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Alfa Owner

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IL CONTENUTO

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Joe Cantrell

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E ora una notizia eccellente!

I bring excellent news. Best part is you're looking right at it. You may have noticed it, or maybe not. But it's there, right in front of you.

For the past year we've been discussing budget, how to keep it in line, where to save money, what services might need to be cut. A committee including myself as then-vice president, Brewster Thackeray, Char Sommers, Ed Geller, John and Jolene Justus were tasked to identify what it really costs to produce the *Alfa Owner*, and anticipate some options in order to keep the treasury viable. Last month, I told you we were close to a decision—but a little about how and why we got here.

A few years ago a dues increase was required. We've been trying to hedge off another change like that. Like many businesses, trimming the options and cutting the services is about the only way to accomplish this task without an increase. You have to squeeze more out of less and make sure there is no waste.

If you look at the Alfa Romeo Owners Club—there's not a whole lot of room to do this in. We're already tight and fairly lean. Our biggest expense is the production of *Alfa Owner*. At this year's convention in Tulsa, we took a poll to determine how members felt about possible changes to *Alfa Owner*. Those options included bi-monthly editions, quarterly editions, reduction in pages, less color, lighter paper. You name it, we discussed it. An overwhelming majority identified "No Changes" as their preferred option. Well, I must tell you there is a change—but it's probably not what you expected.

We heard from 5 or 6 vendors who were interested in the printing portion of the publication of *Alfa Owner*. Publisher Casey Annis joined the committee (remember, Casey's not only our publisher, he's a member too!). We reviewed the costs and options and tried to level set them. They were each priced differently, so it was a bit of a challenge. Jolene was busy following up on the details between these bids.

Once all the information was in, we produced a spreadsheet to compare the bottom line. It was apparent that the current print house could be beat, but there were various options to choose from. At the last minute, another printing house expressed an interest and bid. The price was seemingly low—not sure why, but low and with some twists.

Inquiries to the low bid sent Casey Annis to talk with and subsequently visit the prospective printing house. It just sounded too good to be true. The visit went very well with a glowing report back from Casey. We moved forward immediately to engage the new print house.

So, are you ready for the bottom line? Your new *Alfa Owner* is now a full-color magazine and the club is saving a significant amount of money in publication costs over the next several years.

Just thought you'd want to know that the board hasn't been sitting around...

Auguri di buone feste!

Ciao,

CHIP DENYKO

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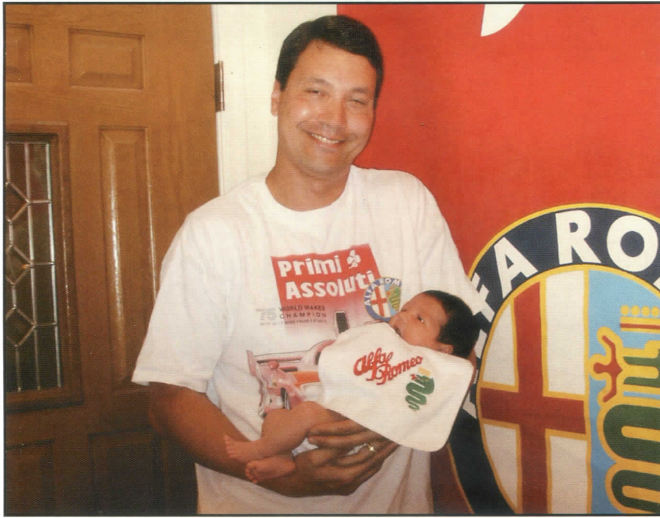
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PROFILE: ARNO LESKINEN, AROC CONCOURS CHAIR

BY BREWSTER THACKERAY



There's a new Alfiste in town—National Board Member Arno Leskinen's wife Martha gave birth in October to a little girl, Sofia Isabel. Congratulations!

Apparently, Martha wanted some quiet time leading into that momentous event, so in September, I had the chance to catch up with Arno when he flew up from Arizona to serve as a judge at the 100 Cars of Radnor Hunt Concours near Philadelphia.

Radnor was an appropriate spot to find Arno, AROC's Concours Chair and author of the Club's manual. I took the opportunity to ask Arno his take on what a concours is all about.

"The literal translation of the French word 'concours' is 'contest,'" he explained. "Prior to World War II, many of the major automotive Concours d'Elegance, especially those in Europe, were purely celebrations of beauty and style. In fact, some early competitions even judged the fashion sense of the owner (or a strategically placed young lady) along with the automobile. These competitions were held at glamorous locales and catered more to the upper class automobilists and their often custom-bodied cars. The focus of modern concours events is different because the focus is on older cars. While beauty and style are still of high importance, the competitive aspect centers around originality, correctness, and preparation. At the upper end of the scale, concours are still held in such low-rent places as Pebble Beach, the Villa d'Este, and Bagatelle."

In the AROC world, concours can be held at the chapter, regional, and national levels. Depending on the event, the level of judging can range from a casual people's choice vote to a very detailed and well-documented scrutineering of every aspect of the entered cars.

Arno notes that it is a goal of the Alfa Romeo

Owners Club to encourage our members to share their pride in their Alfa Romeos by participating in concours events. "An active concours program encourages the preservation and restoration of our cars, and assists in ensuring their survival for future generations. Cars that do well in concours provide a useful reference point both for folks who may be new to the marque and to those who are restoring an Alfa Romeo. It can be a great learning experience too, since the judges are sharp characters who can spot incorrect or missing items that you might not know about. In addition, you might find a problem you did not know existed. It is also an extremely satisfying way of demonstrating your love for your car and a willingness to put forth the effort to make the car as good as it can be. In fact, preparing a car for a concours really gets you familiar with every aspect of your car. Some folks enter one local AROC concours a year, simply because it is a great excuse to give their car a complete and thorough cleaning."

I asked Arno what drew him to concours as a focus. "I have always had a very strong eye for detail. I also have to credit my mother for instilling a perfectionist mindset in me. My parents are not car people by any stretch of the imagination, but my mom would always tell me to 'do it right or don't do it at all' when I would wash the family Chevy. When we got our first Alfa, it meant so much to me that I wanted to keep it as perfect and like new as I could, since I never thought I would own a car like this. When we joined AROC in the Kansas City chapter, several members commented that I should enter the car in the concours at the annual Fall Fling, which was our first ever Alfa event. At the Fall Fling, a couple of the more experienced members gave me a few tips on preparation, the car won, and the rest is history. I have been judging at AROC National and regional events for the past 10 years. I really enjoy judging cars, mostly because it gives me an excuse to get a really good close look at some gorgeous cars."

As he got active with the club, Arno found that the previous set of AROC concours rules, developed in the late 1980s, were brief and open to interpretation. When he was elected to the Board of Directors, then-President Marc Mosko felt it was time that the rules were updated. Arno did significant research before embarking on this task, studying books on detailing and concours competition. He examined the concours rules and guidelines of quite a few of the major marque-specific car clubs in the U.S. and saw how they did things. Those organizations that provided material and inspiration for the manual are duly acknowledged in it.

CALENDAR OF EVENTS



Everyone at *Alfa Owner* wishes you a happy holiday season, and a wonderful new year!

2006

December

3 AROO Annual Holiday Tour followed by brunch at some heretofore unknown gourmet location; POC Char Sommers (503) 350-1705

Capital Chapter Holiday Party at the Elm, an artist's studio in Baltimore. Mid-afternoon; potluck dinner, door prizes, and great Alfa Club holiday spirit. Any Alfisti that who will be in the area is encouraged to join us. For information please contact Chapter President Harlan Hadley at (703) 966-6827 or HadleyAsoc@msn.com, or Vice President Sherry Thackeray at (703) 807-0798.

Chapter Officers and Event Chairs:

The new year is nearly here. The Alfa Owner needs to know about your 2007 events so we can spread the word!

In order to provide a full chapter-events calendar in *Alfa Owner*, we are asking all chapters to send their events information in the following format:

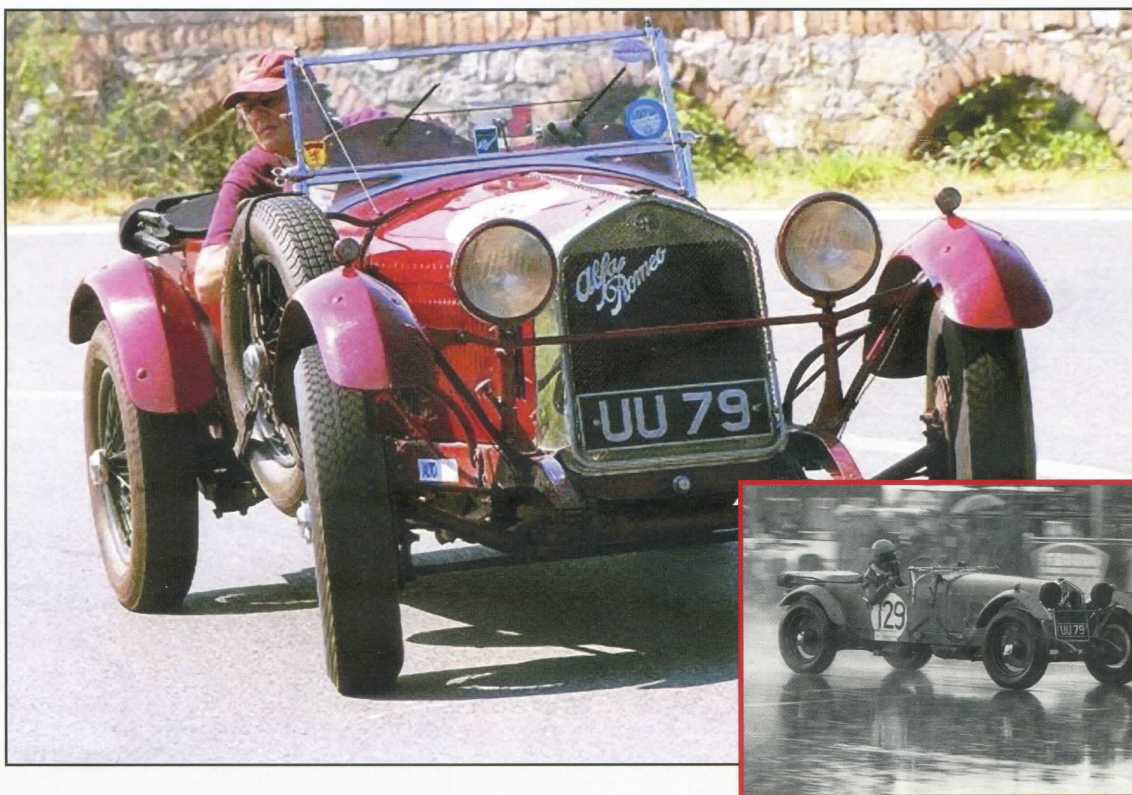
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Rare 1929 Grand Prix Alfa to be Sold



Alfa Romeo UU 79 has been in the same ownership for the last 40-plus years and has remained a regular competitor at all manner of events both at home and abroad during that time.

It enjoyed an illustrious start in life, winning the 1929 Irish Grand Prix Eireann Cup at Phoenix Park in the hands of former Russian Imperial Guard officer Boris Ivanowski. This was achieved at the expense of Britons Glen Kidston

and Henry Birkin, whose Bentleys were second and third respectively.

This iconic road racer is one of the most original in the world and will be offered on the button and ready to go with an estimate from the auction house, H&H, upon request.

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Nominees Sought to Run for AROC Board of Directors

Any AROC member is eligible to run for election to the national board of directors. The board is comprised of 12 members, six of whom are elected each year.

Newly elected board members would serve a two-year term, beginning at the end of the board meeting during the AROC national convention in Detroit this coming year, through the meeting at Chicago in 2008, to the end of the meeting held during the summer of 2009.

Board members are expected to attend meetings held during their term, participate in discussions and vote on any motions presented. In addition, they participate in discussions of club business during the year, usually by e-mail, regular mail or phone.

If you are a member of a local chapter, the chapter can nominate you for a position on the board.

Alternatively, any member can be nominated by 15 or more other members by petition. Place your name and address on a piece of paper and have 15 current AROC members sign, indicating they are nominating you to run for the board.

In either case, we will need a short biography (250 words or less) to print in the *Owner*. The ballots will be in the April *Alfa Owner* along with the bios for the election. Feel free to call the office (877-399-2762) if you have any questions regarding the process.

Send nominations and bios to arrive by midnight, CST, February 15, 2007, to Jolene Justus, AROC, P.O. Box 12340, Kansas City, MO 64116-0340 or AROCadm@aol.com.

Remember, the board of directors manages our club. We need your input to ensure we are headed in the direction you expect.

Nominations are due by Midnight, CST, February 15, 2007.

Motor City Alfa: Pontiac, Michigan August 1-5, 2007

By Dave Hammond of AROC-Detroit



The Spirit of Detroit

Do it big, do it right, do it with style. And don't forget the grin factor. Detroit is throwing a party and calling it the AROC National Meet. It will have a grand concours at an even grander estate with long rows of 1930s Alfas. The race course and its 14 turns will be visited by a number of historic Alfa racecars. An Alfa Parts Market will include truckloads of rare restoration parts from major collections. Take a tour in a building where dozens of classics are being restored for Pebble Beach and Amelia Island, then over to a place where mangled GTAs are resurrected and given life anew. The hotel specializes in hosting car club national meets. Woodward Avenue of cruising and muscle car fame, is but a few blocks away, the beer will be chilled and the convention logo features some crazy naked chick.

AROC, get ready to party in the Motor City!

AROC Concours

The AROC concours is going to be at Meadow Brook, adjacent to the woods and path leading to the front door of the mansion. Our concours will be held Saturday morning because, for Sunday, you are invited to the Meadow Brook Concours d'Elegance featuring Alfa Romeo.

Saturday will be just for Alfas (except for the Fiat Jollys running shuttle service the 100 yards between the concours

and Meadow Brook Hall). The house is 88,000 square feet and was the home of Alfred and Matilda Dodge Wilson. Meadow Brook was built on 1,500 acres in 1926 at a cost of \$4 million with 110 rooms to host parties for 850 guests—just the right size for our Alfa group. The house is filled with 17th-century Flemish tapestries, paintings by Van Dyke, Gainsborough, Joshua Reynolds and room after room of splendor. The gates and doors will be opened for us, with guides to take you on tours during the AROC concours. But the doors and gates will be locked on Sunday. So even if you must pay \$15 to view the house, the same as any common Bugatti or Ferrari owner, it beats looking at Disneyland because everything here is, like, real.

That brings us to our featured model: the 1966-1969 Duetto and 1750 long-tail spider, celebrating the 40th Anniversary of The Graduate (1967). So, of course, on the field will be the actual Alfa Romeo Duetto driven by Dustin Hoffman. If you have a long-tail spider, then by all means bring it. If you have more than one, bring all of them. A landscape of Duettos will have cameras panning — not only our cameras, but both world media and the ABC television affiliate are expected to crash this party. The only thing better would be having roving commentary from Alfa experts such as Craig Morningstar and Keith Martin. They will be at the

show, microphones in hand.

You could not pay to get invited to an event like this. That's because concours viewing and parking in our own AROC lot is free. The typical price for renting a patch of land at this site for one day is \$22,000, but show your convention ID badge and get in free. That is one powerful AROC badge that you will be wearing.

The convention trophies will be as special as the cars: custom Alfa art glass creations in addition to 92 medallions cast and carved by renown custom jeweler Joe Rubinstein. Even if your car is not perfect, enter it in the Street Class at the concours because you will want to have photos of your Alfa the day it was at Meadow Brook.

Meadow Brook Concours d'Elegance featuring Alfa Romeo

The 29th annual Meadow Brook Concours d'Elegance takes place on Sunday, August 5, 2007. It is the setting for a circle of Alfas in an event planned by AROC members: The 8C Reunion. These grandest of Alfa Romeos will gather from around the globe, along with other historic Alfas featured among Meadow Brook's typical display of over 200 classic automobiles.

As soon as your brain recovers from the image overload and after reclaiming your socks from across the room, we'll send them on another trip. We worked overtime to obtain 500 special AROC passes available to the first convention attendees to register for this event. The complete "Sunday at the Meadow Brook Concours d'Elegance/Alfa 8C2900

Reunion/AROC Alfa Corral" package is \$10. No, that is not a misprint. It really is ten bucks—a tiny fraction of what all others will pay to receive much less. Yes, it includes free parking in our private AROC Alfa Romeo corral at Meadow Brook. Sorry, we tried but we were unable to secure 500 sets of keys to Meadow Brook Hall as part of our "No Charge" package.

Is there more? Heck yes, from the Alfa Parts Market with vans bringing loads of "Alfa Unobtainium" and other impossible-to-find restoration parts from major collections, a tour of a restoration shop filled with multi-million-dollar classic and another specializing in Alfa GTA's, a scenic lap of Lake Huron in the U.S. and Canada, "professional grade shopping" opportunities and... we have run out of space.

A Simple Plan

The concept behind Motor City Alfa is amazingly simple:

1. Make a list for the most fun Alfa conventions you can imagine.
2. Do it.

If you cannot wait for the next six issues of *Alfa Owner* to learn more about Motor City Alfa, run to the nearest computer and visit www.motorcityalfa2007.com. The hotel link on our site has the AROC discount rate code already embedded. It would be a good idea to register now, before all 500 tickets are long gone. And while you're online, order one of those embroidered shirts with the full-color "crazy naked chick" convention logo. 🍀



Meadow Brook Hall

Motor City Alfa: Pre-Convention Tour

By Dave Hammond of AROC-Detroit



For anyone arriving the weekend prior to the AROC convention (during which our convention hotel will be hosting the Fiat and Lancia club national meet), enjoy this introduction to our Great Lakes shoreline. It consists of a thousand miles of fresh, blue, Lake Huron water and a big helping of Alfa road smiles. All at moderate cost.

The group will store extra luggage at the Marriott, then fill fuel tanks and stomachs prior to departure Sunday morning to circle the U.S. and Canada sides of Lake Huron. Since it is smaller than Lakes Superior or Michigan, the Lake Huron trip can be accomplished in only one thousand miles.

Compressing the description down to a couple of paragraphs, here is the 7,500 rpm in-fourth-gear version of where the tour will take you (the actual trip is much more relaxed): The first leg is on a ferry to Canada, then driving north along the eastern shore of Lake Huron to the top of the Bruce Peninsula and the quaint harbor town of Tobermory (270 miles and 45 years back in time from your breakfast that morning).

Then twist along Niagara Escarpment ridges, cruise on an 8,000-hp ferry to Manitoulin (the world's largest freshwater island), drive scenic roads on the granite-crusting Canadian Shield, past lakes and waterfalls to a pleasant hotel with a

restaurant on the beach furnished with camp fires, Adirondack chairs and glowing red sunsets over the lake at day's end. Welcome to an appetizer taste of the Great Lakes we know and love.

Next it's on to Sault Sainte Marie, freighter horns blowing, the Soo locks, Big Mac (no meat, but four miles of steel suspension bridge 20 stories above the straits between Lakes Michigan and Huron), 1714 French Fort Michilimackinac, pause in one of the tall lighthouse beacon rooms for photographing your Alfas below, then more endless coastline, scenery and beaches. Anyone for a swim? Lastly, the group will return to the Marriott for the opening of Motor City Alfa.

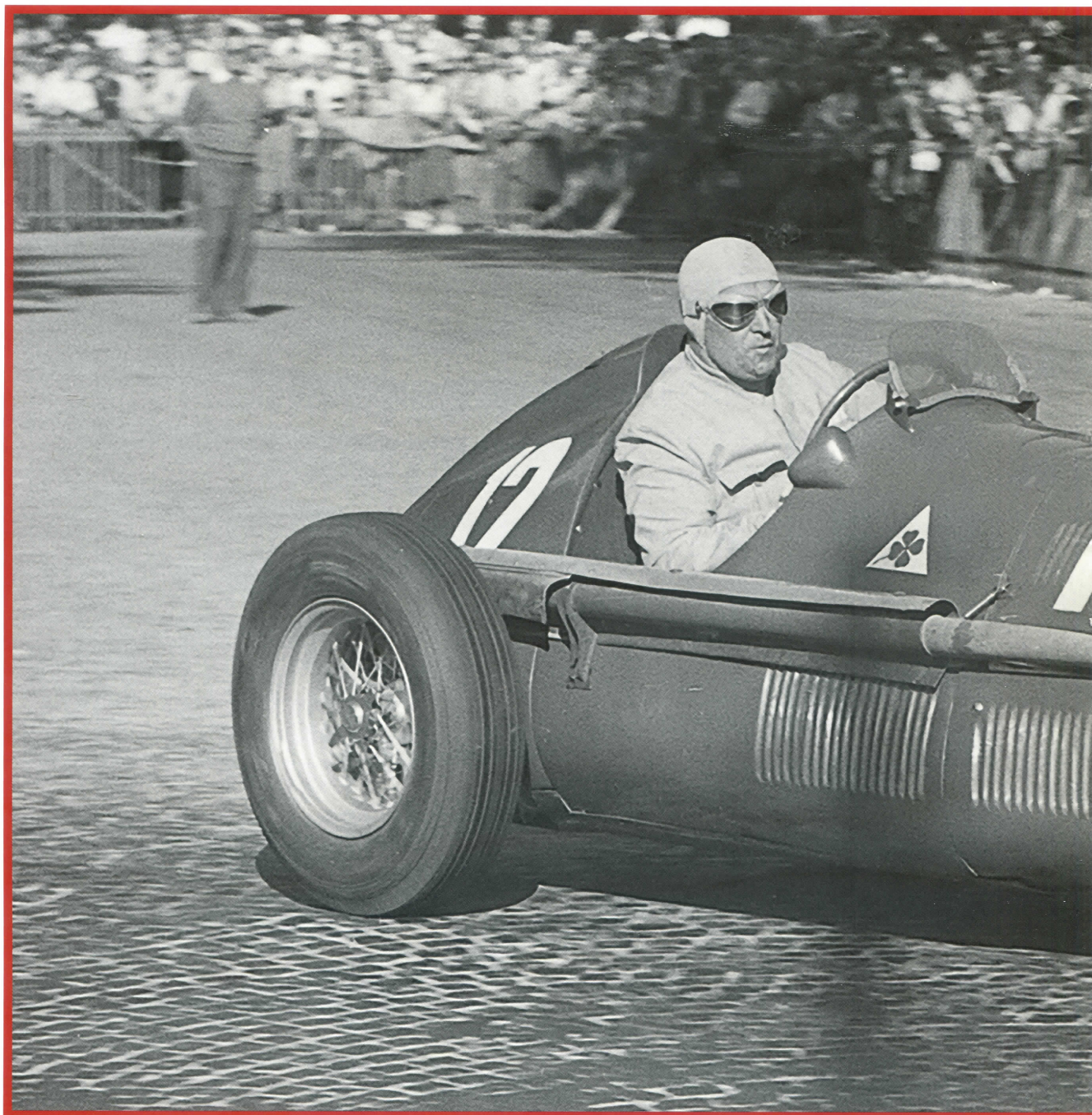
Thousands cross the Detroit River into Canada every day, but it is a foreign country and you will have to go through Customs. Remember to bring your birth certificate, driver's license and a second picture ID (passport preferred).

Especially encouraged to participate are vintage Alfas with only a driver, who can offer the passenger seat to someone whose Alfa has exceeded the carry-on limit.

Want to learn more or view photos?

Visit motorcityalfa2007.com or click an e-mail over to tour organizer Peter Pleitner at pleitner@enjoyclassiccars.com

ALFA HISTORY



Alfa 24hp introduced

158 "Alfetta" introduced



1910

1920

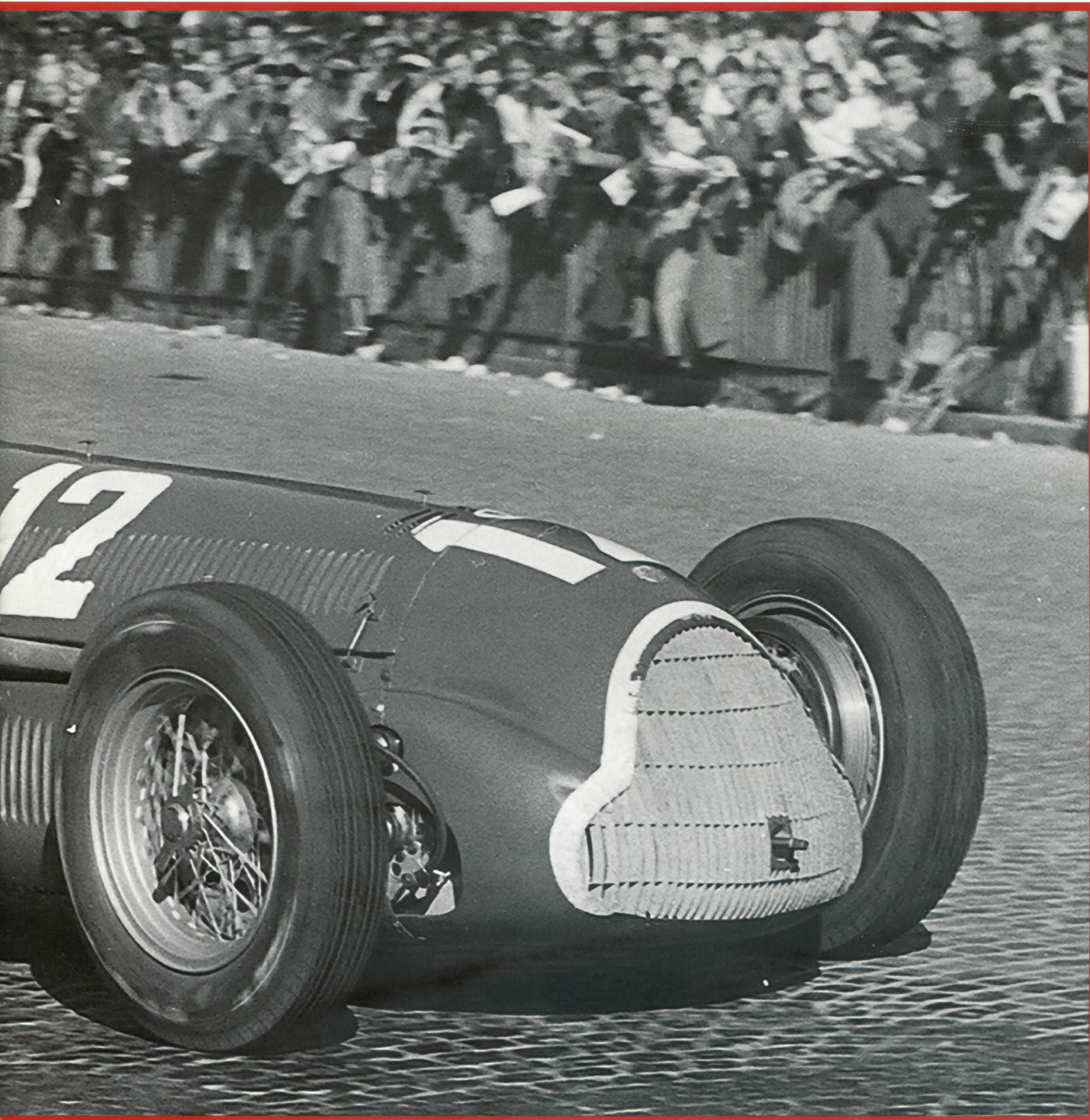
1930

1940

1950

The Alfa Romeo Historical Timeline

In 1950, Luigi Fagioli drove his “Alfetta” 158 to 2nd place in the Swiss Grand Prix, at Bremgarten.



Alfetta saloon introduced

Alfa Leaves U.S.

1960

1970

1980

1990

2000

Alfas Shine at the Atlanta Italian Car Day Show

By Bob Spruck



A row of Alfas shines in the sun

Once again, the annual Atlanta Italian Car Day Show was an exciting affair. Any time you amass a bunch of Ferraris, Lamborghinis, Maseratis, or any of the other Italian marques for that matter, the result is invariably an invigorating event. As it has in past years, Kurt's Restaurant in Norcross provided the perfect background on October 7th for the 10th annual showcasing of some beautiful cars. The strong sunshine reflecting off the bright paint jobs and deep polishes wonderfully accentuated the voluptuous lines all Italian cars seem to have. Since so many Italian cars are bright red, the effect was even more impressive. A testament to the fact that the members of the Atlanta area car clubs, including the Ferrari Club, the Alfa Romeo Club, and Fiat Lancia Unlimited, look forward to this event and support it enthusiastically was exemplified by the display of more than 100 clean, polished, and well-prepared cars, inside and out, front to back, and top to bottom. The show was hosted by the Atlanta Chapter of Fiat Lancia Unlimited and included in the registration package a free ticket for a raffle of some of the goodies provided by the 23 vendors and sponsors.

Another nice touch provided to each entrant was an 8"x10" digital color photo of his or her individual car. John Montgomery, the national president of FLU, coordinated his 7th annual event and puts together a better show each year. Contact John (864-304-6537, bertoneman@aol.com) or the Web site (www.flu.org) to learn more or to join this very active and fun group.

As always with the Italian cars, not only is the visual aspect exciting, but the aural dimension is as well. It helped of course that the owners, driving down a long driveway across an open meadow toward the registration and photo checkpoint and then onto the show field, blipped their throttles, ostensibly to clear the carbs or prevent fouled plugs, but really to announce their arrival. You could easily tell the difference between a Ferrari V-12, a Lamborghini, an Alfa, and a Fiat by the engine noise and the exhaust sound. The presumably inadvertent technique worked as a very effective greeting, since all ears and eyes homed in to the source of the sound like radar locked onto a target to check out the new arrival. And, believe it or not, everyone behaved himself and there were no squealing tires!



Alan White's unrestored 1976 Alfetta GTV

There were quite a few out-of-the-ordinary cars at the show. Alan White brought his newly acquired 1976 Alfetta. In many people's opinions, this is one of the most beautiful Alfas and Alan's car is a very, very nice, original and unrestored example. Kirk Stevenson's 1967 Muira P400 was another model seldom seen on the road and won 2nd place in the Lamborghini class. Of all the many beautiful Alfas present, Ty Kennedy's shapely 1965

Alfa Romeo Giulia Sprint Speciale attracted much attention and placed 1st in the Alfa Romeo class. A well-done, deeply shined black paint job always attracts attention, but the superb condition of this infrequently seen car is what really got the votes. Paul Nichols' 1965 Alfa Romeo Duetto was a fine example of this early version. Other than Alfa enthusiasts, most people are more familiar with the later, square-tail versions as they were made in



Ty Kennedy's Giulia Sprint Speciale



Ty Kennedy's Giulia Sprint Speciale

abundance and there are more still on the roads. The duck-tail or boat-tail design is more appealing in many people's eyes and looks much more Italian. Giuliettas, GTVs, and Milanos were also well represented.

This is a show well worth attending, not only for

the exotic and ordinary Italian cars, but also for the beautiful and scenic venue, the hospitality of host Kurt's Restaurant, the superb organization, the many vendor displays, and the ambience that seems to accompany Italian cars and Italophiles. Put it on your calendar for next year! ♣



Paul Nichols' 1967 Alfa Duetto

2006 ATLANTA
ITALIAN CAR DAY SHOW
AWARD WINNERS

Alfa Romeo:
First Place:
1965 Giulia SS
Owner: Ty Kennedy

Second Place:
1959 Giulietta Spider
Owner: Ivan Ruiz

Third Place:
1973 GTV
Owner: Joe Dolgetta

The story behind the aluminum washers under two of the cam cover nuts.

By Trevor Fay, Adelaide, Australia



It was a cold, wintry day when I stopped by Italservice, Adelaide's numero uno Italian Car Garage. I was chatting with the proprietor, Luigi Amori, when somehow the conversation came onto 105 cam covers. Then Luigi asked me if I knew why there are aluminum washers under two of the cam cover nuts.

DIASS

In the early 1960s Luigi Amori was working as an instructor in the DIASS division of Alfa's Arese plant. DIASS is an abbreviation of Direzione Assistenza, the Alfa division whose principal role was to provide technical assistance to dealers. As Alfa Aficionados know, the division's abbreviation appears on Alfa's technical publications such as workshop manuals and drivers' handbooks.

Luigi was training a group of young mechanics from Alfa dealerships in the tuning of a 105 engine. The car being used was one of the very first Giulia Supers. The car had done a lot of kilometers as it was used as a general runabout by many in the plant. Consequently, the engine was somewhat worn and there was quite a lot of "blowby" of fuel

past the worn piston rings into the sump.

The Giulia Super being used was one of the first made. It had the old style cam cover without the front lugs which were used to bolt it to the head and all washers under the cam cover nuts were fiber.

With the young mechanics gathered around the running engine, Luigi was demonstrating how to check the efficiency of each cylinder. Using a long screwdriver, Luigi shorted out each cylinder in turn by touching the cam cover and the spark plug.

Oily Trousers

Luigi had just shorted out the third spark plug when there was an almighty explosion. This startled Luigi and the mechanics. Some mechanics even said the word "Gosh," in Italian naturally.

The unburned fuel fumes in the sump had exploded and had blown out the sump gasket. Luigi and the mechanics that were close to the engine had their shoes and lower parts of their trousers sprayed with oil.

It was time to adjourn for strong coffee to soothe their nerves and regain their hearing.

Two Aluminum Washers

As a result of this incident Alfa Romeo earthed the cam cover by replacing two of the fiber washers under the cam cover nuts with aluminum washers. Luigi told me that two washers were chosen because, while one would have been sufficient, two looked better.

Luigi also told me that it was at about this time that the cam cover design was changed and two lugs were cast at the front of the cover. The head design was also changed and corresponding lugs were cast into the head. This enabled the cam cover to be bolted down at the front and stopped any "weeping" of oil from the cam cover gasket.

Six Aluminum Washers

Incidentally, your humble scribe has replaced all four remaining fiber washers on his own car's cam cover with aluminum ones. The four fiber washers discolor and even delaminate with oil. The six aluminum washers also look better.

I am indebted to Luigi Amori, italserv@airnet.com.au, for this interesting piece of Alfa Romeo history. 🍀

The Making of a Historic Alfa Romeo

By Stuart Light



I've been driving Alfa Romeos going back to 1971 (with the exception of seven ill-fated years owning a Corvette from 1979 to 1986). My first Alfa Romeo was a 1971 Spider and then a 1974 GTV. When the Corvette met an untimely end, I examined the \$4,000 in bills for the 12,000-mile car. It was time to say "Goodbye General Motors" and "Hello, again, to Alfa Romeo."

With the demise of the Corvette, I decided to purchase a GTV-6, since the power of the V-6 was more than enough for my needs and, although the Giugiaro style bodywork took some getting used to, I knew I wouldn't see myself "coming and going" on the streets of Long Island.

In September 1986, the only Alfa Romeo dealer in the New York City metro area willing to locate a GTV-6 for me was Alfredo's in Larchmont, New York. I left a deposit and requested that I be called as soon as a car was located. It took a few months, but my phone finally rang with the reply that two new Alfa Romeo GTV-6s were located in Trenton, New Jersey. I was asked if I wanted navy blue or red. My reply was, "With the red one I'll probably wind up in jail....I better take the blue one."

A friend, Phil Roitman, drove me from Long Island to Westchester on December 22, 1986, to

pick up my new GTV-6. Needless to say, the drive home was thrilling. I had owned 4-cylinder Alfas before, but the SOHC V-6 engine was a whole new ballgame. The sound of the engine conjured up thoughts of "thousands of ghosts" within the long history of Alfa Romeo, including Campari, Nuvolari, Ascari, and even Enzo Ferrari. To this day, the thrill is still there every time I turn the key and the engine starts.

Even in my early years as a member of the Long Island Alfa Romeo Owners Club (now Alfa Romeo Owners Club of NY), I actively communicated with foreign clubs, exchanging newsletters, photos and individual letters. The first clue that my GTV-6 was a low-production car was when I sent photos of my GTV-6 to several Alfisti overseas. They wrote back and asked when I repainted my GTV-6 blue. When I replied that the color was a factory color, they replied that they had never seen a factory dark blue GTV-6 before.

I sent a letter to Alfa Romeo to request information regarding my GTV-6s color code #369 Blu Posillipo. The eventual reply was that it was a limited color and issued only for the U.S. market. That answered a lot of questions.

In 1996, with a Press Release that Alfa Romeo

had ceased selling cars in the U.S. as of December 31, 1995, a friend who insured antique and collectible automobiles was able to get an exemption for my GTV-6 as an "Orphan Car," and I was issued a Collector Car Insurance policy at age 10 instead of 15. Although I was limited by mileage, the savings of over \$1,000 per year was well worth it.

Flash forward to press day for the New York Auto Show in April 2006. After breakfast, I walked over to a booth being set up by the New York State Dept. of Motor Vehicles (DMV). The woman setting up was a department supervisor, so I thought I'd make a quick inquiry. I had seen exemptions for Historic Vehicle Status granted to automobiles earlier than the usual 26 years and I requested that she look into this for me.

A few weeks later I received a call from the DMV in Albany, NY. I was instructed to call the Technical Services Department, one of whose duties was to grant possible exemptions for Historic Vehicle Status for automobiles less than 26 years old. The head of that department very politely instructed me to send a complete set of documents and photos, which "if" I could prove that my Alfa Romeo was rare, an exemption would be "considered."

I made copies of the title, the letter about the color code of my GTV-6 from Alfa Romeo in Italy, and the Press Release that Alfa Romeo had left the U.S. market. That was a good start, but not all that I needed.

An e-mail with my Vin number was sent to the Archivist at Alfa Romeo requesting further information about my 1986 GTV-6. The reply was that there were 660 GTV-6s sent to the U.S. in 1986. They didn't even have my car listed with a color code of #369, Blu Posillipo, but incorrectly as Dutch Blue.

The next step was to contact John Justus, AROC National Secretary. That was the best call I ever made. John was able to "dig deep" and come up with data that "clinched the deal." Apparently, my car's color code was not on any chart. An analysis of the colors that were listed and the cars shipped to the U.S. in those colors, lead to the deduction that my car was one of approximately 36 produced... low enough to get a Historic Vehicle Status exemption by the New York Department of Motor Vehicles.

As a historically registered automobile, my GTV-6 no longer has to go through the drudgery of an expensive annual emissions test. The registration is no longer \$120 every other year, now a fixed \$23 annual fee. The automobile insurance status will also eventually be changed from "Collector" to "Historic" status enabling me to raise the value of the car without raising the premium. Not bad for an Alfa Romeo that many people thought is not visually appealing when compared to my 1963 Giulia Spider... It's now starting to "grow on people."

PS. Yes....those are the legal license plates. 🍀



What's a Big Brother For?

By Ross Cerami



Any of us who are lucky enough to have an older brother who has been into Alfas since the '60s, has got to be sitting in a good seat. That's me! I got to drive, borrow and eventually acquire many Alfas, always thanks to my Big Bro.

He's owned many, restored many, and still has several around the house. I've seen him cut, weld, bond, sand, scrape, paint, do just about everything you can do for total restoration, more times than I can remember. I've always been in awe. And, oh, the ones he and I wished we had kept!

Having been able to capitalize all of these years from his mechanical and technical skills, wealth of knowledge, connections, and parts department, I never was in need. All I had to do was maintain her, keep her looking pretty, and enjoy the ride... something I can do.

Now, this little beauty is just about done. Dashboard, radio, a few rubber gizmos and she's complete, as far as I can tell. They'll have to pry my fingers from the steering wheel before I'll part with this one.

You know how people look, turn and smile as you drive by. I'm usually smiling too. All because of my big brother, Vic. I could never have done it without you.

Thanks again, Bro. 🍀



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Would you like to become a member of AROC?

Three new categories of membership have been created. These new categories will not in any way change the rights, privileges or costs of standard AROC membership. Standard dues will remain \$60 per year. (Certain chapters charge small additional fees, which will be added to the new categories as well).

Standard Membership: \$60 a year.

Gold Family Membership: \$80 a year. This is a new category targeted to appeal to current and new members where two people are actively involved in the hobby. Family membership gives both partners the right to vote in local and national elections (two votes per membership, with ballots provided when appropriate), and it doubles their dues split that is sent to their local chapter. Gold Family Members also will receive two AROC Window Decals. Only one Alfa Owner magazine is sent per family.

Verde Membership: \$100 a year. This category includes an enamel Alfa Romeo Owners Club lapel pin, a copy of the AROC Membership Roster, and quarterly listings in the Alfa Owner and on the website (anonymity is optional for those that prefer it).

Verde Family Membership: \$120 a year. This includes all benefits of Gold Family Membership as well. Verde Members will help keep our Club in strong financial condition, and we salute you in advance for your commitment to AROC's success!

Platinum Business Members, for our corporate friends: \$250 a year. This category will provide a second monthly copy of the Owner each month on request (a spare for the office or shop), a copy of the AROC Membership Roster, and an enamel Alfa Romeo Owners Club lapel pin. Platinum Business Membership will now be the only way to secure a monthly listing in the revised Alfa Owner Service Directory-the key resource for Alfa owners looking for businesses that support their hobby. This Platinum category will also include prominent links from the AROC website.

Every category of membership is valued by AROC. Thank you for your support of your national and regional Alfa Romeo Owners Club!

Name: _____

Address: _____

City/State/Zip: _____

Phone: (H) _____

(W) _____

I wish to charge my membership to my credit card:

Visa MasterCard Discover American Express

Card Number: _____

Expiration Date: _____

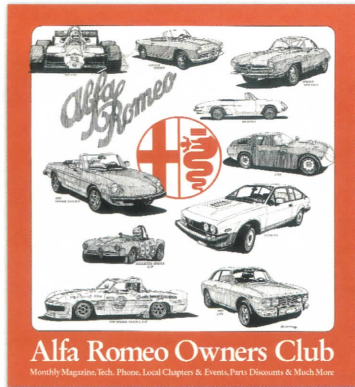
Signature: _____



TAKE PRIDE IN YOUR RIDE...

Exclusive! AROC Poster

Imagine this handsome 18 inch x 24 inch poster, suitable for framing, hanging on your bedroom or garage wall (depends on your marital status). Commissioned and illustrated for the Alfa Romeo Owners Club by Dan McCrary a few years ago, copies of this first printing are dwindling fast. Don't miss out. Avoid disappointment when they're gone. Buy one now!



POS001 **\$7.50 Each**

100,000 Miles Dash Plaque

3 1/4" by 1 1/4" metal 100,000 dash plaque. Has 99,999 rolling to 100,000 with a blue background and white lettering on top, One Hundred Thousand Mile Club with a silver background and green lettering in the middle, and Alfa Romeo with a white background and red lettering on the bottom.

DASHPLQ

\$5.00 Each



Denim Shirts are for cool weather

We finally got it all together: terrific long-sleeved blue denim - quality at a low, low price. The embroidered logo proudly displays the AROC emblem. Get yours now!

DEN301-M
DEN301-L
DEN301-XL
DEN301-SSL

\$35.00 Each



Why A leather key fob?

Have you ever looked closely at your dashboard around the ignition key area? Most of the time, the dash is scuffed or scratched by the metal key fob swinging back and forth. That's why you need a soft leather fob! It really works! Especially for the older cars with metal dashboards or chrome trim. Get one today and stop scratching your car.

FOB001

\$7.00 Each



AROC Jacket

We found one we know you'll like. Black with red trim and lining, water resistant 100% Nylon, inside and sleeve pockets. Embroidered with full color AROC logo.

JAC101-M
JAC101-L
JAC101-XL
JAC101-XXL

\$55.00 Each



AROC Koozies are for all seasons.

Our foam beverage Koozies are superior to those found in \$.99 stores and gas stations. They are marked Alfa Romeo on the front and have the classic Alfa Romeo Owners Club emblem on the rear. Multiple koozie orders - Contact the AROC Administrator by phone toll free at 877.399.AROC (2762)

KOZ001

\$2.50 Each



Alfa Owner Script Pin

Gold tone pin of "Alfa Owner" script.

PIN102

\$7.00 Each



Magnificent Grill Badge

Just like the old European rally badges, this is a winner. Our new heavy metal AROC Alfa Romeo badge is beautifully made gold gild with a full cloisonné Alfa Romeo - Milano logo in five colors. Easily attaches to all grilles with included steel backer plate and 3" long threaded brass rods. Grille Badge is 2.5" wide and 3" high.

GR-101

\$39.00 Each



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An Alfa Owner patch for all reasons.

This beautiful, full color embroidered cloth Alfa Romeo Owners Club patch measures 3 inches in diameter and can be sewn or glued almost anywhere.

BAD101 3" Alfa Owner badge **\$5.00 Each**



Wear the right hat!

Hats designed by Alfisti for Alfisti. Make sure the emblem on your hat is the one on your Alfa. Our hats are top quality cotton with structured front and Velcro adjustment. The emblems are directly embroidered into the fabric and have upwards of 7000 stitches. Emblem reference: D'Amico & Tabuuchi, G. Nada, Editore, Milano, 1996. Owners Club is stitched on the back of the hat.



1972-1981 Red HAT102
1982 Blue HAT103
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High quality 100% combed cotton pique shirt is styled with carefully stitched shoulder and side seams, split shirttail hem and double reinforced collar and cuffs. The embroidered logo proudly displays the AROC emblem. Made in the USA, this is the best shirt money can buy!



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AR501R, Alfa Rosso
(Alfa Red)
AR501B, Blu Marino
(Navy Blue)
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Great Sweats!

Wick the moisture away and stay warm during cool Alfa outings with our beefy Alfa Owner sweatshirt. Hanes, 10 oz. 90% cotton, 10% polyester Navy (goes with everything) Blue. Elegant, discreetly embroidered historic Alfa Romeo and Owners Club logo. Specify size when ordering.



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ST-102 Large

ST-103 XL

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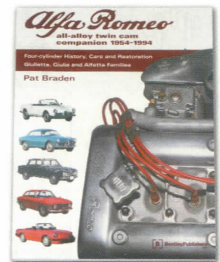
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PROFILE *Continued from page 4*

"I have been very pleased by the response to the manual," Arno says. "It will always be a work in progress and I am open to suggestions for improvements. I issued Revision 1 earlier this year to address some improvements that came to light once the manual was used for judging in a couple of National events. The manual has also been adopted by at least one international Alfa Club for their use (with the BOD's permission)."

The goal of having a detailed manual is to provide consistency in judging. Obviously, you can't cover every possible circumstance, but set deductions are specified in the manual for all manner of condition and correctness issues. The first thing Arno tells event judges is that their job is to be fair and consistent. There is always a degree of subjectivity in the process, but if a judge takes off five points for a scratch on one car, he must be consistent on every car he judges. In a given class, the same person will judge the same aspects of every car. The other thing Arno tells them is that if there is a question that cannot be definitively resolved, give the owner the benefit of the doubt.

I asked Arno how he responds to those who say that Alfas are for driving, and that concours rewards garage and trailer queens? "This is my favorite question," he replied. "It is like saying that autocross and time trials favor racecars. In all my years of judging Alfa National Concours, I have yet to see an Alfa street car show up to the concours on a trailer. I drive my cars too, but I also spend a lot of time keeping them clean. Our 1992 Spider Veloce used to be my wife's daily driver, but it has still won the National Concours as well as numerous regional and local competitions. Concours takes some effort, and it is not for everyone. We are not quite as strict as some clubs when it comes to judging. We have well-defined standards, but I don't think you will find our judges arguing about whether the third rivet on the convertible top trim is supposed to have a chalk mark on it or not, like I have seen in other types of car clubs. Ultimately, this is supposed to be for fun." This was exemplified at the Tulsa Convention this summer, when the deserving winner of the Spider class did so in the 1973 Spider he'd driven to Oklahoma from New York—with his two grown daughters packed into the tiny car with him!

Arno says he has been a car nut since he was a very small child; he recalls that one of his first toys as a baby was a Corgi model of the Saint's Volvo P1800. When he was in elementary school, he could name any car that drove by on the street. His taste in cars is very broad, ranging from immediate pre-war coachbuilt stuff to '50s and '60s European cars.

"I always appreciated Alfas for their engineering

and competition history," Arno says. "When Martha and I got married in 1993, her folks traded us an Alfa Spider for her Camaro. We still have the Spider, and they still have the Camaro. I got a call from the Kansas City chapter of AROC to come to a meeting, and it just ballooned from there."

Arno is among the few people out there who has done a complete restoration on an Alfetta GT, which he treated as a learning experience a decade ago. It was good enough to win its class at the National Concours in 2002. He and Martha also have the previously mentioned 1992 Spider Veloce, and Arno is in the midst of assembling a 1961 Cast Iron 102 Series Touring Spider he has been restoring for the past five years. They also have a 1976 Alfetta Sedan which has been sitting since 1989, but is an Arizona car from new, that he might get to some day.

Arno feels Alfa people are generally the nicest and most enthusiastic people you will ever meet. "The vast majority of those who enter their cars either understand the judging process very well or are really interested in learning about it. I think they know that the judges have a tough job and they appreciate it. We have had very few complaints over the years, and they have always been pretty easy to resolve."

AROC's magic number for recognition is 95 points. "We have had over 25 cars qualify for the Certificato d'Oro in the past two years," Arno says. "These are obviously some great cars, but it is the owners who make them so. The majority of the owners play an active role in the restoration and preparation of their cars."

I asked Arno if he had any advice to share with members who may not yet have shown their cars, or who may not feel worthy? "Nobody should be ashamed to show their car," he replied. "If you have any interest in concours, the best way to learn is by doing. If you want to show your car but don't want it judged, we have display-only categories at the Convention. If anyone has any questions, don't hesitate to contact me."

Beyond his Alfa life, Arno is also a nationally ranked tennis player and an avid road cyclist. He works as a Program Manager for a major national environmental engineering and consulting firm. He holds bachelors and masters degrees in Civil Engineering and is a Licensed Professional Engineer. Martha, who is also active with AROC, is the Plant Engineer for an electric power plant south of Phoenix. Arno and Martha—both former Commissioned Officers in the U.S. Navy—wed in 1993; the new baby is their first.

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1958 750 VELOCE ENGINE #AR131531625. Head just rebuilt by Alfa Import Center. 2 piece sump It's in my 59 Sprint, can be test driven! FOB \$5,250. HEAD AND BLOCK ONLY. davidrivkin9@aol.com or call (718) 380-9551 (11/06)

FOR SALE: 1986 GTV6 PARTS CAR / Bill of Sale Only. Mostly complete GTV6 with lots

Classified Ad Deadlines & Guidelines:

The classified ad deadline is the 1st of the month, preceding the month of the issue. Ads may be mailed, faxed or e-mailed. Ads are limited to 50 words and must refer to Alfa Romeo cars, parts and accessories. Ads will run for three consecutive issues unless we are instructed to cancel. To continue publication of an ad beyond three issues please reconfirm by each deadline date. Ads will placed for all Alfa Romeo Owners regardless of club affiliation.

Our new pricing structure is as follows:

A basic ad is free to members and runs three months unless cancelled.

A color photo ad is \$25 for one month or \$50 for three months for members

A basic ad is \$30 for non-member for three months.

A color photo ad is an additional \$25 for one month (\$55 total) or \$50 for three months (\$80 total) for three months for non-members.

Please print clearly and legibly to avoid any misprints. No commercial advertisers please.

AROC Member Non-Member

Classified Section:

Wanted For Sale Parts Miscellaneous

Ad Type:

Basic ad for members: Free

Color photo ad for members: \$25 for one month

Color photo ad for members: \$50 for three months

Basic ad for non-members: \$30

Color photo ad for non-members: \$55 for one month

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

Membership Number: _____ Telephone: _____

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City: _____ State: _____ Zip: _____

Ad Copy: (50 words max.)

ATTENTION: Beginning in early 2007, the placement of ads and photos will be an automated online process. In the meantime, persons wishing to place ads should send this form with payment as appropriate to:

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 (1)Trunk- good condition: \$75.00 (no rust)
 (1)Gas tank metal cover-good condition: \$65.00 no rust (2) doors with interior inserts, glass, mirrors-good condition: \$125.00 each
 (2)front/rear inner wheel wells (fronts)\$125 total-no rust both sides (1) tire/rim -good condition: \$35.00s (917) 392-3554
 (11/06)

FOR SALE: Alfa 164S side and rear skirts. I got these with a car that I purchased. They were not installed and I do not want. The seller purchased them used from Canada. They look to be in fair shape. \$150 plus shipping. Email jfisher@law-kingdon.com for pics. (11/06)

FOR SALE: 1967 Guila Super, 69 GT, 72 GT front clips. - includes hoods. Have front grilles and bumpers. Rear clip 76Spider, need space. Dave (727)526-1378 (12/06)

ALFA 60-62 2000 SPIDER PARTS: Short Block \$150, DOORS \$130, Temp Gauge & Speedometer, Axles & Diff Chunk OBO, Starter (rebuilt) \$125, Tie Rods, Windshield All plus shipping. Call (904) 269 0610 or email rbopfl@yahoo.com (12/06)

FOR SALE: I have tons of Alfa parts for Duettos and 70's Spiders listed on myalfa.com/parts. I also have two 1750 transmissions, nice and clean. Contact me at sashi@myalfa.com (12/06)

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FOR SALE: Alfa Milano used body sheet metal. I have a hood, trunk lid, two front fenders, factory sunroof assembly, front and rear bumpers, roof panel with moonroof panel, all in good shape to use for repairs. If you can use any of these, please email me at jfisher@law-kingdon.com for info. (12/06)

FOR SALE: Alfa Milano left and right outsidemirrors and front doors. Glass (tinted bronze) \$20 each. Milano instrument cluster \$20. Alfetta sedan cluster \$20. (310) 521-8362. archtopper@yahoo.com (12/06)

Miscellaneous

FOR SALE: Campagnolo TZ magnesium 4_x15 wheels. From TZ 750105. Bought in '04, crack tested, refinished by Perfect Reflections. Not used since. Moderately worn Dunlop Racing 500-15 (spare well worn). Email for photos. Best offer over \$3500, I'll wait for someone who really wants them. Thanks. gjfjett@gmail.com (11/06)

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

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FOR SALE: Custom made Alfa car cover, used only three times for sale. Also Alfa Quad steering wheel and radio for sale. email to kevinpmcgee@yahoo.com. (11/06)



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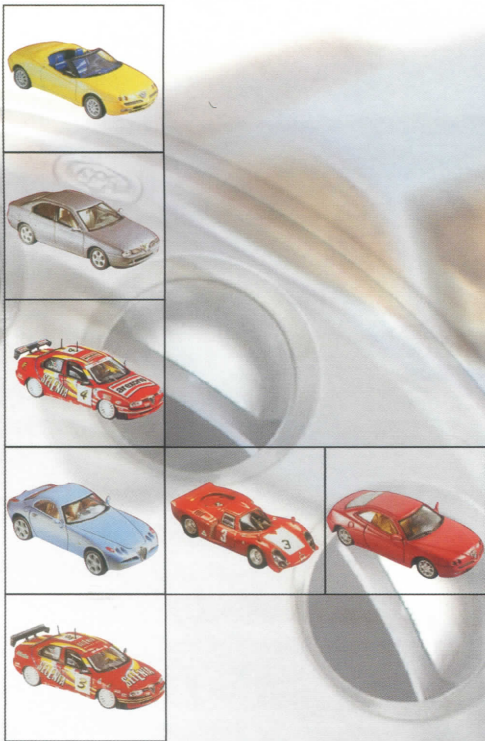
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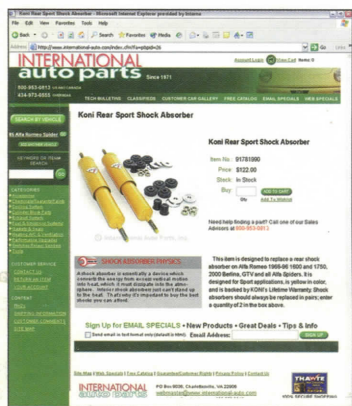
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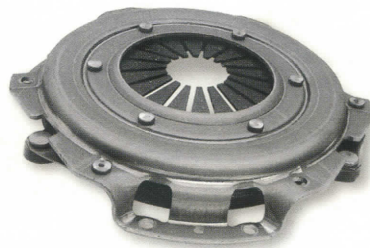


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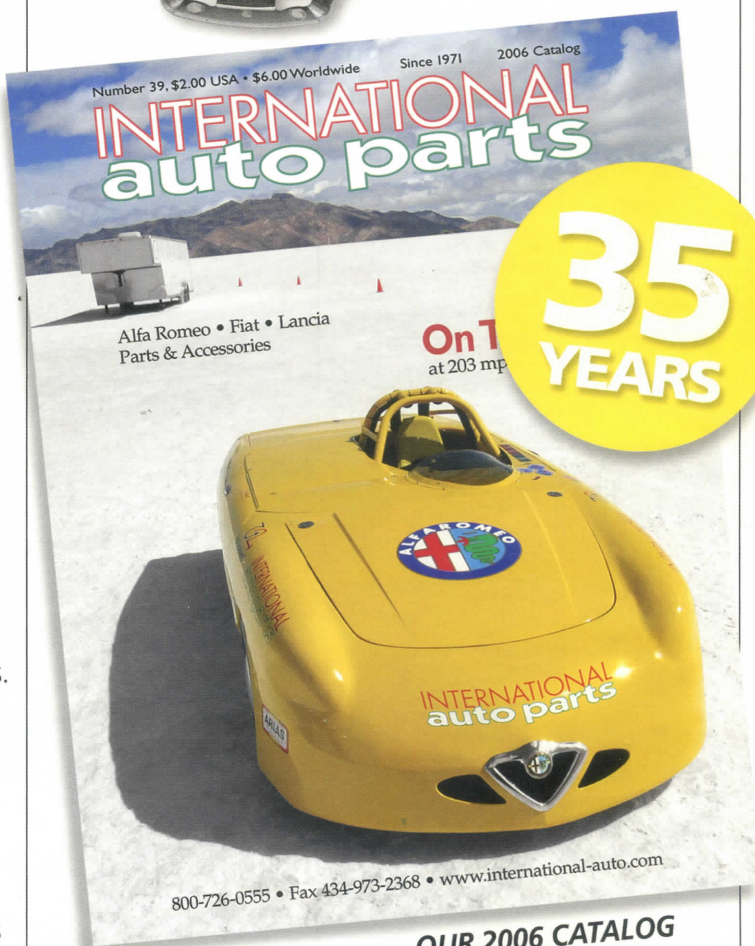
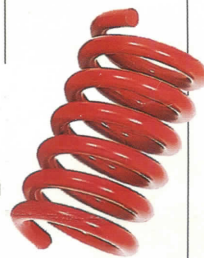
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