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THE OFFICIAL PUBLICATION OF THE ALFA ROMEO OWNERS CLUB

JULY 2020

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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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**On the cover:** Mission San Juan Capistrano is a colorful starting point for a run out CA Route 74, where it is called Ortega Highway. See page 20. **Above:** Looking pristine in green, this 1963 2600 Spider was up for grabs on Bring-a-Trailer. See page 28.

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# From the Driver's Seat

## Navigating the Summer of 2020



Being one who ascribes to the concept in Robert Frost's poem, "I have miles to go before I sleep." this "Hang around the

house, it's good for your health." keeps me from covering those miles still ahead. After the Amelia Island Concours, my calendar was chock-full of AROC/AROO activities that had me driving or flying to one or more car events each month through October. No more. What I know now from the many Zoom meetings on my calendar is that we all are grappling with new realities.

Always resilient, humans design creative approaches to pursue knowledge about our Alfas and ways to have social time with family and friends. Besides producing a worthy publication, AROC's communications focus is on the challenge of not have moving events to feature, and has stepped up the use of old-fashioned email to advise you of events that could be enjoyed online or through Zoom.

Detroit's David Hammond answered the call for Alfa webinars, called "Saturdays at 4" (EDT). Fifty to 100 participants have viewed quite a weekly lineup of presentations by noted authorities, including Joe Rubinstein on 3D printing of parts; Ralph Gilles and his five Alfas, including his custom builds; Bruce Kopitz on building a Stage 3 Alfa 4C; Marc Trahan on a 1967 Duetto restoration; Isaac Baker, of Finishing Touch Auto Spa on ceramic coating cars; and a peek inside Richard Davisson's award-winning Alfa restoration shop.

The videos from each presentation are edited and uploaded onto the AROC YouTube channel by Lance Dong.

Wanting to hear firsthand how our Chapters were faring during this unique spring, your AROC Board met with chapter presidents and representatives for a Zoom social hour. With over 60

participants, many clever, interesting ideas were discussed.

Doug Zaitz, Oregon, shared a split screen, to show how to load Chapter activities on the AROC website, which are then transferred to *Alfa Owner*. He also showed how a Chapter can have the main Club website host its pages or link its unique website to the AROC site.

Chris Armstrong, California Central Coast, has, with their traditional Spring Potluck cancelled, been pulling articles from their newsletter archives to present mini-newsletters

Andy Musilli, Ohio Buckeye Chapter, shared that they organized the 1st Car Owner Virus, a two-hour run through Amish country, with radios in the lead and last car for emergencies; no restroom stops provided. He also suggested going to an Internet Movie Car Database, [www.imcdb.org](http://www.imcdb.org), which includes video clips.

Phil Pyrcz, Buffalo, shared that they moved their drives to rural areas where members could gather outside with social distancing.

Eileen Simmons, Oklahoma, noted that their Alfa Track Day and School was held at the Hallett track with 18 cars, all practicing social distancing. In the planning stages is backyard movie night on a large screen featuring a film with Alfas in it. Bags of popcorn are a must; social distancing practiced.

John Hicks, Kentucky Chapter, ran a Back-Road Drive, albeit with three cars. They picked up individual lunches, hands-free, at a drive-through barbecue restaurant, then motored on.

George Hershman, San Diego, conducted two tours simultaneously – rendezvousing at a coffee shop, eight cars headed north while six cars headed south, all attendees were masked and practiced social distancing. Ed Aenlle suggested compiling a list of Alfa-centric movies and to consider a national online movie night.

Enrico Ciabattini, New Jersey, shared that although his state has been approved for the first of a four-phases re-opening, they have remained under stay-at-home orders with all car plans put on hiatus; thus they are focusing on

newsletters and are exceptionally active on their Facebook page and spending lots of time on Amazon Prime and YouTube, searching for videos of Alfas in racing mode. Sadly, one of their members passed into the AROC Silent chapter from COVID-19.

Arno Leskinen, Arizona Chapter, mentioned they are holding Zoom Happy Hours and dinner meetings which has allowed more members who live too far away to attend regular meetings to participate.

Fred Russell, Northwest ARC, reported on a number of creative events: a scavenger hunt featuring two routes with points awarded from the pictures posted to Facebook; impromptu garden tours, again with photos posted to Facebook; a Zoom meeting held with an avid SIM racer proficient with that racing app; promotion of the Isolation Island Concours d'Elegance, featuring miniatures, held on Facebook with McKeel Hagerty as chief judge; using Rallista, a navigation app to create routes or use one of the many preloaded tours.

Jim Barrett, Southern California, reminded us that the Petersen Automotive Museum is hosting a virtual international Cars & Coffee, twice monthly at 8:00 AM (Pacific) on YouTube, visit [www.petersen.org](http://www.petersen.org).

Dennis Sbertoli, Chicago, noted that spring has been quiet for the chapter. He was gracious when we urged them to consider hosting the 2023 convention, a return to AROC's original roots.

Save your notes, snap lots of photos from Chapter events held this summer. We want to share your experiences in another *Alfa Owner* Chapter Scrapbook special edition this fall – **How I Survived Summer 2020!**

Stay healthy, stay safe, stay strong,  
Motoring On Soon,

*Cindy Banzer*

Cindy Banzer  
President





# No Convention & No Concorso?

## Reinvent the Wheel!

Join your fellow members (who may have intended to enter their cars in this year's postponed Convention concours in Colorado) in a virtual car show on the AROC Website and see the winners in *Alfa Owner*.

Lone Star AROC members Karen Phillips and Richard Cross had an idea: In the absence of a National Convention concorso for 2020, why couldn't members share one (1) photo of their ready-to-show cars in a virtual car show and have AROC members nationwide choose a people's choice honoree in several classes and a best of show?

Technically, it can't be called a concorso, but we can let those who wanted to show at the convention share an image of their excellent Alfa as if we were all together, and include others from around the country.

Because they suggested this, Karen and Richard are the "Event Czars" and we bow to their great leadership.

There are classes for Open, Closed, Competition-prepared, Modern (21st century models: Giulias, Stelvios, 4Cs), Commercial (trucks, deliveries, taxis) and "Character"

Alfas (those with special paint schemes, unique modifications).

Entry deadline is June 14 and members with email addresses were sent an e-blast with more detailed information. The entries will be posted to view on the AROC-USA website. Go to [aroc-usa.org](http://aroc-usa.org). Please use the dropdown/widget to view the photos between June 20 and July 6.

Voting is to be conducted via SurveyMonkey. A link was e-blasted to those members who have allowed AROC to use their emails in early June.

This is your reminder to cast your votes via SurveyMonkey no later than July 6! Photos of the winners will appear in the September *Alfa Owner*. ■



Top to bottom: Alex Carrara, Michael Williams, Cindy Banzer, David Waelder

## Enter a photo of your favorite Alfa and have fun!



## Member Profile

**Name:** David and Kathy Beach

**Occupation:** Dave, retired engineer and Kathy, physical therapist

**Where do you live?** Wilsonville, Oregon

**What was your first car?** Dave: a \$45 1930 Model A coupe, towed home by Dad as eighth grade graduation present. Kathy: a 1970 Dodge Challenger.

**Your first Alfa Romeo?** Dave: a 1969 GTV; Kathy: a 1978 Alfetta sedan.

**Currently, what Alfa Romeos are in your collection?** A '65 Giulia Spider Veloce and '67 Giulia Super.

**Do you have other vintage cars?**

Not any more, sigh.

**Your favorite Alfa?** When I (Dave) was younger it was clearly the Spider, now (perhaps) the Super.

**Worst Alfa owned?** Hmm ... the '78 and '79 Alfetta sedans with ZF automatic transmissions ... they badly needed power steering, but otherwise gave good service and looked fine!

**Favorite road to tour?** Locally, we have an un-official, two-mile "hillclimb". For distance, it is very hard to beat the drive around the Olympic Peninsula.

**What do you like best about owning a vintage vehicle?** I (Dave) like working on my own cars and, can, due to their vintage. The Spider took seven years to restore while co-raising our daughter. Now it's still looking and running great after 25 years on roads of the Pacific Northwest.

**If you could have one Alfa?**

Dreaming big here: likely the world champion P3 in Jon Shirley's collection.

**What do you enjoy most about being a member of your local and national Alfa Club?** It's been a main social outlet for us both the last 39 years, and because, via extensive volunteering, we have very much enjoyed making many *Alfisti* friends from across country.



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## ALFA OWNER NEW SERIES!

**We Always Remember Our First**

This begins a new series about our first Alfa Romeos wherein members share memories of the car that started their involvement with our beloved marque. Suggested by Eileen Simmons of AROC Oklahoma, this is her story. And readers will be gratified to know that Green Streak has been lovingly restored and is still part of the Simmons collection.

.....



# The Legend of Green Streak

## It was a Super Experience

*By Eileen Simmons*

**F**rom the AROCO Newsletter, April 1990 – A few weeks ago, David changed storage places for the Alfa collection. I went with him to help move cars and he asked if I'd drive the Super to its new place; it didn't take me long to say yes.

Driving it on the expressway brought back all the memories of the 17 years I drove it all over Tulsa, and became famous as the teacher with the funny green car. I'd be driving down the street – cars would honk, people would wave and hell, "Hi, Mrs. Simmons!" There are more than 2,000 teachers in the Tulsa Public School system, but only one ever drove a 1967 green Alfa Super.

Just how much of a legend it is I dis-

covered a couple of years ago. A former student, who was a bus driver for the system, came to visit at the school where I was teaching. He told me how he identified me: "I was sitting there and I heard the kids start talking about Mrs. Simmons. I looked up and asked them, 'Short lady?' They said, 'Yes.' 'Teaches English?' I asked. 'Yes,' they told me. 'Drives a funny green car?' 'Yes!' Then I knew for sure it was you."

It was also legend in a different way, as David discovered one night when he drove it to Broken Arrow to visit Jack Beck. "You were brave enough to drive that car?" he asked. "You know it's wanted by about three police departments for speeding." And even David told me, "I tried to catch you on the expressway, but you were just a green streak."

Somewhere in the legend lies the truth. The truth is that we bought the Super in 1971 as a kind of grocery cart – for running errands, for hauling kids, even as a substitute pickup truck when the occasion warranted. And for years, I regarded it pretty much as just that. But somewhere along the line, it became a special car, and now that it's been retired, I must admit I miss driving it. I even miss the hassle my students gave me about the funny car I drove.







They thought it looked exactly like a car an English teacher should drive – square, sensible and not too fast. “A pregnant rollerskate,” they’d call it. I’d tell them that looks were deceiving, but they’d just laugh. And invariably one morning they’d walk into class with a new look of respect on their faces: “Saw you on the expressway, Mrs. Simmons. You know, that car is FAST!” Somewhat smugly, I’d say, “I told you so.” To which the reply was usually, “Yeah, but it’s still ugly!”

I never had a sense of going fast in that car. It just liked to go and seemed comfortable at about 70. Getting on the expressway in the morning was fun. I’d accelerate and slip into the lane of traffic ahead of some giant Cadillac whose driver looked amazed to see me. David used to do the same thing to unsuspecting pickup truck drivers. He’d pull up to a stop light and race the engine enough to catch the truck driver’s attention. Of course, the trucker thought David was crazy. A giant pickup against that little green car? Surely not. Then with an evil grin, David would accelerate and leave the truck behind. This worked especially well going downtown before the Broken Arrow Expressway was completed. If you remember, the expressway ended on 13th

Street, which was twisty and curvy. More than one truck was left in the Super’s exhaust on that stretch of Tulsa city street. Most of these encounters occurred during the time I was teaching some night classes at the downtown campus of Tulsa Junior College. Imagine my surprise, one evening, when I walked into class to hear two students discussing some crazy guy in a little green car who raced them downtown!

The green Super was tough, too. As David pointed out when I told him I was going to write this article, it’s not the original – that body was totalled many years ago. Just a few days before the accident, someone had called him about buying a Super with a good body and bad ending. (In Tulsa, all Alfa roads somehow lead to the Simmons!) He bought that car and it became part of the Phoenix Super – so-called because of the number of times it was rebuilt with parts off several cars.

Sometimes, it seemed that other drivers were just aiming for me – a door smashed, dings and scratches, etc. I got the last Super bumper in existence after a woman rear-ended me on 15th Street. The good door that David salvaged from the totalled car came in handy when another driver broadsided me. My entire salary for one semester of teaching night classes at TJC went to restoring the interior and David fixed rust and painted it more than once. But toward the end of its career, its age was showing, the interior door pulls finally came off after thousands of times of being pulled by hundreds of students who rode home in the Super. The rust, dings and scratches seemed even more noticeable and we began talking about restoration.

The end, so to speak, came on the Turner Turnpike. Three students and I were on our way to the state high school journalism meeting in Norman. Just outside of Chandler, there was a loud noise.

Carpet, metal and insulation blew all over the interior. The Super coasted to a stop and when I recovered from my shock, I noticed a hole in the tunnel.

According to later diagnosis by David and Bill Heller, the rubber doughnut disintegrated, allowing the spider on the drive shaft to cut its way through the metal. A passing highway patrolman saw the accident, called a tow truck and the kids and I spent a fun-filled morning eating doughnuts and drinking coffee at L.C.’s Towing Service in Chandler. David came to rescue us and later towed the Super home to the driveway where *Alfisti* and others marveled that no one had been hurt.

David and Bill fixed the Super by rebuilding the tunnel and other innards and I even drove it for quite a while after that. But David didn’t trust it much, and when the opportunity came to build one Alfetta out of two and retire the Super, we took it.

So now it sits in storage, awaiting what I consider to be a proper reward for its many years of service – meticulous restoration to concours status. But I think that’s probably far down the list of things to do with the Alfa collection – currently standing at 11 cars. I know I should probably sell it to someone who will restore it – after all, the Super is now becoming a cult car on the West Coast, especially in the Pacific Northwest. Chances are that I won’t.

Meanwhile I’m driving another “grocery cart” – a yellow 1976 Alfetta, another car which gets used for hauling kids, for a substitute pickup truck, for running errands. And my students hassle me: “Mrs. Simmons,” they say, “that your ugly yellow car in the parking lot? Bet it can’t go very fast, huh? You know you really need to do something about that interior.” “Yes,” I say, “you’re right about the interior. And it’s not the fastest Alfa around, but you’d be surprised. After all, looks are deceiving ...” ■





# Preparing Your Alfa for Summer Driving, Part 1

By Mark Thornton

**W**e are fortunate that our older North American model Alfas perform well in warm weather. This means that we have a good, stock OEM setup for driving in summer. We have maintenance to do related to high seasonal temperatures, but we by-and-large do not find ourselves obliged to modify or to accessorize our cars for summer.

This is a moment to pass along a bit of inspired advice from a popular automotive radio talk show host in the Northwest. *Well-maintained cars do not need to be "ized"*.

This means that *we do not need to winterize or to summerize our cars*. In general, I think the point is well taken. Routine maintenance will do the job. That said, there are specific routine maintenance items that draw our attention as the weather warms up in spring.

One aim of our summer car preparation work is to keep thermal design features working as efficiently as can be. An introduction to heat transfer processes will help us understand the thermal design. We'll look at routine maintenance for summer driving in light of these principles. We'll go step by step, treating fluids, parts, components and systems each in turn.

There are nine sections to this story,

three of them presented here, and the rest to follow in coming months. They address preparation suitable for the Alfa enthusiast working in their own garage: Coachwork, Fluid Maintenance, Cooling System, Electrical System, Engine and Mechanical Systems, Intake System, Fuel System, Suspension System and Brake System.

## 1 COACHWORK

Summer is a season to enjoy the beauty of our Alfas at home, on the street or in shows. Preparing our cars to look their best is a subject well-covered elsewhere. What I suggest we look at in this section is how maintaining coachwork and glass can help our Alfas perform well and last many years.

### Painted Finish

There are many simple maintenance tasks to do at home that help preserve the paint finish and coachwork. In addition to beauty, a quality wax finish helps keep contaminants off the paint surface, and makes it easier to wash the surface free of contaminants later.

Vinyl and rubber treatment excels at improving the appearance of these parts. Using high-quality products can also help preserve their finish and flexibility.

Our suppliers offer a range of convenient spray detailing products that can help stretch the effectiveness of a wax application. A timely wipe down using good spray

and detailing towels can help minimize the tendency of pollen, dirt and grime to develop strong adhesion. The sooner you can remove contaminants from the painted surface, the easier the work will go.

### Latches and Hinges

One of the most effective tasks we can take on is to detail door, hood and trunk latches and hinges. Each Alfa owner has their own favorite products for this work. I would add that you can enhance the effectiveness of cleaners and lubricants by using compressed air, with care, to help lubricants penetrate into mechanisms such as hinges. If you work a lubricant into the hinges when they are dry, the lubricant will tend to displace water, keeping it out of the hinges later when washing.

### Windows

Summer is the season in which you may notice a rapid buildup of unsightly film on the inside surfaces of windows. A cleaning wand to extend your reach, replaceable fabric covers for the wand, and good automotive window spray cleaner will help you remove such films without excess labor. It's wise to use care when cleaning the glass in the area of the rear window defogger. In general, you want to find gentle ways to lift dirt from surfaces more so than doing the hard work of scrubbing.

Some Alfa technicians recommend applying silicone spray to window tracks.



This can help free up binding that adds to the load on electric window mechanisms.

## 2 FLUID MAINTENANCE

High temperatures take a toll on fluids in automotive systems. Factory recommended fluid change intervals take this and other factors into account.

### Engine Oil Change

In addition to taking on a load of contaminant from the cylinder walls, engine oil gradually degrades, losing desirable properties over time. Replacing the oil frequently enough is no more than common sense. You may experience an improvement in engine noise after an oil change.

Another way to look at this is to ask whether or not the oil in the engine today would meet the test requirements levied on new oil. If the oil is old and contaminated, the answer is most likely no. Fresh fluids tend to meet all the label and manufacturer specifications.

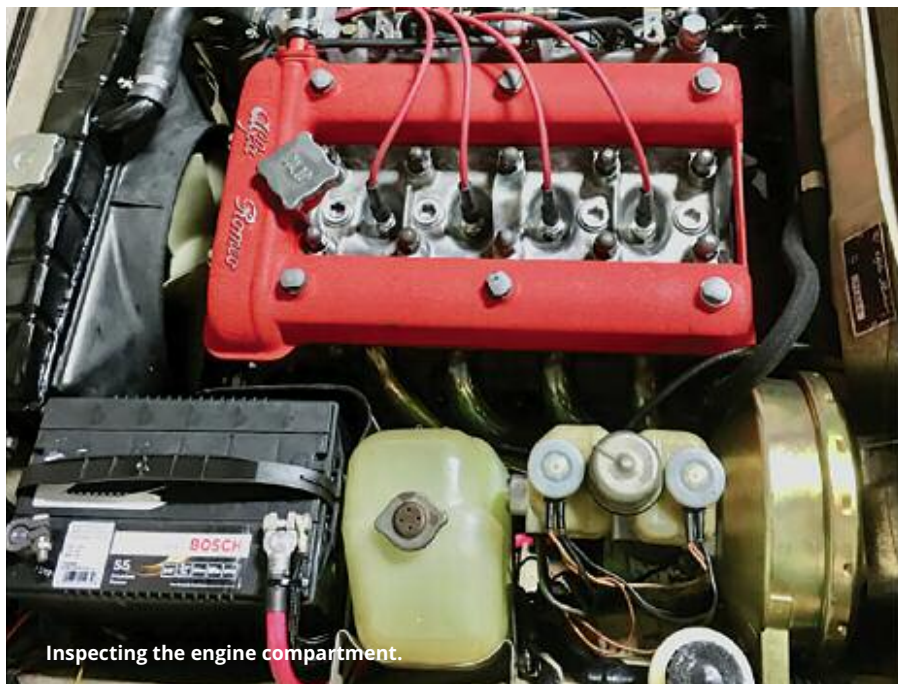
### Engine Oil Additive

Expert tuners tend to look past the artificial complexity of oil additives and simply run good engine oil, changing it when that makes sense.

Experts do not agree as to whether to recommend flat lifter additive in engine oil for our 105/115/116/119/161/164 cars. In the wider automotive community, flat lifter additive such as ZDDP is generally advised for older cars lacking roller cam followers. (See sidebar: Engine Oil Additives.)

### Fuel Additives

Most experts advise running upper cylinder lubricants such as Marvel Mystery Oil or two-stroke oil in fuel for SPICA Alfas. This recommendation applies regardless of season. Enthusiasts may want to consider adding fuel treatment such as Techron. This is a compromise approach, helping us adapt the cars to drastic changes in fuel composition taking place over the years since our Alfas were new.



### Brake Fluid

Replacing the brake fluid annually means that we incur cost and inconvenience, but we get a good return for the money. The details are a subject for a separate discussion. That the brake fluid needs to be replaced is simply fact.

### Clutch Fluid

Our 105/115/116/119/161/164 cars operate with hydraulic clutch actuation and require fresh fluid annually. It's just as easy to boil the clutch fluid as the brake fluid. While not creating the same level of concern as boiling the brake fluid, boiling the clutch fluid brings about awkward and unsatisfactory gear grinding.

### Wheel Bearing Lubricant

Summer driving is when you may experience limitations in the performance of wheel bearing lubricant, particularly in the front wheel bearings. It's common to heat up the brakes enough to overheat the lubricant. If this goes too far the resulting pressure from boiling grease can pop the wheel centers out of the wheels.

### Transmission Gear Lubricant

Gradual aging and loss of properties call for routine replacement of the gear lubri-

cant. Typical gears dissipate as much as five percent of the energy passing through, releasing the lost energy in the form of heat into the lubricant.

Changing the lubricant makes for a costly, awkward and messy workshop job. You might, however, notice better shifting with fresh fluid.

This job, much the same as any other maintenance performed under the car, may best fall within the scope of your technician working in a well-equipped shop with a lift. At home, we set the car up with its wheels resting on blocks to gain access to the transmission.

The economies of time for the professional multiply because of the lift, combined with their expertise, especially if more than one maintenance step is combined in a visit, perhaps addressing these tasks annually.

### Propeller Shaft Slip Joint Lubricant

The 105/115 cars feature a slip joint in the propeller shaft to take up movement caused by suspension travel (driveline).

Inside the slip joint we have a splined shaft on the universal joint yoke, running in a matching spline in the rear section of



the driveline.

It's important to use a grease gun to keep adequate fresh lubricant in the assembly.

### Differential Gear Lubricant

The hypoid-type gears in the differential subject the differential lubricant to high pressure. Thus, the owner's manual calls out a good grade of lubricant. Experience points toward an annual change.

I suggest taking a quick look at what it can cost to rebuild a differential. That is usually enough to persuade Alfa enthusiasts to keep up with this common-sense maintenance. Those who hold any doubt may wish to take a close look at the metal mud that collects on the magnet. Alfa provides a strong magnet in the bronze drain plug fit to their engine sumps, transmissions and differential housings.

The differential housing on 105/115 cars is a good example of Alfa's enlightened mechanical and thermal design engineering. The cast alloy housing and sump with cooling fins help this unit reject heat. Running losses in the gears generate the heat. If your differential runs noisily in summer freeway driving, the first thing to try is changing the differential gear lubricant.

Gears that are noisy when hot are common enough. Better grades of fresh lubricant can go a long way toward addressing the problem. The situation is compounded in the 116/119/161 transaxle cars, because this design combines the transmission and differential into a single, integrated housing. These cars also tend to exhibit high temperatures in the transaxle because of proximity of the inboard-mounted rear brakes and the exhaust pipe.

### 3 COOLING SYSTEM

Simple preventive maintenance goes a long way toward managing overheating problems, helping us get a good return on the cost of ownership over the years.



Arrow indicates coolant reservoir "bathtub ring".

When we think of running our cars in the summer heat it only makes sense to verify that the cooling system is in good working condition. Problems with the cooling system can easily damage a valuable engine.

### Coolant Solution

Most of us choose to run 50/50 EGW coolant solution. EGW stands for Ethylene/ Glycol/Water. This is a good choice for automotive applications, but lasts only one to two years in service. Over time, the mixture is subject to degradation that can cause both corrosion in the engine and deposits plugging radiator tubes. Whether in winter or summer, running clean, fresh coolant is a fundamental.

Any time we add or refresh coolant we need to observe that ethylene glycol is both toxic and appealing to pets, apparently drawn to it because of the sweet fragrance. This unfortunate behavior gets reinforced because comparable but non-toxic propylene glycol is intentionally added to some pet food. In Europe, propylene glycol is favored for this automotive application.

If you have any doubt as to the concentration of ethylene glycol in the coolant, measure the coolant density. Value-priced densitometers can help you figure out if your cooling system is in danger of boiling.

### Radiator

A clean radiator, free of leaks and plugging, is a fundamental. Visiting a radiator repair shop – fewer and fewer of these shops remain – will help you understand what you are looking for, both the good and the bad.

The best of these shop owners and technicians can replace the core in one of our older radiators, having checked and confirmed that the old core has either leaks caused by corrosion or plugged tubes.

Most Alfa enthusiasts find it amazing to compare the weight of a plugged radiator, full of corrosion product, with a clean, re-cored or brand-new unit.

On our later model cars, the ones outfitted with thermostatically controlled electric fans, an overly rapid time cycle for the fan turning on and off can reveal unsatisfactory conditions inside the radiator.

Today, we can use an infrared thermometer or imager to scan the radiator, looking for cold spots indicating plugged tubes. On these cars it's usually not so easy to touch the radiator fins, an old-fashioned way to answer the same question.

We are fortunate that suppliers make rebuilt radiators, new radiators and custom high-capacity radiators available for our older cars. This ready supply says a



lot, telling us that other Alfa owners need new radiators, too.

It's worthwhile to keep the radiator exterior clear of bugs and debris.

### **Coolant Tank**

Learn to watch the liquid level in the coolant tank, as it goes harmlessly up (hot) and down (cold) in response to coolant temperature. One of the simplest things to do is to add coolant to bring the liquid level precisely even with a visual reference, when the car is fully cold and level. Now you have a precise and simple way to check how the cooling system is doing any time you wish to look.

### **Radiator Cap**

The radiator cap serves a vital function. Pressure in the cooling system is generated at hot surfaces in the engine and managed by the relief pressure setting of the spring-loaded cap. You can buy a simple test kit. It is likely that your technician already has one. You can also change the radiator cap from time to time as a preventive maintenance step.

Our 119/161 cars run the cross-flow aluminum radiator without a pressure cap. The pressure cap instead fits on the coolant reservoir. This means that the coolant reservoir operates under pressure. Make sure the plastic reservoir is free of cracks. For 119 models a fabricated aluminum coolant reservoir is a popular upgrade.

### **Pressurized Cooling System**

The reason automobile engines operate with a pressurized cooling system has to do with the relationship of engine temperature and coolant solution boiling point. The cooling passages in the engine, the diameter of the hoses, the fluid flow rate of the water pump, the heat transfer capacity of the radiator, and the air flow rate generated by the fan and shroud are all sized to accept the heat rejected by the engine.

## A WORD ABOUT OIL ADDITIVES

Popular brand-name oil additives combine viscosity index improver, stop-leak and ZDDP.

Viscosity index improver is an additive that makes a single-viscosity oil into multi-viscosity. The art of it is to increase the hot viscosity while not increasing the cold viscosity. This is typically accomplished using a naturally derived organic polymer that tends to wind up when cold and to unwind (expand) when hot. Thus, the additive has little effect when cold, not making cold viscosity worse, while usefully increasing hot viscosity. In our older Alfas, high oil pressure when cold can create problems for seals, notably at the cylinder head. Low oil pressure when hot can put the main and rod lower-end bearings at risk when at idle.

Stop-leak additives work in a decidedly simple way, and are vital ingredients in power steering fluid and brake fluid formulations. Stop-leak additives work by causing o-rings and other elastomer seals to swell, increasing in size. To see the effect, drop an o-ring into a glass jar containing one of these fluids, and tape a second o-ring to the outside of the jar. See what happens over a few days or weeks.

Your well-maintained Alfa engine may not need viscosity index improver or stop leak, beyond what is already blended into high-quality engine oil.

Only a few years ago ZDDP additive was nearly universal in better grades of engine oil. What has changed over the years is the common use, today, of roller cam followers. These designs do not

create the high pressure friction and wear that ZDDP can prevent. Thus, these engines do not need the zinc additive, and environmental regulators have directed that it not be added.

Alfa enthusiasts who may wonder what ZDDP is and how it works at a microscopic level as an anti-wear additive may find the following Wikipedia article a good point of reference.

([https://en.wikipedia.org/wiki/Zinc\\_dithiophosphate](https://en.wikipedia.org/wiki/Zinc_dithiophosphate).) Some sources refer to the additive as ZDP.

Without going into too much detail, the way to understand this is to picture the contact where the robust cam lobes on our Alfa engines meet the hard-chrome finished cam follower or tappet. Our Alfa engines are fitted with stout triple valve springs to help manage valve float at high rpm. The pressure exerted by the lobe on the follower reaches levels, combined with the high linear velocity of the lobe across the follower, that can result in rapid wear. Sometimes you can see evidence of wear called "spalling", in which minute pieces of the follower surface crack and fall out of place from the surface. Multiply this by tens of millions of cycles for an older engine, such as a 115.00 2000.

What ZDDP does is form what engineers call a tribofilm as the lobe sweeps across the follower. The tribofilm forms anew for each revolution, forming and spreading out ideally in response to temperature and pressure. This protects the metal surfaces to a considerable extent, allowing these cars to run well up to high miles.



## Thermal Control

The cooling system needs thermal control to operate at a fixed set point temperature. That set point temperature is governed, if all is well, by the rated opening temperature of the thermostat. When fully cold, the engine will operate with the thermostat fully closed for a few minutes. When the coolant in the thermostat housing reaches the set point temperature the thermostat begins, slowly, to open. As the engine warms up, the flowing coolant may bring the thermostat to a midway position, tending to operate close to the rated opening temperature.

## Steam Pockets

For this to work well day after day, the radiator cap needs to maintain enough pressure to prevent forming steam pockets in the engine. It's possible that microscopic bubbles form in the engine on cooling system passages subject to the greatest rate of heat transfer. But the aim is to prevent bubbles in general, and absolutely to prevent outright formation of steam pockets.

The reason this is so important is that absent the liquid coolant in contact with the walls of the cooling system, the materials used to build the engine could not long withstand the higher temperatures that would result. Hot spots where a steam pocket might form include the cylinder liners and the cylinder head.

Other components at risk for damage from overheating include gaskets, o-rings, sealant, engine oil, engine electrical parts and spark plugs.

## Closed Cooling System

With the 105/115 cars we got the then-new technology of a fully closed cooling system. Earlier cars, and many other brands in the 1970s, simply

dumped coolant released by the pressure cap. The fully closed cooling system captures this coolant and stores it in a coolant reservoir. When the engine cools down both the engine and the coolant contract. The 105/115 cars have a radiator cap that operates bi-directionally, in that it allows coolant to flow back from the reservoir into the engine.

Thus you should not see the upper radiator hose collapsed under vacuum.

Among the trickiest failures one can encounter is a car that has a correctly operating radiator cap rendered useless because the tube connecting the radiator to the coolant tank is plugged. When it comes to tubes such as this, I suggest that *we trust, but verify*. Excess cooling system pressure can cause damage.

Alfa provided two vent valves in the system to allow us to release air and water vapor. Once most of the air is out, over a few temperature cycles, heat and coolant flow tend to drive almost all of the remaining air out of the coolant. Over time the cooling system, containing less dissolved air, becomes liquid-full, minimizing the chance of forming bubbles at any point in the flow path.

## Thermostat and Water Outlet

Experts advise that the thermostats fitted to our Alfa engines can last a long time. Within my own experience, this can run to decades and more. That said, if the thermostat becomes stuck or merely lazy it's time to replace it.

## Drive Belt

My older 115 car ran to 127,000 miles on three water pump drive belts. There is no need to keep a bad one, not for very long. You can often improve the noise level of a squeaky belt by applying spray belt dressing. That does

not substitute, however, for adjustment if the belt fits too loosely.

## Water Pump

The water pump fitted to our Alfa engines can last a long time. This unit can become noisy because of play in the bearing, and can also develop a leak at the shaft seal. On some of our Alfas, notably the 119/161 Busso engine cars, replacing the water pump can prove a time-consuming task. That puts emphasis on keeping up with coolant changes and belt maintenance. It makes sense to keep the pump going as long as possible. Fresh coolant solution contains lubricant additive that benefits the pump bearing.

## Conventional Fan and Fan Shroud

105/115 Alfas feature a conventional cooling fan, mechanically driven by a flange on the water pump. The fan is complemented by a close fitting fan shroud that helps the fan draw more air flow through the radiator. Take a moment to rotate the engine enough to allow inspecting the fan, artfully cast in polymer, looking for cracks particularly at the hub and blade root areas. You may need to clean the fan to accomplish an effective inspection. On my Alfa, I've found cracks at the rear surface of the hub, longitudinally along the axis, roughly midway between blades.

## Electric Fan and Thermostatic Fan Switch

On our 116/119/161 cars, the electric fan and the thermostatic fan switch are worth checking. The electric cooling fan draws a lot of current. Here in the Northwest, in cooler weather and light traffic the radiator fan may cycle only a little bit. In summer stop and go driving we need this fan operating! ■

*To be continued.*

# *Caracciola and the Rise and Fall of Scuderia CC*

**A**t Monaco, the first significant race of the 1933 season, a new Grand Prix team made its debut: Scuderia CC. Rudi Caracciola and Louis Chiron were its principals.

Two of the finest, most successful drivers in the world, they each had broken away from their established works teams. The Monaguesque Chiron was forced out of Bugatti because of personal conflict. The German Caracciola was abandoned first by Mercedes, then Alfa Romeo, because of the economic doldrums that had swept the United States, then Europe. Supporting a Grand Prix team was simply too expensive. “You know,” Chiron said to his good friend Caracciola at the end of the previous season. “Why should we always win the prizes for other people? It would be much smarter to start our own firm.” Thus, “Scuderia CC” after their two initials, was born.

It was a time of fragmentation in motorsport. Teams often shuffled ranks or broke apart altogether. Top drivers – Caracciola, Chiron, Tazio Nuvolari, Achille Varzi, and Rene Dreyfus – did not know who they would be driving for next. Marque firms like Mercedes, who were synonymous with Grand Prix victory, ended their participation. Innovative racecar designs stalled, and officials couldn’t even settle on a definitive formula.



Rudolph Caracciola

For the 1933 season, Scuderia CC had purchased a pair of 2.3-liter Alfa Romeo Monzas. A two-seater with a long tub-like hood and powered by a straight-8 supercharged engine, the racecars had earned their name with victory at the Italian Grand Prix two years before.

When Caracciola and Chiron showed up for practice at the Monaco Grand Prix, the signature red of their Alfa Romeos was gone. In a nod to their French-German partnership, Caracciola had his Monza painted white with a blue stripe running down its side. Chiron sported a blue Monza with a white stripe. Both cars carried the symbol of a pair of backward-facing Cs.

High hopes abounded for the newly formed team that Thursday, April 20. In a Grand Prix first, the starting grid on

the day of the race would be determined by the best time achieved during the three days of practice. On the first day, Caracciola and Chiron focused more on testing out their Alfa Romeos than anything else. Chiron had never driven the make before, but under a sky pocked with black clouds, the two drivers managed to clock the fastest laps that morning: two minutes, three seconds. Nuvolari and his Italian archrival Varzi were one second slower. Frenchman René Dreyfus was off the pace by three seconds.

By their last run of the morning, the sky was clear, but a curtain of mist hung over the bay. Caracciola continued to lead down the corkscrew turns to the seafront, with Chiron on his tail. He was amazed at how quickly his friend Chiron had gotten a feel for the Italian racecar. The two shot through the tunnel. Back in the sunlight, Caracciola zipped through the chicane, then accelerated down the straight toward the left-hand turn at Tabac Corner. A glance in his mirror showed Chiron nowhere in sight.

Caracciola braked slightly while looking in his rearview mirror to see where his teammate had gone. Suddenly, his Alfa went into a skid. Only one of the front brakes had engaged, he thought, as his car swept at 70 mph toward the stone parapet that separated the promenade from the sea.

*By Neal Bascomb*



Time slowed to a crawl. He cranked down through the gears. Calculating that he was more likely to survive a smash into Tabac Corner than a leap into the water, he steered away from the parapet.

Hands tight on the wheel, he tried to regain control.

He was moving too fast.

His car snaked left, then right, on the road.

The stone steps came closer, and closer. At last Caracciola regained control, but it was too late. There was nothing to do.

The Alfa Romeo struck the wall first by the right wheel, then the whole side panel. The white metal body collapsed against the stone. Then the car propelled sideways for a few dozen feet before coming to a juddering stop.

Caracciola was stunned, but he thought he was okay. He did not feel the streams of blood coursing from his temple, nor realize that his thighbone was completely crushed. He wanted only to be free of the car that seemed to have molded itself around his body. With strength born of shock, he wrested himself out of his seat.



Louis Chiron

Several people were dashing down the steps from the upper road toward him. He was fine, Caracciola thought. No trouble here other than a wrecked car. Behind him there was a squealing stop. Chiron jumped out of his own Alfa.

Caracciola tried to take a step forward, and an explosion of pain overwhelmed him. His right leg gave out, and only Chiron's arrival at his side kept him from collapsing onto the road.

In the pits, Caracciola's wife Charly and Chiron's long-time girlfriend Alice

"Baby" Hoffman waited for the two Alfas to finish their 25th lap. They should have come by now. A shroud of worry that something terrible had happened fell over them.

Caracciola was carried away from the track in a simple wooden chair taken from a café. He sat upright in the chair in a state of shock. Blood ran into his eyes. The whine of racecars circling the track was deafening. Finally the ambulance arrived. Its crew placed Caracciola on a stretcher and jostled him inside. Each bump and turn through the streets of Monte Carlo sent ripples of pain through his leg. Something was very wrong with it. Caracciola dared not ask what.

At the hospital, he was carted first into the X-ray lab, then into the surgery ward. Waiting for the doctor, he stared through the high windows at the treetops waving in the wind. Everything in the room around him was sterile white and glass. The pain he had felt earlier was only a fraction of the agony that swallowed him now. His face was lacerated in several places, sweat beaded on his forehead, and the grim lock of his jaw spoke of his suffering.

Finally, a Dr. Trentini arrived. He was short and sallow-skinned. Caracciola disliked him instinctively. Neither spoke more than a few phrases in the other's language, and they had trouble conversing. Caracciola just wanted him to get on with setting what was assuredly a broken leg. He wondered what was the delay.

Dr. Trentini and his assistant stood by the window, examining the X-rays, when Charly came into the room with Chiron and his girlfriend. "Tell them to pull my leg as hard as they can," Caracciola urged. He had known other drivers to come out of such injuries with one leg shorter than another, which would have



Rudolf Caracciola wheels his all-white 8C 2300 during the 1932 Monaco Grand Prix.





**Left: A bloodied Caracciola after crashing his Alfa in the 1933 Monaco GP. Right: Caracciola is carried away, on a chair, from this crash.**



**Rudolf Caracciola and his Scuderia CC Alfa Romeo 8C 2300 (Chassis #2111039) before the start of the 1933 Kesselberg Hillclimb. Photo: Alfa Romeo**

been unacceptable to him.

Dr. Trentini drew Charly from the room and raised the X-ray into the light. “Look, madame: The femur and the entire tibia bone are completely smashed. Your husband will never be able to drive again.”

Charly almost fainted. Baby did when her friend told her what the doctor had said.

Three days later, on Sunday afternoon, Caracciola was lying in his hospital bed, his right leg in an ill-shaped plaster cast

up to the hip. Charly sat beside him, and flowers from well-wishers filled every available space. They were listening to a radio broadcast of the race, trying to decipher the commentary in French about the feverish contest between Nuvolari and Varzi.

In the final lap, near the finish, the engine of Nuvolari’s Alfa Romeo engine died and caught on fire. He leaped out and tried to push it toward the finish, enveloped in billowing black smoke. Driving a Bugatti, Varzi won easily,

followed by Mario Borzacchini, with René Dreyfus in third. Louis Chiron was a distant fourth.

Despite everything, including the hurried consultation from an Italian specialist who had saved his leg from the saw, Caracciola was stunned that he had not recovered in time. He belonged in the race. That was his place in the world.

The plain fact was that his legs would never be a balanced pair again. He would have a permanent limp and was likely to only be able to take a few hobbled steps at a time. Racing looked like but a glory of the past.

With the accident, Scuderia CC essentially died before it ever started. Chiron went on to join Scuderia Ferrari while his best friend languished in recovery. Only with the rise of the Mercedes Silver Arrows, brought about by the surge of nationalism in the Grand Prix, would Rudi Caracciola return to the track – and greatness. In the process, he struck a devil’s bargain, becoming a figurehead for the Hitler’s Third Reich as the world staggered toward the brink of war. ■

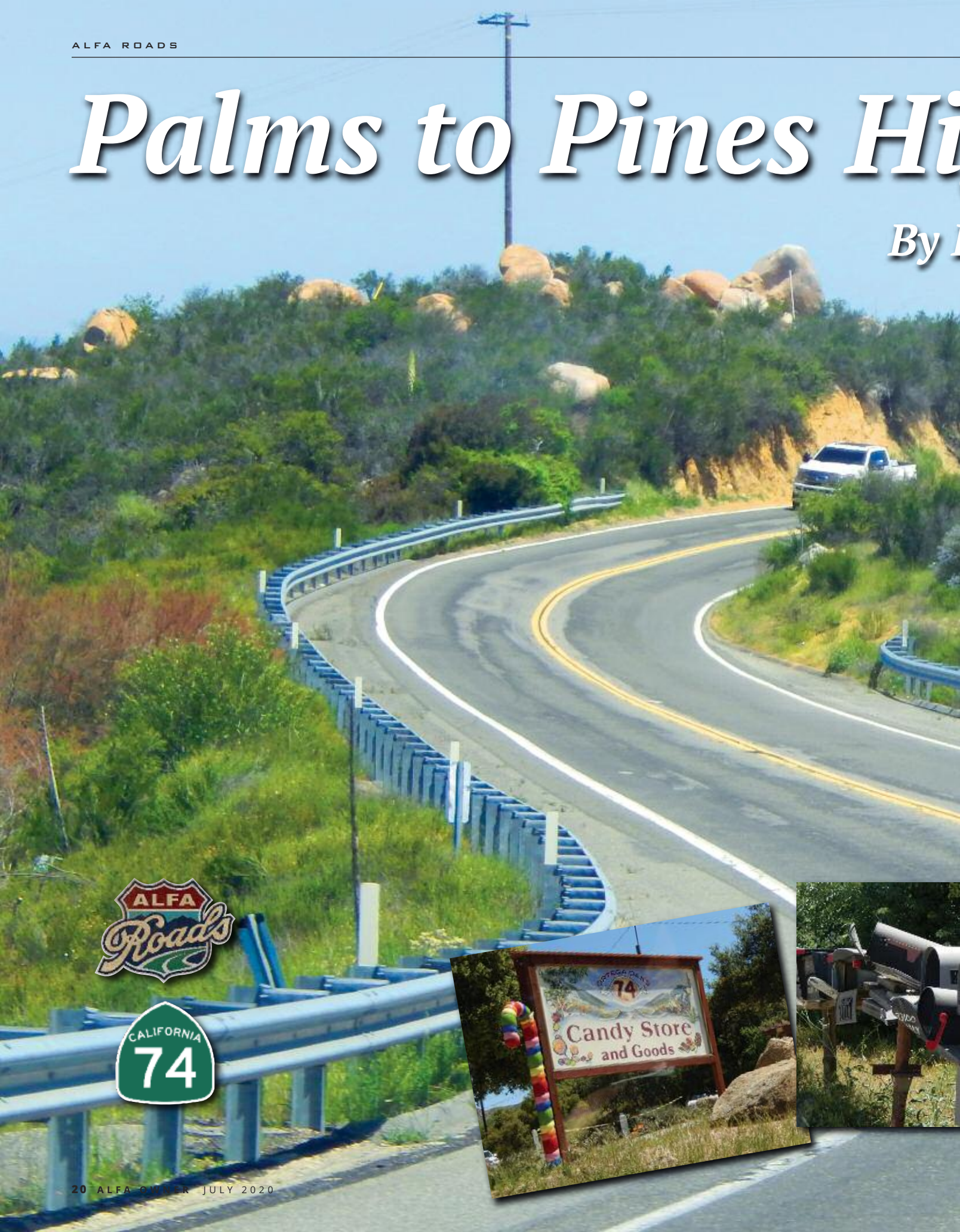
*Neal Bascomb is a national award-winning and New York Times bestselling author of a number of non-fiction narratives, all focused on inspiring stories of adventure or achievement. The above is an excerpt from his latest book “Faster”, the story of driver Rene Dreyfus, automaker Charles Weiffenbach and Lucy Schell, American heiress, and the 1938 Grand Prix season. For more visit [nealbascomb.com](http://nealbascomb.com)*





# *Palms to Pines Hi*

*By*





# Highway CA 74



Elyse Barrett

Alfa Roads come in all shapes, sizes and looks. But what they all have in common is a quantity of twisties, arresting vistas and colorful destinations. In Southern California, we have a few favorites and one of them is Highway 74. It is both natural, following the flow of the ancient landscapes, and a human imposition, built upon the humble tracks of guides and hunters and the glorious ambitions of imperialists, colonizers and treasure-seekers.

State Route 74 has several legs, several identities, several names. Perhaps the best known is "Palms to Pines Highway", made most famous by the day drive conducted during the 2002 AROC National Convention hosted by AROSC (SoCal). Charlie and Bonnie Schwartz sent us on that first for many of us organized ride, which provided the aforementioned driving road requisites, plus an upper-body workout for those at the helm of an Alfa without power steering. The route and its variants became the chapter's

Spring Driving Tour model for years to come.

So here we are again, 18 [almost] palindromic years [2002 / 2020] later taking a look at The Ortega, Blood Alley, CA SR 74, Palms to Pines, Pines to Palms, Bautista de Anza National Historic Trail and the San Bernardino Forest National Scenic Byway.

When locals hear "Highway 74" they say, "Oh boy! Let's drive!" And what comes to mind is "The Ortega" with lore that includes danger on the road, murder mysteries, tales of a nudist colony, then a second segment from Hemet to the San Jacinto Mountain hamlet of Idyllwild. There are third and fourth other segments, including the country drive along Garner Valley and the dramatic descent into Palm Desert from the Santa Rosa Mountain National Monument area. Combined, they are a 110-mile trip. Two combined is a nice day cruise; all four make for a nice overnighter. Here we show off the drive from San Juan Capistrano to Idyllwild via Hemet.





### Idyllic on our way to Idyllwild

The spring of 2020 in the region was blessed with moderate rainfall, so the creeks were running and wildflowers and chaparral blooming. Our mountain drainage slopes and washes are optimistically named “rivers” and when there is visible water we rejoice. In San Jacinto Creek, there were burbling rocky overfalls and a sheet of liquid still running above the gravel bed of the wash that would be baked dry before June.

A favorite way to start a Hwy 74 drive is near Mission San Juan Capistrano (founded in 1776, seventh of 21 missions established during the Spanish colonial era). It is also revered as one the oldest surviving, stone-built structures in the state, and the home of a colony of swallows who return on St. Joseph’s Day (March 19, but they have been showing up earlier for several years). When we are able to enjoy coffee and breakfast again in company, they are available nearby in

a nicely maintained old town district. As for getting on the road, the earlier your start the better. These first 28 miles are popular among motorcyclists looking to do speed runs and nature lovers heading into the backcountry for hikes in the morning mist of the Cleveland National Forest.

The way has been made safer with K-rail on the drop-off edges. There is a lot of new pavement, but fewer spaces to park at the road’s edge. This may sound too safely boring, but not really because you can zip up the Santa Ana Mountains faster. Before the ascent, a stop at the Tree of Life Nursery is educational, affirming and rewarding. Two thirds of the way up, the Candy Store is an iconic photo-op stop. There is good turn-out space at El Cariso summit that provides views to give you perspective on the dense shrub forest you’ve just passed through and before you descend the northeastern face toward Lake Elsinore.

The road is steep and fast with glimpses of Lake Elsinore, now full and blue with nice greenery around the edges. This is a pass-though or head-home place if you are going no farther. Like a mini-Salton Sea, this land-locked pond is the final resting place of the San Jacinto River ... and has had its ups and downs. Now it resembles another suburb with affordable housing hub (newly built homes are for sale starting in the “low \$300s”).

### Try Bundy Canyon

You may continue on 74 proper, making a big right turn toward the San Jacinto Mountains but a more entertaining shortcut is to drive Bundy Canyon to Hwy 79, then rejoin 74 in Hemet. This little bit of country driving takes you through tree tunnels of California live oaks, past pastures of goats with attitude and provides views of that vanishing rural icon: rows of roadside mailboxes. Fields of wheat, alfalfa, oats



From left: A little auto humor in Hemet. Idyllwild has charm. Vintage architecture in Hemet.





and bright green commercial sod relax the eye. The foothills framing the view are an interesting jumbled pile of sand-stone rock.

Before transiting Hemet, you could detour to the Perris Valley Airport, where indoor sky diving is a thing (everyone really must try this once) and the Orange Empire Railroad Museum (they have a real Buffalo Springfield on display) are well worth a stop if you are not on a beeline to your destination.

As we ascend the San Jacintos, from 1,100 to 5,000 feet, we are trekking through Southern California's signature "elfin forest" – the chaparral – precious miniature populations of unique and hardy plants – manzanita, chamiso, lemonade berry, yucca, scrub oak. The purple haze on the hillsides is California bluebells, lacy phacelia, lupine and ceanothus (California lilac). The vista is a top view of dense survivalist plants with gray-green foliage. We locals are

enamored, but a visitor from a greener elsewhere may not entirely get it. The regrowth after the fire and subsequent flood of 2018 is abundant.

This is a driver's road that can be taken quickly or at a leisurely pace. There are a number of turnouts. Unless you know the road well, it is a good idea to observe the curves-ahead and mph-speed signage. The repaving, culverts and guardrails were all refreshed after the 2018 catastrophes. There will be a few locals around you needing to pass, so use the turnouts. When you stop, you can look down across the hillsides that tell of time passing with slumping and erosion – evolution that continues despite our presence. The indigenous peoples lived here without leaving a trace, but now here we are, part of the scars of progress.

The microclimates change at each significant elevation change and at 5,500 feet we have successfully made it

from the palms of San Juan to the pines of San Jacinto.

You may choose a way to conclude your drive here at the top, Mountain Center, at the intersection of Hwy. 243 and 74. There is a cafe and fuel. Or you can follow 243 into town, and when we can again camp or picnic, Idyllwild Park (a Riverside County park) is a peaceful place. Idyllwild itself is a destination and Gastrognome has become a favorite dining spot. Another option is to stay on 243 to Interstate 10 in Banning (also a very nice drive). Or, you may continue back down 74 through Garner Valley and up through Alpine Village and Black Mountain, to descend the Santa Rosa Mountains to Palm Desert. Another chapter of the Hwy 74 story is waiting to be told about those routes, all very worthy Alfa Roads. ■



Sugar, Jeffrey and lodgepole pines in Idyllwild Park.



Twisties on the San Jacinto Mountains uphill.



Spanish Bayonnets in bloom



On into the San Jacintos.







According to owner Peter Diamantes, "My son in law, who is a wine director at a swanky Manhattan restaurant, has been home for close to two months now because of COVID-19. He does photography on the side and since he has extra time on his hands wanted to do a photo shoot of my modified 1966 GTV. Here is the result."



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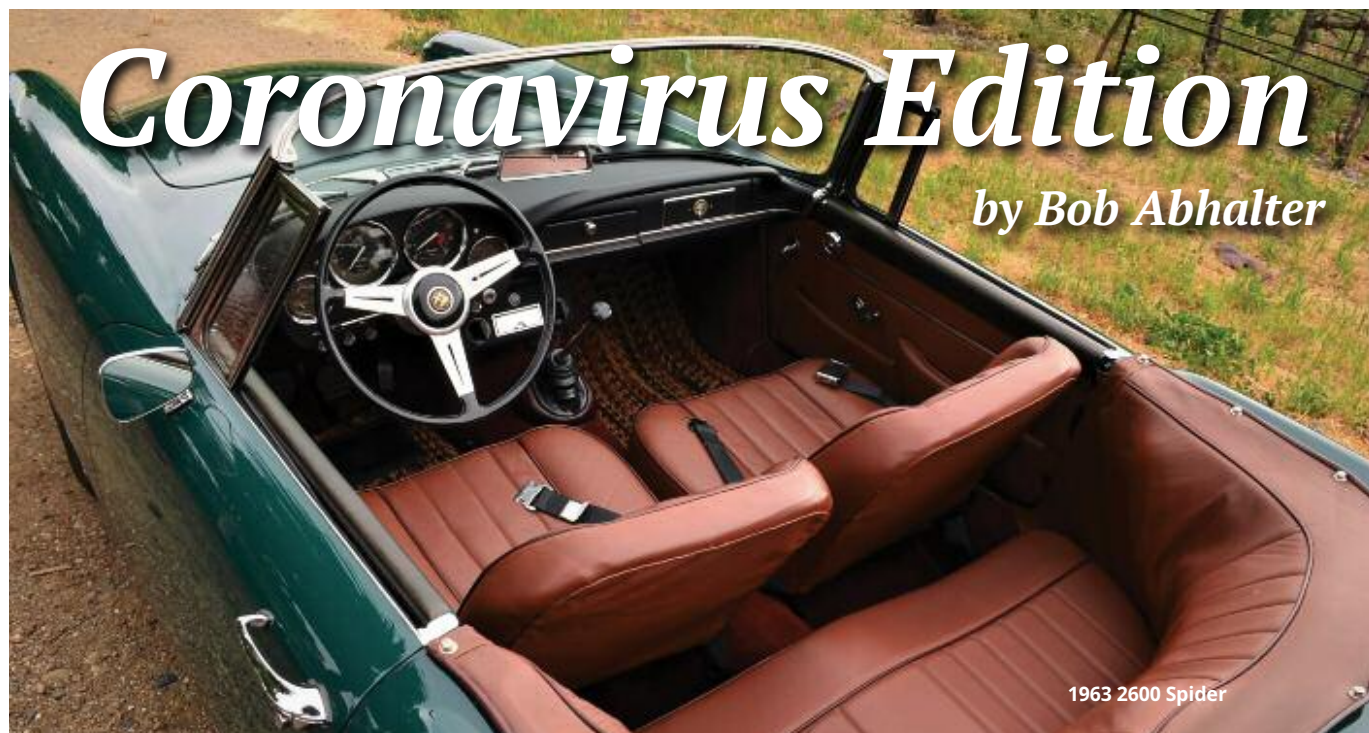


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1963 2600 Spider

# Coronavirus Edition

by Bob Abhalter

The live auction companies I typically follow have been forced to alter their operations due to the pandemic. Some have announced rolling reschedules or outright cancellations of their live events. Some have embraced an online presence. Still others have put more emphasis on private sales or introduced new services. Some industry observers feel (or perhaps hope) that the effect on the collector car market will be relatively minor. Others are less optimistic. The one sure thing is that for the near term things are going to be different.

Of course, for buyers and sellers of Alfa Romeos and other popularly priced collector cars, there is still

BringaTrailer.com. (eBay Motors, Motorious auctions, Hemmings, et al., are out there, but BaT is where the Alfas are.) BaT has reported significant year-to-year business improvement despite, or maybe because of, the pandemic: Bid activity and dollars sold in April 2020 (\$13,571,969) increased 35% over last April. New users (49%), auction views (4%), and auction watchers (24%) also increased.

## Interesting Recent BaT Sales

An almost new **2.9L Twin-turbo V-6** engine and transmission from a Giulia Quadrifoglio was offered by parts supplier Centerline International. Centerline purchased the engine from a salvage company and displayed it in its waiting room as a conversation starter.

The story is that a transport driver unloading his truck at a dealership decided to take a 10-mile-old Giulia Quadrifoglio on a joy ride, lost control, and rolled the car into a little ball. The Quad went to salvage and Centerline bought the engine.

The engine sold for \$6,500, as-is. The buyer, who was in Australia, has plans to

drop the motor into either a 2600 Sprint or a Tipo 33 Stradale replica. The sale price seems like a deal, as the going rate for a new crate motor is reportedly \$47,000. A fresh 8-speed transmission goes for only \$8,715. However, the actual condition of the engine is unknown, all the wire looms were cut, and the all-important engine management electronics were not a part of the deal. We wish the buyer good luck.

A Pleasanton, California dealer offered a striking green **1963 2600 Spider**, AR191555. The car, being sold on consignment, appeared to be in excellent condition overall. There were a few minor issues with missing trim, incorrect floor coverings, and some anachronistic badging on the newly fabricated radio blanking plate. Underneath there were some signs of well-executed patching in the floorboards. The Spider last changed hands at auction in January of 2015 at the RM Sotheby's Phoenix Auction. The sale then was for \$115,500. That consignor had purchased the car only five months prior in Monterey for \$110,000. Since the Phoenix sale, the car



2.9L Twin-turbo V-6 engine



received new leather upholstery and lost its period radio. This time the sale price was \$118,000, a price in the ballpark for these handsome tourers.

Some cars just can't stay sold. Last month we reported on a stunning white 19,000-mile **1991 Spider** offered by a Blaine, Washington, dealer. The car was reported as sold for \$26,000 on March 16. A month and a half later, the car reappeared on BaT – same dealer, same pictures, same car, judging from the VIN. What happened? According to the dealer, when the winning bidder arrived to complete the sale, he was attracted by a 1993 Spider Veloce in the dealer's inventory and bought it instead. When the auction closed for the second time on May 1, the winning bid was \$24,250. Strong price, nice car. It's interesting to note that only one of the bidders in the first auction participated in the second. Perhaps the early bidders took note of the first sale's result and decided it was more than they wanted to pay.

A **1986 GTV-6**, finished in gold, with black leather upholstery ran on the site in late April. The pictures showed what appeared to be a good 10-footer. The car apparently spent its early life in upstate New York and was being sold in New Jersey but appeared to have dodged the rust devils. The five-or-so year-old paint job seemed to have been done well, and was said to have addressed the rust bubbles forming under the windshield. The limited under-chassis shots didn't show anything terrible.

Although the exterior cosmetics appeared to be OK, the rest of the car varied from meh to ugh. Although the usual maintenance was claimed, the engine compartment was old-used-car-dirty, with surface corrosion showing on the plenum and valve covers, a cardinal sin for keepers of a Busso V-6. The stock wheels looked clean and were shod with



1991 Spider



1986 GTV-6

60 series Goodyear Eagles. The interior was a big letdown. The seats were well worn, and the seams split on the driver's seat. The aftermarket stereo speakers were sloppily installed, the door sills and glovebox door (!) were reupholstered in a diamond pattern. A fabric cover concealed the cracked dashtop and, incredibly, the stained steering wheel had a Walmart-sourced fuzzy cover. Most of the instruments were said to be either inaccurate or inoperable. Oh, and the air conditioning was also inoperable and unnamed parts for it were missing. The odometer showed 84,000 miles.

Despite the defects, the car was enthusiastically bid up to a selling price of \$11,750 – strong money for a car with needs, but perhaps not that far out of line with some price guides. If the car is sound, most issues can be addressed with some elbow grease and a trip (\$\$\$) to the upholsterer.

Viewing the auction photos of the **1974 Giulia Super 1.3** displayed on BaT made me want to run out and drive my own. The car represented in the shots appeared to be an excellent example and the photography was



1974 Giulia Super 1.3

evocative. Finished in *faggio* (that translates as beech – fun fact), a rich reddish brown, the car was shod in GTA-replica wheels with new Kumho 185-70/14s and was lowered using Eibach springs. A partial repaint was stated. The interior was upholstered in brown and looked to be in good condition. Originally delivered to Messina, Italy, the Sicilian 1.3 was being offered by a well-known Netherlands dealer. Other than some minor wear and tear (cracked badge, deteriorating rear view mirror, etc.), this car appeared to need very little. The chassis shots showed no signs of rot. The dash was marred only by the presence of the large compartment designed to mount the now-missing pull-out radio. Perhaps it could be left in place and used to carry a spare pair of sunglasses. The odometer showed only 68,000 km (42,000 miles), actual mileage unknown.

The Super sold for \$20,750 on April 29, 2020, to a bidder from Texas who a year ago bid unsuccessfully on a 1967 Super. The persistent man knew what he wanted. This was a screaming deal, in my opinion. Even after the buyer pays to





1960 Giulietta Spider Veloce

import the car, it appears he'll have a fine driver to enjoy for a fair price. Later Giulias don't carry quite the value of the earlier *Bollino d'Oro* cars, but in some ways they may be better cars to own. Right now, there seems to be a reliable supply of late-production Giulias in southern Italy just waiting to be rediscovered. Get yours now before the supply is exhausted.

Tom Zat is one of the more colorful people you will ever meet. Legendary among *Alfisti* of a certain age, he has raced Alfas, collected, accumulated, recycled, and used them as inspiration for his own creations (Google SSZ Stradale). His Aniwa, Wisconsin (Google *that*), Motorama Auto Museum (a.k.a. Alfa Heaven) displays 80 Alfas and hundreds of other cars, motorbikes, and military vehicles. It bills itself as Wisconsin's largest auto museum. Zat (shortened from Zatloukal), ever the entrepreneur, also operates a sports bar on site and plans to host a major military vehicle show this summer.

When Tom decides to sell one of his Alfas, it's news; and *Alfisti* took notice when a **1960 Giulietta Spider Veloce**, 1495F 09933, showed up on BaT, April 21. The white autocross-prepared

Giulietta was a much-modified time capsule. The body and chassis appeared sound, the wheel wells and front valence had been modified, the top and most of the driver comfort items removed. A roll bar was added. The mechanicals were a duke's mixture of components – an engine of correct specification, an earlier transmission, a later rear axle with locked differential, and a collection of all the best go-faster mods used back in the day. Although nominally streetable, the Spider was what is now referred to as a track-day car.

The final bid of \$30,250 failed to meet reserve, and the car went back to the museum where it had been parked for the last 20 or so years. In a post, Tom laid the low bid off to a market slump caused by the pandemic, and he may have been partly correct. The serious bidders were few (but enthusiastic) and the final bid was arguably too low, but how does one value a car like this? In my opinion, a major component of the Spider's value lies in the various modifications that accompanied its use as a racecar back in the day. On the other hand, the car's pre-Zat ownership and record was only hinted at, therefore not a value-added. It would be a crime (and expensive) to

restore it. It needs to be enjoyed as-is and will require a special person to give it the love and attention it deserves. ■

*Bob Abhalter and his Alfas are still social-distancing at home in Wisconsin, but he is reachable at [rabhalter@att.net](mailto:rabhalter@att.net)*

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### FRIDAY, SEPTEMBER 11

- Stone Bridge Drivers Tour de Marque –  
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- Grand Prix Festival of Watkins Glen
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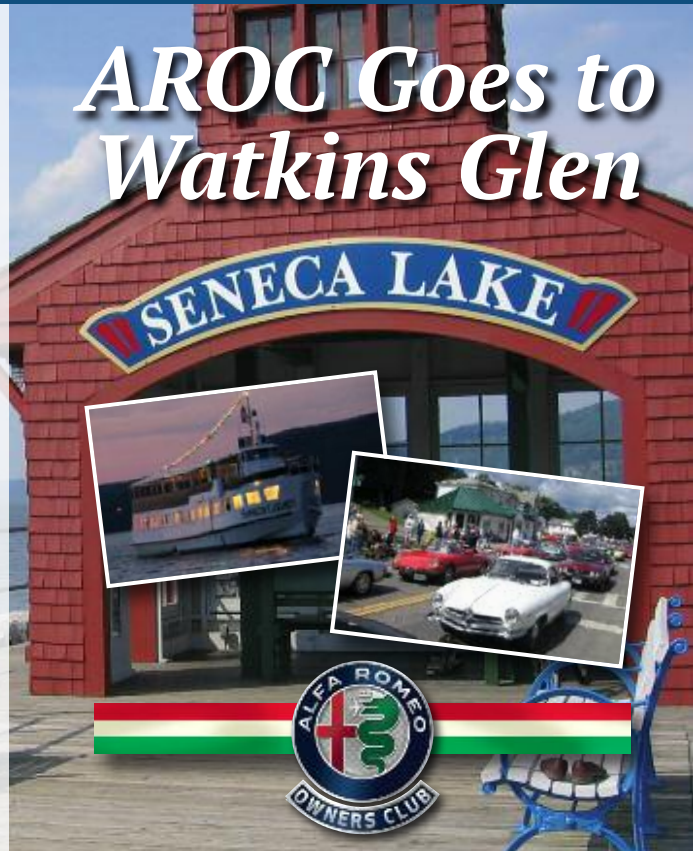
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# 6C 2500 SS Villa d'Este

By Dave Hammond

- **Engine:** 2500 (2,433 cc) inline 6
- **Power:** 110 hp @ 4,800 rpm
- **Years Built:** 1949-1951
- **Number Built:** 36
- **Top speed:** 103 mph



The 6C 2500 was introduced prior to WWII, as an evolution of the 6C 2300. With the factory at Portello in ruins and resources

scarce after the war, the only choice was to gather remaining prewar parts then buy whatever was needed on the black market. What Alfa Romeo had was perhaps enough pieces to assemble sufficient 6C 2500 chassis to keep the company alive while planning their first mass-production model, the 1900. The engine and chassis mark the end of the

glorious Vittorio Jano designs for Alfa, and the last of the hand-assembled classics from another era.

This time also marks the rise of Orazio Satta, Giuseppe Busso, Giampaolo Garcia, Consalvo Sanesi and the next generation of Alfa legends. The 6C 2500 was the statement of choice for people such as King Farouk, Prince Ali Khan, Prince Rainier of Monaco, Tyrone Power and Rita Hayworth.

The years between 1946 and 1950 were a period of transition for the auto industry. These cars would be the last Alfas built on a separate chassis with a body bolted on. The basic sedans were bodied by Alfa Romeo, but Sport and Super Sport chassis were shipped to coachbuilders. No fewer than 15 different firms built bodies for it.

Postwar styles were not always

elegant as Carrozzeria Touring of Milan and other builders struggled to define new shapes for aging machinery. A 1947 study by Touring with a sharply tapered rear and slab sides was modern, but not quite handsome. A second version resembled a circa 1952 Mercedes coupe in side profile, but was also rejected. Carlo Felice Bianchi Anderloni, the head of Touring, retreated to an earlier style by having distinct rear fenders bulging from the body lines, but more subtle and integrated than before.

By 1948, Ford was getting a handle on what would become a standard slab-sided style. Some stylists had much more trouble with changing times and tastes, including many of the best classic designers of the 1930s. Looking at a 1950 6C 2500 SS by Boneschi shows both why the 1949 Villa d'Este was



1950 6C 2600 SS by Boneschi







## Market Comment

Many feel that the Villa d'Este coupes are among the most beautiful cars produced in that era. As such, they are desirable collectibles, welcome at any event, despite their rather leisurely performance. These cars are meant more for show than go. The whereabouts of the survivors – roughly half of the total production – are well known and they trade occasionally at public auction and through private sales. A couple of them are regular auction attendees.

The most recent recorded sale was a 1951 Coupe, s/n 915910. The Midnight Blue car sold for \$529,000 on October 5, 2018, at the Bonhams Zoute, Belgium, sale. That same car sold for \$657,000 at the RM Sotheby's Retromobile auction, February 3, 2016. In the interim, questions were raised about the authenticity of the comprehensively restored former Sicilian barn find.

Another dark blue Villa d'Este, s/n 915822, was sold in October 2008, at the RM Sotheby's London sale for \$396,990. The condition #1 coupe appeared again in May 2015 at RM's Villa Erba sale and sold for \$878,000. *Sports Car Market* pegs today's median value at \$529,500.

– Bob Abhalter

remarkable and that the approaching demise of many coachbuilding firms was nigh.

The name Villa d'Este comes from the famed concorso held at a stately home on Lake Como. At the 1949 Villa d'Este competition, this design won the "Grand Prix Referendum", the ultimate "People's Choice" award. The Villa d'Este sits lower than earlier 6C bodies, the last traces of running boards replaced by lower panels that tuck under, instead of out, or are merely truncated. The front and rear views have

deeply molded ribs that flow up into the body. The roof pillars are thin, there is no B-pillar and the roof top flatter than typical of the period. Giving away its age is a split windshield.

Only 36 Villa d'Este coupes were made by Touring, each slightly different according to wishes of the customer. A few cabriolets were also built, plus a longer version for Swiss Alfa Romeo agents, called a 2500 GT. The general lines of the Villa d'Este carried over to the smaller 1900 CSS that replaced it two years later. ■







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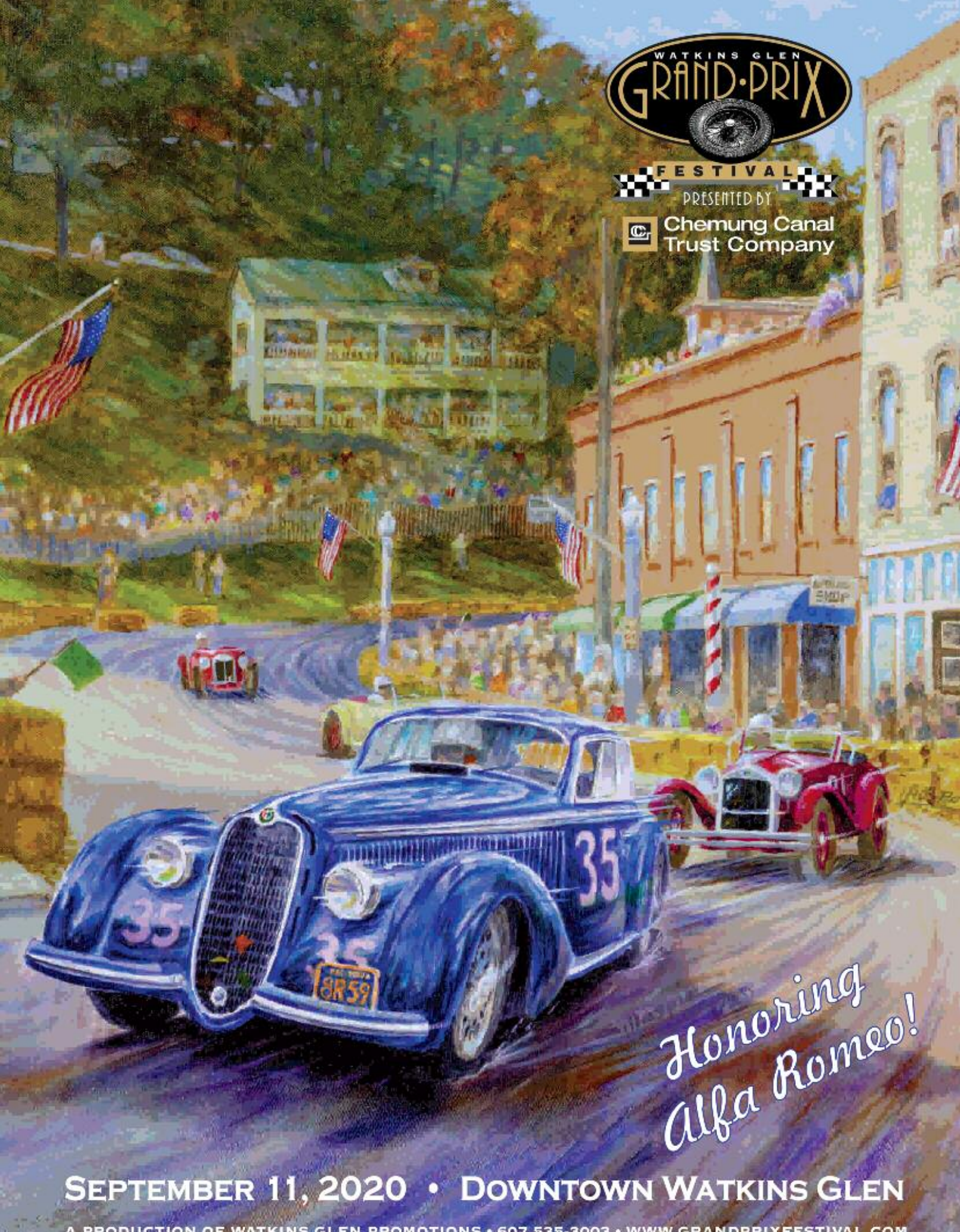




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612-702-0779  
cmcfadden@gmail.com

## MISSOURI

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Ron Rutter  
Kansas City, MO  
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citroencar@aol.com

## NEBRASKA

### Alfa Club of the Rockies

Scott Walker  
Lakewood, CO  
303-902-8486  
scwalk@gmail.com  
www.alfacluboftherockies.com

## NEW JERSEY

### Alfa Owners of New Jersey

Enrico Ciabattini  
Red Bank, NJ  
732-530-9105  
eurimports@comcast.net

## NEW MEXICO

### Alfa Owners Club of New Mexico

Bob Furlong  
Albuquerque, NM  
505-873-5537  
rbfurlong@msn.com  
www.alfasnm.com

## NEW YORK

### AlfaBuff

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Getzville, NY  
716-689-2851  
pyrcce@verizon.net

## NYAROC

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631-767-7526  
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## NORTH CAROLINA

### Mid Atlantic AROC (Serving VA, NC, & SC)

Darrick Fu  
Cary, NC  
darrickfu@gmail.com

## OHIO

### Buckeye Chapter

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Powell, OH  
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### Northeastern Ohio Chapter

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330-208-6406  
jdivitto@mac.com

## Ohio Valley

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## OKLAHOMA

### AROC of Oklahoma

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## OREGON

### Alfa Romeo Owners of Oregon

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Deer Park, WA  
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d.zaitz@aroc-usa.org  
www.alfaclub.org

## PENNSYLVANIA

### Central Pennsylvania AROC

Courtney B. Burroughs  
State College, PA  
814-237-7453  
ncej@inceusa.org

### Three Rivers Alfa Romeo Owners Club

Jim Neville  
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412-551-1206  
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### Delaware Valley AROC

Bob Brady  
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## SOUTH CAROLINA

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darrickfu@gmail.com

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### Scuderia Houston

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512-789-6516  
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## VIRGINIA

### Capital Chapter AROC (Serving MD, DC, & VA)

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Alexandria, VA  
703-508-4418  
BrewThack@gmail.com

### Mid-Atlantic AROC (Serving VA, NC & SC)

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Cary, NC  
darrickfu@gmail.com

## WASHINGTON

### NWARC

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## WISCONSIN

### AROC Wisconsin

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swirtz@charter.net  
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##### Stewart Sandeman

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949-395-1656

7 PM-10 PM PST

All Postwar Models

##### Wes Ingram

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360-707-5701 wesingram.com

10 AM-4 PM M-F PST

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##### Steve Patchin

s.patchin@aroc-usa.org

Alfa Romeo 164 Models

"Online" AROC members are encouraged to contact Club Technical Advisors via email. Be sure to include your AROC member number when sending email inquiries.

#### AROC Action Item Recorder and Chapter Events Coordinator

##### Doug Zaitz

d.zaitz@aroc-usa.org 509-768-4312

#### Alfa Owner Back Issues

##### Deborah Galvan

Phone: 971-254-6660

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#### Letters to the Editor

We welcome your input and feedback.

All letters are subject to editing. Please email

all correspondence to [editor@aroc-usa.org](mailto:editor@aroc-usa.org).

The opinions expressed in letters chosen for

publication do not necessarily reflect the

opinion of the publisher of *Alfa Owner*

or the Alfa Romeo Owners Club.

MAKE A CONNECTION • HELP US GROW

## Reach Out to Your Local Alfa Dealer

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

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Contact AROC-USA at  
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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 2020-2021 EVENTS

■ September 10-13 (Thu-Sun)

**AROC National AROC Goes to the Watkins Glen USVGP** at Watkins Glen, NY. Contact AROC Admin Deborah Galvan at admin@aroc-usa.org or 971-254-6660 for details.

■ October 22-26 (Thu-Mon)

**AROC National 3rd Annual AROC Goes to the US Grand Prix**, Austin, TX. Contact AROC Admin Deborah Galvan at admin@aroc-usa.org or 971-254-6660.

■ January 15-17 (2021) (Fri-Sun)

**AROC National 8th Annual Winter Retreat** in Palm Desert, CA. Contact AROC Admin Deborah Galvan at admin@aroc-usa.org or 971-254-6660.

■ March 4-7 (2021) (Thu-Sun)

**AROC National 4th Annual AROC Goes to the Amelia Island Concours**. Contact AROC Admin Deborah Galvan at admin@aroc-usa.org or 971-254-6660.

■ May 9-19 (2021) (Sun-Wed)

**AROC National 4th Annual AROC Goes to Italy Tour**. Contact AROC Admin Deborah Galvan at admin@aroc-usa.org or 971-254-6660 for details.

■ July 18-20 (2021) (Sun-Tue)

**AROC National Alto Miglia Alfa 2021** Pre-Convention Tours in Colorado Springs, Colorado. Visit [altomiglia.wordpress.com](http://altomiglia.wordpress.com) for details.

■ July 20-25 (2021) (Tue-Sun)

**AROC National Alto Miglia Alfa 2021 Convention** in Colorado Springs, Colorado. Visit [altomiglia.wordpress.com](http://altomiglia.wordpress.com) for details.

■ July 29-August 1 (2021) (Thu-Sun)

**AROO (Oregon) 32nd Annual Northwest Classic Motor Rally**. Visit the website at [www.nwclassicmotorrally.org](http://www.nwclassicmotorrally.org) for details.

■ August 14 (2021) (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 Admin Deborah Galvan at admin@aroc-usa.org or 971-254-6660.

## JULY 2020

■ July 4 (Saturday)

**NWARC (Northwest) Annual SOVREN Historics BBQ** in Auburn, WA at 3 PM. Contact Fred Russell at [fktmrussell@msn.com](mailto:fktmrussell@msn.com) or 425-308-6621

■ July 4 (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](mailto:john@texasalfas.com) or 512-789-6516.

■ July 4 (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](mailto:t.spruill@aroc-usa.org) for details.

■ July 4 (Saturday)

**AROC of Central California BBQ at Jim Allen's** in Nipomo. Contact Chris Armstrong at [christopherarmstrong0721@gmail.com](mailto:christopherarmstrong0721@gmail.com) or 805-899-1041.

■ July 5 (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](mailto:gtv6alfisti@aol.com) for details.

■ July 11 (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](mailto:alfakars@outlook.com) for details.

■ July 12 (Sunday)

**AROSC (SoCal) Malibu Day Drive** in Ventura County. Contact Jim & Elyse Barrett at [eddiab@verizon.net](mailto:eddiab@verizon.net) for details.

■ July 12 (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](mailto:gtv6alfisti@aol.com) for details.

■ July 12 (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](mailto:kathy@cintos.com)

■ July 15 (Wednesday)

**Mid-Atlantic AROC RTP Area Monthly Dinner Meeting** in Raleigh, NC, 6:30-9:30 PM. Contact Bruce Sharer at [rbsharer@aol.com](mailto:rbsharer@aol.com)

■ July 17 (Friday)

**NWARC (Northwest) Twilight Lapping** at Pacific Raceways at 31001 144th Ave SE, Kent, WA. Contact Chief Driving instructor Mirko Freguia at 206-795-0861, visit [www.motorsportreg.com](http://www.motorsportreg.com) to register.

■ July 18 (Saturday)

**AROO (Oregon) Annual Summer Wine Tour and Picnic**, 9 AM to 2 PM. Contact Russ Paine at [russ.paine@alfaclub.org](mailto:russ.paine@alfaclub.org) or 503-866-8870.

■ July 18 (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](mailto:CaptWSims@yahoo.com) or 985-246-9257.

■ July 19 (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](mailto:gtv6alfisti@aol.com) for details.

■ July 19 (Sunday)

**Kansas City (Strada Fantasma) Great Car Show** at Liberty Memorial, KC, MO, 7 AM-3 PM. Contact Ron Rutter at [citroencar@aol.com](mailto:citroencar@aol.com)

■ July 19 (Sunday)

**AROO (Oregon) AROO 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](mailto:paul.eklund@alfaclub.org), pre-registration is requested.

■ July 25 (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](mailto:kathy@cintos.com)

■ July 26 (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](mailto:gtv6alfisti@aol.com) for details.

■ July 26 (Sunday)

**South Florida AROC Cars & Coffee** in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at [alfa@mwinc.net](mailto:alfa@mwinc.net) for details.

## AUGUST 2020

■ August 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](mailto:t.spruill@aroc-usa.org) for details.



■ August 1 (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.

■ August 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.

■ August 7-9 (Fri-Sun)

**AROO (Oregon) Annual Summer Tour** Backroads to Walla Walla, an overnighiter. Contact Tom McGirr at tomsredalfa@gmail.com or 503-983-3656.

■ August 8 (Saturday)

**KARS Kentucky KARS and Coffee for Charity** at Captains Quarters Restaurant, River Road, Louisville, KY, 9-11 AM. Contact John Hicks at alfabars@outlook.com for details.

■ August 8 (Saturday)

**Kansas City (Strada Fantasma) Tour to and Lunch** at Red Fox Winery in Urich, MO, 10 AM-3 PM. Contact John Justus at jalfajr@aol.com for details.

■ August 9 (Sunday)

**AROO (Oregon) AROO Cup Rally #4**, 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 requested.

■ August 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.

■ August 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

■ August 13-16 (Thu-Sun)

**AROC of Central California Monterey Historic Races** at Laguna Seca and Pebble Beach Concours d'Elegance. Contact Chris Armstrong at christopherarmstrong0721@gmail.com or 805-899-1041.

■ August 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.

■ August 16 (Sunday)

**AROC of Central California Caravan to Cold Spring Tavern**. Contact Chris Armstrong at christopherarmstrong0721@gmail.com or 805-899-1041.

■ August 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.

■ August 19 (Wednesday)

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

■ August 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.

■ August 20 (Thursday)

**AROO (Oregon) Track Day** hosted by Shelby American Automobile Club (Northwest Region) at PIR, Portland, OR. Contact Alex Carrara at alex.carrara@alfaclub.org or 503-984-0302.

■ August 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.

■ August 22 (Saturday)

**AROO (Oregon) Classic Boat & Car Show Cookout** at Portland Yacht Club. For more information, contact Chris Finks at cfinks@finksinc.com or 503-998-0231.

■ August 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.

■ August 23 (Sunday)

**AROO (Oregon) 22nd Annual Classic Car and Boat Show** at George Rogers Park in Lake Oswego, OR. For more information, contact Rick Warner at rndwarner@comcast.net or 503-232-0565.

■ August 30 (Sunday)

**South Florida AROC Cars & Coffee** in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at alfa@mwinc.net for details.

■ August 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.

## SEPTEMBER 2020

■ September 3-7 (Thu-Mon)

**AROC Connecticut Lime Rock Historic Festival** at Lime Rock Park, 60 White Hollow Rd, Lakeville, CT 06039. Visit <http://limerock.com/labor-day-historics>

■ September 5 (Saturday)

**Lone Star AROC 17th Annual Italian CarFest** at the Historic Nash Farm, Grapevine, TX, 10 AM - 3:30 PM. Contact Richard Cross at rcross@aero-components.com or 817-472-4260.

■ September 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.

■ September 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.

■ September 6 (Sunday)

**Kansas City (Strada Fantasma) All British Car Show** at Merriam Marketplace in Merriam, KS, 10 AM-3 PM. Contact Ron Rutter at citroencar@aol.com for details.

■ September 6 (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.

■ September 10-13 (Thu-Sun)

**ALFABUFF (Buffalo) Alfas at the Glen 2020 and Grand Prix Festival** at Watkins Glen, NY. Contact Steve Rauh at steverauh@gmail.com or 585-233-2627; or Phil Pyrcce at pyrcce@verizon.net or 716-206-4420.

■ September 10-13 (Thu-Sun)

**KARS Kentucky KARS and Coffee for Charity** at Captains Quarters Restaurant, River Road, Louisville, KY, 9-11 AM. Contact John Hicks at alfabars@outlook.com for details.

■ To see events further out, go to [www.aroc-usa.org](http://www.aroc-usa.org) Click on *The Club*, then *Local Chapter Events*.



# AROC PLATINUM BUSINESS SPONSORS

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The businesses and service providers listed here are Platinum Business Members of the Alfa Romeo Owners Club. These businesses support our Club, our cars, and our hobby. Please consider whether they can be of service to you for your Alfa Romeo needs.

Does your business serve Alfa Romeo owners, or would it be of interest to AROC members? If so, please consider supporting our Club as a Platinum Business Member. For information, please visit [www.aroc-usa.org](http://www.aroc-usa.org) or contact Club Administrator Deborah Galvan at [aroc.office@gmail.com](mailto:aroc.office@gmail.com).



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# Alfa Owner Marketplace

## WANTED

**WANTED** 75 Twin Spark head in good condition. Please email: hawhiteii@live.com (9/20)

**WANTED** 75 Twin Spark head with cams. Please email: hawhiteii@live.com (9/20)

**WANTED** Wanted 105 series project. Looking for a 105 we can restore and treasure as a family. Looking for a project for myself and sons to restore and enjoy. Call Thomas Turner 832-630-3993 or email tturner12@gmail.com (10/20)

## 1960-1969

**1963 2600** Complete long block engine. Flywheel, intake manifold, exhaust manifold, alternator water pump, and oil pump. Engine from 1963 Alfa Romeo Sprint Engine has been in storage for several years. Very rare engine. \$10,000.00 Contact Mike Mikebusinez@gmail.com 208-515-2726. (10/20)

**1966-68 GIULIA SPRINT VELOCE GT** Based on pictures it is a 1966-68; a complete car that has not been driven since 1976, and stored outside. This is an estate sale, it belonged to my friend, I do not want it to end up in a scrap yard. I have pictures on website <https://imgur.com/a/Q5eaa0Q> Car located in South Carolina. Estate Sale. Make your own offer \$. Contact Ken 256-651-3067. (8/20)

**1969 Duetto / BOATTAIL 1750** This Alfa is from Palm Springs CA, no rust and under 50k miles. Mechanically excellent, everything re done from engine to suspension. Quite original except for the following upgrades: electronic ignition; Webers and LSD (I have the original differential if you want it). Cosmetically should be repainted. Had one respray over 10 years ago and has a couple of small dings. It also has the dealer installed rubber strips on the sides to protect from car doors opening and these could be/should be removed when repainting. Red/black interior. Otherwise and really nice car, drives great. Completely rebuilt mechanically. Nice seats, boot for the top, top is good, covered headlights and has headrests. Please call Peter for photos 641-919-1266 \$32,000 OBO. (9/20)



**1967 ALFA ROMEO GIULIA SPRINT GT VELOCE** Very nicely restored, still highly original example with original bright work, rust-free original body shell, high-level repaint. Original, matching numbers, engine just rebuilt w/ new rods, pistons, cylinders, valves, camshafts headwork. Dyno time only, producing 139 HP. Full mechanicals rebuild includes: engine, trans, drive shaft, rear diff. Many performance enhancements. Ready to rally or show. Call Mark 858-459-3500. (10/20)

## 1970-1979

**1972 GTV 2000** Very nice car! Webers and electronic ignition, mechanically everything rebuilt. Repainted from bare metal about 10 years ago, green color, tan interior, one rock chip lower rear fender behind right rear wheel, no rust. Front seats re-done, correctly. A great Alfa, very quick, handles predictably, not raced. Call for more info and photos 641-919-1266. \$34,900 OBO. (9/20)

**1976 SPIDER** Parting out this 80k car. Good running, but body is rusty and damaged. Everything is good, front + rear bumpers are excellent. Call Sal 973-335-5373. (8/20)



**1977 SPIDER** 46,000 miles, cream with tan interior. Fresh seats and door panels. Runs and drives very well. Almost rust free. Much recent service and maintenance. Panasport and original wheels. Lots of records, including original window sticker. Needs top; 2nd gear synchro weak. \$10,900. In Colorado. 719-290-5945. (8/20)

## 1980-1989



**1984 SPIDER VELOCE** Original owners looking to find a good home for our pampered Alfa. Garaged for its entire life. Professionally maintained <49k miles, no accidents and new top. After all these years still fun to drive and still runs great - like all Alfas! Looking to get this car into the garage of another Alfa enthusiast at a fair price. \$8,000 (Negotiable). Contact Doug Posny Email: dposny@gmail.com or phone 336-682-9121. (9/20)

## 1990-1999



**1991 SPIDER VELOCE** Very nice! Driver quality restoration. 85K, 5spd. Rebuilt engine/trans, new paint and seat covers. Stock except custom sport mirrors and US brake lamp. Veloce canvas top/boot. Never in the Winter, beautiful car! \$13,500.00 OBO. Contact Rick by email: neffr554@gmail.com (10/20)

## PARTS

**PARTS** Set of S4 OEM-design Black Leather Seats Professionally re-upholstered; custom-cut premium leather; with tan-colored quality double-stitching. They are in excellent condition. They are located in Upstate New York. Request pictures. Call Nichloas 518-644-9443 clecscn@gmail.com (10/20)

**PARTS** Rebuilding Service Spica injection pump rebuilding service. All pumps are road tested prior to shipment, 2wk turnaround: \$875; injectors, \$225; thermostatic actuators (stainless steel tube), \$575. Call Gary Martin 605-430-7368. (10/20)

**PARTS** Various parts from two recently dismantled 1750 engines - one from a 1969 Berlina and one from a 1970 Spider Veloce. Engine block, camshafts, oil pan, flywheel, etc. Also a set of original "large ring" hubcaps in very good condition (asking \$120). Buyer to pay shipping on any/all parts purchased. Call for prices and pictures 614-264-8667. (8/20)

*Alfa Owner*

## MISCELLANEOUS

**LITERATURE** Have sales brochures from early 1960s to present. Also books like Luigi Fusi "All Alfa Romeo Cars From 1910". Let me know what you want and I will bring to convention in Colorado Springs. Also have Large poster of "Museo Storico Alfa Romeo" framed. Call Lloyd 928-499-7493. (9/20)

**LITERATURE** I have a collection of old Alfa literature including books, AROC newsletters (1972-1986), magazines, etc., plus some Weber parts, etc. \$100. Please e-mail me for a price listing 6ssfrankscholer@q.com Mailing address is 2260 Bibles Hill Drive, Franktown, CO 80116. (8/20)

## ALFA OWNER ESSENTIALS



**WWW.AROC-USA.ORG**





## 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](http://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 the AROC Administrator at [aroc.office@gmail.com](mailto:aroc.office@gmail.com). Please include AROC Member #, ad picture, and payment if applicable.

**DO NOT SEND YOUR AD TO PARABOLICA PUBLISHING**

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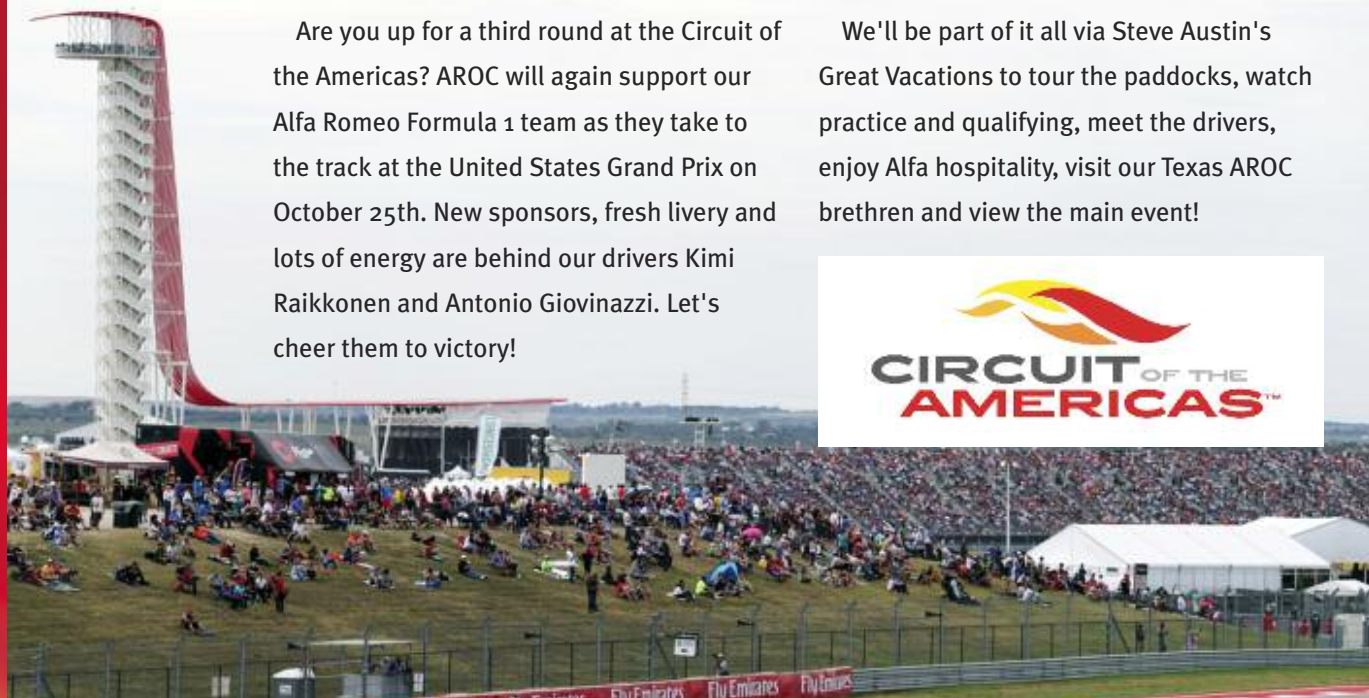
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Are you up for a third round at the Circuit of the Americas? AROC will again support our Alfa Romeo Formula 1 team as they take to the track at the United States Grand Prix on October 25th. New sponsors, fresh livery and lots of energy are behind our drivers Kimi Raikkonen and Antonio Giovinazzi. Let's cheer them to victory!

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