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MAY 2021

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A black and white photograph of a classic Alfa Romeo sports car, likely a Duetto, shown from a front-three-quarter view. The car has a sleek, aerodynamic design with a prominent front grille and wire wheels.

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Above: The classic 1968 Spider Junior. Is there a better way to spend \$51,968? Story on page 34.

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Cover Photo: Whitefish Point, Michigan. Photo: Dave Hammond

From the Driver's Seat

Flying High ~ In the Air Again

While eagerly anticipating a heaping platter of AROC and chapter activities, we must celebrate the aperitifs and the small bites on this multi-course route back to normalcy in our lives. One such nibble was my first airline flight in over a year. Thanks to being fully vaccinated, I was able to enjoy flying from Portland to Palm Springs to check on the Palm Desert home. To my delight, I was surrounded by Alfas galore, starting with being ferried from the airport to the house in a cream Alfetta Sport Sedan.

This 1978 Alfetta has a lengthy AROC history – rescued some years ago from a Norwalk, California, junkyard for \$800 by Jim Barrett, the car was his daily driver until it found its way onto eBay. After the eBay listing closed unsold, Bernie and Diana Bennett, of Brenham, Texas (with seller and buyer unbeknownst to each other at the time) were able to purchase the car and drove it for 14 years. Several years ago, Doug Zaitz negotiated a deal with Bernie to purchase the car, flew to Texas to pick up the vehicle, checked the fluids, packed the trunk with spare parts and unused tools, and headed west to Palm Desert. It has been residing there since, often serving as the area's official AROC Airport Shuttle.

Not to be overshadowed by the Alfetta, the silver 1987 Spider Quadrifoglio that Doug graciously let me zip around in at last year's AROC Winter Retreat was grandly perched under the carport, sparkling, ever so invitingly, with top down. It's hard to believe it has been a year-plus since I piloted that Alfa over 200 miles on the event's Saturday drive, keeping the speed to about 60 mph and wondering why I was passing the 4Cs. Only later did I learn that the speedo was off. Little did I know that it would be well

over 18 months before I would again hit fifth gear in an Alfa, surrounded by other like-minded *Alfisti*, at the Colorado Convention.

Since I was last at the desert home, Gordy Hyde and Dolly Samson moved into a beautiful desert oasis home with garage space for four Alfas and substantial off-street parking just walking distance away from me. Their 2015 4C, 2018 Stelvio and 1967 Super Bollino d'Oro nestled in their temperature-controlled spaces was a joyous sight for one's spirit dampened these past months.

Dining al fresco with Gordy, Dolly and Doug at one of our favorite El Paseo restaurants was yet another baby step back into normal routines. Stan Deller and David Weir, who keep their collection of Alfas – Milanos, a Super, a Berlina and a Spider – tucked away from the desert heat, joined Doug and I for the first in-home dining with friends at Desert Lily since January 2020. Husband John Kilian joined us via Facetime to celebrate the reopening of our home.

All felt so normal that we began brainstorming with DesertALFAS members about the Eighth Annual AROC Winter Retreat, January 14-16, 2022, and how to make it a remarkable reunion and celebration.

On the next trip to Palm Desert, I look forward to seeing Will Follett and Mia Robinson, snapping pictures of their '69 Spider and '69 Berlina and maybe even their Fiats. In fact, maybe we can get all our Alfas together for a 2021 Alfa Romeo portrait in the desert. Eye candy to project ahead to the September 2021 AROC Convention and the January 2022 AROC Winter Retreat.

Speaking of events, *Alto Miglia* Alfa 2021 Convention, September 7-12, 2021,



Colorado Springs, Colorado, awaits your registration. Details at www.alfa2021.com and on page 32–33. And join your AROC friends on our next Italian adventure, AROC Goes to Italy, October 1–13, 2021; details on page 22 or email c.banzer@aroc-usa.org for the latest information on the long-awaited trip. The USGP at Austin is happening, October 21–25, 2021 and AROC will be there! Details on page 9.

As we go to press, I learned that gifted, generous and gracious Lou Grasso, NYAROC (New York), transitioned into the twisty roads and sunny skies in the heavens above. A nationally renowned graphic designer, Lou designed and produced the logos and printed materials for the 2015 AROC Convention in Rhode Island. The worlds of art, design and Alfas have lost a great talent; Lou's presence will be sorely missed.

Stay healthy, stay safe, stay strong,

Cindy Banzer

Cindy Banzer, President



Member Profile

Names: John and Marsha Hicks

Occupations: Retired John was in IT; Marsha was an attorney

Where do you live? Louisville, Kentucky

What was your first car? John – 1964 MGB; Marsha – 1968 MGB GT

Your first Alfa Romeo? John – the '67 Duetto which I bought in '74 and still own today. Marsha – a '68 Duetto (Do you see a theme here?)

Currently, what Alfa Romeos are in your collection? John – '67 Duetto, '73 GTV, '86 GTV6, '88 Milano Verde; Marsha – '85 Spider, '92 Spider.

Do you have other vintage cars? No, our other cars are modern daily drivers.

Your favorite Alfa? John – My Duetto, it was my first Alfa and Marsha and I met because of it. Marsha – John's Duetto, because I had wanted an Alfa Spider since my early teens and when I met him and saw his Duetto I knew I wanted to get to know him

better. We've been together ever since!

Worst Alfa owned? Of the more than 30 Alfa Romeos we have owned, we have enjoyed them all. We had several 164s that we loved, but couldn't find a local shop to maintain them.

Favorite road to tour? US 42 to Covered Bridge Road to KY Highway 1694 and through Sleepy Hollow in the Louisville area. We have been driving this favorite route for many years, although recently civilization is catching up and the area is getting more developed so it's not quite as enjoyable as it used to be.

What do you like best about owning vintage vehicles? If they are well cared for, they are great fun to drive and much more dependable than most people think. And they have allowed us to meet some of our best friends.

If you could have one Alfa? A Stradale. Beautiful design, fantastic sound, and reasonably modern



mechanicals. We can only imagine that it would be thrilling to drive on country roads and the track.

What do you enjoy most about being a member of your local and national Alfa Club? The friendships we've made over the years, the shared knowledge and enthusiasm that allows all of us to keep our treasures on the road, and trips to wonderful conventions in great locations.

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You Write, We Listen

Request for Info: AROC Goes to Italy #4 2021

While sitting at a winery today, I told my wife about the AROC trip to Italy this fall. I showed her the itinerary. She said, "Let's go!"

Are there spots left for the two of us?

Lynn Grimshaw

Ohio Valley Chapter

Thank you for your inquiry about the October 2021 AROC Goes to Italy trip. We have mailed you the brochure with the itinerary, pricing and an application. Feel free to reach out to trip organizer, Steve Austin (steveaustin@colton.com), for more information. Also, if you like, AROC President Cindy Banzer (503-709-7277; c.banzer@aroc-usa.org) would be delighted to fill you in on the details.

*Hope you will be able to join us,
The AROC Administrative Team*

Best Wishes to Orlando Pastore

Hi Cindy and Elyse,

I visited Naperville Italian Imports today, as I had one tire that decided to lose pressure now that we are warming up here in Chiberia. The guys and gals there are always friendly, and take great care of me and Giulia. They resealed my tire because there were no other issues found, and did not charge me a thing.

I did hear some news: Orlando Pastore (profiled in the wonderful article by Terry Quilico in the December 2020 Alfa Owner) is retiring. Maybe I'll get to know Orlando a bit better now that he may have time to come out to Chicago AROC activities, like our upcoming (June 12, 2021) Blackhawk Farms Raceway Track Event with the Lotus Corps!

I left some CAROC brochures with my Service Advisor, Felipe Aguinaga, and mentioned our Dealer Outreach Program as well. Feels like spring is just around the corner,

Cindy Bennett

Chicago AROC

The Kids are Alright

Elyse,

The March issue came in the mail this week. And I loved it! The article about Dorian Valenzuela – especially his car philosophy – really resonated with me. Too bad I am not a social media person, as some of the spontaneous events described near the end of the piece sound interesting. I have been to a few Luftgekühlt, but never even heard of RADwood. I look forward to the possibility of an outlaw Italian car version in the future.

Val Dietrich

ARO SoCal

There just may be such a rad Italian happening on the horizon – in Los Angeles. Forge into social media just a little and follow Macchinisima! on Instagram. You could be part of something fabulous.

Elyse

More Movies!

Women's History Month and International Women's Day in March brought the names and lives of many female Alfa drivers to our collective consciences. We will showcase a few of them in a future issue. Meanwhile, our correspondents in Texas, Richard Cross, Karen Phillips and Drew Wilson made note of Maria "Lella" Lombardi and the YouTube video posted by Petersen Automotive Museum, "Beyond Driven - Discover Lella Lombardi and the Women of Formula One Racing."

<https://www.youtube.com/watch?v=qscmhdlQIO4>

They remember hanging out with Lella at Watkins Glen in 1975, and we hope to see some of their photos from back in the day.

The Editors

JOIN AROC FRIENDS ON OUR NEXT ITALIAN ADVENTURE!



AROC



GOES TO

ITALY

OCTOBER 1-13, 2021



LIMITED SPACE STILL AVAILABLE

We're returning to our northern Italian stomping grounds in a delayed 2021 trip set for early October; international travel rules will be followed. This foray includes additional days in Monaco and at the wine harvest in Soave and Valpolicella. We'll make a great circle from Milano and Torino to Maranello and back up to Lake Como and Lake Garda. Sandwiched in between are visits to manufacturers and showrooms of Lamborghini, Ferrari, Ducati, Maserati and naturally, Alfa Romeo. This trip is again organized in collaboration with our favorite travel partner, Steve Austin's Great Vacations.

FOR INFORMATION EMAIL: ADMIN@AROC-USA.ORG

2021 Convention: Book Now

Hello Fellow *Alfisti*!

As you probably know, the AROC 2021 National Convention is being held in Colorado Springs, September 7-12. This is a wonderful time to visit Colorado, since the weather is normally not too hot and not too cold.

We have many great events planned for the Convention, including a drive up Pikes Peak, a drive through the Garden of the Gods, a track day at Pikes Peak International Raceway, tours of the Olympic Training Center, and drives in the Colorado Rocky Mountains.



The one thing we are missing in Colorado is YOU! We want to encourage all of you to come join us, and we really want you to register NOW! Given the issues with the COVID pandemic, there were questions as to whether or not we would even hold a convention this year. Well, we are holding it, but we need to get a good turnout to make this the best

convention possible. What I am asking is for anyone planning to come to Colorado, to go to our website www.ALFA2021.COM and register today.

Looking forward to September,
Scott Walker, Chairman
AROC 2021 National Convention

SAVE THE DATE: ALFAS AT WATKINS GLEN 2021

Alfa Romeo is the Featured Marque at Grand Prix Festival events in Watkins Glen, NY!! Many exciting events are happening over the long weekend, with several host organizations involved. Below are brief summaries of some activities which are sure to provide enjoyable experiences for all Alfa drivers! Event organizers are closely watching developments regarding pandemic recommendations for gatherings, per New York State and Schuyler County Departments of Health, and other regulatory agencies. All safe procedures in effect at the time of the event will be expected to be followed, and organizers will be monitoring adherence to those recommendations. Please check the websites referenced below for updates.

Thursday, September 9 / Grand Prix Festival Kick-Off: FLX Alfa Romeo Show and Journey to The Top – An all-day Alfa-only event sponsored by Lakewood Vineyards. Includes a downtown car show, scenic rally/tour, wine-tasting and tours at Lakewood Vineyards. Supper follows at the Top of the Lake

Restaurant in Penn Yan. Register/registration questions at: www.grandprix-festival.com; 607-535-3003.

Friday, September 10 / Grand Prix Festival of Watkins Glen: Chateau LaFayette Reneau Tour de Marque, Alfa Romeo – An opportunity for Alfa drivers to participate in the Grand Prix Festival as part of the show, including rally route to Watkins Glen International for brunch, plus paced laps of the world famous WGI road course. Cars then head downtown for laps of the historic, original course, and display parking at LaFayette Park. Weekend tickets for the The Hilliard U.S. Vintage Grand Prix at Watkins Glen International are included in registration. Register/registration questions at:



www.grandprixfestival.com; 607-535-3003.

Thursday - Sunday, September 9 - 12 / Alfás at the Glen: The organizers of Alfás at the Glen 2021 welcome you to the historic Watkins Glen Grand Prix Circuit for an Alfa gathering celebrating *110 Anni di Competizione e Amicizia* (110 Years of Competition and Friendship) will offer friends, family, food and racing with activities for both competition and street-driven Alfás. Event info/registration at: info@alfasattheglen.com

Wednesday - Sunday, September 8 - 12 / Sports car Vintage Racing Association: Watkins Glen SpeedTour. Event information/registration/eligibility/membership at: www.svra.com

Thursday - Sunday, September 9 - 12 / The Hilliard U. S. Vintage Grand Prix at Watkins Glen International. Event tickets at: www.theGlen.com

– Terrie Sautter
Member, AROC & Grand Prix Festival
of Watkins Glen Organizing Committee
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The Silver Surfer Spider

Project Part Three



Let's Go

Saturday, February 29, 2020 – The motor is built. The numbers from the dyno are astounding – 174 ft-lb torque at 4,600 rpm, remains strong up to 6,200, where it measures 182 hp. Redline is at 7,500. “Not bad for a stock crank and rods,” we all said.

The engine bay is painted, restored and clean. The headlight relays are wired up. The brake system is bled and ready with a

shiny repainted booster and restored pedal block, with a new clutch cylinder and restored brake cylinder/reservoir attached. The new seat covers are in and looking good. Everything is pre-sorted and ready for final assembly. Again, my gearhead friend Michael has volunteered his trailer, as he does not want to miss out on the wrenching activities to come.

Michael arrives at my house and backs

Surfin'

*Story and Photos
by John Barchasch*



the trailer up in the driveway. Good luck was with us that morning, as the DOT had scheduled to close the road north to my house for flood repair, and Michael was the last vehicle to get past the flagger before they shut it down. We were already running a little late, so any additional delays would have been costly. This time it was a bit easier to load the chassis on the trailer, sans motor.

With the car in tow, radiator in the trunk, driveshaft in the truck bed and hood in the back seat, we headed to Burlington, Washington, for the install. My assumption is that it will take a few days to get everything hooked up and dialed in, so I will be needing to bum another ride north after this in order to surf home under her own power.

We get to the shop around 10:30 AM,

and Wes Ingram is ready and waiting. We roll the car off and push it into the empty second bay, past the first bay where Herb Sanborn's GTV sits in suspended animation eight feet off the ground. Herb is the H in H&W Racing, and the man behind the curtain who handles the intricate task of rebuilding SPICA pumps. My pump was one of the last that Herb rebuilt before taking a needed hiatus to

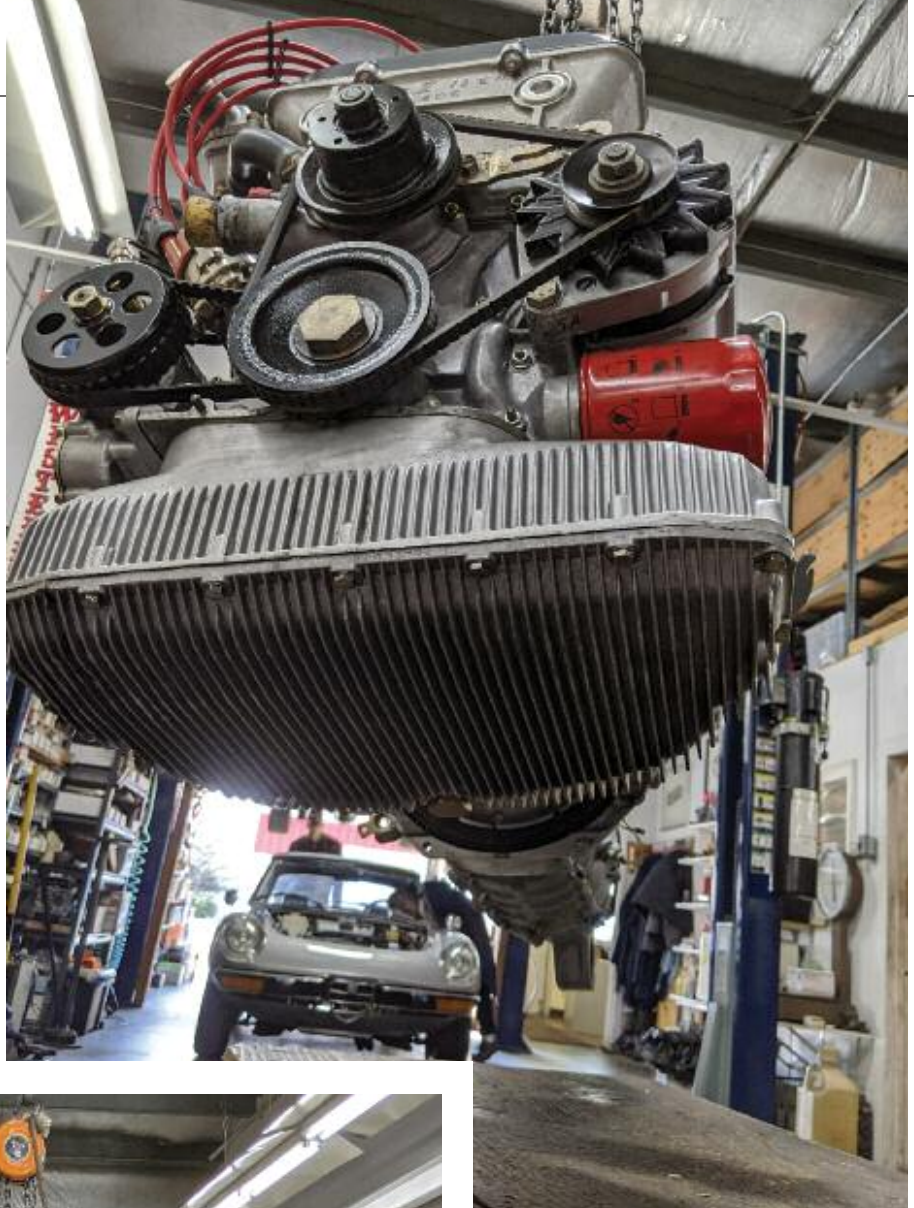
repair some neck issues.

The motor is hanging on the lift, in all its radiant beauty. Fresh off the dyno, filled with motor oil and ready to drop in.

Wes handed me the hoist chain and told me to make it happen. I started lowering the motor into the bay, working the angle with the second line attached to the front of the motor. Even with the right tools, I still had problems getting it in clean without banging up the firewall. Wes grabbed the rope and eased it in gently, as he has had done so many times before. The custom headers gave us some fits, and we had to wrestle with them quite a bit before the motor finally found its way onto the mounts.

From here, it was a matter of getting everything hooked back up. Wes fabricated a metal heat shield protecting the exhaust pipe from the speedo cable.

**Right: Up, up and away into the engine bay.
Below: Carefully lowering the motor.**



Michael and I worked on getting the giubo and driveline back in place, and reconnecting various wiring, cables and hoses. We got a lot done that night, but I knew there was still much more to do, and it was best to leave it to Wes to finish the job.

Once everything got buttoned up, Wes took it for a test drive. It was running great, but unfortunately, the transmission got stuck in fifth gear. He had to drop the tranny, which was a great excuse to get the transmission jack he always wanted for the shop. Another problem always means another excuse to buy more tools. He worked with Larry and determined there was insufficient clearance on the tail shaft between fifth and the yoke flange, which only became



Above: Looking good. ready for the road.

Left: Sweet thing is ready for her close up.



apparent under load at operating temperature. Wes was able to mill .004 in. off the gear, providing sufficient clearance. A deal was made where Larry would cover the cost of a future project for Wes in return for the repair labor, so basically it was warranty work by proxy. Everybody was happy.

Wednesday, March 18, 2020 – The world was going COVID crazy, and folks were starting to hunker down. Fortunately, Wes was satisfied with the work, and asked me to come pick up the car. Any later than this, and quarantine could have held my Silver Surfer hostage indefinitely.

Wes pointed out the work he did to complete the tasks, mentioned that there were a few things that still needed to be sorted (some of my wiring work was a little off when I installed the relays), but overall, it was ready to go. With those big cams, starting when cold required a little more throttle than the thermostatic actuator could provide, so he suggested I utilize the manual cable – just like the old days with Weber carbs. No problem. I

fired it up and it made a noise that I had never heard from her before. It was a whole new machine. My only concern was that the smile on my face would be a permanent Joker-esque fixture of pure insanity.

As part of the upgrade package on the SPICA, Wes provided me a custom tool to adjust the mixture on the fuel cutoff solenoid. After a few dozen miles, I determined she was running a little rich, so a quarter-turn leaned it out just enough to clear up some excess exhaust smoke from unburned fuel. The timing curve that Wes set on the 123 ignition system was just right – any of my monkey-business resulted in pinging, so I left well enough alone.

One last thing to do – with all this new torque, I decided to swap out the differential from a 4.56 to a 4.10 to get a little more top-end speed. Fortunately, Larry had one available for a rebuild, so I worked a deal and picked it up a few weeks later from his Dad who happened to be driving through the Seattle area. Sweet Thing strikes again. Chris Benny at Prova did the install, and now the kitty purrs quietly at high speed.

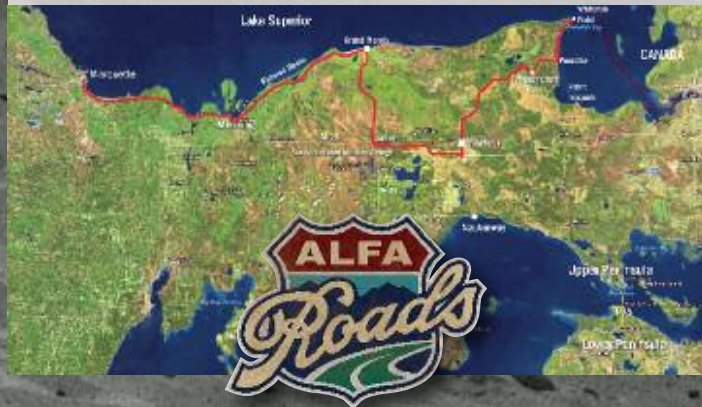
This all began with a phone call exactly two years ago, March 18, 2018. So much time, effort, and money for a simple pleasure. People ask me if it was worth it. I tell them that I could have just gone out and spent two or three times as much for a new Porsche Cayman or a used 911, but it wouldn't come close to the fun, enjoyment and satisfaction I get from driving this car at speed through a twisty canyon road, hearing that exhaust note at high rpm, the tires gripping the asphalt with full confidence, the steering responding to my command as if it's an extension of my own hands. There is simply nothing else like driving a classic, well-sorted, highly tuned Alfa Romeo! ■

Paradise to

A tour of lighthouses, bogs, waterfalls and log slides along the shores of Lake Superior

Not many journeys begin in Paradise and get better. This is one. Paradise, Michigan is a village with a bakery featuring wild blueberries from just down the road and cranberries from a local bog. They serve lunch, then you can walk to a house where they dish out ice cream for you to enjoy on the front porch. Brown's Fish House is a family outfit, fitting exactly what the sign implies, opening when the patriarch's boat ties up at the dock, closing when all the fish is eaten. There is no more perfect start to an Alfa Roads adventure.

On this drive we'll cover about 160 miles and dozens of Michigan landmarks, transiting maritime and arboreal ecotones, skirting fast-running waterways and glimpsing the forces of nature and man that influenced this land. There's so much to see that this trip could occupy four days and keep you amazed and engaged, hour by hour.

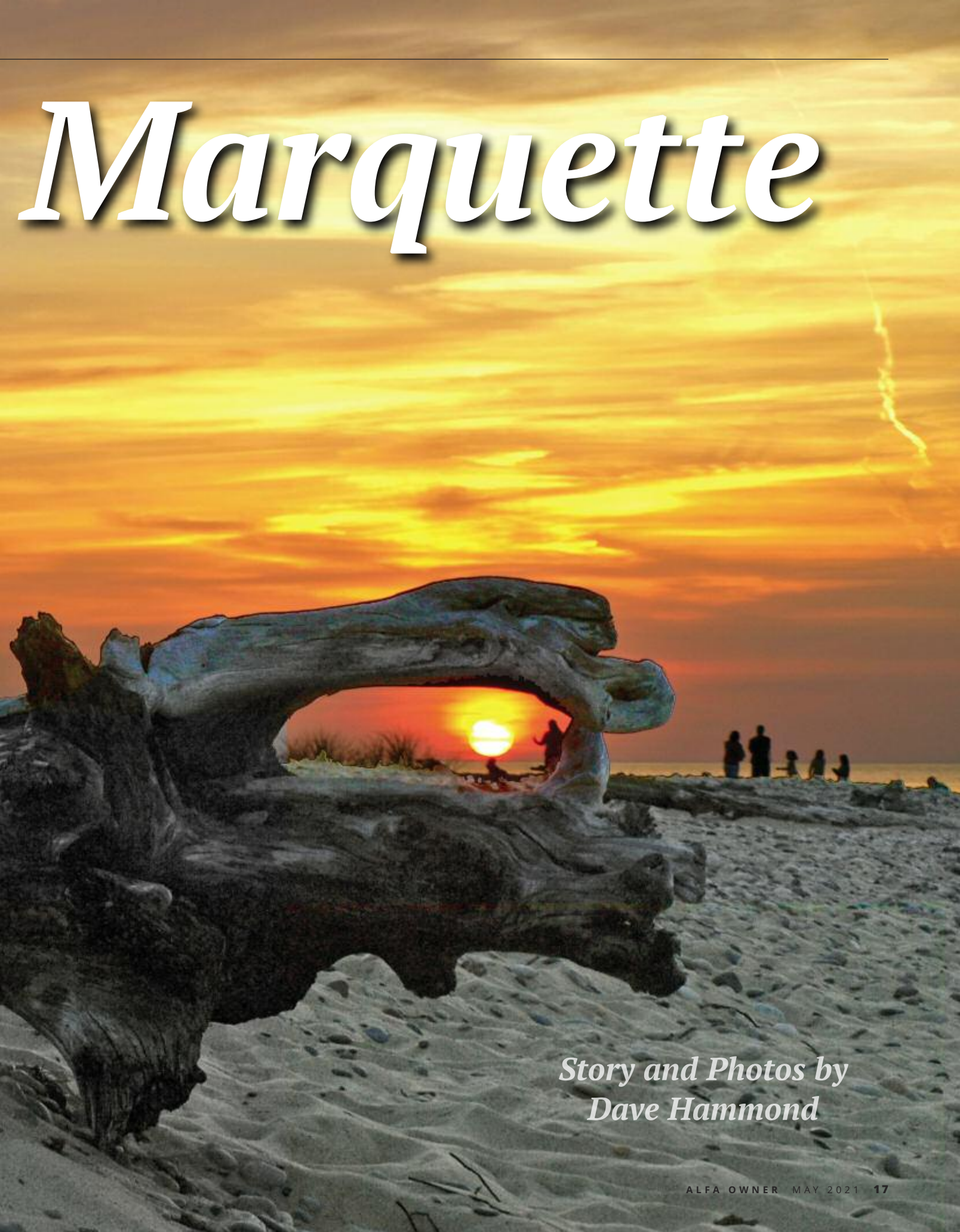


Above: Follow the red line to Alfa adventure.

Background: A photographer is always looking for the perfect shot.

Dave Hammond found it on the beach at Whitefish Point.

Marquette



*Story and Photos by
Dave Hammond*

The Graveyard of Ships

Heading north from Paradise, you will notice how the temperature slides approximately 10 degrees alongside Whitefish Bay over the nine miles to the point. Whitefish Point is the Graveyard of Ships, with more than 300 wrecks at the bottom of Lake Superior within sight of its historic beacon. The bay just beyond the light is a harbor of refuge from 200 miles of storms and open water to its west. Many a ship, including the Edmund Fitzgerald, did not survive their frantic run for Whitefish Bay.

The Life Station Crew Quarters is now a bed and breakfast. Numerous artifacts from the era when Abraham Lincoln signed orders for the lighthouse to be erected are housed here and in the Shipwreck Museum, a few yards' walk away. It is well worth an hour of your time. Linger, build a fire on the beach; watch the sunset, then pick out the running lights of the freighters as they pass in the dark. Because Whitefish Point is much closer to Canada (40 miles) than most of Lake Superior, it is also a major bird migration point.

Tahquamenon Falls

Minutes west of Paradise is the thundering Upper Falls, 199 feet across. You can hike the Tahquamenon River path over to the Lower Falls, which is actually a series of shorter drops. The first mile is tangled with gnarled hemlock, cedar and white pine roots, so watch your step.

Nine miles west of Tahquamenon Falls on M123, North Star Bakery pops out of nowhere in a forest. Power is from a propane generator. Joanne and Paul Behm and their little shop are

known for European sourdough and their wood-fired brick oven. I like warm cinnamon blueberry bread with wild blueberry compote. It's not far from the Two Hearted River, a rainbow trout stream that Ernest Hemingway wrote about, and is the name of a popular ale.

Shortly after the town of Newberry is 50 miles of forest and marsh terrain across Seney National Wildlife Refuge. You will need to drive about halfway through this area before making a right turn north onto M77 at the town of Seney (maybe three buildings and therefore hard to miss) to Grand Marais. If you instead turn left at Seney, the wildlife headquarters has a loop that is a classic spot for photographing loons, herons and cranes in dawn's mist.

Grand Marais

The drive up M77 ends at Grand Marais, gateway to Pictured Rocks National Lakeshore. Stop for a while here. West Bay Diner is a memorably idiosyncratic place where the front portion is a 1949 Paramount Diner. They serve local farm fare, make deli meats and baked goods. It's the kind of place where if you order an egg, there might soon be a chicken heard clucking. Booths have collections of regional books chosen by co-owner and baker Ellen Airgood. Rick Guth makes grilled sandwiches on Ellen's bread. After ordering, you can typically hear someone chopping onions, pulling out iron skillets and preparing your order, so don't expect quick, pre-prepared dishes. Relax and take in all the stuff around you.

At the intersection of M77 and H58 is Grand Marais Superior Brewing. You might choose a growler to go. H58 is

the National Park road, roughly 40 miles along the National Lakeshore now completely paved. Twenty-five years ago this was a two-rut truck trail and an adventure by itself. In case you are wondering, yes we've driven that road in an Alfa.

Pictured Rocks

The name comes from 20 miles of sandstone and limestone bluffs laced with copper, iron, calcite, sulfur, manganese and more. They create colorful paintings across rock canvases as water leaches an array of minerals out of cliffs up to 200 feet tall. Over time, rain washes away each abstract expressionist "painting" and the process begins anew.

A short run down H58 first brings you to Sable Falls. It splashes down a series of steps. The trail leads to Agate Beach and a view of the dunes, which is well worth that extra 10-minute stroll. After Sable Falls and Agate Beach come Grand Sable Banks, the Log Slide, Sable Point Light and the Hurricane River.

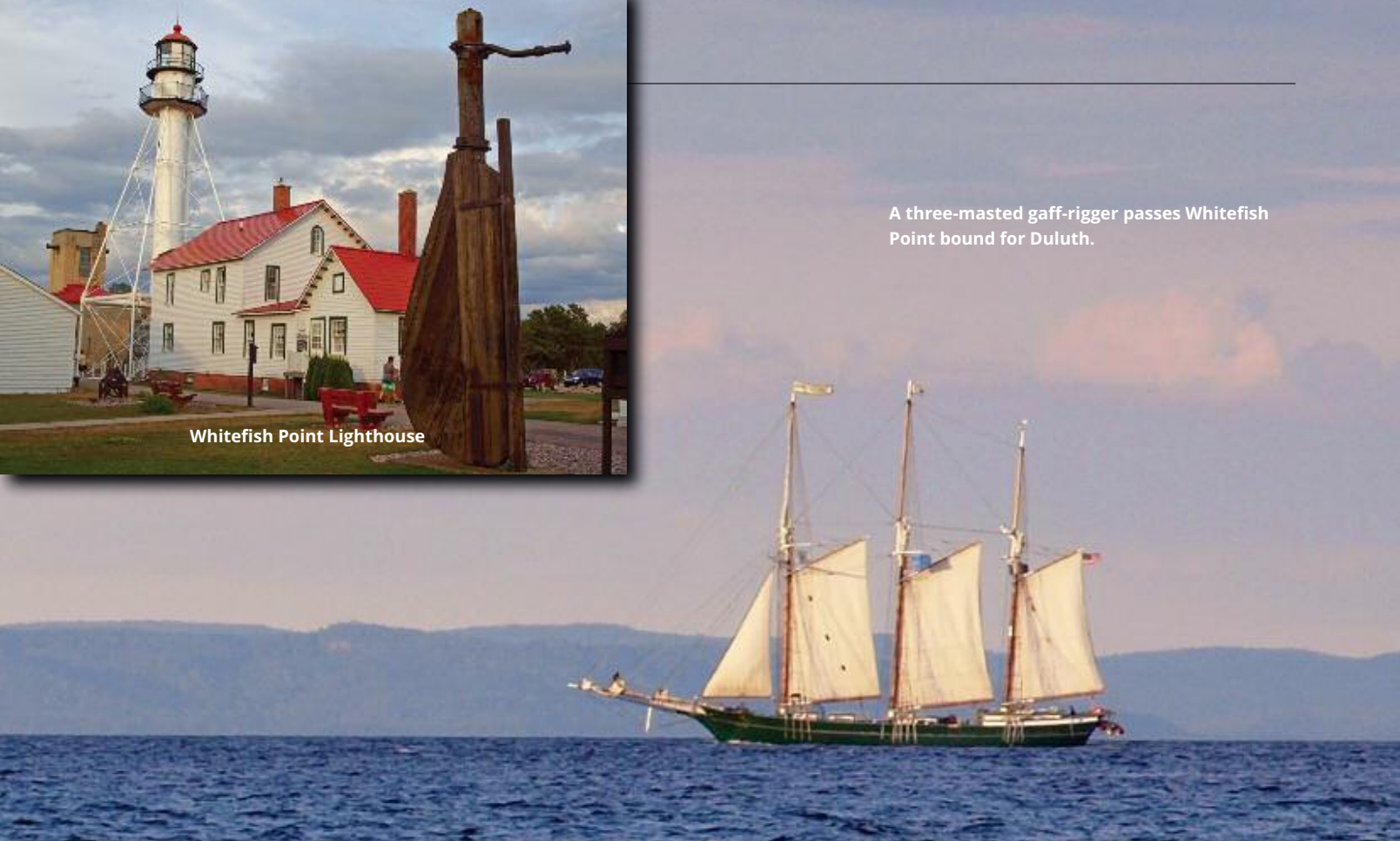
The lighthouse is accessible by hiking from the Devil's Log Slide. The name is handed down from the mid-19th century, when loggers slid trees down the dune to waiting boats. Logs sometimes caught fire from the steep drop and friction over the sand.

From there, you may follow the incredibly scenic shoreline trail west to the lighthouse at Sable Point. Most days you can climb the tower to the light room. Shortly after the lighthouse are three 19th-century shipwrecks that ran aground in storms. They are visible because Superior's clean, cold water preserves everything. Continue walking to the Hurricane River and stand on the wooden

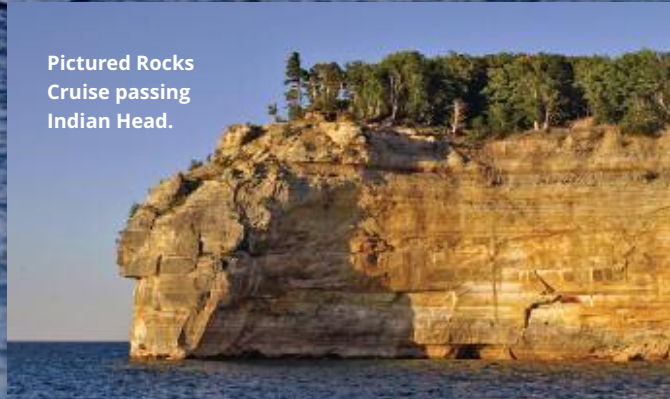


Whitefish Point Lighthouse

A three-masted gaff-rigger passes Whitefish Point bound for Duluth.



Above: Grand Marais morning mist.
Right: Tahquamenon Falls.



Pictured Rocks
Cruise passing
Indian Head.



bridge to view the swirling, canopied stream dashing into Lake Superior. The entire hike is approximately four miles in length and reasonably easy, with platforms and bridges over wet areas and runoffs. It wasn't always this easy, but don't twist your ankle. The closest doctor is likely 40 miles away, and she will probably be a veterinarian.

Munising

Pictured Rocks is bracketed by Grand Marais to the east and Munising (pronounced "MUNE-i-sing") 45 miles to the west. The town is located in a basin below an escarpment, which is why it has eleven waterfalls.

Chapel Falls (roughly 2.5 miles round trip) and its connecting nine-mile hiking path to Spray Falls, the Grand Portal and Mosquito Falls is one of the nation's great walks for stunning vistas, but a truck is needed to bounce to the starting point.

Reserve a Pictured Rocks Cruise at 5 PM or whenever the late afternoon Spray Falls Cruise is scheduled. It is popular; do order tickets in advance. It provides you the lake-side view of the hikes previously mentioned, plus a lot more. Kayak rentals are available if you want to get really close to the cliffs. The best time to see Pictured Rocks is in the late afternoon or at sunset, which warm the col-

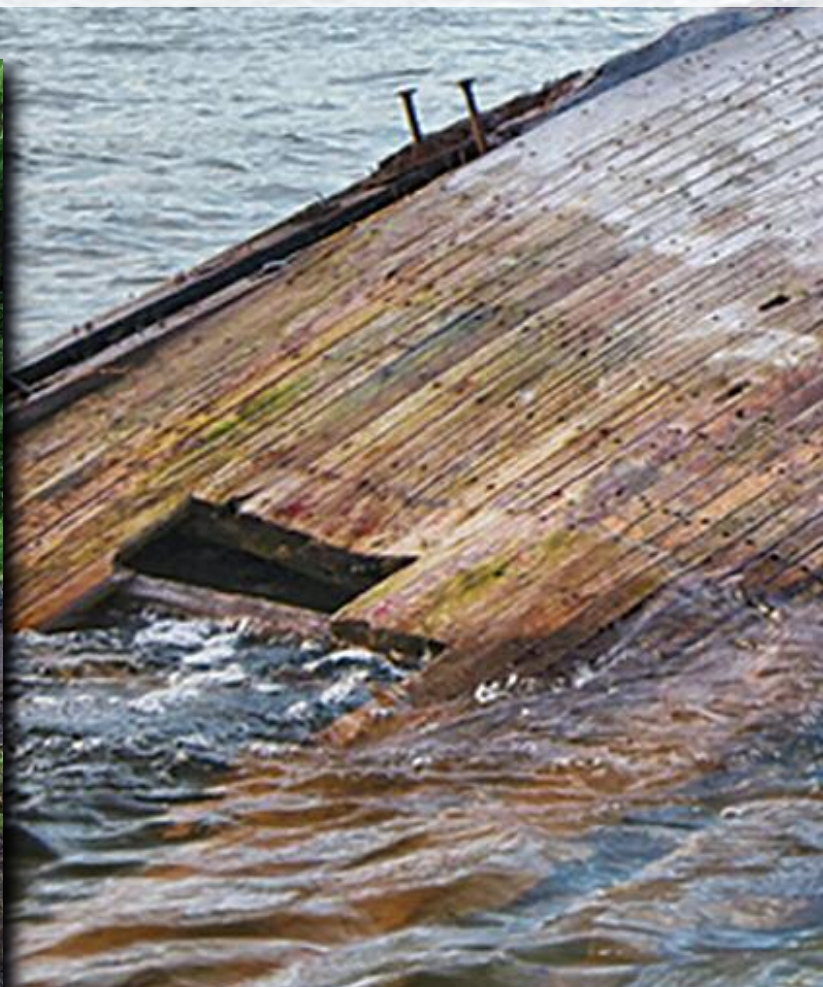
ors. Avoid any Pictured Rocks cruises before 2 PM because the cliffs will be mostly in shadow.

As mentioned, Munising is full of waterfalls. The quick and easy picturesque ones to see are Munising and Wagner Falls, although every one has a distinct personality.

Munising Bay is clear with visibility to a depth of about 60 feet, so consider taking the glass-bottomed-boat shipwreck tour to view well-preserved wooden shipwrecks such as the *Bermuda* (1870) and *Herman H. Hettler* (1926). The *Kiowa*, *Manhattan*, *Steven M. Selvick* and *Smith Moore* are also here, as well as a mystery



Wagner Falls



ship from circa 1815.

Marquette

Heading west from Munising, you can slip a bit to the south to view Laughing Whitefish Falls which skips 95 feet down along about 200 feet of steps.

The direct route to Marquette out M28 takes you its picturesque and historical downtown. The massive wooden railroad trestles to ore docks above Lake Superior are gone, marked only by a gap where locomotives once chugged above the city each day. They carried iron and copper from the world's largest, deepest mines, the ore lifted by six-stories-tall steam hoists. The docks became too

expensive to restore and were torn down around 2001.

The Arch and Third Street residences were the homes of 19th century sea captains and industrialists. Several homes include a tall tower or widow's walk for viewing incoming ships on Lake Superior. The Call House on Arch Street provides an immediate clue to the first owner's origins: a textbook 1850s New Bedford captain's house (a major whaling port of the period).

There's much to see, from the trademark big red lighthouse on a rock cliff to the black rocks of McCarty's Cove, or going up Lakeshore to Presque Isle Park.

For a Victorian mining town saloon experience, nothing beats lunch at the 1883 Vierling Saloon, with its original gaslight fixtures and historical photos dotting the walls. Step across the street from the Vierling and into the ornate Wells Fargo Bank, looking as it did 130 years ago. Ask about its money and mining scrip room and you might receive a tour. The core of downtown is a page from the 1890s.

The odd thing is, there is more fabulous scenery and history yet to come: Marquette to Copper Harbor. Hmmmm ... My last photos are four years old. *Road trip!* ■



The Call House on Arch Street.



Marquette trestles to the ore docks, ca. 1908.

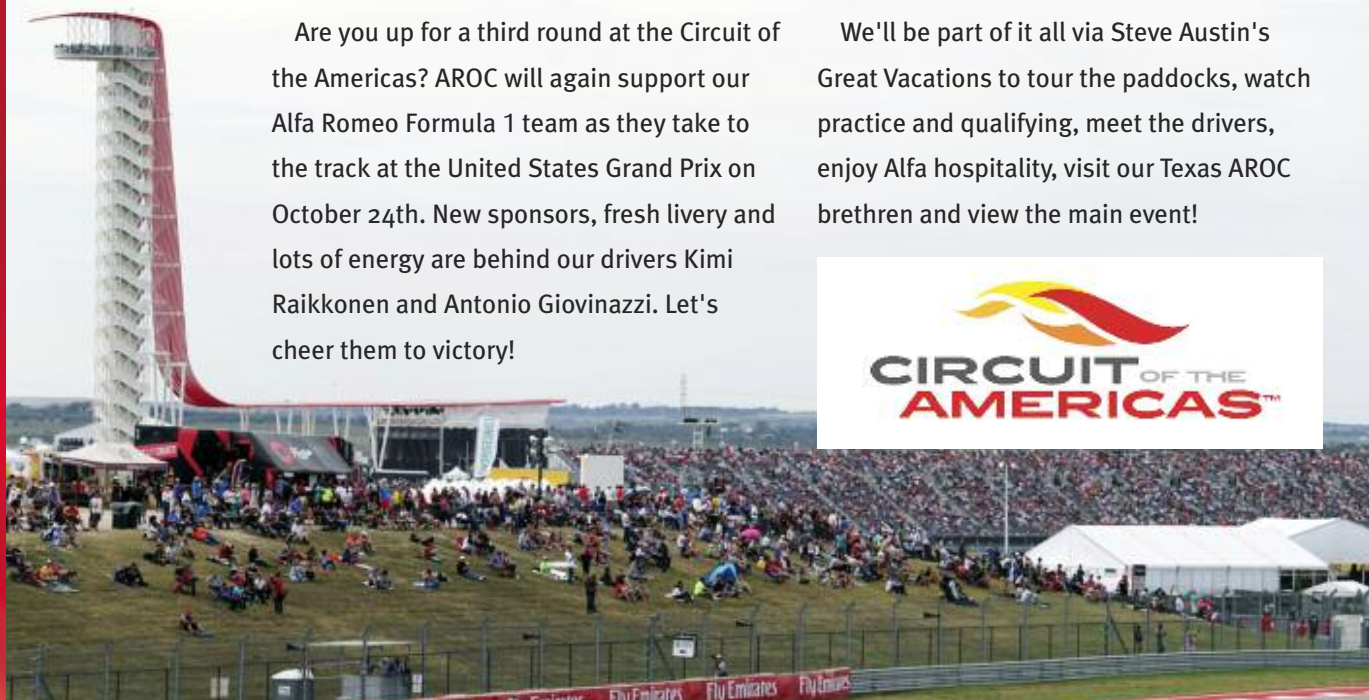
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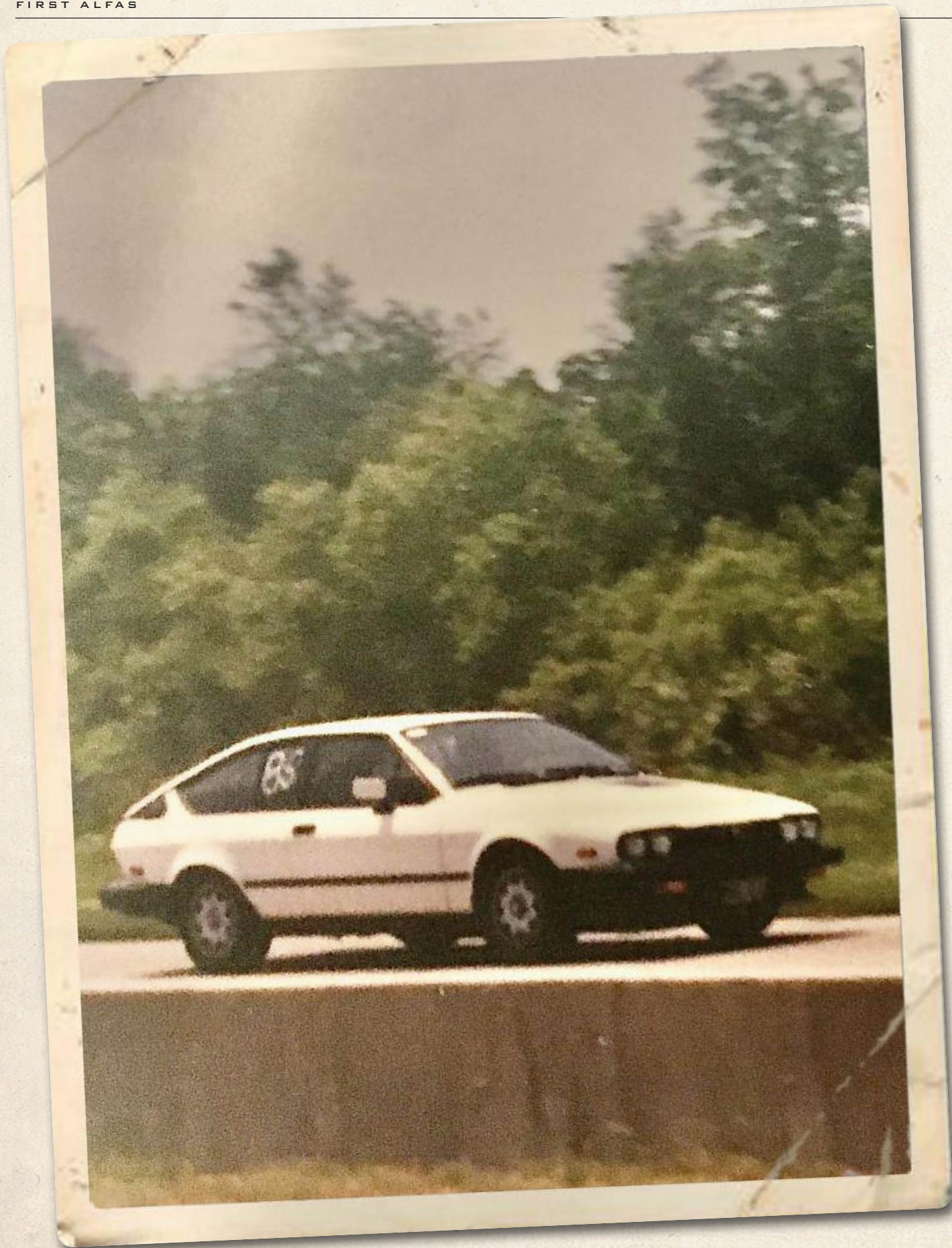
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The car arrived in my garage with approximately 5,000 kilometers accumulated over its first 27 years. In the last three I've put another 3,200 on the odometer, and it feels better and better with each kilometer. The car loves to be driven, and is rewarding me for doing so. It's been to The Simeone in Philadelphia; the Mt. Equinox Hillclimb in Manchester, Vermont; The Bridge in Bridgehampton, New York; Caffeine and Carburetors in New Canaan, Connecticut, and Gears on the Piers at the Classic Car Club Manhattan. Il Mostro never ceases to attract admirers.

– Whit Smith, *Connecticut Chapter*





The White Whale

By Terry Quilico

Okay, there is a beautiful '66 GTV in front of me, *rosso* with a massive roll bar, serious stuff for sure. What in God's Holy Name is an AMC Javelin doing behind me? Jeez, why is my heart pounding so? Just settle down and remember what Mike B showed you on the parade lap: "Brake before entry and accelerate after the apex ... steady and smooth." When that GTV is halfway around, they will let me go. Just relax, this ain't Le Mans, just Blackhawk Farms. Cripes, how will I get home, much less to work on Monday if I crash? Why, oh why am I thinking of Melville? I am tormented with an everlasting itch for things remote. Focus. Just focus.

That "everlasting itch" started a couple of years earlier. I was taking the Strada to Suburban Auto Imports for a niggling problem and it was parked just off to the side of the driveway into the shop: a white '84 GTV-6. I talked to Orlando and said hello to Mike Besic. They quickly squared away the Strada, and I went home to sleep before my graveyard shift at Flying Tigers, but as I drifted off, that car was there, nestled in a vacant corner of my brain.

So I drove back a week later. It was still there, and again a week after that. I took a closer look then: black interior, low miles, steel sunroof, dark gray P6-shod wheels. So I put myself on the hook and talked to Sam Tomaino who had sold me the Strada and before that the glorious Fiat Spider. "It's a factory car that one of the Alfa reps had. They turned it over to us, Ter. You would love it. I'd really give you a good price."

"Ah, Sam, I've got to talk to Darlene."

"You do that, kid. It won't last long."

Dar, my wife, had suffered from my car addiction since she met me. I taught her to drive on a TR3, and when I met her at college I was driving a Sunbeam Imp of all things. I talked her around, as she knew I would hammer on relentlessly.

I traded in the Strada for the GTV-6. I convinced Darlene that the Fiat was on its last legs and was proven to be the craven liar I am as Orlando bought the car from Sam and drove it for the next 15 years or so.

But the best car I ever had or would have was a reality. The 2.5 *Busso* V-6, the inboard brakes, the DeDion rear suspension was all mine. Giorgetto Giugiaro was my pusher, and I had my fix.

For six years and 66,000 miles it never let me down, even through the worst winter in Chicago history when I had to persuade our aircraft mechanic at Tigers to blow hot air from the Aircraft Start Unit at the car, melting part of the plastic grille but turning the jelled AGIP back into petroleum so I could crank her up for the ride home. Ah, the ride home! As I usually returned from work when only drunks and cops were about, and I could stretch her legs on a winding road that weaved a mile through the Thatcher Woods, cranking open the sunroof and windows to drink in the glorious sound. That blast was worth every blown head gasket and worn second gear synchro.

My family loved the car too. It lived up to its GT badge in every sense. With my son ensconced in the backseat with his suitcase of Matchbox cars, we drove up to Door County and took half an hour off the foggy four-hour trip, and were able to grace the

Butler polo field courtesy of our membership in Chicago AROC. Our trip to La Dolce Via, the 1989 National Convention in Waterbury, Connecticut was unforgettable.

There goes the GTV. In a few seconds I'll be off. One lap to warm everything up, one to race and one to cool down. Who could drive better? Ascari? No way! Fangio? Not bloody likely! Nuvolari? *Il Mantovano Volante* wouldn't stand a chance! I would be a legend in CAROC history!

In the end, I was third from the bottom of the leader board with that cursed AMC Javelin even faster. It was a glorious humiliation.

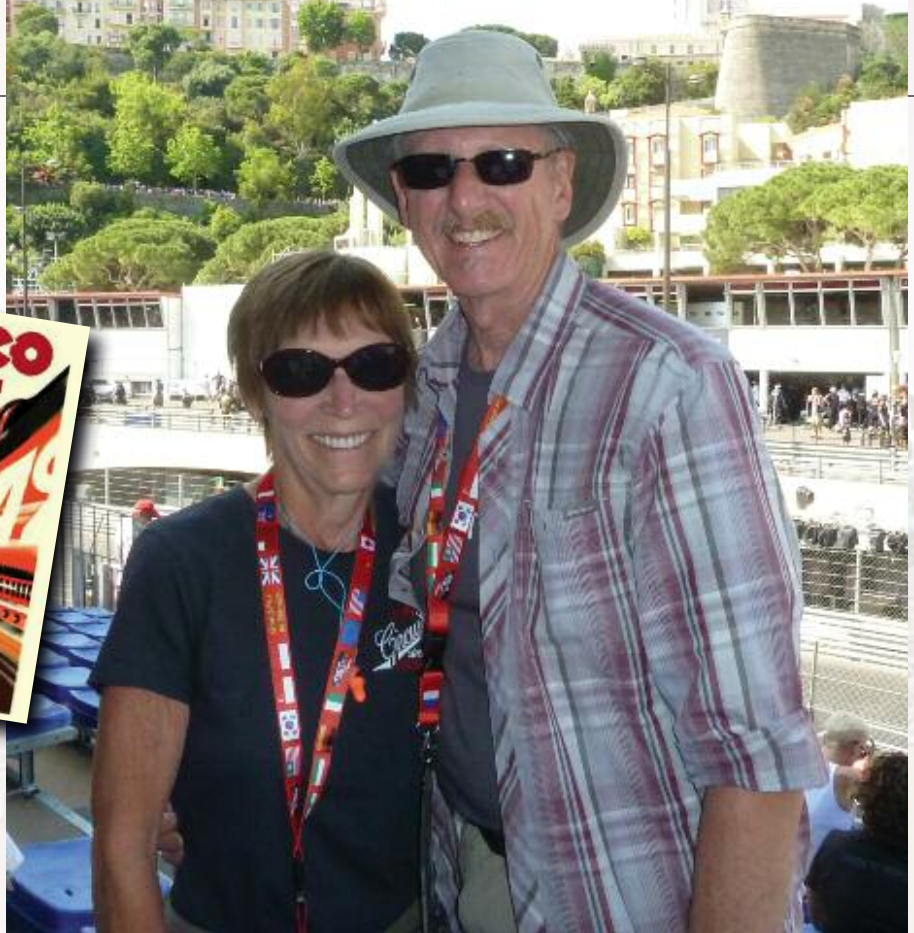
I would still have the car today if not for that Russian steel that beat Rusty Jones and two futile repairs. The writing was on the wall and we had to part. Still, to quote Herman Melville, "Better to sleep with a sober cannibal than a drunk Christian." Ah no, not that quote, this one: "Whenever I find myself growing grim about the mouth, whenever it is a damp, drizzly November in my soul ..." I revive my spirits with the thought of that GTV-6. ■



The family loved the car too.



Bruce and I in front of the Monaco pit lane.



Being There

Remembering Our Grand Prix of Monaco, 2017

By Phyllis Tilden
Photos by Bruce Tilden



Me and the Stelvio with the Sainte-Dévote Chapel in the background.

With one of us pushing 70 and the other one pulling it, we decided it might be time to pick up the pace on emptying F1 races from the bucket list. That meant a 2017 trip to Monte Carlo for the Monaco GP. Monaco!

It's quite true you see a lot more of an F1 race from your recliner than from a grandstand, but being there is, well, being there. How else can you train your binoculars on the \$600 million yacht, Dilbar, riding elegantly in the harbor, the biggest yacht by volume in the world? Eyeball the latest Aston Martin, Rolls-Royce, Bentley, and Lamborghini parked in front of the Monte Carlo Casino? Watch a woman clad only in underwear take pictures from the balcony of her Hotel de Paris room?

Bruce did an excellent job reserving us

seats in three different grandstands: Practice in front of the Casino, Qualy across from the pits, Race across from the harbor with a view of cars coming out of the tunnel, through the Nouvelle Chicane, dipping out of sight, then suddenly 30 feet away and between us and the yachts before screaming toward La Rascasse. Each spot was perfect for that day's action. We became wary of bad karma when the only wreck of the day for both practice and qualy happened right in front of us. Another happened on race day, but at least it wasn't the only wreck of the day. Actually, the most fascinating part of the race activity was watching the corner and crane workers extract a car from the circuit's narrow confines.

On the Monday before the GP, we took a sort of reconnaissance lap of our own to practice catching the train from Nice to Monaco and find our way around the principality and its historic street circuit. The country is only about one mile square but I swear it's 10 miles high.

Phoebe the Fitbit thought we'd climbed 145 sets of stairs in search of the Alfa Romeo dealership to scope out a Stelvio. The dealership was closed.

Totally unbeknownst to us, that Monday was the day all the team haulers came in by land and by sea so we got to watch the unloading and unwrapping of pieces and parts and the pits get set up from scratch. Very cool! Being there.

Friday is an "off day", but the circuit holds a pit walk for race ticketholders. Hot, crowded and palpably electric. Drivers, principals, Ross Brawn, celebs, loud music blaring enough bass to vibrate your innards. Autographs. Being there.

On our way to the Saturday stands, we almost got run over by Lewis Hamilton. He was driving a nondescript white Mercedes. Three identical white Mercedes followed him. Being there.

At the end of the race, all those giant yachts across from us literally laid on their horns in salute. A deafening cacophony. Being there.

Sometime along the way, instead of



Bruce in front of the Monte Carlo Casino on Practice day. Inset: Romain Grosjean signing an autograph for me on pitwalk day.

finding a Stelvio, a Stelvio found us. We were making our way uphill to the Monaco train station, when the red beauty passed us, then pulled right into the turnaround we had to traverse. The driver, a quite nice-looking young Italian fellow, got out of the car. I rushed over with a dozen questions. He was downright gushing in his praise of the car. He politely let us look it over and take some pictures.

We saw a fair number of new Giuliettas but only one new Giulia along our little section of the French Riviera from Nice to Menton. A smattering of 147s parked

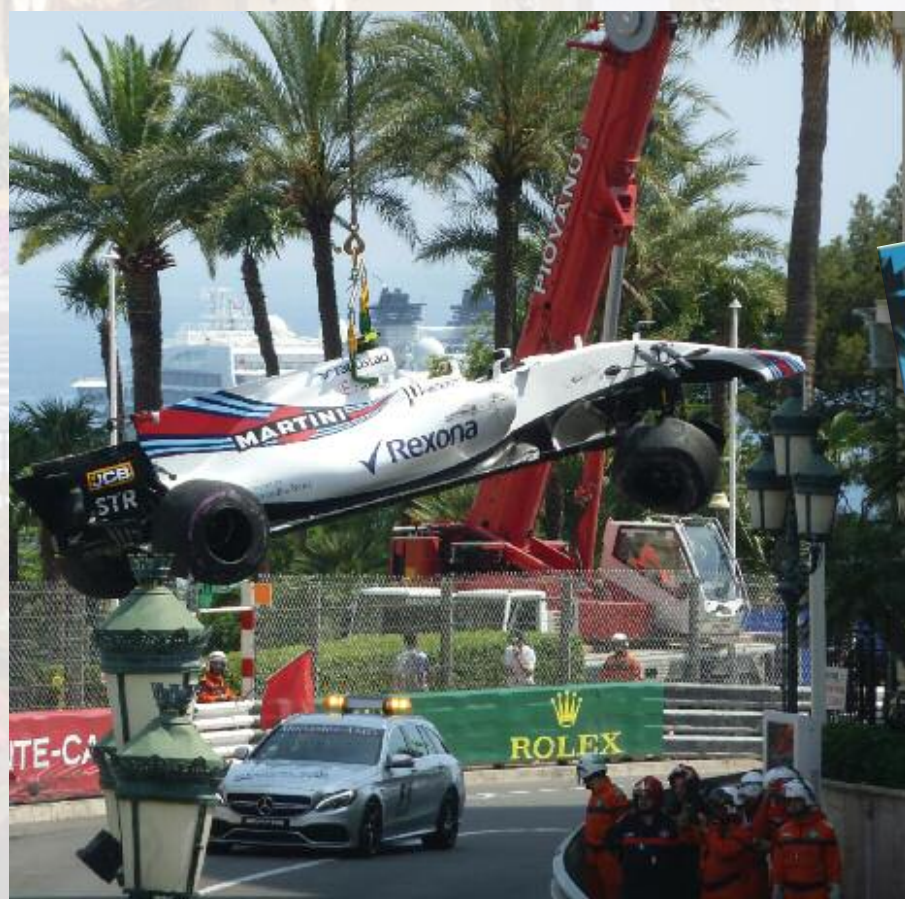
along Nice's busy streets. And we saw something neither of us had ever seen: an Alfa station wagon. We saw two wagons, in fact, one branded a 159 and the other a 155.

Our last night in Nice, we sat on the balcony of our apartment overlooking the Promenade des Anglais and the Mediterranean Sea. Just as we raised a toast to our trip, its memories and each other, what should cruise down the Prom but a primo Duetto, top down in the evening's cool breeze. *Voila*. Being there.

Your Editors were unsure that there would be a 2021 Grand Prix of Monaco, so we were very pleased that the Tildens shared this wonderful memory. As a bonus, however, at Alfa Owner deadline time the race was on for May 20-23! Viva F1! ■



Left: Lance Stroll's Williams being extracted from the track on practice day.



Chapter Scrapbook



Harmon Heed (3)

Florida Chapters Represent Bigly at the B.I.G

The day prior was rainy all along the southwest Florida coastline, but the day of the show in Cape Coral was a wonderful Florida winter day, high 70s and cloudless, blue sky. As the cars rolled into the pristine Rotary Park volunteers directed them to their parking places. Under a central cupola, the Boy Scouts had coffee and donuts ready to take off the early morning chill.

The number of registrants set a new high of 172 this year. There were approximately 90 British, 60 German and 21 Italian cars, almost all of them sports cars and a few historic cars. The organization was superb, every car had its parking place pre-designated and marked.

Judging at this event is done by all of the entrants and the AROC winners were: Alfa Soft Top through 1980, Florida Alfa Club members Harmon and



Jo Heed's blond Giulia Spider; Alfa Hard Top through 1980, SWFLAROC member Scott Crater's red Giulietta Sprint. Tom and Carol Rossi, who are members of both chapters, won the Maserati class. At the end, the "President's Award" was presented to FAC members Delmas and Polly Greene's 1960 Vignale 2000.

Jo Heed said that she was glad it did



Left: Scott Crater with 1st in Class for his '57 Sprint. Above: Tom Rossi with Best Maserati award.

rain during the two-hour drive down from Sarasota in their windowless Spider. "It made our last overnight trip in 'Abby' a bit of an adventure. Now I can retire the shower curtain that's been keeping me dry for 15 years." On Monday they picked up their new Jaguar F-type.

— Harmon Heed

Florida Alfa Club at Festivals of Speed



Left: John Picot's '73 trophy GTV. Right: Tim Roger's 2017 Giulia Quad.

In February, while Texas, the Midwest and Northeast were buried in snow and ice and misery, the Florida Alfa Club was comfortably displaying their Alfas at the Festivals of Speed. They gathered again at the exclusive Vinoy Renaissance Resort in St. Petersburg on the shore of Tampa Bay. With an air temperature of 75F,

bright-blue skies, and sail boats on the bay, 13 Alfa Romeos sat polished and parked on the grass in the shade of a crescent of grand oaks.

This has long been an annual event for FAC where its cars garner many 'per capita' awards because most of the other "exotic" cars, the morass of Lamborghinis, Ferraris, Maseratis and

Porsches are modern, and many of the Alfa entrants are 45 years or older. They are true classics, and they draw a crowd. Nine of the FAC cars entered were over 35 years old, one 57 years old. In Florida you're never too old to go to the beach, and beach time is all year around!

— Harmon Heed

The Vinoy Renaissance Resort in St. Petersburg.



Harmon Heed (2)



Alfa

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ALFA 2021

looking back / moving forward

The *Alfa Romeo Owners Club* National Convention
Colorado Springs, Colorado – September 7 to 12, 2021

Alto Miglia Alfa 2021 Convention Registration

The 2021 Annual AROC National Convention Colorado Springs, Colorado – September 7 to 12, 2021

Please use the online version of this form for best results: www.alfa2021.com

Name of Attendee(s): 1. _____ 2: _____

Membership Number: _____ Chapter (AROC/ARA): _____

Alfas you are bringing: _____

Contact email: _____ Contact phone: _____

AROC, ARA or International Owner Club Annual Membership required

| EVENT SIGN UP | COST | QTY | TOTAL |
|--|-----------|-------|-------|
| Registration (\$65 per family until August 7th, \$95 after August 7th) | \$65/\$95 | _____ | _____ |
| Art Show | | | |
| ____ Mixed Media ____ Photography ____ Fiber Arts ____ Car Models (per item) | \$10 | _____ | _____ |
| Cell Phone Photography Contest ____ Yes, I want to participate | Free | _____ | _____ |
| Sunday, September 5 - Tuesday September 7 | | | |
| Pre-Convention Tour (West start) – 3 days, price per person (maximum of two occupants per car for this tour) | \$50 | _____ | _____ |
| Pre-Convention Tour (Denver start) – 3 days, price per person | \$40 | _____ | _____ |
| Tuesday, September 7 | | | |
| 3:00 pm - 6:00 pm Board of Directors Meeting – All are welcome | Free | _____ | _____ |
| 6:00 pm - 9:00 pm Welcome Reception – please indicate number attending | Free | _____ | _____ |
| Wednesday, September 8 | | | |
| 8:00 am - 11:00 am Time Attack at Pikes Peak International Raceway – high speed autocross, per person | \$50 | _____ | _____ |
| 11:30 am - 12:30 pm Parade Laps at Pikes Peak International Raceway – per car | \$30 | _____ | _____ |
| 12:30 pm - 4:00 pm Open Lapping at Pikes Peak International Raceway – per person (pkg discount on line) | \$190 | _____ | _____ |
| 5:00 pm - 6:00 pm Hotel Happy Hour | Free | _____ | _____ |
| 7:00 pm - 9:00 pm Swap Meet | Free | _____ | _____ |
| 9:30 pm - 11:00 pm Moonlight Car Show – decorate, display, bribe, win | Free | _____ | _____ |
| Thursday, September 9 | | | |
| 8:30 am - 12:00 pm Seek and Search (Gimmick) Rally – per car | \$30 | _____ | _____ |
| 10:00 am - 4:00 pm Shuttle to Tours of Olympic Training Center or WWII Aviation Museum – per person | \$10 | _____ | _____ |
| 2:00 pm - 5:00 pm High Tea at Glen Eyrie Castle – per person | \$30 | _____ | _____ |
| 7:00 pm - 9:00 pm Tech/Breakout Sessions – Details to come | Free | _____ | _____ |
| Friday, September 10 | | | |
| 7:00 am - 10:00 am Drive up Pikes Peak – per car | \$10 | _____ | _____ |
| 10:30 am - 12:00 pm Drive through Garden of the Gods | Free | _____ | _____ |
| 12:00 pm - 4:00 pm Shuttle ride to lunch at the Golden Bee (individual checks) or Downtown – per person | \$10 | _____ | _____ |
| 2:00 pm - 5:00 pm Walking Seek and Search Rally – per person | \$22 | _____ | _____ |
| 3:00 pm - 6:00 pm Car Wash | Free | _____ | _____ |
| Saturday, September 11 | | | |
| 9:00 am - 1:00 pm Concorso Alto Miglia | | | |
| Judged – per car, list Alfas / VINs # _____ | \$50 | _____ | _____ |
| Non-Judged – per car | \$10 | _____ | _____ |
| 2:00 pm - 5:00 pm Shuttle to Tours of National Museum of WWII Aviation or Olympic Training Center – pp | \$10 | _____ | _____ |
| 2:00 pm - 5:00 pm Tech/Breakout Sessions and Town Hall – Details to come | Free | _____ | _____ |
| 6:30 pm - 9:00 pm AROC Banquet ____ Beef ____ Fish ____ Chicken ____ Vegan | \$65 | _____ | _____ |
| Sunday, September 12 | | | |
| 9:00 am - 11:30 am Awards Breakfast | \$25 | _____ | _____ |
| Total Due: _____ | | | |

Registration on-line at www.alfa2021.com is preferred. Otherwise, please mail this form and payment to Alfa Club of the Rockies, 1977 S Taft St, Lakewood CO 80228. Make check out to Alfa Club of the Rockies. Must be postmarked by August 7th, 2021. Hotel reservations must be made via weblink at www.alfa2021.com or by calling: 719 576-8900. Group Code ARC.

Paris Retromobile – A Moving Target

By **Bob Abhalter**

Normally Retromobile is the car lover's excuse to visit Paris in early February, but not this year. The ever-changing COVID situation forced its organizers to slide the annual collector car exposition to June 2-6 this year. The three major auctions associated with the show decided to hold their events anyway, with some modifications. The French firm Artcurial, the official auction house of Retromobile, held its event February 5. The limited live and online auction was much smaller than the normal extravaganza, offering 42 cars of which only 28 were sold. Worse for us, none were Alfas. Artcurial will mount another auction June 4 as a part of the rescheduled Retromobile event.

RM Sotheby's Paris

RM Sotheby's Paris auction was held February 13 as a live-streamed online event. Much smaller than the usual Retromobile, only 40 cars were offered

and 26 sold. In keeping with the online nature of the event, the cars offered were not assembled in Paris. The winning bidders needed to collect their prizes wherever they were, across the continent. Two Alfas were in the mix. Both were very desirable models.

First was lot 120, a **1965 Giulia Sprint GTA, chassis AR613015**. The racer was finished in red with white trim. The chassis number suggested that it was among the first 15 of the 500 GTAs produced and that it was produced by Autodelta in race trim, one of six "customer cars" with specifications similar to the team cars. According to RM Sotheby's, this car was delivered to the Belgian F1 and Le Mans ace Lucien Bianchi. His team campaigned the GTA in various European race series for the next four years, after which it was sold on to another Belgian racer. All told, the car claimed four owners. The consignor commissioned a full restoration in the



1965 Giulia Sprint GTA

1990s, intent on returning the car to its original configuration. It had been little used since.

The auction photos showed a good finish overall, with only a few nicks and chips. The interior showed a few minor issues with the upholstery of the racing buckets. A full roll cage was installed, along with a complete GTA dashboard. A proper 1600 twin plug engine was sourced to replace the 2-liter GTAM unit the car acquired later in its racing career. Detail photos cataloged the rivets that attached the aluminum bodywork to the GT's chassis. It was claimed that the first cars were produced with aluminum floor pans rather than the steel pans fitted to later cars in the series. The result of the restoration seemed to be a largely complete and authentic return to original specification. Bidders responded favorably and the car was sold for €270,000 (\$327,213), a good buy for the lucky new owner.

Later in the auction a Touring-bodied **1957 1900 CSS Coupe, chassis 1900C10548**, ran across the virtual block. It was handsomely finished in dark blue with gray fabric upholstery trimmed in blue. The auction house could claim very little knowledge of the car's history, stating only its long-term residence in an Italian collection through 1990. The only information provided about the restoration was that it predated the consignor's acquisition four years ago. These later Touring-bodied coupes bear a strong family resemblance to the contemporary Giulietta Sprints and Spiders, despite coming



1957 1900 CSS Coupe



1968 Spider Junior



1963 2600 Spider



1973 Montreal

from the pens of different designers.

The overall finish of the car presented very well. Detail pictures show a few chips on door and hood edges and mostly good chrome, except for a defect in the windshield surround. The Michelin-shod Borrani wire wheels gleamed. The engine and induction system were finished in black crackle finish, and the engine compartment was all in good order. The undercarriage escaped the full-concours treatment but still appeared to be in good shape. The interior was well-appointed, with no wear evident to the upholstery or gray carpeting. The wood-rimmed steering wheel set off the handsome instrument cluster with its shiny gauges. The dash held a vintage Philips transistorized two-band radio from a slightly later period. All told, this was one handsome, appealing example of a later 1900 C. The bidders thought so too, and the car sold for €246,875 (\$299,188), well above the *Sports Car Market* price guide's median value of \$224,000.

Bonhams Les Grandes Marques du Monde à Paris

Bonhams chose to delay its 2021 French event until March 3. The consignments numbered 77. One Ferrari was withdrawn, and 30 other cars failed to sell. The 60% sell-through rate was less than spectacular.

Among the offerings was a **1968 Spider Junior** in the traditional red with black vinyl upholstery. This 1300-engined example of a first series roundtail Spider appeared to be in good condition overall. According to

Bonham's, it was given a "body-off" restoration in 2018, hard to do with a unit-body car. I assume they meant to say the work done was comprehensive. The Spider Junior was first released in 1968. Aside from engine displacement, the cars differed only in some minor details from the original Duettos. This one appeared to have been well restored and perhaps a bit over-restored in the engine bay, where the cam covers and intake were polished and the air filter cannister was finished in high-gloss black. The headlight fairings were in place, and the car rode on its original steel road wheels.

The interior was very tidy, with fresh upholstery. The fabric convertible top looked fresh, as well. The trunk lid was devoid of any trim. This consignment was the most popular of the four Alfas offered and sold for a healthy \$51,968 including fees, putting the \$45,268 hammer price just shy of the \$49,000 low estimate.

A **1963 2600 Spider, chassis AR191808**, looked stunning in ivory over black upholstery and convertible top. Originally delivered to the Netherlands, the car claimed a complete restoration "a few years ago," and the documentation included an inspection report completed in September 2019. The photos showed a Spider in very good overall condition, inside and out. Wire wheels had been added during the restoration. They were stated to be Turrino wheels (a British company) and looked similar to the traditional Borrani's, but had three-eared knockoffs

rather than the usual two-eared Alfa version. The seat upholstery showed light signs of use and the dash and instruments were all in good shape. Triple Webers replaced the original Solex carburetors. The carbs wore individual aftermarket foam air cleaners, but the unconnected original filter cannister was left in place, an odd choice. The high bid was \$113,216, not enough to send the Spider to a new owner. The consignor was looking for a price closer to the low auction estimate of \$140,000. Although the high bid seemed low, the auction valuation was perhaps a bit high.

Next was a **1973 Montreal, chassis AR1427151**, resplendent in a two-year-old red respray. The French-delivered car was fitted with the classic yellow headlamps once mandated in France and stood tall on its OEM wheels and tires. Inside, the seats were upholstered in black fabric set off by bright red carpeting. The odometer showed 99,000 km (61,500 mi.) and the instruments were all in good condition. The uncracked dash was graced by a radio with 8-track tape player. At least one cartridge of Aretha Franklin hits was included, per the photos. There was some scratching on the rear luggage shelf, indicating some use. The paint finish and trim appeared to be in good order, with only minor corrosion noted low on the rear valence. It appeared that the door latches could use some minor adjustments. The engine compartment was in generally good order, but was most likely not included in the respray.



1980 GTV Delta 2.0 Coupe

There were no images provided of the undercarriage. Unfortunately, the car got no love from the bidders. The high bid of \$57,294, far below the current market price, was not enough to move the car on.

Finally, Bonhams offered a **1980 GTV Delta 2.0 Coupe**. This Alfaetta GT variant is unknown in the U.S. and little-known outside of France and Germany, where the edition was marketed. The Delta should not be confused with the Alfaetta GTV Turbodelta, a turbocharged homologation special produced by Autodelta in 1979 so that it could go Group 4 racing. Rather, Bonhams stated that the run of specially trimmed cars was named in homage to Autodelta. Think about the Alfaetta Mille Miglia, and GTV-6 Balocco and Maratona trim packages offered in the U.S. and you'll get the idea.

According to Bonhams, this limited-edition version got 10 more horsepower than the standard GTV by way of hotter cams. Twin Solex dual throat carburetors did the breathing. The seats were produced by the German company Hersteller. They were more heavily bolstered than the standard seats and upholstered in black fabric with yellow and white stripes, accented by a small "Delta" emblem. Other tweaks included

a rear spoiler, flared wheel openings front and rear, and Ronal A-1 wheels. The bright trim, except for the *scudetto*, was blacked out and the front valence got additional cooling slots, à la the Turbodelta.

The example being auctioned was treated to comprehensive bodywork and a coat of very red paint in 2019 and looked shiny still. The lower quarters were painted black, not a part of the original scheme. The rear spoiler didn't seem like the original and the front bumper on the driver's side had been tweaked. As nice as the exterior appeared, the interior needed some help. The aftermarket steering wheel replacing the original bore an overly large Alfa emblem and the console held a crudely made black panel holding the radio, a clock, and the emblems typically found on the rear hatch. The wood insets added to the dash also needed attention. The seats showed wear consistent with the odometer's 93,400 km (58,036 mi.). The engine compartment appeared to be in good order, but could have been cleaner. The cam covers had been painted gold and were now showing missing paint and mild corrosion. Bids for the Alfaetta peaked at \$15,493. This should have been enough to move the car on, but the

consignor felt differently. The auction estimate of \$18,000 to \$30,000 was very optimistic, in my opinion.

Bob is in the garage trying to decide which Alfa project to tackle next. When he returns, he'll still have time to answer the emails you send to him at rabhalter@att.net ■

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Calendar of Events

Due to the national health emergency, many events may be canceled or postponed. Be sure to check with the contact person for current information.

MAJOR 2021 EVENTS

■ July 31 (2021) (Saturday)
AROC (Oregon) 32nd Annual Northwest Classic Motor Rally. Visit the website at www.nwclassicmotorrally.org

■ August 14 (Saturday)
AROC National AROC Goes to Concorso Italiano at the Bayonet Black Horse Golf Course in Seaside, CA, SAT. 9:30 AM-4 PM. Contact AROC Headquarters at admin@aroc-usa.org or 971-254-6660.

■ REVISED September 5-7 (2021) (Sun-Tue) **AROC National Alto Miglia Alfa 2021** Pre-Convention Tours in Colorado Springs, Colorado. Visit altomiglia.wordpress.com for details.

■ REVISED September 7-12 (2021) (Tue-Sun) **AROC National Alto Miglia Alfa 2021 Convention** in Colorado Springs, Colorado. Visit altomiglia.wordpress.com for details.

■ REVISED October 1-13 (2021) (Fri-Wed) **AROC National 4th Annual AROC Goes to Italy Tour.** Contact AROC Headquarters at admin@aroc-usa.org or 971-254-6660 for details.

■ October 21-25 (Thu-Mon)
AROC National 3rd Annual AROC Goes to the US Grand Prix, Austin, TX. Contact AROC Admin at admin@aroc-usa.org or 971-254-6660.

MAJOR 2022 EVENTS

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

■ May 8-18 (2022) (Sun-Wed)
AROC National 5th Annual AROC Goes to Italy Tour. Contact AROC Admin at admin@aroc-usa.org or 971-254-6660 for details.

MAY 2021

■ May 1 (Saturday)
Texas Hill Country Monthly Member Breakfast at Mozart's Coffee Roasters on Lake Austin Blvd, Austin, TX at 8:30 AM. Contact John Trevey at john@texasalfas.com or 512-789-6516.

■ May 1 (Saturday)
Deep South Alfa Romeo Club Cars and Coffee, Mercedes-Benz of Baton Rouge, Baton Rouge, LA, 8-10 AM. Contact Tim Spruill at t.spruill@aroc-usa.org for details.

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

■ May 7 (Friday)
Desert ALFAs (Coachella Valley) Happy Hour Chapter Video Conference, 5-7 PM. Contact Gordy Hyde at president@desertalfas.org for call-in details.

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

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

■ May 9 (Sunday)
AROC Connecticut Second Sunday Breakfast at Leo's Restaurant, 7 Poverty Road, Southbury, CT 06488, 10-11 AM. Contact Michael Davias at kathy@cintos.com for details.

■ May 15 (Saturday)
Deep South Alfa Romeo Club Cars and Coffee, Lakefront Park, New Orleans, LA, 9 AM to Noon. Contact Bill Sims at CaptWSims@yahoo.com or 985-246-9257.

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

■ May 16 (Sunday)
AROC (Oregon) AROC Cup Rally #3, meet at 9 AM at French Prairie Rest Area back parking lot, I-5 Southbound, south of Wilsonville, OR. Contact Paul Eklund at paul eklund@alfaclub.org, pre-registration is required.

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

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

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

■ May 20-23 (Fri-Sun)
Florida Alfa Club Amelia Island Concours d'Elegance, Amelia Island, Florida. For event information go to www.ameliaconcours.org or contact Harmon Heed at harmonheed@gmail.com or 941-726-9723.

■ May 21 (Friday)
Desert ALFAs (Coachella Valley) Happy Hour Chapter Video Conference, 5-7 PM. Contact Gordy Hyde at president@desertalfas.org for call-in details.

■ May 22 (Saturday)
AROC Connecticut Fourth Saturday Breakfast at Jackie's Restaurant, 920 Bantam Road, Bantam, CT 06750, 10-11 AM. Contact Michael Davias at kathy@cintos.com for details.

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

■ May 26 (Wednesday)
Arizona AROC Monthly Dinner Meeting. Visit the Calendar of Events at clubs.hemmings.com/azalfa/calendar.html for details.

■ May 26 (Wednesday)
NWARC (Northwest) HPDE Evening Lapping Event at Pacific Raceways. Contact Mirko Freguia at competition@nwalfaclub.com or 206-795-0861.

■ May 30 (Sunday)
NYAROC (New York) Last Sunday Breakfast at the Candlelight Diner, 56 Veterans Memorial Hwy, Commack, NY 11725, 8:30-10:30 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

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

■ May 30 (Sunday)
Arizona AROC Indy 500 Party. Visit the
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for details.

JUNE 2021

■ June 5 (Saturday)
**Arizona AROC Wine and Cheese Tasting
Tour.** Visit the Calendar of Events at
clubs.hemmings.com/azalfa/calendar.html
for details.

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

■ June 5 (Saturday)
**Deep South Alfa Romeo Club Cars and
Coffee,** Mercedes-Benz of Baton Rouge,
Baton Rouge, LA, 8-10 AM. Contact Tim Spruill
at t.spruill@aroc-usa.org for details.

■ June 6 (Sunday)
NYAROC (New York) Sunday Breakfast at
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Hicksville, NY 11801, 8-10 AM. Contact John
DeGeorge at gtv6alfisti@aol.com for details.

■ June 12 (Saturday)
**KARS Kentucky KARS and Coffee for
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River Road, Louisville, KY, 9-11 AM. Contact
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■ June 13 (Sunday)
**AROC Connecticut Second Sunday
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Contact Michael Davias at kathy@cintos.com
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■ June 13 (Sunday)
NYAROC (New York) Sunday Breakfast at
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■ June 13 (Sunday)
AROC (Oregon) AROC Cup Rally #4, meet at
9 AM at French Prairie Rest Area back parking
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paul eklund@alfaclub.org, pre-registration is
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■ June 16 (Wednesday)
**AROC (Oregon) June Evening Tour and
Dinner,** 6:30-9:30 PM Contact Doug Zaitz at
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■ June 16 (Wednesday)
**Mid-Atlantic AROC RTP Area Monthly
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Contact Bruce Sharer at rbsharer@aol.com
for details.

■ June 19 (Saturday)
**AROC (Oregon) Second Annual Summer
Solstice Tour & BBQ** to Harrisburg (Eugene)
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■ June 19 (Saturday)
**Deep South Alfa Romeo Club Cars and
Coffee,** Lakefront Park, New Orleans, LA, 9
AM to Noon. Contact Bill Sims at
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■ June 19 (Saturday)
**Kansas City (Strada Fantasma) Cars &
Coffee** at the Kansas City Auto Museum, 10
AM-1 PM. Contact Ron Rutter at
citroencar@aol.com for details.

■ June 20 (Sunday)
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the Broadway Diner at 287 N. Broadway
Hicksville, NY 11801, 516-681-3982. Contact
John DeGeorge at www.nyaroc.com/contact/
for details.

■ June 23 (Wednesday)
Arizona AROC Monthly Dinner Meeting.
Visit the Calendar of Events at
clubs.hemmings.com/azalfa/calendar.html
for details.

■ June 26 (Saturday)
**AROC Connecticut Fourth Saturday
Breakfast** at Jackie's Restaurant, 920 Bantam
Road, Bantam, CT 06750, 10-11 AM. Contact
Michael Davias at kathy@cintos.com for
details.

■ June 27 (Sunday)
NYAROC (New York) Last Sunday Breakfast
at the Candlelight Diner, 56 Veterans
Memorial Hwy, Commack, NY 11725, 8:30-
10:30 AM. Contact John DeGeorge at
gtv6alfisti@aol.com for details.

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

JULY 2021

■ July 3 (Saturday)
**Deep South Alfa Romeo Club Cars and
Coffee,** Mercedes-Benz of Baton Rouge,
Baton Rouge, LA, 8-10 AM. Contact Tim Spruill
at t.spruill@aroc-usa.org for details.

■ July 3 (Saturday)
**Texas Hill Country Monthly Member
Breakfast** at Mozart's Coffee Roasters on
Lake Austin Blvd, Austin, TX 8:30 AM. Contact
John Trevey at john@texasalfas.com or 512-
789-6516.

■ July 4 (Sunday)
NYAROC (New York) Sunday Breakfast at
the Broadway Diner at 287 N. Broadway
Hicksville, NY 11801, 8-10 AM. Contact John
DeGeorge at gtv6alfisti@aol.com for details.

■ July 10 (Saturday)
**KARS Kentucky KARS and Coffee for
Charity** at Captains Quarters Restaurant,
River Road, Louisville, KY, 9-11 AM. Contact
John Hicks at alfakars@outlook.com for
details.

■ July 10 (Sat-Sun)
Arizona AROC Flagstaff Overnight Tour.
Visit the Calendar of Events at
clubs.hemmings.com/azalfa/calendar.html
for details.

■ July 11 (Sunday)
**AROC Connecticut Second Sunday
Breakfast** at Leo's Restaurant, 7 Poverty
Road, Southbury, CT 06488, 10-11 AM.
Contact Michael Davias at kathy@cintos.com
for details

■ July 11 (Sunday)
NYAROC (New York) Sunday Breakfast at
the Broadway Diner at 287 N. Broadway
Hicksville, NY 11801, 8-10 AM. Contact John
DeGeorge at gtv6alfisti@aol.com for details.

■ July 17 (Saturday)
**Deep South Alfa Romeo Club Cars and
Coffee,** Lakefront Park, New Orleans, LA, 9
AM to Noon. Contact Bill Sims at
CaptWSims@yahoo.com or 985-246-9257.

■ July 17 (Saturday)
**AROC (Oregon) Annual Summer Wine Tour
and Picnic,** 9 AM to 2 PM. Contact Russ Paine
at russ.paine@alfaclub.org or 503-866-8870.

■ July 18 (Sunday)
NYAROC (New York) Sunday Breakfast at
the Broadway Diner at 287 N. Broadway
Hicksville, NY 11801, 8-10 AM. Contact John
DeGeorge at gtv6alfisti@aol.com for details.

■ To see events further out, go to www.aroc-usa.org Click on *The Club*, then *Local Chapter Events*.

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WANTED

WANTED: GIULIA SPRINT GT (STEPNOSE) Looking for a Sprint GT for a project. It can be a Giulia or a Jr. Condition of body and completeness of trim and details are the most important details. A very small amount of rust is OK but structural rust is a non-starter. Condition of paint, interior, and mechanical components is not important but it must run so we can move it around. Send pictures, description, and price in first email. Contact Dick Camp at rjcamp@bayzinc.com or 509.952.0610. (06/21)

WANTED: LOOKING FOR A BERLINA I'm in the pacific northwest. Contact Keith Mackay at ksmackay@potelco.net or 253-310-1067. (06/21)

WANTED: "WINEGLASS" SPEEDLINE 15" MILANO WHEELS 20 ea lugnuts and 4 ea centercaps. Details of cars and parts inventory being collected now. Looking for serious collectors/restorers to review the package available around 15 February. 1991 Spider Veloce, 1976 Spider 2000, 1973 Berlina, 1967 GTV, 1962 Sprint, 1961 Giulietta Spider. Prices: Make offer plus transportation. Contact John Karabatos at dougoltbertwv@gmail.com or 304-772-5061. (07/21)

1960-1969

1961 TO 1991 ESTATE SALE OF SIX CARS + PARTS IN FLORIDA Included in package of six Alfas are hundreds of parts collected over 20 years. Details of cars and parts inventory being collected now. Looking for serious collectors/restorers to review the package available around 15 February. 1991 Spider Veloce, 1976 Spider 2000, 1973 Berlina, 1967 GTV, 1962 Sprint, 1961 Giulietta Spider. Prices: Make offer plus transportation. Contact John Karabatos at graymark4711@gmail.com or 647-401-4711. (07/21)



1961 GIULIETTA SPIDER NORMALE AND 1963 GIULIA SPIDER NORMALE Both are two-owner California cars from new, never rust or accidents, delightful to drive. Stock except Giulietta has a 5-speed gearbox. Enjoy as-is or restore to the extent you want. Cars are in Los Angeles. Price: \$50,000 O.B.O. plus transportation. Contact David Gooley at gooleypics@onemain.com or 310.562.4686. (08/21)

1970-1979

1976 & 1978 ALFETTA TRACK CAR PROJECT Rebuilt engine and trans. Full rollcage installed. Modified suspension. Fuel cell and fire system. Body has been dipped for rust removal and painted. both a Wes Ingram rebuilt Spica and Weber DCOE carbs included. Interior and trim from two cars ('76 & '78) included. Car is unassembled. Call for more detail. \$7,000 Negotiable. Pick-up Only. Contact David Barrington at barrindw@gmail.com or 937-478-6764. (07/21)



1980-1989



1985 CALLAWAY TWIN-TURBO PROTOTYPE #5 Callaway Brochure Car, Bobcor Motors Demo. Last prototype (without Callaway logo on intercooler) before Alfa gave the "production" okay. A total of five prototypes and 29 "production" cars built before Callaway ceased production. *Road & Track* and *Car & Driver* test car. Specifications: 230HP, 245 ft.lb. torque. 0-60 in 5.9 seconds, 1/4 mile in 14.3 seconds, 140 mph top. About as original as a 36 year old car can be. Factory paint and interior in showroom condition. Unique pin-striping. Recaro seats, new OEM-type headliner & OEM velvet door & window gaskets. Rust-free chassis. A previous owner discarded OEM wheels, now wears period correct wheels. Period correct radio. 1,000 miles on rebuilt engine. 80,000 miles overall. Original owner's manual and factory keys. Clean CARFAX. Extensive documentation about this car and the Callaway project come with car. Price: \$59,000 OBO, plus shipping. Contact Lester Neidell at gtvalfa@sbcglobal.net or 918-430-5968. (07/21)



1986 CONCOURS-QUALITY 1986 GTV-6 This 1986 GTV-6 was the first new car I ever bought (VIN ZARAA6696G1007992), and now has 57,000 original miles and counting. No rust in undercarriage, racing suspension, lowered with tighter springs; all maintenance done by Alfa specialty shop. All records saved since original purchase. This perfectly balanced tight touring car is a joy to drive! There is no better example in the country. Interior is beautiful tan leather, one tiny crack on the dash. Body has been repainted to black. Price: \$30,000 OBO. Pick up. Contact Michael Mega at mega@neural-net.org or 310-261-5178. More info at <https://tinyurl.com/y5flwyqx> (07/21)

1990-1999



1991 164 S Alfa Red w/Tan interior. Runs and drives beautifully. No rust! All original- "S" wheels, spoiler, Alfa Romeo AM-FM Stereo Radio/Cassette Player, and working adjustable "S" suspension. Car has A/C, sunroof, 5-speed transmission. Always garaged, never driven in winter. Original 200hp 3.0 V-6 recently rebuilt by Worldwide Auto of Huntington, NY. Car repainted in 2019 in original Alfa Red. 108K miles. Recent full tune-up. All books and service records. Front seat needs attention (driver seat has split seam). George Pezold originally purchased this 164 S in 1991 and sold to his brother-in-law Jay Dobbs in 1995. Price: \$7,500 OBO; pick up. Contact: George Pezold at george.pezold@transportlaw.com or 631-427-0100. (06/21)



1992 SPIDER VELOCE Rare Yellow w/black interior 1992 Spider Veloce. 72,000 miles. I maintained it myself. Won Viva Alfa Rome Elite Class Award in 2018 at Celebration, Florida. Standard Transmission. Price: \$14,900 O.B.O. shipping not specified. Contact Tony Martinelli at janine33952@yahoo.com or 941-782-7018. (08/21)



1992 SPIDER VELOCE Red/Tan int. Automatic. Owned for past 16 yrs. 120K miles, engine rebuilt at 80K. Runs & drives good. Many new parts over the years. Dash slightly cracked; top very good. New tires. NO RUST. Asking \$12,500 Negotiable, Pick up. Location NJ. Contact Sal Malanga at 973-335-5373. (06/21)



1992 SPIDER VELOCE Beautiful, attention-getting 1992 Alfa Romeo Spider Veloce, red with black interior. Excellent condition with 80K miles. One owner. Very well cared for and driven only in dry weather. Price: \$8,000 OBO; pick up only. Contact James Moreland at aicholtz.rl@pg.com or 513-240-2241. (06/21)

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PARTS

PARTS FOR SALE Weber 40 DOHC with air horns; carb support plate and support strut - for 1750/2000 engines only (Strut fitted to the carb support plate and engine mount). In very good condition. Converted from rubber carb mounts to solid mounts, therefore these items are not needed. See item in Centerline International for support plate Part #AF313A (\$150 retail cost) Price: \$75, Negotiable, Plus shipping. Contact Nick Clesceri at clescn@gmail.com or 518-644-9443. (06/21)

PARTS FOR SALE Oil vapor separators for all 4 cylinder alfas as equipped. Custom personally fabricated kits to replicate OEM units. Made from superior non-corrosive solid brass construction. Price: USA: \$120, Canada: \$130, Firm and includes shipping. Contact Rick Lesniewicz at RLESN@Comcast.net for photos, further details; phone contact upon request. (08/21)

PARTS FOR SALE Four center caps for "phone dial" wheels. In great shape. Price: \$30.00 Firm w/shipping. Contact Richard A Cross at karenroxelana@gmail.com or 817.472.4260. (08/21)

PARTS FOR SALE Body/Mechanical: Accumulated for over 40 years with parts. Time to start cleaning. Doors, bumpers, windows, wiring harness, etc. New and used from 1958 to 1994 all models. Will ship anywhere. Prices on Request and Negotiable. Contact Sal Malanga at 973-335-5373 Location - NJ. (06/21)

PARTS FOR SALE 1991 OEM AM/FM Radio/Cassette Deck. Manual and Lock Code. Original 1991 Alfa OEM factory AM/FM/ Cassette Deck radio. Operating manual and security lock code card included. Radio wiring harness connection included. No damage/wear. Excellent condition. Price: \$500 Firm, plus shipping. Contact Douglas Kapsa at dkapsa@comcast.net or 848.702.9543. (07/21)

PARTS FOR SALE New Classic Alfa Parts. California Italian swap meet vendor liquidating new Alfa inventory from our truck. 40+ different current production vintage tail lamp lenses, Duetto lamps, Spider lamps, 10+ front park lamps and lenses, GTA alloy wheel set, 15 different emblems, 25 different stickers, 20+ different key blanks. Prices on request, plus shipping. Contact Chris Obert for information at fiatplus@aol.com or 831-423-0218, and mention what you might have interest in. (07/21)

PARTS FOR SALE 750 Series Spider Veloce Engine and Transmission. Includes correct air plenum. DCO3 Webers, intake manifold, head, metal fan, valve cover, etc. All parts matching, including original Veloce transmission. All parts good for restoration, prefer not to separate. Prices are negotiable plus shipping. Contact Art Schueneman schueneman.phd@gmail.com (07/21)

PARTS FOR SALE 750 Series Spider Veloce Doors. Driver and passenger doors for 750 series Spider Veloce (short wheelbase). Complete with mechanicals, glass, door panels, chrome handles, etc. Very little surface rust in the suspect areas and easily restorable. Will also fit 750 Spider normale. Red with black door cards. Price negotiable. plus shipping. Contact Art at schueneman.phd@gmail.com (07/21)

PARTS FOR SALE New Premium Carpet set for Model 105. Brand New, still in the box, Black Premium Carpet set for 105 model cars bought from Alfaholics. Current price on the Alfaholics website is 285 British Pounds or \$391.61 US. Will sell for only \$250 US plus shipping. Price \$250 plus shipping. Contact Ken Nachman at kennachman@comcast.net or 804-840-1441. (07/21)

PARTS FOR SALE Gasketed Windshield. New, in the box. Gasket style windshield made by Pilkington. This is no longer available in the US. Price: \$450.00 OBO, plus shipping. Contact Paul Ziegler at ppziegler@yahoo.com or 727-744-4830. (07/21)

MISCELLANEOUS

MEMORABILIA FOR SALE: OWNER'S MANUALS Giulia Ti & Super (1964-74), Berlina (1974) English & Italian. French. 1967 Duetto & 1972 Berlina. Original ALFA owner's manuals, not repro. Some Giulia sales brochures. Rare. Photos (email) for serious inquiries. Price: Most are excellent condition \$100 each, the few others negotiable. Plus shipping. Contact Tom Ducibella at tom@nanduce.com or 978-921-0125. (06/21)

CLASSIFIED AD GUIDELINES

The classified ad submission deadline is the 15th of the month, two months preceding the month of the issue. Ads are limited to 50 words (250 characters) and must refer to Alfa Romeo cars, parts, accessories, or memorabilia. Ads will run from one to three consecutive months based on what time frame the ad poster indicates. Items that are sold or bought before the end of the posting period will be removed or marked SOLD if notified within the above deadline dates. To continue publication beyond three months please reconfirm by each deadline date.

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

(NOTE: Only 3 ads per month per person)

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

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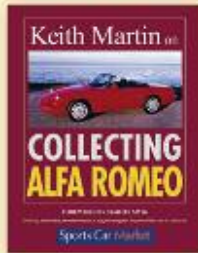


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