

Alfa Owner



\$5.95 THE OFFICIAL PUBLICATION OF THE ALFA ROMEO OWNERS CLUB

MAY 2018

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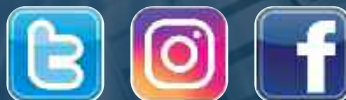
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Calendar of Events

MAY 2018

■ May 5 (Saturday)

AlfaBuff (Buffalo, NY) Tom Wahl's Spring Lunch Run in Avon, NY at Noon. Contact Phil Pyrcce at pyrcce@verizon.net (rain date May 6).

■ May 5 (Saturday)

Capital Chapter AROC 11th Annual Vintage Italian Car Show at Radcliffe Motorcar Company in Reisterstown, MD. Visit www.rmccar.com or contact Richard Garre at rgarre@rmccar.com or 410-517-1681.

■ May 5 (Saturday)

Scuderia Alfa Romeo Houston Driving Tour Contact George Williams at alfageorge55@gmail.com for details.

■ May 6 (Sunday)

AROO (Oregon) AROO Cup Rally #3, meet at 9 AM at French Prairie Rest Area, I-5 SB, south of Wilsonville (OR). Contact Roger Dilts at arcvolcon@gmail.com, pre-registration is preferred.

■ May 6 (Sunday)

Lone Star AROC (Dallas, TX) All British & European Car Day at White Rock Lake. Contact Richard and Karen at 817-472-4260.

■ May 8 (Tuesday)

AROC of SW Florida Bonita Bay Beach Club Sunset Outing and Potluck Dinner in Bonita Beach, FL at 5:30 PM. Contact Bob Lombardo at 239-628-8800.

■ May 8 (Tuesday)

NWARC (Northwest) Dinner Meeting, and Program at Group 2 Motorsports in Seattle, WA 98199, 6:30-9:30 PM. For more information contact Fred Russell at president@nwalfaclub.com or 425-308-6621.

■ May 12 (Saturday)

AROO (Oregon) Annual Swap Meet & Garage Tour, 10 AM to 3 PM at the Sports Car Market World Headquarters, Portland, OR 97232. Contact Tom Burnett at tom.burnett@alfaclub.org or 503-288-4404.

■ May 12 (Saturday)

Florida Alfa Club Tampa Bay Automotive Museum Tour and Lunch in Tampa Bay, FL. Register with Delmas Greene at alfagreene@yahoo.com or 727-439-2019.

■ May 12 (Saturday)

Capital Chapter 2nd Annual All Italian Car Show, Nottoway Park, Vienna, VA, 10AM - 3PM. Contact Brewster at brewthack@gmail.com or 703-508-4418.

■ May 12 (Saturday)

AROCC (Central California) Estrella Museum Warbirds, Wings and Wheels & Mega Swap Meet in Paso Robles, CA. Contact Christopher Armstrong at christopherarmstrong0721@gmail.com for details.

■ May 12 (Saturday)

KARS (Kentucky) Membership Meeting Tour and Lunch following Cars & Coffee in Louisville, KY. Contact John Hicks at alfakars@outlook.com for details.

■ May 12 (Saturday)

A.L.F.A., Inc. (Tennessee) Tennessee Club Drive. Contact Adam at adamnitti@gmail.com for details.

■ May 14-23 (Monday-Wednesday)

AROC National AROC Goes to Italy Tour Contact Cindy Banzer at c.banzer@aroc-usa.org or 503-709-7277.

■ May 16 (Wednesday)

AROO (Oregon) General Membership Dinner & Program, 7 PM at The Old Spaghetti Factory Restaurant in Portland (OR). Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312.

■ May 19 (Saturday)

AAROC (Arizona) Olive Oil and Desert Dust Off Tour in Queen Creek, AZ. Visit the Arizona AROC Calendar of Events at clubs.hemmings.com/azalfa/calendar.html for details.

■ May 20 (Sunday)

Delta Sierra (DSARC) Sacramento Delta Tour and Lunch, Sacramento to Rio Vista and back. Contact Tour Organizer Michael Williams at duettonut@comcast.net or 916-600-2468.

■ May 26 (Saturday)

AlfaBuff (Buffalo, NY) Mille Miglia Rally and Lunch. Contact Phil Pyrcce at pyrcce@verizon.net for details.

■ May 26 (Saturday)

Scuderia Alfa Romeo Houston Indy 500 Party. Contact George Williams at alfageorge55@gmail.com for details.

■ May 27 (Sunday)

AAROC (Arizona) Indy 500 Celebration at Casa Botkin in Surprise, AZ. Visit the Arizona AROC Calendar of Events at clubs.hemmings.com/azalfa/calendar.html for more information.

■ May 27 (Sunday)

South Florida AROC (SFAROC) Cars & Coffee in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at alfa@mwinc.net for more information.

■ May 30 (Wednesday)

NWARC (Northwest) Lapping Evening at Pacific Raceways, 31001-144th Ave SE, Kent, WA 98042. Contact Mirko Freguia at mirko@copperfin.com for more information.

JUNE 2018

■ June 1-3 (Friday-Sunday)

Lone Star AROC (Dallas, Texas) Vintage Races at Motor Sports Ranch in Cresson, TX (SW of Fort Worth). Contact Richard Cross at 817-472-4260.

■ June 2 (Saturday)

NWARC (Northwest) Fifth Annual Garden Tour and Lunch to the Kitsap Peninsula. For more information contact Debi Schmid at debischmid@yahoo.com or 253-310-8015.

■ June 2 (Saturday)

Capital Chapter AROC Driving Tour North of Baltimore. Contact David Porter at porterdm@comcast.net or 410-833-3771.

■ June 2-3 (Saturday-Sunday)

AlfaBuff (Buffalo, NY) Euro Car Day at the Rose Garden Grove and Restaurant in Williamsville, NY. Visit Western NY British Car Club at www.bcc-wny.com/about-us-2/ or contact Phil Pyrcce at pyrcce@verizon.net for details.

■ June 3 (Sunday)

AROO (Oregon) AROO Cup Rally #4, meet at 9:00 AM at French Prairie Rest Area, I-5 Southbound, south of Wilsonville (OR). Contact Roger Dilts at arcvolcon@gmail.com, pre-registration is preferred.

■ June 7-10 (Thursday-Sunday)

AROO (Oregon) 50th Anniversary Celebration, Portland, OR. For more information, contact Lisa McNabb at flmcnabb@juno.com or 503-644-3130.

■ June 7-10 (Thursday-Sunday)

AROC of Atlanta Highlands Motoring Festival and Car Show in the NC mountains. Visit highlandsmotoringfestival.com for information and registration. For club cars attending contact Janet Adams at jtaadams@mindspring.com or 770-957-7753.

■ June 9 (Saturday)

Chicago AROC Blackhawk Farms Raceway Annual Lapping & Driver Education Day. Visit www.caroc.com or contact Event Chairman Don Brusker at 847-550-8915.

■ June 9 (Saturday)

AROC Detroit Italian Happening in Pontiac, MI. Contact Dave Hammond at motorcityalfa@aol.com or 248-798-4508.

■ June 10 (Sunday)

AROCCC (Central California) Italian Potluck and Raffle at McGinnis residence. Contact Christopher Armstrong at christopherarmstrong0721@gmail.com for more information.

■ June 12 (Tuesday)

NWARC (Northwest) Monthly General Membership Meeting, Dinner and Program at TBD, 6:30-9:30 PM. Contact Fred Russell at president@nwalfaclub.com or 425-308-6621.

■ June 12 (Tuesday)

AROC of SW Florida Dinner Meeting at Parrot Key in Fort Myers, FL at 6:30 PM. Call Buddy Guynn at 239-267-8929 for more info.

■ June 14-16 (Thu-Sat)

Florida Alfa Club Business Meeting, Tours and Sightseeing in Boone, NC. Contact Polly Greene at pollygreene@yahoo.com or 727-799-1486 for hotel and event information.

■ June 16-23 (Saturday-Saturday)

AROC (Oregon) Alfa Wannabe Car Tour to Eastern Washington and North Idaho. Contact Tom McGirr at tmcgirr@columbiatrustcompany.com or 503-983-3656.

■ June 16 (Saturday)

AROC Stella del Nord (Minnesota) 26th Annual Coulee Classic Rally in Maiden Rock, WI at 10 AM. Contact Ed Solstad at esolstad@presenter.com to pre-register.

■ June 20 (Wednesday)

AROC (Oregon) June Evening Tour and Dinner, 6:30-9:30 PM. Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312.

■ June 23 (Saturday)

AROC (Arizona) Tour and Visit to Private Auto Collection in Scottsdale, AZ. Visit the Arizona AROC Calendar of Events at clubs.hemmings.com/azalfa/calendar.html for more information.

■ June 24 (Sunday)

South Florida AROC (SFAROC) Cars & Coffee in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at alfa@mwinc.net for more information.

■ June 24 (Sunday)

AROSC (SoCal) Highway Earth, Club Concorso #2 at Franklin Canyon, Beverly Hills, CA. Check out his site at <https://www.highwayearth.com/#intro> for details.

■ June 29 (Friday)

NWARC (Northwest) SOVREN Pre-Historics Barbecue in Auburn, WA. For more information, contact Judy Gehring at gehring.judy@gmail.com or 425-442-1602.

■ June 29-July 1 (Fri-Sun)

NWARC (Northwest) Pacific NW Historics & Car Corral at the Pacific Northwest Historic races at Pacific Raceways, 31001 144th Ave SE, Kent, WA 98042. Contact Fred Russell at ftkmrussell@msn.com or 425-308-6621.

■ June 29-July 1 (Friday-Sunday)

AROC of Atlanta Joint Tour with Tennessee AROC in Chattanooga, TN. Contact Janet Adams at jtaadams@mindspring.com or 770-957-7753.

■ June 30 (Saturday)

A.L.F.A., Inc. (Tennessee) Quarterly Luncheon Meeting at Noon (Eastern) at Mike and Mickey Hemsley's home, 3624 Conner St., Chattanooga, TN 37411. Contact Mike at gjuliasupermike@gmail.com or 571-239-7288.

JULY 2018

■ July 7 (Saturday)

AROC (Arizona) Octane Raceway Kart Challenge in Scottsdale, AZ. Visit the Arizona AROC Calendar of Events at clubs.hemmings.com/azalfa/calendar.html for details.

■ July 7 (Saturday)

AROCCC (Central California) BBQ at Jim Allen's in Nipomo, CA. Contact Christopher Armstrong at christopherarmstrong0721@gmail.com for details.

■ July 10 (Tuesday)

NWARC (Northwest) Dinner Meeting and Program at TBD, 6:30-9:30 PM. Contact Fred Russell at president@nwalfaclub.com or 425-308-6621.

■ July 10 (Tuesday)

AROC of SW Florida Dinner Meeting at Cirella's Italian Bistro and Sushi Bar in Bonita Springs, FL at 6:30 PM. Contact Buddy Guynn at 239-267-8929 for more info.

■ July 12-15 (Thursday-Sunday)

AROC (Oregon) 58th Annual Rose Cup Races and Pirelli World Challenge at Portland International Raceway. Contact Sandy Bauer at Twobauers@msn.com or 503-307-5420.

■ July 14 (Saturday)

A.L.F.A., Inc. (Tennessee) Tennessee Club Annual Rally at Bob and Pauline Simonds home at 11069 Hwy 150, Sequatchie, TN 37374. Contact Pauline at 1966alfa@gmail.com or 931-592-3232.

■ July 14 (Saturday)

AROC (Oregon) Annual Summer Tour & Picnic 9 AM to 2 PM. Contact Russ Paine at russ.paine@alfaclub.org or 503-866-8870.

■ July 14 (Saturday)

KARS (Kentucky) Membership Meeting Tour & Lunch following Cars & Coffee in Louisville (KY). Contact John Hicks at alfakars@outlook.com for details.

■ July 15 (Sunday)

AROC (Oregon) Forest Grove Concours d'Elegance featuring Alfa Romeo. For more information contact AROC President Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312.

■ July 21 (Saturday)

KARS (Kentucky) Keeneland Concours in Lexington (KY) Visit www.KeenelandConcours.com or contact John Hicks at alfakars@outlook.com for details.

■ July 21 (Saturday)

AROSC (SoCal) Summer Potluck Lunch and General Meeting at the Clines in Fountain Valley, CA. Contact info@AROSC.org to RSVP or for details.

From the Driver's Seat



The AROC Legacy Who Will Write the Story

After weeks of lugging around the thick book, *Hamilton*, by Pulitzer Prize

winner Ron Chernow, the American writer specializing in biographies of historical figures, I finished it. I am glad I persevered. By the time I had slogged through the book, I felt like I had a gallery seat in the establishment of the United States. Turns out it was an excellent tutorial for viewing the Portland premier of the acclaimed Broadway play, "Hamilton".

A phenomenal production, the play touched all of one's senses and emotions, but the overriding theme was – who will write the history? From every angle, the question of "who has the last say" was presented to the audience, a particularly relevant question for AROC. Our members were left as the stewards of the marque and carriers of the Alfa torch in the mid-'90s, when Alfa Romeo ceased coming to the shores of North America. Then AROC was left in the unique position to write the history of Alfa Romeo in our country from our perspective.

A new day has dawned. AROC finds itself in the enviable position of providing the history, passion and knowledge of our beloved Italian car for FCA, Alfa Romeo dealers and our friends, whose interest in Alfa has been piqued by the amazing new models roaming the streets. We are in full-throttle mode to write the Alfa Romeo story in America and AROC's role in fostering the brand.

Each month, *Alfa Owner* continues to evolve under the tutelage of our valued volunteers with the expert support of David Hammond, who steps up to the plate every time a new magazine feature or enhancement is suggested, and Doug Zaitz, who ensures that Chapter activities are up-to-date. Last year, the

magazine's size was increased by 50%, an annual publishing calendar was established, writing and photographic assignments were made, national advertising started coming our way, resulting in content that has become diversified and sharply focused on issues of interest to enthusiasts while providing reading candy for new Alfa Romeo owners.

Beginning with the June issue, we will be including profiles on your favorite collectibles, joining the well-regarded comprehensive auction reports by Bob Abhalter. New car model reviews by our members will add spice to the content in the future. A schedule of technical and racing features starts now with a look at Alfa's return to F1 competition, which adds another important dimension to the role of Alfa Romeo in the automotive history of 20th and 21st centuries. Never overlooked is the importance of the many contributions of our members and the bountiful opportunities to exercise your Alfa at chapter and national Club events throughout the U.S. and Canada.

As in the "Hamilton" production, history can be shared in a contemporary manner. So it is with AROC. Our goal for *Alfa Owner* is to provide detailed articles on the cars and activities with breaking news to be found on AROC's website, www.aroc-usa.org. We live in a technology-laden world, seeking news from our phones and other electronic devices, with John Justus' acumen, the AROC website will evolve to provide you with immediate sources of information. Watch for continual upgrades in content on the website. We love our vintage vehicles, but just as we also clamor for new Alfa products, AROC is hard at work to provide excellence in print and electronic methods of conveying information.

The knowledge, experiences and

passion for Alfa that our members carry sets the stage for us to write the backstory of Alfa Romeo in America. Let's ride this dragon until we have told the story as we know it. Join us in this mission.

AROC's Adventures Across America

Having returned from the highly successful AROC Goes to Amelia Island Concours d'Elegance, where Board members and AROC volunteers visited with long-time members and met potential new members, a huge bouquet of thanks go to Delmas and Polly Greene for their exceptional leadership in organizing us and welcoming AROC members with a reception. Board members Mike Bange and Doug Zaitz were superb coordinators to staff the AROC site at the Concours, with able assistance from Jim Barrett and Joanne Hagadorn. Arrangements are under way for expanded AROC activities in 2019.

AROC Goes to Italy 2018 is close to jetting off on another amazing adventure, Italian-style. A list is forming for "I'm Interested in the 2019 AROC Goes to Italy," so if you want to join this once-in-a-lifetime experience with fellow Alfa owners, send a note to Barb Clark, aroc.office@gmail.com.

Sempreverde Sea to Summit, the 2018 AROC National Convention, is fast approaching. Register soon so you don't miss out on your favorite Convention activities. www.semperverde2018.org.

AROC Goes to the U.S. Grand Prix, October 18-22, 2018! Join AROC members in welcoming Alfa Romeo back to Formula One. Wave your flags, wear your Alfa gear, take in the F1 atmosphere and be part of Alfa Romeo history. Interested in joining the fun? Contact Barb Clark, aroc.office@gmail.com

Motor On,

Cindy Banzer

Cindy Banzer
President



AROC News

Welcome Aboard, Sharon Alfa Owner's New Ad Team Member



As AROC upshifts into an increasingly refined media mix of web-based and print connectivity, we are fortunate to be joined by new advertising talent,

Sharon Spurlin of Classic Ads, USA. A collaborator with our publishing company, Parabolica, she is familiar with the territory and is now including Alfa Owner in her daily rounds.

Sharon has worked in publishing and advertising since the early '90s, specializing in the classic car enthusiast market. Her company, Classic Ads, USA is a full-service agency providing sales support and creative design for a select number of European classic car media around the globe and is most pleased to add *Alfa Owner* and aroc-usa.org to their portfolio.

Classic Ads, USA also works with numerous U.S.-based European classic car companies to help build brand identity and uniquely targeted marketing plans.

Sharon, her husband Allen, and a calico kitty named Patches live in Southwest Florida where they enjoy paddle boarding, boating and going to classic car shows. Allen drives a Ford F250 Diesel (he's from Alabama where it's an obligation to own a big truck), and Sharon drives a Mini Cooper Clubman (much too fast around corners for Allen).

She will be present at AROC national and chapter happenings, in voice, text and in person, throughout the coming months. Please say hello, and welcome her to our colorful, egalitarian Alfisti amalgamation.



And the Nominees Are...

Time is running out to submit your nominees for AROC's special awards, the Char Sommers Volunteer of the Year Award and the Fred DiMatteo Award. The Volunteer of the Year award is given by the AROC Board of Directors to a person who exemplifies the spirit of volunteerism.

While the Board makes the final decision, Chapters and individuals are encouraged to submit names of members they feel have contributed to the national organization or a local chapter with "remarkable effort and achievement." Although not given every year, the Fred DiMatteo Award is awarded to a person who has given "long-term service to AROC and/or the local chapter." Local chapters or AROC Directors may suggest worthy nominees; recipient selection is made by a committee of previous winners.

The committee includes AROC Secretary Mike Bange, David Beach, J. Michael Hemsley and Chair Gordy Hyde. Send nominations to Gordy Hyde, g.hyde@aroc-usa.org, by no later than May 1, 2018!



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BACK WHERE



Alfa Romeo and Formula One will be forever linked. The first-ever Formula One race was the British Grand Prix at Silverstone won by Nino Farina in a quadrifoglio-emblazoned Alfa Romeo 158. Farina and Juan Manuel Fangio would go on to win all six grands prix that season, and Farina would be crowned the first World Champion of the Formula One era.

Fast-forward 68 years, and Alfa Romeo is back on the FIA Formula One grid – right where it should be. For those of us

in North America, it caps an unbelievable five years. Who would have predicted in 2010 that Alfa Romeo would have dealerships nationwide selling some of the most coveted cars on the road, and supported by voluptuous TV ads? We've come a long way, *bambini!*

Now the capstone: Showcasing the Alfa Romeo brand in the most popular motorsport series on the planet. Can it get any better?

When announced in November, Alfa Romeo's return to Formula One, the news was unexpected. FCA entered a multi-year agreement with the veteran Swiss outfit Sauber, now entering its 26th season in Formula One, to rename it the Alfa Romeo Sauber F1 Team. With the new agreement, the relationship is much tighter and strategic. In the past, Sauber F1 received essentially year-old

Formula One engines passed down by Ferrari. Now they receive the exact engines that Ferrari is using, as well as other R&D benefits. This will give the Alfa Romeo Sauber F1 cars an opportunity to be more competitive on track.

Despite that, the Alfa Romeo team isn't likely to see victory circle this year. With a smaller budget than the "biggs" (Ferrari, Mercedes and Red Bull), they are aiming to be a consistent performer. They should be competitive with Williams, Toro Rosso, McLaren and Force India, but the upgrade may take several races to develop. During pre-season testing, the team showed excellent reliability, but was down a bit on pace.

So what does it mean to have Alfa Romeo back in Formula One? Here are three takes.

ALFA ROMEO RETURNS TO THE



WE BELONG

Take 1: Two is Better than One

FCA is now essentially getting double the impact out of its R&D investment in Ferrari's Formula One team. There was little incremental value in supplying Sauber or Haas, as it had in recent seasons. Had those teams won, it would not have burnished the Ferrari brand, it was just a way to recoup some of the costs.

By re-badging a Ferrari F1 engine with Alfa Romeo, they can build the brand awareness and fan base for Alfa Romeo. Since Alfa Romeo's roadcar production is 15 times that of Ferrari, FCA can capitalize on the brand's momentum, which saw its production increase 62 percent from 2016 to 2017. The dividends of shifting that investment to the Alfa Romeo Sauber F1 team improves Alfa Romeo's high-performance credentials dramatically and helps it make inroads

against its German and Japanese competitors.

Take 2: Fueling Global Sales

The old saying of "win on Sunday, sell on Monday" has been part of automobile manufacturer parlance since the 1950s and is still true. It's part brand recognition and affinity for advanced technology and performance, but most of all it's about the power of word-of-mouth.

In a study by Foresight Research*, they found that new vehicle buyers are opinion leaders and "give an average of 25 or more recommendations per year to others. More important, people follow their advice – and we've measured it," said Foresight's Steve Bruyn. "So, there is a downstream impact from the races in the form of ongoing word-of-mouth recommendations."

In today's media landscape where our

attention is fragmented across television, streaming, social media and more, Formula One still cuts through the noise. For existing Alfa Romeo fans, it is validation to see our beloved quadri-foglio mixing it up. For the curious who are considering a new performance-oriented sedan or SUV, seeing Alfa provides impetus and will attract new Alfisti in every corner of the globe. It may even be the key to the Asian market for Alfa Romeo.

Take 3: F1 Tech in Roadcars

What's the point of having a Formula One team if it doesn't make daily drivers better? The use of carbon fiber, active suspension, aerodynamics and, more recently, hybrid technology has created incredibly efficient and better-performing powertrains.

Part of the proverbial "F1 Playbook" is

F1 GRID, AND WHAT IT MEANS

BY CHRIS BRIGHT



to make the association between the roadcar and racecar as close as possible. What will this unleash in the Alfa Romeo bloodline? It's too early to tell, but the likely first beneficiary is the Alfa Romeo 4C.

Due for an overhaul with the 2019 model year, the 4C will get some major upgrades. The head engineer of Alfa Romeo and Maserati Roberto Fedeli recently shared some thoughts with *Autocar***. While avoiding specifics, he hinted at upgrading the driving dynamics. Fedeli said on the list of upgrades will be the suspension and steering, and possibly a new engine. "We are coming back to Formula 1, and we need the 4C to be our halo car," said Fedeli.

With the Alfa Romeo 6C rumored to be making a return in 2020, it generates tantalizing thoughts of a high-performance GT coupe. FCA has already spoken of having an eight-model lineup in 2020, so there are still surprises in the works.

While we spend our Sundays enjoying seeing the *biscione* emblazoned on an F1 car, it means so much to us and our beloved marque. FCA is signaling a huge strategic move by putting the Alfa Romeo brand in Formula One. It is another step to returning Alfa Romeo back to the global stature which it once enjoyed, and likely pushing to heights it has never before reached. *Forza Alfa!* ■

*www.motorauthority.com/news/1047945_study-win-on-sunday-sell-on-monday-still-holds-true
 **www.autocar.co.uk/car-news/new-cars/overhauled-alfa-romeo-4c-planned-2018-reveal



THE DRIVERS

One of the most exciting aspects of the new Alfa Romeo team is that it will serve as a pipeline for driver talent. By having two FCA-backed teams, it doubles the number of seats they have available. Just as Red Bull uses Toro Rosso as a feeder team, Alfa Romeo serves as the same for Ferrari. Let's meet the 2018 Alfa Romeo Sauber drivers..



#9 – Marcus Ericsson, 27, Sweden

The veteran driver on the team is Marcus Ericsson. He entered Formula One in 2014 and has been with Sauber for the past three seasons. The seasoned Swede is looking forward.

"Alfa Romeo's partnership means the return of an historic brand to F1. It is one more reason to believe that Ferrari will give us maximum support to grow. I'm confident," Ericsson told Motorsport.com. "I think it's a big leap to have the same engine as the Cavallino."



#16 – Charles Leclerc, 20, Monaco

The rookie phenom is Charles Leclerc who dominated Formula 2 in 2017, winning seven races. During his last race in November in Abu Dhabi he made one of the best overtaking moves of the season (viewable on Youtube) and you will see why his debut is so highly anticipated.

"To be part of the return to F1 of a marque so prestigious is a great

honor. I couldn't hope for more and I am more and more convinced of the choice. There are a lot of people around who tell me 'you will race with Alfa,' almost forgetting about Sauber. But it is the strength of this great name," Leclerc told La Gazzetta dello Sport. "I am connected to Italy. I raced in karting here. I grew up in the [Ferrari Driver Academy]. I speak Italian, and I know much of the country. To be part of a team with an Italian soul is beautiful."



Test – Tatiana Calderon, 24, Colombia

Finally, the official test driver is Tatiana Calderon. She was a development driver for Sauber F1 in 2017. When not testing the 2018 car or spending time in Sauber's simulator, Calderon will be racing a full schedule in formula 3 with Jenzer Motorsport, so keep an eye on her progress throughout 2018.

"I am very pleased to confirm my role as test driver for the Alfa Romeo Sauber F1 Team in the 2018 season. This collaboration will build upon the experience that I have gained as development driver with the team over the past year, and I look forward to continuing on this positive path together," Calderon said when she was announced in February. "I look forward to this season, and will give my all to demonstrate my capabilities in both GP3 and F1."



Teodoro “Dorino” Zeccoli

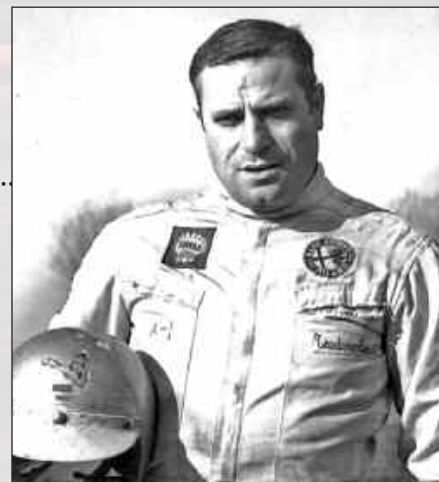
October 15, 1929-March 6, 2018

Museo Alfa Romeo in Milan posted that Teodoro Zeccoli, “The arrow from Lugo”, passed away in March at the age of 88. As a racecar and test driver for Autodelta, Zeccoli was part of Alfa Romeo racing from the GTA through the Tipo 33. He developed those cars and often led them to victory.

Autodelta was the racing branch of Alfa Romeo, with Carlo Chiti at the helm and Zeccoli his trusted testing and development driver. Zeccoli was of course of the old-school Italian testers who knew every inch, motion and sound of the vehicle, making adjust-

ments based on acquired knowledge and sensory input instead of instruments. Zeccoli had previously been the chief test driver and racing pilot for Carlo Abarth and at ATS for Chiti. When Chiti became the head of Autodelta, he brought Zeccoli aboard to develop the TZ-1 and TZ-2, followed by the World Championship Tipo 33.

Vladmir Pajevic wrote to Rob Little (both formerly of Autodelta), that Zeccoli had been “born with an extremely rare talent and ability to listen and communicate with engines.” Pajevic also relates how “As a racer, he was



second to no one, and only his respect for mechanical devices interfered sometimes, preventing him to ask more than possible from the engine.

“I remember him standing joyless in his underwear ... in a sand bank ... beside his derailed off-track TZ during the 1965 Le Mans race. He sacrificed his driving overalls and placed them under the rear wheels of his TZ in a desperate effort to return to the track.

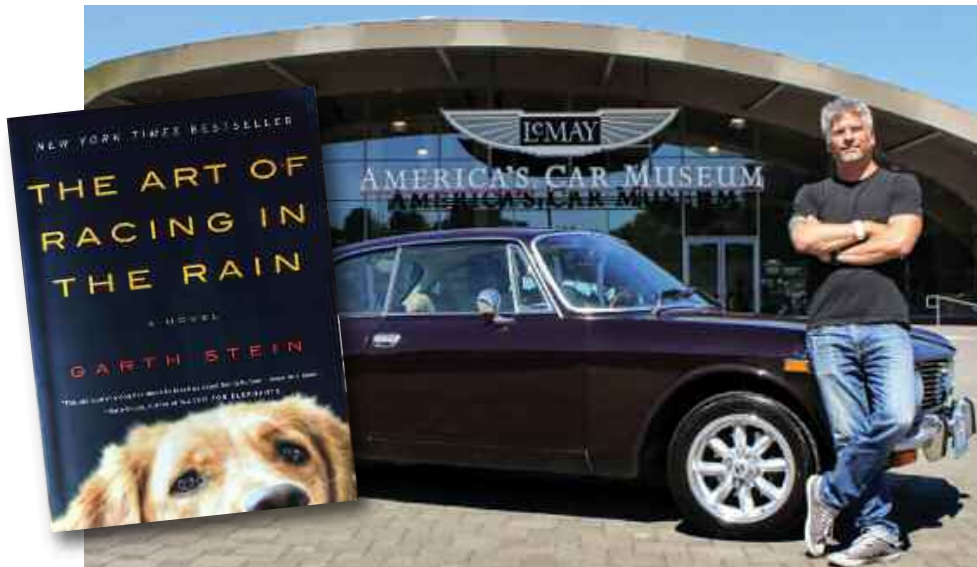
“That was true Teo Zeccoli, and that is why in every racing Alfa Romeo car, where Teo’s touch left his Indelible imprint during hours and hours of testing, every victory owes some debt to his big heart.”

For more about Zeccoli, the Tipo 33 and Autodelta, go to AutodeltaGoldenYears.com

– Dave Hammond



Key Events of *sempreverde2018*



Acclaimed author Garth Stein will be the keynote speaker at the banquet.

This year's National Convention in Olympia, Washington pays homage to AROC history by including traditional activities, then twists them up a bit with special personalities and fresh approaches to the venerable. Check out this overview of key events of *sempreverde2018* to help you plan your convention experience.

Banquet Guest Speaker Garth Stein

We are pleased to announce Garth Stein as our keynote speaker for the *sempreverde2018* banquet on Saturday. Garth is an accomplished writer with four published novels, each diverse in style and content. At the banquet, he will talk about the inspiration for his novel *The Art of Racing in the Rain* – the story of a loveable and philosophical dog named Enzo who is passionate about racing and who strives to protect his human family in the face of adversity.

After *Racing in the Rain* parked itself on the New York Times bestseller list for a few years, he wrote a series of pop-

ular children's books about Enzo the dog who likes to go fast. Garth's adult novels include *A Sudden Light*, *Raven Stole the Moon*, and *How Evan Broke his Head and Other Secrets*. The author is also a playwright and documentary filmmaker. Most important, however, he is a fellow Alfista and currently the proud owner of a 1974 GTV 2000.

You are welcome to bring copies of Garth's books for him to sign, or you can purchase his books at a special signing at the Convention.

Alfas in the Parking Lot: The Evolution of GTs

On Friday evening, we'll talk shop in the parking lot with Wes Ingram and Herb Sanborn, who will address the transition of the Giulia Sprint GT Veloce to the 1750 and 2000 GT Veloce and their variants. Ingram and Sanborn, of Ingram Enterprises and AROC Technical Advisors are world-renowned experts on SPICA fuel injection and outstanding Alfa engine builders. The two will speak to differences amongst the 105 series

Alfas with a lineup of show-n-tell cars including specialty models such as the Montreal and Junior Zagato.

Bountiful Gimmick Rally

The *sempreverde2018* Gimmick Rally will wander past ranches and farms, wineries and breweries, and wooded forests in an area often called the Bountiful Byway by the locals. The Rally Masters won't direct contestants to sample the alcoholic commodities along the way for fear it may affect their driving ability or their answers. However, he will test sharp eyes and sharp wits with Riddler-type questions on the rally sheet. We hope you will join the Gimmick Rally to explore the backroads, history, and unique features of the rural fields and towns outside of Olympia.

Wisdom of Collecting Alfas

Make room on your Saturday schedule to glean wisdom from the panel of distinguished Alfa collectors such as Jon Shirley and David Smith. These notable collectors are willing to share their stories, tips and insights on collecting classic and noteworthy Alfas. The roundtable talk will end with a Q & A session.

Art Show

Inspired by the art and styling of Alfa Romeo, the *sempreverde2018* Conven-



The Gimmick Rally will take us through the colorful countryside surrounding Olympia, including historic Tenino.

WELCOME ALFA ROMEO BACK TO FORMULA ONE

AROC GOES TO THE U.S. GRAND PRIX

OCTOBER 18 - 22, 2018



This October, Alfisti can help celebrate Alfa Romeo's return to F1 racing - at the Circuit of the Americas in Austin, Texas!

Join us on a four-day outing to the U.S. Grand Prix! The trip includes accommodations; transportation among venues; choice of two seat locations; a pit walk; attendance at practice, qualifying and the main event; receptions and meals with Club friends, and event mementos.

Get ready to wave your flags, wear your gear, take in the awesome F1 atmosphere and be a part of Alfa Romeo history!



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tion Art Show encourages entrants to tap into their inner Alfista. All art entries are welcome – from the serious to the whimsical, and from traditional media to fabric to sculpture or digital art – with the intention of revealing each artist’s passion for the marque. For more details and entry forms, visit www.sempreverde2018.org/artshow.

Cell Phone Photo Contest

Everyone can be a photographer these days with the popularity of smart phones. Therefore, put your phone and creative eye to work and participate in the Cell Phone Photo Contest at sempreverde2018. Contestants will receive a different photo challenge each day such as “drive” or “chrome” by which to focus the subject of their photos. Each day, all cell phone entries are to be uploaded to photos@sempreverde2018 to be eligible to win. Daily winners will be chosen as well as an overall “photo of the week.”

Welcoming Party

Under the evergreens and on the freshly manicured lawn at our Hotel RL on Wednesday, the Welcoming Party will unfold. Catch up with old friends, partake of a drink or two and gawk at some special Alfas. With the right weather, we will also enjoy the magnificent mountain views.

Tacoma Museum Tour

If you aren’t busy on Thursday, you can take a chartered bus to LeMay America’s Car Museum. From there, another bus will transport our folks to and from the Museum of Glass. If time allows, you can walk across the artistic sky bridge and head over to visit the Tacoma Art Museum or Washington State History Museum. For lunch, you may choose among the museum cafés or select a restaurant on the waterway by the Museum of Glass or on Pacific Ave. in front of the art and history museums.

A light rail can also transport people between the car museum and the art and history museums. Driving instructions will be available for those who wish to do this tour on their own.

Car Wash Stations and Demonstration

Car washing stations will be set up on Friday afternoon. Then at 4 PM that afternoon, the crew from Griot’s Garage will do a detailing demonstration using their newest products. ■



Sculpture on the Tacoma waterfront.



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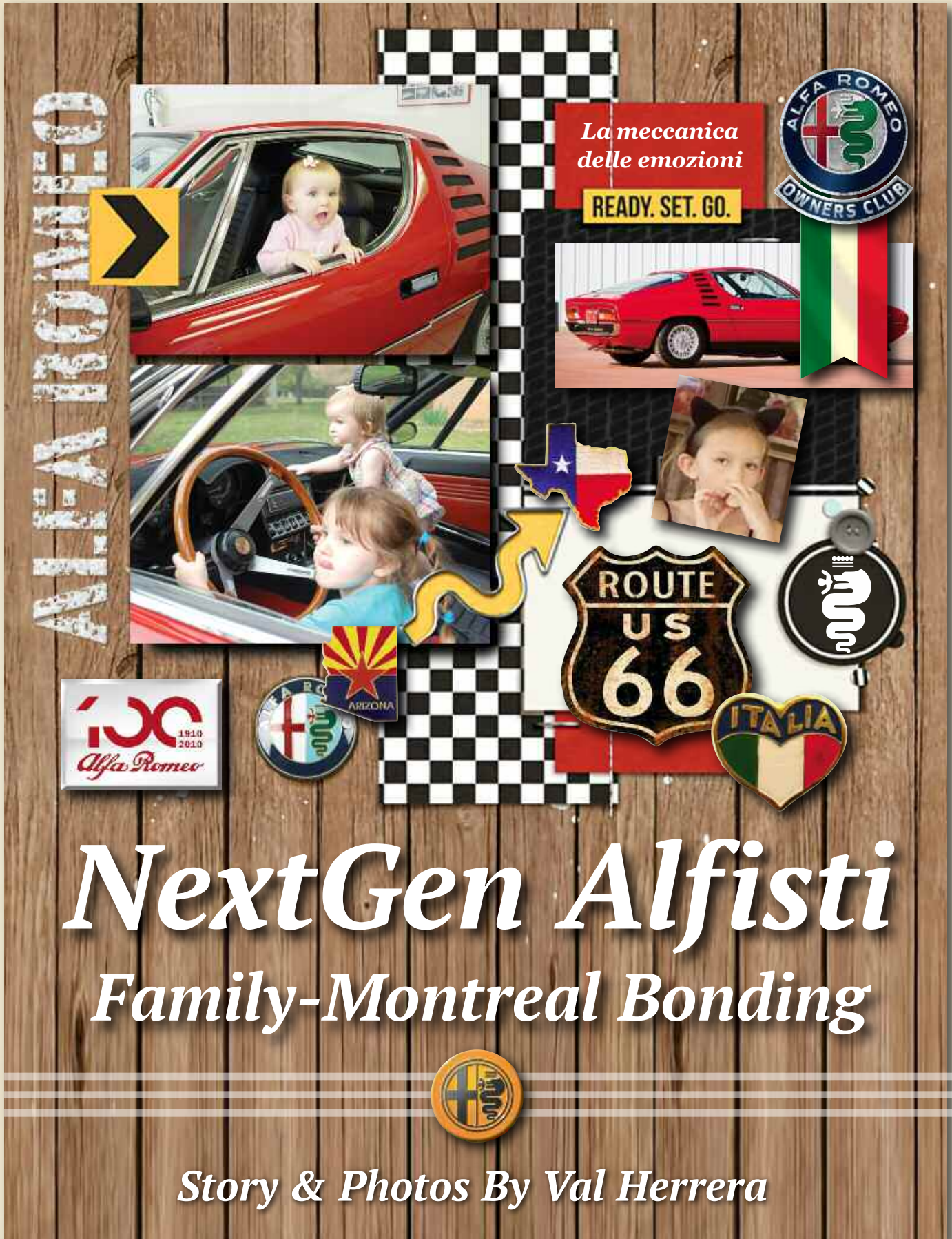
1955 Alfa Romeo 1900cSS - Interior



1955 Alfa Romeo 1900cSS - Engine

ALSO IN INVENTORY:

- 1994 Porsche 964 Turbo S X83
- 1962 Maserati 3500 GT Vignale Spyder
- 1995 Aston Martin Vantage 550
- 1999 Aston Martin Vantage Le Mans 600
- 1988 Porsche 930 Turbo Carrera
- 1972 Fiat 500L
- 1973 Porsche 911 S
- 1973 Ferrari 365 GTB/4 Daytona
- 1969 Ferrari Dino 206 GT
- 1964 Porsche 904
- 1971 Mercedes-Benz 280 SE 3.5L Coupe
- 1993 Bugatti EB 110 GT
- 1994 Porsche 964 3.6L Turbo



NextGen Alfisti

Family-Montreal Bonding



Story & Photos By Val Herrera

The dictionary defines “bonding” as the formation of a close and enduring relationship through frequent association. This story shares a few of my family member/Alfa bonding moments involving my two youngest granddaughters and one of Alfa’s most stunning and unique production cars, the Montreal. I won’t digress far from the subject here; but recall that: a) fewer than 4,000 Montreals were manufactured during its seven-year production run, b) this car was penned by Marcello Gandini (think Miura) while he was with Bertone, and c) the Montreal is Alfa Romeo’s only postwar production vehicle powered by a Autodelta racing (think T33/2) inspired Alfa-designed V8 engine.

My association (bonding?) with the Montreal shown here began in early 2003. I was lucky to locate and purchase a very nice complete example for sale in Arizona and transported it to Texas. I started on this car’s restoration late in 2003 and finished it towards the end of 2006.

The restoration included a fresh new red (Rosso Barchetta) paint job. The Montreal was still at the paint shop receiving its final new paint buffing, when I had a “family member/Alfa bonding” revelation. Why not periodically take photos of



my young granddaughters bonding with this very special Alfa? My first attempt at capturing a bonding moment is illustrated in two photos (previous page and above) showing Cate, almost one and my then-youngest granddaughter, getting acquainted with my Montreal while the car was still in the painter’s showroom.

Fast-forward three years, to a Spring

2010 Texas car show (celebrating Alfa’s centennial) that Cate and I, along with the Montreal, attended. During this show my brilliant Alfa bonding idea ran into a bit of a headwind. It appears that family members are not always receptive to the beneficial aspects of the Alfa car bonding experience.

The photo (at left) was really spontaneous. Cate, age four, had just informed me that she was turning in her “I quit as your gofer” notice. I had asked her if I could take one last picture of her sitting in front of the Montreal and she said sure if she could pose as she wanted. I said OK, bit of a mistake on my part. She went on to tell me that all I wanted to do was talk about this old red Italian car and show all those around me the engine compartment and the many nuts and bolts in there! “Take me back to grandma’s room at the hotel”, Cate insisted. So back we went to see grandma.

Takeaway here: at times it can be a very narrow family member/Alfa car bonding





line we gearheads must walk. I'm still learning the art of walking this fine line.

Cate now has a sister named Alyssa who is three years younger. Both were visiting Grandma and Grandpa in fall 2010, when the next Montreal bonding moment surfaced. I was able to get both kids into my Montreal and convinced them to take the car out for a make-believe drive around the yard involving a left turn, shown on page 20. A very lucky photo for me, and super-special bonding moment.

It was at a 2012 Texas annual Italian car show where I next caught both of these grandkids connecting with the Montreal. The photo above, this page, shows these two having fun in front of the car. Notice their Alfa branded garb.

In the summer of 2017 my wife Roxanne and I, with the two grandkids traveled

from Texas to AROC's expo17 National Convention in Montreal, Canada towing my Montreal. It was a wonderful trip and great chance to continue bonding Cate and Alyssa to all things Alfa. However, I missed my big chance to take once-in-a-lifetime photos of them with my Montreal in Montreal! (A very big mistake on my part.) In my defense, I did manage to take pictures of Roxanne, Cate and Alyssa in Montreal's downtown Little Italy neighborhood the day after the Concorso.

Once back in Texas from our expo17 trip, I was able to get Cate, Alyssa and the Montreal together again for another photo session. The last photo (above right), Cate (age 11) and Alyssa (age eight), still having fun bonding with this very special Alfa.



Cate and Alyssa (above) still associating with and enjoying the Montreal in 2017. I believe that some Alfas (including Montreals) can be more than just inanimate, nicely sculpted metal, glass and fabric works of art, covering well-engineered mechanicals. I suspect that my Montreal might be looking forward to the next time these two grandkids spend a free moment bonding with it. I know that I am.

I am so glad I have these photos and bonding memories. Thanks for letting me share them with you. ■

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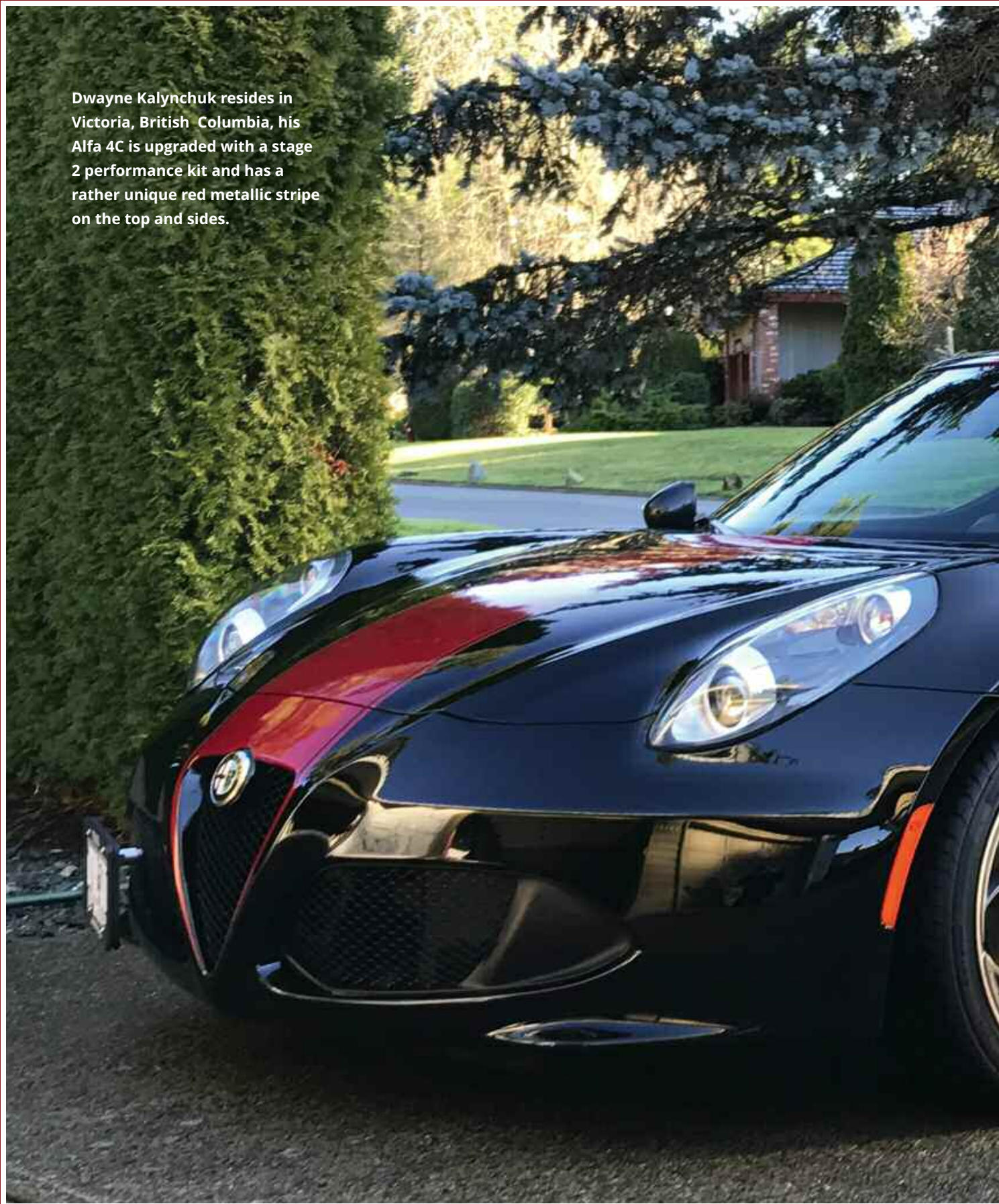
1967 GTV

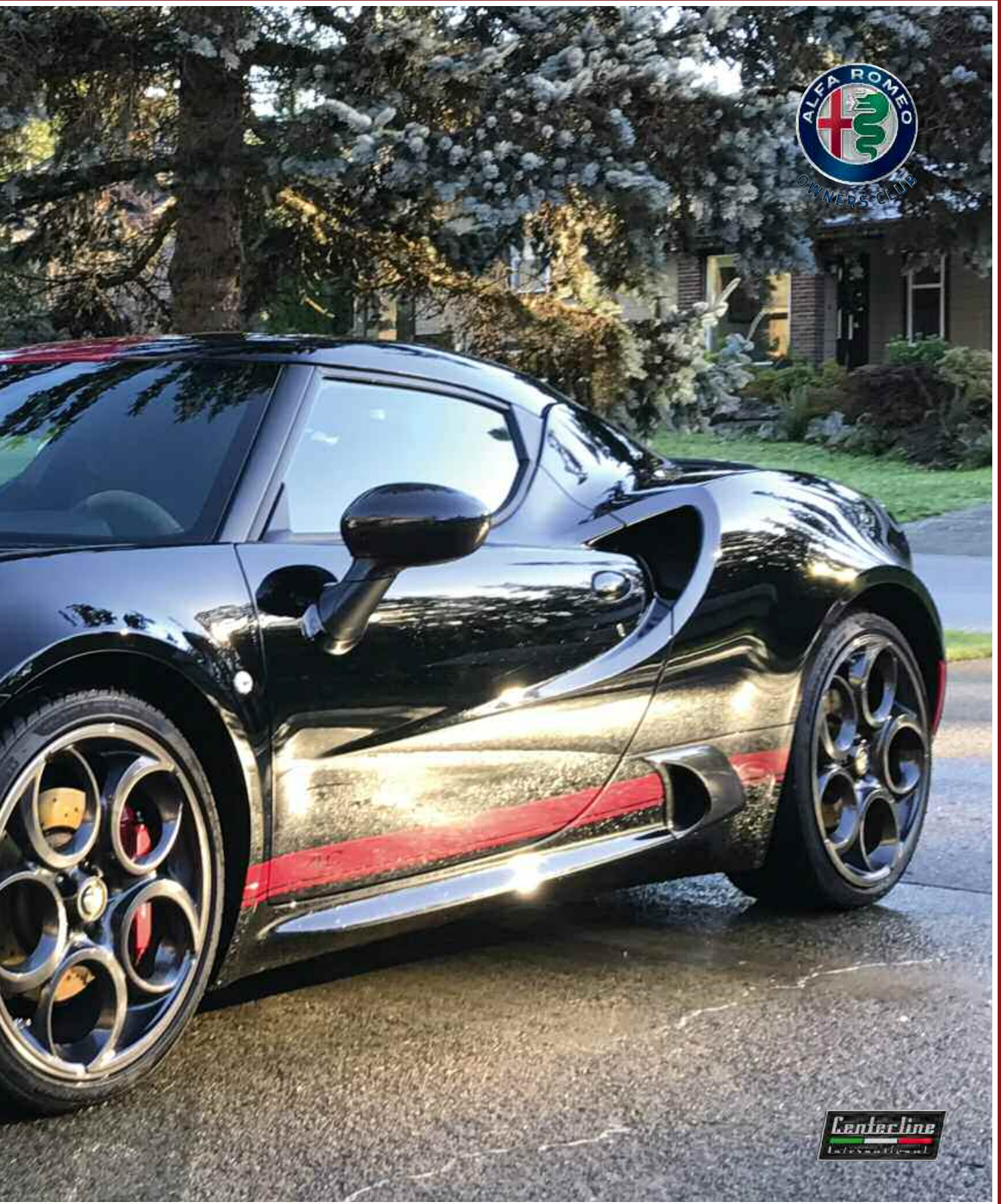
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Dwayne Kalynchuk resides in Victoria, British Columbia, his Alfa 4C is upgraded with a stage 2 performance kit and has a rather unique red metallic stripe on the top and sides.



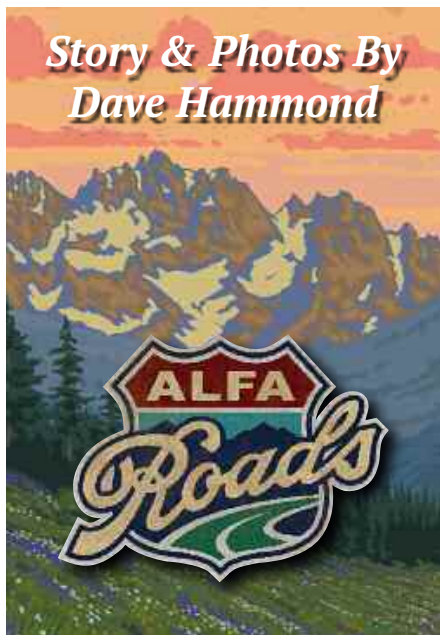


Dwayne Kalynchuck

MESA VERDE • TELLURIDE • OURAY • SILVERTON • DURANGO

A Scenic Loop Through Southwest Colorado

Story & Photos By
Dave Hammond



Nearly all of this route through scenic southwest Colorado is glorious in a Spider with the top down. A certain section is best viewed from a Stelvio. Then there is one narrow burro path through the mountains for which you hire a professional driver in an outfitted Jeep.

Mesa Verde

We begin in town of Cortez. The Canyon of the Ancients is a few minutes away to the west, Mesa Verde National Park to the east. This route heads out highway 160 onto Mesa Verde's six-mile road to ancient Anasazi and Pueblo villages and

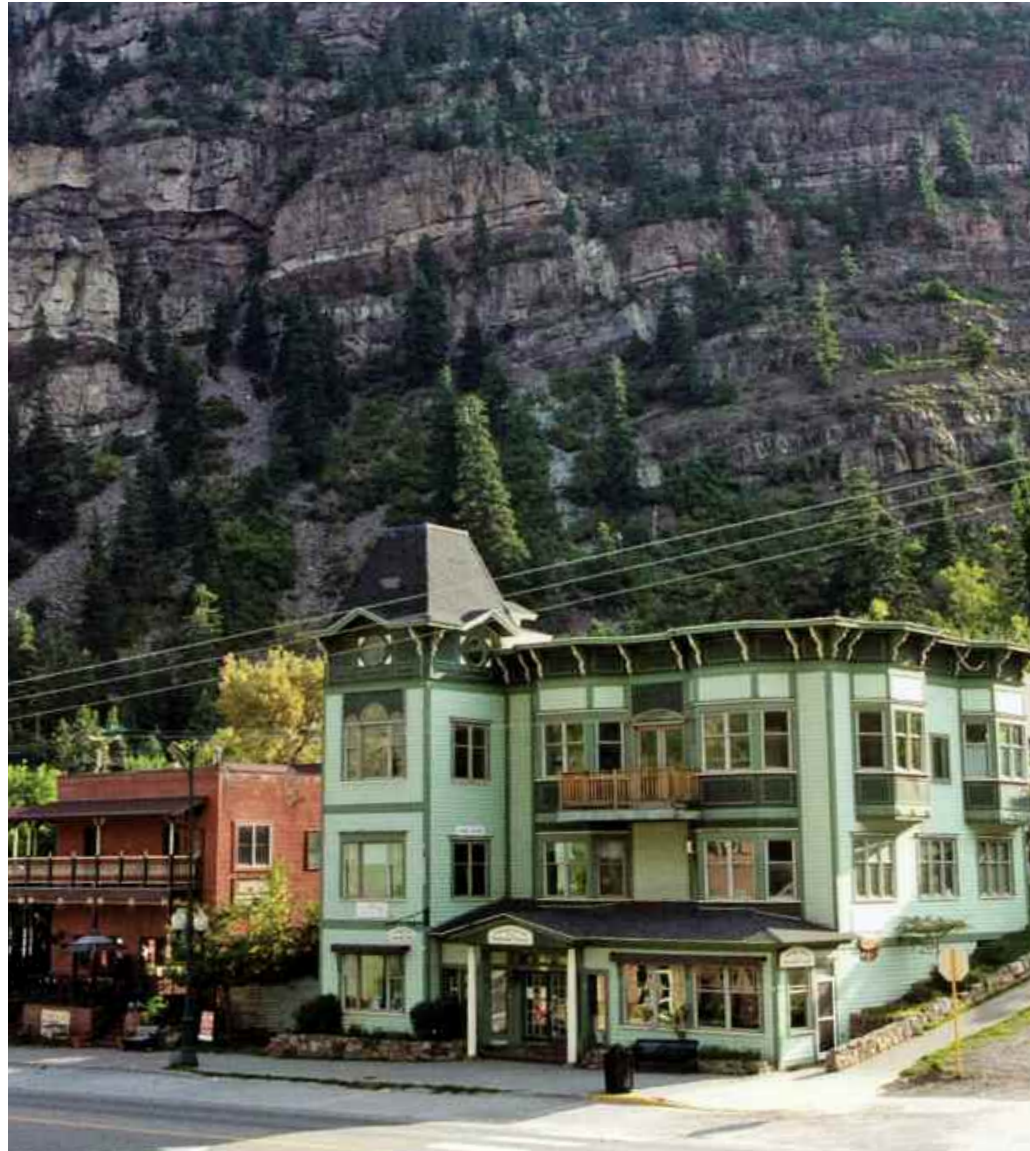


canyon views. Take time to explore Spruce Tree Terrace, Cliff Palace and Square Tower House, then Soda Canyon overlook, Sun Point View and Navajo Canyon overlook. Simply one show-stopper after another. Many sites are 20 to 40 minutes from the highway and it takes half-a-day to absorb even an overview.

Telluride

Dolores is a dot of a town with a large lake. It's also where Colorado Route 145 and 184 connect, providing two routes from Mesa Verde. We chose the less-traveled 184 from Man-





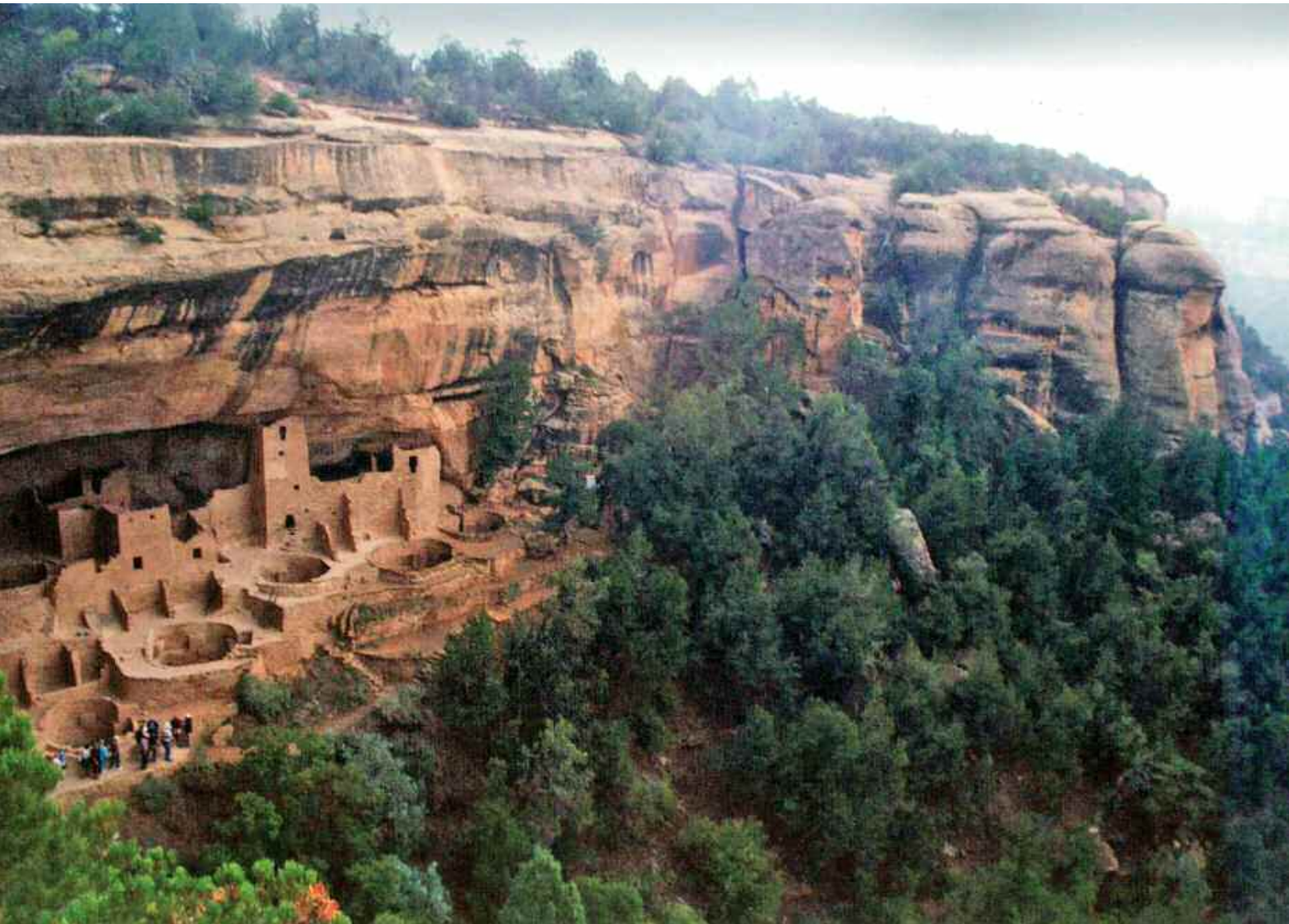
cos back to 145 in Dolores and then northeast to Telluride. The scenery transitions from buttes and canyons to snow-capped mountains near Rico where the road is named the San Juan Skyway. Mt. Blackhawk will be your first clue of what is to come. Soon you will be making a right turn into Telluride. This western Victorian town is eight blocks wide and 12 blocks long, tucked into a box canyon at 8,750 feet and surrounded by 13,000 and 14,000-foot peaks. The San Miguel River with its brook trout begins high in the mountains and drops more than 7,000 feet. Ingram Falls is visible from Telluride. From 1875 to 1923, gold, silver and zinc were mined from

the surrounding San Juan Mountains. Stop and catch your breath. Literally. We walked two blocks and began gasping for air. It takes a little time to adjust and the sidewalks slope, so pace yourself.

Ouray

That other late-Victorian town of the area, Ouray, is on the other side of Black Bear Pass and the old mines. Mere automobiles and SUVs must loop around to the north and come back down Highway 550 and not old mining trails. As AROC member and Durango resident Richard Ballantine notes, the town is pronounced “U-ray.” While driving down





Main Street you will notice that gigantic cliffs and mountains spring up behind rows of shops. There is not a lot of room for a dropping in a town and nowhere to expand. Ouray's elevation is 7,810 feet, so stay a couple of days, adjust and enjoy. Yankee Boy Canyon, Box Canyon Falls and other scenic trails are perfect for exploring in a Stelvio. The most spectacular route requires a professional driver and skid plates under the Jeep. Bring winter clothing even in August because it was snowing as we crested Black Bear Pass as 12,840 feet. Just before Bridal Veil Falls is a sharp 'V' switchback, one of four, that cannot be conquered in one pass. The Jeep is

backed up within one inch of a rear wheel going over a 1,000 drop, then turned again. Amateurs have missed and plummeted. It goes on like this for hours along 19th century burro paths, past mining camp remains, the ghost town of Sneffels and cables once used for moving supplies. Each turn provides another breathtaking view, then up Imogene to



the summit to pose for a photo next to the sign reading "13,114 Feet." After passing the Point of No Return sign, you begin down "The Steps." With Ingram Falls roaring down the mountain, you traverse another steep portion of the trail. The entire width of the trail is covered in large slabs of rock with 12- to 18-inch dropoffs in places. Loose shale covers the rocks and it becomes very slippery. Then zigzag to Tomboy Pass and a late lunch in Telluride, where you will still be wide-eyed and perhaps a bit overwhelmed to eat much. Of course there is the ride back. You will arrive in Ouray a combination of exhausted and exhilarated.



Silverton and Durango

The 24-mile drive from Ouray to Silverton is an extended highlight reel. This stretch of Highway 550 is called The Million Dollar Highway, once a toll road built in the 1880s. Stop in Silverton for a lunch to pack and take with you. Don't explore Silverton now, do it after you've gone to Durango, 70 miles south of Ouray. On your way, stop at Molas Lake Park for that lunch. Few picnic tables on earth have such a scenic view.

Continue to Durango. The Strater Hotel is hard to miss, an ornate red brick building dominating the street. A couple



of blocks away is the Durango & Silverton Narrow Gauge Railroad station. Take the round trip to Silverton in a wooden car pulled by a steam locomotive across yet another series of awe-inspiring vistas. This route and the Verde Canyon Railroad in Arizona are my favorites. Silverton lives on tourists climbing off a train every couple of hours, so expect a tourist boutiques and restaurants at the center of a gritty working town in the middle of, well, nowhere. Chug back to Durango, check into the Strater, exhale, and let all you've experienced the past few days sink in. ■

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Name of Attendee(s) 1 _____ 2 _____

Membership Number _____ Chapter (AROC/ARA) _____

List Alfas you are bringing to Convention _____

Will you need motorhome or travel trailer parking? Y N

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Cost Qty TOTAL

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Early Registration, \$65 per family until June 30, **Late Registration**, \$95 after June 30 **\$65/\$95** _____

AROC-US Annual Membership required (unless ARA or International AROC member) \$68 _____

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Convention T-Shirts (Men/Women/S,M,L,XL,XXL,XXXL) by July 01 Size(s) ____/____ \$20 _____

Convention T-Shirts (Long Sleeve Men/ S,M,L,XL,XXL,XXXL) by July 01 Size(s) ____ \$25 _____

Art Show ___ Mixed Media ___ 3D Arts ___ 2D Arts ___ Fiber Arts first 2 items \$10 _____

See website for info and rules. First 2 items \$10 total, additional items \$5.00 each.

Cell Phone Photography Contest (daily) ___ Yes, ___ will participate (see website for info and rules) Free _____

Sunday, August 5 - Tuesday August 7

Pre-Convention Driving Tours, per car (Excludes park fees and meals) \$65 _____

Wednesday, August 8, 2018

9:00 am – 1:00 pm Board of Directors Meeting (all are welcome) Free _____

6:00 pm – 8:00 pm Welcome Reception, please indicate number attending Free _____

Thursday, August 9, 2018

8:00 am – 4:00 pm Centerline Time Trials at Ridge, driver/car combo \$250 _____

8:00 am – 4:00 pm Centerline Time Trials at Ridge, additional driver/same car \$100 _____

10:00 am – 12:00 Go Karts at Ridge – Pay at event ___ Yes, ___ will participate _____

12:00 pm – 1:00 pm Parade Laps at Ridge, driver/car combo \$35 _____

1:00 pm – 4:00 pm Fun-Khana at Ridge, driver/car combo \$20 _____

11:00 am – 6:00 pm Bus Tour to Tacoma Museums, per person \$35 _____

(Museum entrance fees not included)

Friday, August 10, 2018

9:00 am – 1:00 pm Gimmick Rally, per car \$30 _____

2:00 pm – 3:00 pm Town Hall Meeting Free _____

12:00 pm – 5:00 pm Car Wash with Griot's Garage Detailing Demo at 4:00 Free _____

5:00 pm – 7:00 pm Alfas in the Parking Lot Free _____

Saturday, August 11, 2018,

8:00 am – 12:00 pm WeatherTech Concorso, Car Entry Fee Judged \$30/Non \$10 \$30/\$10 _____

(Additional vehicle information will be requested after entry)

1:00 pm – 2:00 pm Wisdom of Collecting Alfas (Roundtable Discussion) Free _____

4:00 pm – 6:00 pm Swap Meet Vendor? ___ Y ___ N Free _____

5:00 pm – 6:00 pm Authors Book Signing Free _____

6:00 pm – 9:00 pm AROC Banquet ___ Beef Filet ___ Fish ___ Non-Meat \$50 ea _____

Sunday, August 12, 2018

9:00 am – 11:00 am Arrivederci Awards Brunch, Hotel Guests Free, \$20 ea for Visitors _____

5:00 pm – 9:00 pm No Host Farewell Dinner at Hotel RL ___ Yes, ___ will participate _____

TOTAL DUE _____

On-line registration and pay preferred. Mail hard copy registration to Sempreverde2018, PO Box 1364, Deer Park, WA 99006-1364. Make check out to: NW Alfa Romeo Convention. Early registrations must be postmarked by June 30, 2018. Email confirmations will be send upon successful registration. Additional details for events will follow via email.

Hotel. Reservations for the Hotel RL must be made via weblink at www.sempreverde.org or by calling 800-733-5466 and mention code NWARD804.

Contact registrar@sempreverde2018.org with any questions.

Rev 03/12/2018

The Monoposto Mystery

PART TWO

Coping with the Forces of Traction and Torque



BY ALLEN SMITH

Last month, our story left off with how the Monoposto's driveline and suspension were being designed to deal with torque and the resultant wheel lift.

There is a lot of energy stored in the springs under these conditions. If a wheel loses traction, or bounces over an irregularity in the road, this energy will be abruptly released. A cyclic grip-release-grip cycle, with associated wheel hop, can occur under these conditions. Once started, the throttle must be closed, cutting the engine torque, to return the rear suspension to stable, controlled motion. The mass of the ring-and-pinion and differential gears adds difficulty in controlling rear axle motion. In the era of friction shock absorbers, controlling suspension motion was much more difficult than with hydraulic shocks.

The photo (shown at right) displays the results of these forces. Under the

torque produced by a very powerful engine, the car has twisted and the front end lifted so that the left front wheel is off of the road surface.

These effects were understood by racecar designers before the onset of WWI. To address the rear spring deflec-

tion caused by the axle housing twist, torque tubes or trailing links were fitted to most cars. A torque tube is a tubular housing which encloses the drive shaft, and is fixed to the axle housing at its rear and pivoted on a pin or ball joint,



Figure 3: A modern drag racer displaying the lifted front end and twisted chassis that results in left front wheel lifting off of the racing surface.



This 1912 Fiat, with chain drive, was driven to second place in the 1912 Indianapolis 500, by Teddy Tetzlaff. It is part of the collection in the Museum at the Indianapolis Motor Speedway.

attached to the transmission case or chassis at its front end. Trailing links are fixed to the axle housing at their rear end and pivot on a pin or ball joint, attached to the chassis, at their front end. An excellent example of the use of a link to control leaf spring deflection and response is the Traction Master™ link, widely used by drag racers in the 1950s and '60s, when all cars had leaf springs in the rear. They are still available today and are a cost effective improvement for vehicles with leaf spring rear suspension to control axle response.

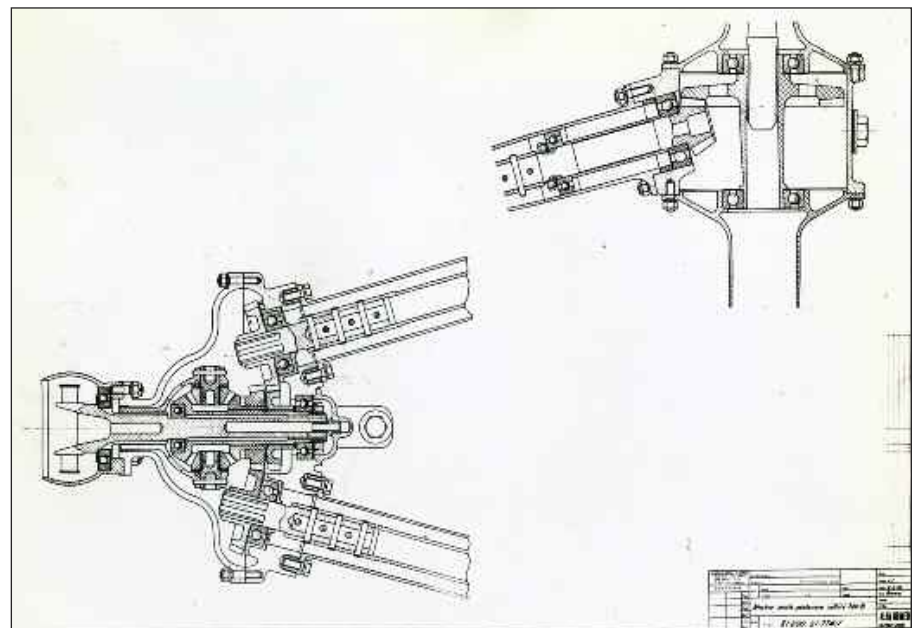
Controlling the longitudinal torque effect that twists the chassis relative to the road and tries to lift one rear wheel, was more problematic. Chain-drive cars had been free from this issue because mounting the final drive on the chassis contained the torque reaction within the chassis, rather than at the road. That is, the engine torque did not twist the chassis relative to the rear axle and ground. In addition, with chain drive the rear springs did not carry the reaction to

the torque turning the wheels through the ring-and-pinion gears, and the simple beam rear axle connecting the wheel-and-sprocket assemblies was much lighter than a live rear axle. For these reasons, chain-drive cars had much better handling than the cars with live rear axles. As a result, some racecars

continued to be built with chain drive after the live axle arrangement became commonplace for road cars. As an example, Ray Haroun's Mormon Wasp, the 1911 Indianapolis 500 winner, had a live rear axle and leaf springs, but David Brown's third place Fiat had chain drive. The Fiat Tetzlaff drove to second place the next year also had chain drive.

The Type B final drive and rear axle configuration did not address the torque effect which twists the chassis relative to the road and tries to lift a rear wheel. A design to contain this torque within the structure of the engine and gearbox assembly would appear with the adoption of independent rear suspension in the Type C, in 1935.

Control of the torque effects was a fundamental functional requirement for racing cars designed at the time that Jano designed the Type B. The Type 35 Bugatti employed quarter elliptic rear springs with links to locate the rear axle to avoid using the springs to resist twisting of the axle housing. The Maserati 26M had conventional leaf springs and employed a torque tube to prevent twisting of the axle. Neither of these



The differential and final drive configuration for the Type B.

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made an effort to contain the torque within the chassis structure. In 1931, Alfa fielded the Type A Monoposto, which was fitted with two six-cylinder engines. The Type A had a separate transmission, drive shaft and torque tube for each engine. This avoided the problems inherent in gearing two engines together and to a single drive shaft. It also eliminated the need for a differential and resulted in a light rear axle.

Jano's design for the final drive and rear suspension of the Type B effectively addressed axle twisting that tried to lift the front of the car, and provided improved control of the rear axle by making it lighter. In doing this, he drew on his experience with the Type A. Removing the differential from the rear axle and placing it behind the transmission required separate drive shafts from the differential for each wheel. This necessity is responsible for the distinctive triangular rear axle housing of the Type B. The triangular housing for the axle and drive shafts also served to transmit the wheel torque to the chassis without loading the leaf springs.

Jano's design therefore satisfied the functional requirements for the Type B rear axle better than its contemporaries, addressing axle twist and providing a light, more easily controlled rear axle.

Jano apparently did not share his thinking with his colleagues and contemporaries. But the results were excellent. The success of the design can be seen in the record books and is the stuff of legends.

The principles that were sound when the Type B was designed are still valid today. Those of us who have replaced rear brakes or donuts on an Alfetta series chassis have seen up-close its triangular DeDion axle and trailing arm assembly, which employs coil springs and

is located laterally by a Watts Linkage. The trailing arms control wheel torque, like the torque tubes of the Type B. The transaxle contains the torque reaction within the chassis structure. This is why the Alfetta series handles so very well.

Did Jano design the Type B rear suspension and final drive with these objectives in mind? He apparently never told anyone what his functional design objectives were. However, the idea that this complex and highly effective design configuration was fortunate but unintended stretches belief. One might as well say that Colin Chapman was lucky in the design of the Lotus Type 25 Monocoque Formula One Car, or Adrian Newey arrived at the design for the current Red Bull Formula One car by chance. In the final analysis, the design achieves the functional requirements we have discussed here and its performance speaks for itself. ■

Acknowledgments

The author is indebted to Centro Documentazione for their help in providing illustrations for this article. The author is also indebted to:

Laurence Pomeroy, *The Grand Prix Car*, Motor Racing Publications, Ltd, London, 1954.

Peter Hull and Roy Slater, *Alfa Romeo, A History*, Transport Bookman Publications, Great Britain 1982.

Luigi Fusi, *Alfa Romeo, Tutte Le Vetture Dal 1910*, Emmeti Grafica Editrice, Milano, 1978.

Simon Moore, *The Magnificent Monopostos, Alfa Romeo Grand Prix Cars, 1923 – 1951*, Parkside Publications, Seattle, 2014.

Finally the author would like to thank Dr. David Smith for his insightful review and suggestions for the article.

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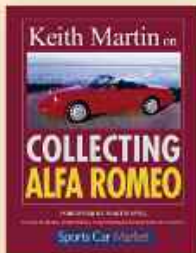
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Alfas at Auction



1963 2600 Spider

The Amelia Island Concours d'Elegance has earned a justifiable reputation as one of the premier events of its kind. Lately it has also built a reputation as the concours with the most flexible scheduling. In 2017, threatening weather prompted the promoters to move the concours forward a day from Sunday to Saturday, calling for other schedule modifications. The event came off without a hitch. This year, again, a significant storm was projected to hit the area on Sunday. Once more the organizers sprang into action. Will this become the norm? I hope not, but weather patterns can be fickle and weather prediction is still less than dead reliable.

The auctioneers were also affected by the weather, but despite the schedule upsets they reported strong results. If you wanted a Porsche, Amelia was the place to be, as all of the auctions featured several lots and a few multi-car collections – all years and all styles. The supply of Alfas was a little spare, however each auction offered one or two.

Bonhams

In addition to cars, the Bonhams March 8 auction featured a selection of automobilia from the collection of Harley Cluxton. Cluxton is a successful automotive entrepreneur who purchased the Mirage racing team from

Gulf Oil and successfully campaigned the cars at Le Mans from 1976 to 1982 as a part of his very active Phoenix-based business, Grand Touring Cars, Inc.

Among the assortment of steering wheels and racecar body parts was an **Alfa Romeo 1979 Tipo 1260 V12 engine**, with transaxle, offered to the Mirage team by Carlo Chiti for evaluation after Renault, its engine supplier at the time, announced it was pulling out of competition. The 3.0-litre tipo 1260 was designed for Alfa's Formula One effort and powered its model 179 variants from 1979 to 1982 without particular success. Although it was more powerful, the engine was larger and heavier than the competing Cosworth DFV, in addition to being very thirsty and not too reliable. Mirage ultimately chose to go with the Cosworth. The engine and transaxle sold for a hammer price of \$24,000; \$30,000 after the buyer's premium was added.

Bonhams' automotive Alfa offering was a **1963 2600 Spider**, AR191503. The dark-blue car with blue interior was an older restoration once owned by collector Robert Pass. It benefited from a recent \$15,000 freshening and presented in good physical condition. It was definitely intended to be an event car as the added Webers, aftermarket air cleaners and polished cam covers took

it out of the running for concours entry. This Spider was last seen at auction in 2012, when it sold for \$60,500 at the RM Amelia Island auction and sold again for \$39,600 in July at the RM Concours of America auction in Plymouth Michigan. This time the car was sold for \$110,000 all-in, short of the low auction estimate by \$15,000.

Gooding and Company

Gooding and Company, along with its passel of Porches, had the featured "barn finds" of the weekend a – Cobra and a Ferrari offered out of long-term but reasonably careful storage. The 1967 Cobra sold for \$1.045 million. Its garage mate, a 1966 Ferrari 275 GTB Long Nose, sold for \$2,530,000.

Gooding also offered two Alfas, the first being a **1964 Giulia Sprint Speciale**, AR381257, in dark blue with red vinyl upholstery. The car resided in Phoenix until 1980 when it was sold to a buyer in Connecticut, having traveled a documented 51,000 miles. Its new owner gave it a fresh engine and was otherwise mechanically freshened. The consigning owner purchased the car for \$126,500 at RM's Monterey auction in August of 2013. The 51,443 miles shown on the odometer, if accurate, indicate that the car hasn't had much use in the last 38 years. The car has been entered



1964 Giulia Sprint Speciale

in many concours events over the years and presents well. A few minor engine bay details are incorrect, but the overall impression is of a good, solid car. The \$132,000 sales price was no doubt justified.

Later in the day, Gooding offered a **1966 2600 Spider**, AR192297. The recent restoration was finished in a tasteful but sober combination of gray with oxblood red upholstery. There appeared to be very little to fault about the car, which seems to be complete with the exception of the missing rear license plate mount. Auctioneer Charlie Ross had no trouble getting the initial \$100,000 bid, then two or three bidders sparred in \$10,000, then \$5,000 increments to end at the winning \$145,000 hammer price (\$159,500 after fees).

RM Sotheby's

The schedule of the RM Sotheby's auction was affected by the weather rescheduling and kicked off on Friday, March 9, rather than Saturday. Among the lots offered was a **1959 Giulietta Spider**, 1495 05617, in the typical Alfa red with a cream interior. The AACA award-winner appeared to be very correct with only a few deviations from original. I'm not an expert on early Spider interiors, but if the well done and authentic-looking red-piped cream upholstery wasn't offered from the factory, it should have been.

The original engine was replaced during the 2011 restoration, but came with the car. It appears that the transmission was also replaced with a later 5-speed, although the correct shift knob was retained. The otherwise accurate restoration was marred by a non-matching generic choke knob and mismatched instrument needle centers – very small details but hard to ignore. The car sold for \$72,800, a fair price but below the \$90,000 - \$120,000 the



1959 Giulietta Spider



1962 2000 Touring Spider,

auction house was hoping for.

Also Offered

Elsewhere, Hollywood Wheels offered a nice-looking white **1958 Giulietta Sprint**, 1493 06702. A nut-and-bolt restoration was claimed. The brown cloth interior looked well done, but was incorrect for the car and the engine was a stated to be period-correct replacement. The auction estimate was \$85,000 - \$100,000, perhaps a bit optimistic considering the deviations from standard.

Lastly, Motostalgia offered a **1962 2000 Touring Spider**, AR10204 02879. The red car with red and black leather upholstery looks very good in the low-resolution photos available on the company's website. There was no information provided concerning the restoration, but the car is said to have lived its life in California and to be rust free. Some license was taken with the two-tone upholstery, and in my opinion

having red both on the interior (including the dash cowling) and the exterior is a bit much. The work appears to have been nicely done, however.

According to the *Sports Car Market* database this car has been to market a few times in its life, first at a Kruse auction in September 1998, when it sold for \$7,875 in it's mostly original state. The next outing was August 17, 2001, at the RM Monterey Auction when the then-restored car went for \$26,400. The new owner attempted to flip the car again in January 2002, but the high bid was only \$24,000. This time the sale price was \$106,700, just enough to cover storage and maintenance expenses for the past 17 years, plus a small profit for the owner.

Bob Abhalter's Alfas are coming out of hibernation in Kenosha, Wisconsin, now that Bob and his spouse are home from their travels. He can be reached at rabhalter@att.net. ■

Rolling in a Roaring Florida Rally

*By Harmon Heed
Aerial Photos By
Arman Mouradian*

Between its beautiful beaches on the Atlantic and Gulf of Mexico coasts, most of central Florida is so flat that you can set a bowling ball down anywhere and it won't roll. It is the land of vast cattle ranches, citrus groves and vegetable farms, separated by lonely, narrow two-lanes, perfect for high-rev driving enthusiasts.

South West Florida AROC member Scott Crater scouted miles of those roads and mapped a rally route from Fort Myers on the Gulf Coast to historic Lake Wales in the lake area, just north of Sebring, in the center of the state. The route went through tiny dots on the map where places like Duette, Bereah and Sweetwater were not and Buchanan, Crewsville and Moffitt were nothing but intersections. As Scott said, "There aren't any people there." Including cops.

Then he sent out an invitation to the



Abby at the Gable Mansion, the last antebellum mansion in Florida.

five Florida Alfa Clubs and the local British car club. Nineteen owners signed up: 14 Alfas and five Brit cars, six from the South West Florida AROC (Ft Myers), five from the Florida Alfa Club (Tampa Bay), three from the South Florida AROC (Miami) and three from Triumphs of SW Florida.

The starting point was at a 7-11 parking lot with lots of hot coffee at an exit off I-75 that runs from Windsor, Canada down the west coast of Florida and then across the Everglades to Miami. Scott had tentatively divided the cars into three groups: high-powered hotties like

the 4Cs; mid-range cars like the Brits, and smaller-engined cars like his 1300cc 100hp Junior Zagato.

The A group took off with a 10-minute lead following the route Scott had laid out in the Delorme Florida Atlas and emailed copies of the pages to us. Due to new and no-shows, Scott changed the B mid-group to all British cars.

The roads Scott picked were definitely lonely, with very little traffic, and the Alfas flew along faster than the absent speed limit signs would allow. Long straightaways separated ranches from citrus groves, interrupted by chicanes as



Above: Three different reds: Serg Mourasian's Alfetta, Jeff Schuyler's Spider and John Pokrny's 4C. Right: Four equidistant 4Cs cruise down a country road in central Florida.



Arman Mouradian



Above: Alfisti gather for a nice meal at L'incontro. Right: Thirteen Alfas make a pit stop at the only gas station in town.

property corners didn't match or streams curved the roads. There were even two, one-lane bridges to cross with a row of pick-in-up trucks with awe-eyed drivers waiting on the other side, as we roared over and past.

A mid-rally pit stop was made and when the British cars didn't show, it was surmised that they took a different course, but later we learned that they dropped out due to the chill. Groups A & C left the pit simultaneously with A still leading. The 15 Alfas flew by solitary farm houses and barns, along the wasteland of phosphate strip mining pits and fields where cattle looked up and workers smiled and waved to us as we wizzed by.

It wasn't long before the group slid into the final destination, L'incontro Italian Restaurant. That was the *ciliagina sulla torta*, the frosting on the cake of the rally. L'incontro is a small bistro with a near-gourmet menu and a price in between. The staff magically seated and served 20 of us who, despite staggered starts, all arrived at the same time. If you're ever in Lake Wales, eat there.

After lunch we departed on our own



Arman Mouradian

ways home, some stopping to sight-see before hitting 200 miles on our odometers as we entered our garages. Central Florida doesn't have the scenic panoramas of the Rockies or Sierra Nevada, but there are historic sights to take in. Jo and I stopped to tour the Gamble Mansion in Bradenton. It is the only surviving antebellum plantation house on the Florida peninsula. In the mid-1800s it was the center of a 3,500-acre sugar plantation and where the Secretary of State of the Confederacy took refuge while escaping the Union troops. Its two-foot-thick walls and buttresses are made of "tabby" a concrete like mixture of lime and crushed coquina shells, strong enough to withstand almost 200 years of Florida heat, humidity and hurricanes.

Central Florida may be flat but it is a fantastic place for Alfas to roll on narrow, secluded roads and for people to sight-see! ■



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

Arlette Hebrant, long-time active member of NWARC (Seattle area), and beloved wife of Georges Hebrant, passed away after a battle with cancer. While Georges was President of NWARC, Arlette was by his side, often hosting club officer meetings and providing support as he led the Chapter.

Many members of the Alfa family were able to celebrate with Arlette one last time at Festa di Amici, NWARC's holiday gathering. Already she is greatly missed and fondly remembered by all who knew her.

Georges, who participated in the AROC trip to Italy last year, shared that he and Arlette arrived from Belgium in the United States on August 28, 1967, landing in Seattle, where they made their home with their four children. In 1979, they bought a Sprint Veloce, which is still actively driven.

With great sadness, Georges notes, "Our children and I miss her very much. She was quite a lady!"

— Cindy Banzer



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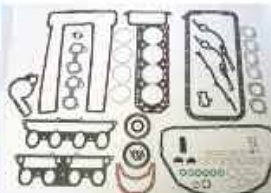
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