. (8/24)

1980-1989



1980 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: \$28,750 OBO, plus shipping. Contact John Perry at perrywill@gmail.com or 704-614-5238. Charlotte, NC. (8/24)



1987 SPIDER "GRADUATE" RED I must sell this very pretty 1987 Spider "Graduate" for my brother's estate. Good although in dusty condition. Price: \$5,000, make offer, plus shipping. Contact Thomas McCrary at michaelmcc@yahoo.com or 713-870-8130. Near Ruidoso, New Mexico. (7/24)



1988 SPIDER VELOCE PININFARINA CONVERTIBLE Black over maroon. This car is in good mechanical condition and used as a weekend driver. I have owned the car for 14 years as the second owner. The ragtop, tires, hoses and belts were replaced in 2010, as well as a Pioneer Super Tuner stereo and CD player. I have receipts for all maintenance that I have performed. The body and paint are original, showing minor scratches and dings. The seats, carpet and interior are also in good condition. The speedometer and tachometer are unreliable at times. Additional photos by request. I'm selling the car because it's time for someone else to enjoy it. Price: \$15,000 OBO, negotiable. Contact Garrett Russell at sgarrettrussell@gmail.com or 720-373-2491. Tulsa, Oklahoma. (8/24)

Alfa Owner

1990-1999



1993 SPIDER RED Are you looking for a good daily driver? I'm the second owner and have had this car since 2012 with professional maintenance. It's not a show car but in nice shape. New top in 2012 and various new parts at each annual maintenance inspection to keep it up to date, such as Pirelli tires in 2012; seats re-foamed in 2019; battery, water pump and belts in 2023. Black interior. Garage kept. If you're looking for a late model Spider on the East Coast, now is your time. I've had my fun; your turn if you take good care of Gabriella. Price: \$17,000 OBO, negotiable. Contact Jeffrey Hanson at jshvt@yahoo.com or 941-779-6022. Cape Coral, Fla. (7/24)

1991 SPIDER Black. Good condition. Black top with tan interior. Always garaged. No rust. Synthetic oil. Photos available. Price: \$8,995 OBO - Plus shipping. Contact Henry Grills at budgrills37@yahoo.com or 401-479-3514. Rhode Island. (9/24)



1991 SPIDER Silver/Tan. Third California owner. Very clean weekend driver. Since 2018 maintained by local Alfa mechanic. Replaced tires, exhaust, engine mounts, water pump, clutch master and slave, drive line, rear axle bearings, ignition wires and thermostat. Receipts available. Price: \$15,500 OBO - Plus shipping. Contact Graeme Fowler at gfowler@exponent.com or 602-999-1321. Sacramento. (9/24)

1996-2014 NON-U.S. IMPORTED



2011 2.2 159 ELEGANCE ALFA RED I bought this car directly from the official Alfa Romeo dealer in Bogotá, Colombia at the end of 2010. The model of the car is 2011, it is in perfect condition, without rust and has never been crashed. The seating is made of leather and the sound system is Bose. Price: \$25,000, negotiable. Transportation needed. Contact Rodrigo Mendiawso at rmendiawso@mwsenergy.com or 7317-647-9494. Bogota, Colombia, South America. (7/24)

PARTS

PARTS FOR SALE: 1981-1986 GTV-6 Silver. Front doors L&R complete with glass. Front and rear bumpers, rear deck with window, and front hood. Price: \$800, OBO. Pickup at location. Contact Salvatore Malanga at 973-335-5373. Boonton, NJ. (9/24)

PARTS FOR SALE: 1972-1986 ALFETTA SEDAN, GTV 2L, GTV-6 1978/1979 Alfetta Sedan dash complete. \$400, OBO. 1972/1974 GTV 2.0 Dash complete. \$400, OBO. 1981/1986 GTV-6 dash. \$500, OBO. Pickup at location. Contact Salvatore Malanga at 973-335-5373. Boonton, NJ. (9/24)

PARTS FOR SALE: 1982-1995 SPIDERS, MILANOS, GTV-6 & 164 Body parts, fenders, bumpers, hoods, decks. Spiders '82-'95, Milanos, GTV-6s. Also, front lights and rear lights, glass, radiators, rims, wire harness, grilles. Many new parts for 164s '91-'93. These have to go. All doors are complete. Make offer. Pickup at location. Contact Salvatore Malanga at 973-335-5373. Boonton, NJ. (9/24)

PARTS FOR SALE: 1971-1974 2.0 GTV Complete Black interior. Front seats L&R, rear seats, door panels, L&R. Good condition for 2L GTV 1971-1974. All for one price: \$500, OBO. Pickup at location. Contact Salvatore Malanga at 973-335-5373. Boonton, NJ. (9/24)

PARTS FOR SALE: 1982-1995 SPIDERS FACTORY HARD TOP Red, excellent condition. Price: \$700, OBO. Pickup at location. Contact Salvatore Malanga at 973-335-5373. Boonton, NJ. (9/24)

PARTS FOR SALE: 2015-2020 4C LE 4C OEM DIFFERENTIAL Stock unit out of my 2015 LE with 20,000 well-maintained, never-tracked miles. Perfect condition; no noises or leaks. Replaced with a Quaife LSD. Price: \$500, OBO, plus shipping. Contact Bruce Kopitz at brucekopitz@gmail.com or 810-938-1010. Michigan. (9/24)

ALFA PARTS FOR SALE: 2017-2024 GIULIA QUADRIFOGLIO Set of OEM Pirelli PZero Corsa tires with only 400 miles; came off of newly purchased 2023 QV in excellent practically new condition Price: \$1,500 OBO, pick-up. Contact Michael Tolentino at michael.m.tolentino@gmail.com or 312-543-9855. Chicago area and NW Ill. (8/24)

PARTS FOR SALE: 2015-PRESENT ALFAS 2017 GIULIA TI, AWD Madness sport exhaust, cat back. Very nice tone, this is the slightly less-aggressive version. Stainless, lighter than OEM. Perfect condition, used for two years. Price: \$200 OBO, plus shipping. Contact Paul deNapoli at phred304@gmail.com or 617-240-1820. Salem Mass. (7/24)

PARTS FOR SALE: 2600 TO ALFETTA Alfa parts for models from the 2600 through Alfetta. Some are New Old Stock. Too many models and parts to describe here (also some Fiat parts). Send email inquiring about a specific Alfa model and specific parts and get availability, quality, and price. Price: \$75, not negotiable. Shipping is negotiable. Contact TOM SANOR at mygoose@mindspring.com. (7/24)

PARTS FOR SALE: 2017-2024 GIULIA/STELVIO Red start/stop button (new) for Giulia/Stelvio QV. Check Youtube for installation instructions. Price: \$50 firm. Shipping to continental U.S. is included. Contact Larry Chew at larrychew@gmail.com or 831-419-1493. Santa Cruz, Calif. (7/24)

PARTS FOR SALE: MICHELIN PILOT SPORT 4S - 225 / 45-18 2017-2024 Giulia. Used; about 3K miles with thread at 9/32 in. Tires were on a Giulia and had to swap back OEM run flat tires when car was traded. Tire inflation kit included. Delivery in greater SF Bay Area will be considered. Price: \$555 firm. Contact Larry Chew at larrychew@gmail.com or 831-419-1493. Santa Cruz, Calif. (7/24)

PARTS FOR SALE: 1975-1979 ALFETTA

Tools, misc. special-interest items, plus publications and items I collected over my 28 years of owning a '79 Alfa Sprint Veloce. Factory maintenance manual (200 pages) and fuel injection manual (50 pages), both in great shape. Five books on Alfas and Alfettas. Original '79 Owner's Manual and maintenance booklet. Three Alfetta 8x11 promotional dealer booklets in fabulous condition (1 in German). Blueprint-size '79 wiring diagram, several road tests and magazines with tests of the Alfetta and Sprint Veloce collected from old magazines. Cleaning out garage, when I sold my Alfetta in 2016 the buyer never picked these items up. I want them to go to someone who has a 116. Price: \$100 OBO, plus shipping. Contact Jim Scott at jimscotthomes@gmail.com or 619-920-9511. San Diego, Calif. (7/24)

WANTED

WANTED: 1950-1970 GIULIA 101 VELOCE: ANY Always looking for another. Private collector seeking Giulia 101 Veloce. Must be in great running condition. Contact MARK LEON at mtlclasschi@gmail.com or 808-235-4328. Hawaii. (7/24)

WANTED: ALFA PARTS OR TOOLS 1972-1974 BERLINA 2000 Windshield for Berlina 2000. U.S. model with glue in type. Contact Craig Wehde at svcars@comcast.net or 603-675-2623. New Hampshire. (8/24)

WANTED: ALFA PARTS OR TOOLS 1988-1995 SPIDER DIFFERENTIAL 10/41 ratio, for Spiders 1988-1995 with no noise. Contact Salvatore Malanga at 973-335-5373. NJ. (9/24)

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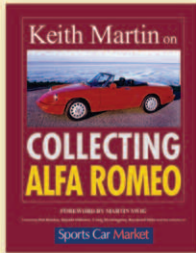
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