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Alfa Owner is published for AROC by
Parabolica Publishing, LLC.
www.parabolicapub.com
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On the cover: The stage is set for AROC Members to gather in Olympia, Washington for all the festivities.

Above: Alfisti enjoy a nice lunch in Monterey. For all the 411 on this year's Concorso Italiano, see page 29.

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DATA: Alfa Owner (ISSN 0364-930X, USPS 543-520) is published monthly by AROC, P.O. Box 92155, Portland, OR 97292. Alfa Owner is edited and produced by Parabolica Publishing, LLC., 5212 Katella Ave., Suite 206 Los Alamitos, CA 90720; for the Alfa Romeo Owners Club, Inc., P.O. Box 92155, Portland, OR 97292. Subscription is \$68.00 and part of AROC membership dues and is available only to paid members. Periodical postage paid at Portland, OR and additional mailing offices. Unsolicited manuscripts, photographs, and art are welcome but cannot be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage.

POSTMASTER: Send address changes to Alfa Owner, P.O. Box 92155, Portland, OR 97292. All member communication regarding non-delivery, address changes, information on needs or chapter information should be addressed to the AROC Administrator at the AROC national address.

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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. 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.

You Write, We Listen

Farewell, Bart. Rest in Peace

I'll never forget reading the comment, "Every Alfa ever built is a race car." It was in Satch Carlson's column in Autoweek when he was a regular contributor. The quote came from "Black Bart", our own Bob Bartel. I've used that quote many times, and it remains true today. I hope when others use it, they'll remember the man who first said it, and who gave so much to AROC.

I contacted Jane when I heard that Bob had died in his sleep in April. We chatted about the parallels in his and my involvement in AROC. In joining AROC, I only beat Bob by a couple of months - I joined late in '72, he in 1973. But his involvement in the Club was more considerable than mine. While living in Ft. Wayne, he lamented the lack of a chapter, so he started the Central Indiana Alfa Owners (CIAO), the best possible name for an AROC chapter. I didn't meet him when we both attended our first convention in Connecticut in 1976, but I got to know Bart well when I joined him on the AROC Board

of Directors - I was a newbie, and he was a veteran. We served together for several years, and I learned to respect his judgment and views.

At the same time he was serving on the board, he was serving all of us owners of old Alfas through his business, Black Bart's Emporium. How many of us bought decals and badges from him for our restorations? Thankfully, Jane is working to keep the business going - we all need it - and it provides another avenue for us to remember Bob.

We old folks are fading away. Bob joins Pat Braden, Fred DiMatteo, and others who served the Club so well. He earned the gratitude of AROC and was awarded an Honorary Membership years ago. I know many of us elders will remember him fondly; I hope those who serve the Club now and in the future will do so with the same energy as Bob's.

Thanks, Bob, for being a friend.

Mike Hemsley

A.L.F.A., Inc., Tennessee

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Calendar of Events

JULY 2018

- July 4 (Wednesday)
AROC of Oklahoma Fourth of July Celebration at the Simmons in Sand Springs, OK at 6:00 PM. Food, Fun, Fireworks. Contact David and Eileen Simmons at 918-865-4957.
- July 7 (Saturday)
AROC (Arizona) Octane Raceway Kart Challenge in Scottsdale, AZ. Visit the Arizona AROC Calendar of Events at clubs.hemmings.com/azalfa/calendar.html for details.
- July 7 (Saturday)
AROCC (Central California) BBQ at Jim Allen's in Nipomo, CA. Contact Christopher Armstrong at christopher-armstrong0721@gmail.com for details.
- July 7 (Saturday)
Deep South AROC Cars and Coffee at Mercedes-Benz of Baton Rouge, LA, 8-10 AM. Contact Tim Spruill at t.spruill@aroc-usa.org
- July 10 (Tuesday)
AROC of SW Florida Dinner Meeting at Cirella's Italian Bistro and Sushi Bar in Bonita Springs, FL at 6:30 PM. Contact Buddy Guynn at 239-267-8929 for more info.
- July 12-15 (Thursday-Sunday)
AROO (Oregon) 58th Annual Rose Cup Races and Pirelli World Challenge at Portland International Raceway. Contact Sandy Bauer at Twobauers@msn.com or 503-307-5420.
- July 14 (Saturday)
A.L.F.A., Inc. (Tennessee) Tennessee Club Annual Rally starting at 1:00 p.m. (Central) at Monteagle Elementary School, Monteagle, TN. Contact Pauline at 1966alfa@gmail.com or 931-592-3232
- July 14 (Saturday)
KARS (Kentucky) Membership Meeting Tour and Lunch following Cars & Coffee in Louisville (KY). Contact John Hicks at alfakars@outlook.com
- July 14-15 (Sat-Sun)
Three Rivers Alfisti (PA) Pittsburgh Vintage Grand Prix & Cortile Italian Car Show, Pittsburgh, PA, 9:30 AM - 5 PM. Contact Jim Neville at jwnevi@gmail.com

- July 14 (Saturday)
AROC of Oklahoma Moonlight Car Show and Street Party in Wichita, KS, 6 PM to Midnight. Contact Claudia Oswald at rockytop60@aol.com
- July 15 (Sunday)
AROO (Oregon) Forest Grove Concours d'Elegance featuring Alfa Romeo. For more information contact AROO President Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312
- July 15 (Sunday)
AROC Detroit Annual Benson Barn & BBQ Tech Session. Contact Dave Hammond at motorcityalfa@aol.com or 248-798-4805
- July 21 (Saturday)
KARS (Kentucky) Keeneland Concours in Lexington (KY) Visit www.KeenelandConcours.com or contact John Hicks at alfakars@outlook.com
- July 21 (Saturday)
AROSC (SoCal) Summer Potluck Lunch and General Meeting at the Clines in Fountain Valley, CA. RSVP to info@AROSC.org
- July 21 (Saturday)
Deep South AROC Cars and Coffee at NOLA Motorsports Park, New Orleans, LA, 9 AM-Noon. Contact Bill Sims at CaptWSims@yahoo.com or 985-246-9257
- July 22 (Sunday)
AROC Detroit Champ Autocross at Oakland University. Contact David Small at gr8_teeth@hotmail.com or visit www.MyAutoEvents.com (type "Alfa Romeo" in the search box)
- July 26-29 (Thu-Sun)
AROO (Oregon) 30th Annual Monte Shelton Northwest Classic Motorcar Rally. Visit www.nwclassicmotorcarrally.org or contact Jim Gunter at chairman@nwclassicmotorcarrally.org or 503-701-2980
- July 29 (Sunday)
South Florida AROC (SFAROC) Cars & Coffee in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at alfa@mwinc.net

AUGUST 2018

- August 3 (Friday)
AROC of Oklahoma First Friday Arts Crawl and Dinner, Tulsa Arts District, OK at 5 PM. Contact Claudia Oswald at rockytop60@aol.com
- August 4 (Saturday)
Deep South AROC Cars and Coffee at Mercedes-Benz of Baton Rouge, LA, 8-10 AM. Contact Tim Spruill at t.spruill@aroc-usa.org
- August 4 (Saturday)
Deep South AROC Italian Foodfest at the Spruill Home in Baton Rouge. Contact Bill Sims at CaptWSims@yahoo.com or 985-246-9257
- August 4 (Saturday)
AROC Detroit Track Day at Grattan Raceway NE of Grand Rapids, MI. Contact Scott Whitford at scott.whitford6@gmail.com or Randy Velikan at alfanut@sbcglobal.net
- August 4-7 (Sat-Tue)
AROC National Sempreverde 2018 Pre-Convention Tours in Olympia, Washington. Visit www.semperverde2018.org or contact Convention Registrar Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312
- August 8-12 (Wed-Sun)
AROC National Sempreverde 2018 National Convention in Olympia, Washington. Visit www.semperverde2018.org or contact Convention Registrar Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312
- August 9 (Thursday)
Three Rivers Alfisti (PA) Winery Event in Gibsonia, PA 5-9 PM. Contact Jim Neville at jwnevi@gmail.com
- August 13 (Sunday)
CAROC (Chicago) Annual Chapter Picnic at Barbara Key Park at Lake in the Hills, IL. Contact Dennis M. Sbertoli at 708-579-9724
- August 14 (Tuesday)
AROC of SW Florida Dinner Meeting at Mastello's Ristorante in Fort Myers, FL at 6:30 PM. Contact Buddy Guynn at 239-267-8929
- August 15 (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 18 (Saturday)
Deep South AROC Cars and Coffee at NOLA Motorsports Park, New Orleans, LA, 9 AM-Noon. Contact Bill Sims at CaptWSims@yahoo.com or 985-246-9257

■ August 18 (Saturday)
Three Rivers Alfisti (PA) Driving Tour and BBQ to Youngstown, OH, 10 AM to 4 PM. Contact Jim Neville at jwnevi@gmail.com

■ August 18-19 (Sat-Sun)
AROCC (Central California) Tour to Cold Springs Tavern. Contact Christopher Armstrong at christopherarmstrong0721@gmail.com

■ August 18 (Saturday)
AROC Detroit Annual Woodward Avenue Cruise in Detroit, MI. Contact Dave Hammond at motorcityalfa@aol.com or 248-798-4805

■ August 23-26 (Thu-Sun)
AROO (Oregon) Annual Summer Tour to Eastern Oregon. Contact Tom McGirr at tomsredalfa@gmail.com

■ August 24-26 (Fri-Sun)
A.L.F.A., Inc. (Tennessee) Moonshine and Rattler Tour. Contact johnvasileff@yahoo.com or 423-608-0721

■ August 25 (Saturday)
AROC National AROC Goes to Concorso Italiano, Black Horse Country Club, Monterey (CA). Contact Cindy Banzer at c.banzer@aroc-usa.org or Doug Zaitz at d.zaitz@aroc-usa.org or 509-768-4312

■ August 25 (Saturday)
AROC of Oklahoma Corinthian Vintage Auto Racing (CVAR) at Hallett Raceway, OK. Contact David Simmons at 918-865-4957

■ August 25 (Saturday)
AAROC (Arizona) Breakfast Run to Payson, AZ. Visit the Arizona AROC Calendar of Events at clubs.hemmings.com/azalfa

■ August 25-26 (Sat-Sun)
AROCC (Central California) Monterey Historics, Concorso Italiano and Pebble Beach Concours. Contact Christopher Armstrong at christopherarmstrong0721@gmail.com

■ August 26 (Sun)
Chicago AROC Annual Concours d'Elegance in Geneva, Illinois. Visit www.caroc.com or contact Dennis M. Sbertoli at 708-579-9724

■ August 26 (Sunday)
South Florida AROC (SFAROC) Cars & Coffee in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at alfa@mwinc.net

■ August 30-September 2 (Thu-Sun)
AROO (Oregon) IndyCar Grand Prix of Portland Race Weekend. Information at www.portlandgp.com

SEPTEMBER 2018

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

■ September 8-9 (Sat-Sun)
AROC (Oregon) SOVREN Columbia River Classic Races at Portland International Raceway. Visit SOVREN Columbia River Classic at sovrenracing.org

■ September 8-10 (Sat-Mon)
NWARC (Northwest) The Annual Half Fast Lap of Washington will travel the Olympic Peninsula with details to follow. Contact Fred Russell at fktmrussell@msn.com or 425-308-6621

■ September 8 (Saturday)
A.L.F.A., Inc. (Tennessee) Quarterly Luncheon Meeting and Italian Food Fest at 12:30 PM (Eastern) at the home of Bruce & Phyllis Tilden, 3659 Sourwood Trail NW, Cleveland, TN 37312. Contact Phyllis at phyllis@uncommonink.com or 423-472-3646

■ September 11 (Tuesday)
NWARC (Northwest) Meeting, Dinner and Program at Wild About Cars Garage in Kirkland, WA 98033. Contact Fred Russel at president@nwalfaclub.com or 425-308-6621

■ September 11 (Tuesday)
AROC of SW Florida Dinner Meeting at Enrico's Ristorante in Bonita Springs, FL at 6:30 PM. Contact Buddy Guynn at 239-267-8929

■ September 15 (Saturday)
Deep South AROC Cars and Coffee at NOLA Motorsports Park, New Orleans, LA, 9 AM-Noon. Contact Bill Sims at CaptWSims@yahoo.com or 985-246-9257

■ September 15 (Saturday)
AROO (Oregon) Annual Old Super Tour. Contact Bill Gillham at bill.gillhamh@alfaclub.org or 541-979-2210

■ September 16 (Sunday)
AROCC (Central California) Tour to Los Olivos Art Gallery and Wine Tasting. Contact Christopher Armstrong at christopherarmstrong0721@gmail.com

■ September 19 (Wednesday)
AROO (Oregon) General Membership Dinner & Program, 7 PM at The Old Spaghetti Factory Restaurant in Portland (OR). Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312

■ September 22 (Saturday)
Three Rivers Alfisti (PA) Alleys, Axles and Ales in Pittsburgh, PA. Contact Jim Neville at jwnevi@gmail.com

■ September 23 (Sunday)
AROC Detroit Autocross at Livonia Police Skidpad near Roush. Contact David Small at gr8_teeth@hotmail.com

■ September 30 (Sunday)
South Florida AROC (SFAROC) Cars & Coffee in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at alfa@mwinc.net

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From the Driver's Seat



On the Road (Again) in Italy

DATELINE: TURIN.
The final touring day of AROC Goes to Italy 2018 was celebrated with a hike around the retired, but never forgotten, Fiat test track on the roof of the famous Lingotto, home to Fiat for many years. We walked it and took in the history, reflecting upon the many models of Fiats that took their first drive on the test track.

One of the trip's highlights was visiting the Museo dell *Automobile Carlo Biscaretti di Ruffa*, the largest collection of historic cars in Italy. For our final celebration, we traveled to Alba, in the Piedmont region, enjoying wine tasting and dining at the Tenuta Caretta, a near-Michelin star ristorante and winery in Piobesa d'Alba, surrounded by beautiful vistas of vineyards and gorgeous roses.

What a journey it was. Our full days of viewing car collections were balanced with relaxing time for wine-tasting, scrumptious meals, boat rides and even sight-seeing. Most of all, it was a time of bonding with Alfisti from all over the country. Lots of laughs and stories were shared while traveling by luxurious coach along the winding, twisty Italian roads and byways.

One of the trademarks of this trip was the spontaneous additions to our itinerary. On the way to Turin, we visited a private collection of cars that included prototypes and first editions of significant cars. En route we saw Casa Lambretta; the proprietor invited us to view his amazing collection that spans the beginning of scooters (the first one was built in America) to current examples. Phenomenal collection.

Our day-long visit to the Alfa Romeo museum, where our group photo was taken with the Sauber race car for publicity purposes and where we enjoyed watching Mille Miglia cars circle the Alfa test track, was truncated ever so slightly as we realized the cars were headed to Monza. We all hopped aboard the coach and headed to Monza, where they allowed us entrance because we were the American Alfa Romeo Club with our red jackets a-blazing. Fifty

Euros helped also. We got to see several hundred cars finishing the final leg of the MM, where they then headed to Brescia, their ultimate destination.

We stayed in the beautiful lakeside town of Como, with a cruise up to the quaint hillside town of Bellagio, where a sumptuous meal awaited us at the famous La Punta Ristorante. Last year's trip participants, Don and Cheryl Kehrer, joined us for lunch.

The Grand Hotel Gardone, snuggled up to Lake Garda, was home base for numerous car visits. We scooted on down to Brescia to photograph the MM cars going through the Partenza, then hustled over to the MM Museum to see all the cars gathered before they crossed the threshold that was the official start of the race. The evening was celebrated with a glamorous cocktail party and formal dinner at the Grand Hotel, where retired British race car driver Brian Redman delighted us with behind-the-scenes vignettes.

Maranello, home of Ferrari, and the Ferrari Gallery along with the Enzo Museum in Modena, was tucked in with a tour of the historic collection of Maserati which is housed at Umberto Panini's Hombro SRL, the most excellent Parmigiana Reggiano Bio farm.

Not all days were car-oriented. A trip to the eastern side of Lake Garda took us to view the 600 year-old Allegrini family palazzo and adjacent vineyards and to taste their prize-winning wines of the



The Righini Collection, in the tiny town of Panzano, features the very first Ferrari built by Enzo Ferrari after he left Alfa Romeo.

Valpolicella region. Lakeside dining, al fresco, at the highly-rated Ristorante Punta di San Vigilio, was followed by a boat ride back to the hotel.

Our journey commenced with a Bologna stay, so we could visit the Ducati and Lamborghini factories, with lunch at La Bolla restaurant in the quaint village of Panzano, followed by a visit to the remarkable historic car collection of Mario Righini.

While sights are often knock-your-socks off amazing, it is the participants that make the journey memorable. It takes a leap of faith to join 40-some other Alfisti that you don't know, travel half way around the world to meet up with them for an unknown adventure and then realize by the end of the trip's activities you have four dozen new friends.

Thanks go to Jon Bernheimer, CT; Vic and Gail Cerami, NY; Ken and Pam Chipps, TX; John and Maria Dubaz, CT; Dave and Andy Hammond, MI; Tom and Pam Heinrich, WI; Mike Hollinger and Barbara Callahan, RI; Gordy Hyde and Dolly Samson, WA; John and Jolene Justus, MO; Fred Kalmbach and Kristy Rudisell, OH; Jerry Kelley and Sue Hollis, FL; John and Mari Linfesty, CA; Roger McClung and Mary Brown, Washington, DC; Billy Morgan, Jr, AZ; Nick Notarangelo, IN; Keith and Sheila Owen, TX; Joe and Jessey Palumbo, CT; Jeff Pritchard, CT; Karl and Margie Schnelle, IN; Rob Steele and Phyllis Boniface, MI; Dale Suran, AZ; David and Peggy Welch, Washington, DC; and Doug Zaitz, WA; for their willingness to take a chance to join us on this remarkable journey. And a gigantic bouquet of thanks goes to the venerable Steve Austin for his acumen in knowing what Alfisti like and who continues to delight and surprise us with his stories and impromptu suggestions of, "We're in the area; let's go see....!"

Thank you all for an amazing adventure, Motoring on in Italy,

Cindy Banzer



Cindy Banzer

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ITALIAN MONSTER

Part One

By Casey Annis

1933 Alfa Romeo 8C 2300 "Keenan Wynn Special"

It's enough to make any self-respecting purist cringe. Take a seductive 1933 Alfa Romeo 8C 2300, pull out the supercharged 8-cylinder engine, throw away the special Castagna body, cut up and shorten the chassis, and finally install a Flathead Mercury V8! Too painful a vision to contemplate? Not in the toad racing heyday of the 1950s, when a 20-year old racecar was merely the raw materials for a young racer's vision of the ultimate Hot Rod Special.

Automotive Diplomacy

The story of this seemingly bizarre transformation begins in Milan, in 1933. From 1931 to 1934, Alfa Romeo produced a limited run of high-end automobiles that would be destined to become some of the most coveted and collectible cars of all time. Featuring the brilliant Vittorio Jano's new 2300-cc, supercharged, inline 8-cylinder engine,

the "8C" as it was known may very well stand as the world's first "supercar." With a price tag of 80,000- 125,000 lire, the 8C was a custom coach-built proposition, meaning that a prospective owner could order a "Corto" short chassis or "Lungo" long chassis complete with 8C engine, running gear, and suspension, and then have it sent to any number of carrozzeria for a bespoke body to be built and the final appointments to be installed. As such, 8C 2300s were built with coachwork by Touring, Zagato, Castagna, and many others.

The run of 8C 2300s was produced over four years, with a first, second, and third generation, or "series," that corresponded to subtle changes in design (most notably to peripherals like the fuel pump system). In 1933, 43 examples of third series, 8C 2300s were

produced, of which chassis #231229 was the 29th. Chassis #231229 was a long chassis variant, which appears to have been sent to Castagna for a low-slung, 4-passenger, cabriolet body. While the original purchaser is unknown (all the build records for the 8C were lost when Alfa's Portello factory was bombed by the Allies in WWII), it is known that in 1935 the car was pictured in front of the Italian embassy, in London, with diplomatic plates, suggesting that it may have served the Italian mission there.

How the car migrated to the United States is equally unclear. One proposed hypothesis is that it might have been shipped to the United States along with the Alfa Romeos sent over for the 1936 Vanderbilt Cup race in New York. While this is highly speculative, support for this notion does come from the fact that Tazio Nuvolari included his

personal 8C 2300 road car with that shipment and sold the car to Barron Collier once in the United States. Regardless of the means of its passage, what is known for certain is that by 1937, the 8C had somehow made its way to a car dealer in St. Louis, Missouri.

The Hollywood Connection

Strangely, from here our story moves to a Cadillac dealership in Southern California. Los Angeles entrepreneur Don Lee started selling Cadillacs in 1905 and by the '20s had become the exclusive Cadillac distributor for all of California. Lee's Los Angeles dealership went on to become the hub for a thriving business that gave a surprising number of influential automotive personalities their start in the business. Some of the future automotive stars that worked for Lee included GM design guru Harley Earl and a 14-year-old body shop apprentice by the name of Frank Kurtis. By the late '20s, Lee's automotive holdings had become so successful that he began to diversify his portfolio, first with radio stations and then in the '30s with a new phenomenon called television.

Sadly, Lee passed away in 1934, leaving his sizable holdings to his son Tommy Lee. Perhaps because he grew up in the roaring '20s—within a family of

wealth—Tommy Lee seemed less interested in managing his father's empire as he was driving fast cars and chasing women. Lee's passion for motor sports led him to commission Kurtis to build him several racecars in the '30s. At the same time, he also began collecting exotic machinery from Europe. While it is unknown how he learned of the 8C 2300 for sale in St. Louis, Lee bought the car and commissioned racer and future Road & Track contributor Harry Steele to pick up the car and drive it back to Los Angeles. Steele wrote wistfully of the experience in an R&T article in 1951, "...once having driven such a masterpiece, other cars always seemed to fall short of the mark..."

Once in Lee's hands, he drove the Alfa frequently and hard. On numerous occasions, Lee would take the Alfa along with many of his other cars to the El Mirage Dry lakebeds for high-speed runs. Lee continued to enjoy the car until 1949 when, for some reason, he gave it to a local Los Angeles car salesman by the name of Gil Schick. Schick was a dapper, impeccably dressed salesman, with a Clark Gable-style mustache who occasionally worked for Cliff Emmich Sr., at Bob Roberts's car sales lot, across the street from the Don

Lee Studios. While it's anyone's guess why Lee gave Schick the Alfa, according to Emmich's son Cliff Jr., "Schick was very personable and a really good salesman. Chances are good Tommy Lee frequented the shop—since it was right across the street from the studio—and in so doing he would have struck up a relationship with Gil." Added to this possible friendship is the fact that a picture exists of the Alfa in Lee's shop in 1949 with the engine out of it, leading one to believe that after a decade of hard use, the Alfa may very well have been long past its prime, at that point.

Whether it was due to engine troubles or not, when Schick took possession of the Alfa, his first act was to have the lusty 8C engine removed and a 255-cu.in. Mercury Flathead V-8 installed in its place. According to Emmich Jr., "I don't remember Gil being at all mechanically inclined, so I tend to believe that George McLean, who was a mechanic at Bob Roberts at the time, was most likely the one to do the engine conversion work."

Reborn a Racer

In addition to the Mercury powerplant, Schick also had a Ford nonsynchromesh truck transmission and a Ford rear-end installed. Since he was itching to try his





hand at one of the many new road races that was sweeping Southern California at the time, Schick elected to replace the mechanically operated Alfa Romeo brakes with special hydraulic drum brakes sourced from Ford ambulances of the period.

With his new “hot rod” complete, Schick entered his Alfa-Mercury Special in the inaugural Palm Springs Road Races, on April 16, 1950. While a photograph taken that day shows Schick sliding through one of the dirt turns with a fair modicum of speed, he eventually retired when the Ford rear end gave up the ghost.

Perhaps disappointed by his maiden outing with the car—and the weakness of the Ford rear end—Schick decided that the stately 4-seater needed to go on an extreme diet if it was going to be competitive. He turned the Alfa over to esteemed Southern California Indy car builder Emil Diedt, who removed the lovely Castagna body, shortened and lightened the existing frame, lowered the Alfa radiator, installed a Norden Indy-type steering gear and linkage along with a Halibrand quick-change rear-end, and constructed a cycle-fendered all-aluminum body. Finishing the transformation, Diedt shod the car with 16-inch Indy-style Halibrand wheels and a full set of “modern” Stewart Warner gauges. To an Alfa purist, Diedt and Schick had created the Bride of Frankenstein. To the Southern California road racers of the 1950s, they had given birth to yet another, early American “Special.”

Oddly, after investing a great deal of time and money—or perhaps because he had invested a great deal of time and money!—Schick never raced the car again. By 1952, Schick was working for Cliff Emmich Sr., at his new Concours Motors outfit on Vine Street, in Hollywood. According to Emmich’s son Cliff Jr., “Schick wanted to sell the car by 1952. Funny enough, as good a salesman as he was, he always asked my dad to sell his cars for him. One day, my dad came home and told us that he was going to go to MGM studios the next day to show the Alfa to Keenan Wynn. I wanted to become an actor, so I begged my mom to let me take the day off of school to go with him. Eventually, she agreed. My dad and I drove to the studio the next day, where Wynn was filming a movie, and after having lunch at the commissary, we showed him the car and he bought it. I still have a copy of the gate pass from that day!”

Keenan Wynn was a popular character actor in the late ’40s and ’50s and with that success he was able to indulge his passion for cars and motorcycles. In

partnership with Tom Bamford (a fellow motorcyclist and mechanic at International Motors), the duo opened a small shop called British American Motors, in Burbank, California, across the street from the Warner Brothers Studios.

With the new Alfa-Mercury as part of their stables, Wynn quickly entered Bamford in the March 23rd running of the Palm under construction in Emil Diedt’s workshop, this photograph highlights the hundreds of lightening holes meticulously made in the now shortened Alfa frame.

Spring Road Races

While the car showed a quick turn of speed, it ultimately succumbed to mechanical problems and did not finish the race. The following month, Bamford and the Alfa were entered for the April 20th running of the Pebble Beach Road Races, but here the car never even made the start of the Del Monte Trophy Race for cars over 1500-cc, due to the Mercury V-8 expiring in practice. Two races, two DNFs—it was becoming clear to the pair that the Flathead Mercury



Above: The Alfa-Cadillac sits in the Torrey Pines paddock, in 1952. Below: Starting grid for the Nov. 9, Madera race. Bamford is 4th on the grid behind the Allards of Bill Pollack and Bob Gillespie and the Manning Special of Chuck Manning.





was not the happening package.

Apparently, what was the happening package of the day was Cadillac power. As Bamford sat on the sidelines of the Del Monte Trophy Race, he witnessed the Cadillac-powered Allard of Bill Pollack trounce the competition, which included Jaguars and Ferraris. Here was a powerful, dependable power plant with the newly installed Cadillac engine, Tom Bamford leads the August 24th, 1952, race at Stockton. Bamford eventually fell back to finish in 4th place, but in the process validated his decision to switch to Cadillac power.

Over the next several months, the Flathead Mercury was pulled out and a 331-cu.in. overhead valve, Cadillac V-8 was installed. The newly revised machine was ready in time for the August 24th race at Stockton, California. Demonstrating the logic of switching to Cadillac power, Bamford led the race at the start, but eventually fell back to finish in 4th position behind the Allard of Sam Weiss and the Ferrari 340 America of Jack McAfee. Encouragingly, Bamford finished ahead of Phil Hill in

his V-8- powered MG and Ken Miles in his MG Special.

The next outing was a 30-lap event at Madera, on November 9, where Bamford put the Alfa-Cad 4th on the grid behind the Cad-Allards of Bill Pollack and Bob Gillespie and the Manning Special of Chuck Manning. Interestingly, Bamford outqualified Phil Hill in his new ride, a C-type Jaguar and Sherwood Johnston in another C- type. But at the drop of the green flag, Hill took off like a rocket and passed several cars before the first turn. By the back straight, Hill had moved up into the lead with Pollack and Gillespie hot on his heels. Hill led until late in the race when a combination of fading brakes and fuel on the track forced him to go off course, allowing Pollack to sneak through for the win. Hill held on for 2nd followed by the sister C-type of Sherwood Johnston. While contemporary reports indicate that Bamford and the Alfa-Cad did not finish the race, there's no indication what the problem may have been. However, a photograph from that event does show Bamford battling with 3rd-

place finisher Johnston indicating again that the car was certainly quick, albeit unreliable.

On December 12, Bamford and the Alfa-Cad traveled south to San Diego, California, to close out the season with the third running of the Torrey Pines Road Races. Here Bamford put in a fine performance to finish 4th in the San Diego Cup for cars over 1500-cc, behind Hill's C-type, Don Parkinson in a Jaguar XK120 Special, and Sterling Edwards in another C-type.

Bamford started the 1953 season at Palm Springs for the March 23rd running of this venerable desert classic. However, yet another DNF soon resulted. With only a pair of 4th-place finishes and several frustrating DNFs to show for his efforts, Bamford quickly decided that the only way to beat the dominant Allards was to drive an Allard. As such, he put the Cadillac-powered Alfa up for sale on the British American lot and found an Allard J2 to continue the season. ■

To Be Continued...



sempreverde2018

A Concorso For Every *&* Pre-Tour Person's Passion

By Fred Russell



Whether you're showing a car, competing for an award, or simply walking the event, the Sempreverde Concorso will present a showing of cars that should appeal to every person's passion for the Milanese marque.

The first big win is location – the lawns surrounding the event hotel – so it's extremely convenient for all attendees to enjoy. From the Northwest and across the nation, people are bringing a wide range of old and new cars. The judged cars will be located on the grass overlooking a portion of Capital Lake and the non-judged cars in a dedicated parking area next to the hotel.

The second is variety – with the sales of new Alfa Romeo Giulia, 4C, Stelvio, as well as the amazing 8cCompetizione being strong in the region, plenty of the new cars will be on hand to see and hear. With good option choices through FCA and plenty of support from aftermarket companies, this should prove to be an interesting display of cars.

The 164 has devoted fans who will be on hand displaying their wonderful examples of a fun, family, sport sedan. There will be a great variety of transaxle cars from stock GTV6s to heavily modified 3.0-liter versions. The Milano/75 fans will enjoy the same type of range, with stock examples as well as a couple of full racecars with 3.7-liter V6s with over 400hp. The Alfetta series is not left out thanks to fun examples

of extremely original coupes and sedans.

Of course, the lovely Bertone-designed GTV, Sprint GT is always a popular display group, but so are the groups of Giulias, Supers, Giuliettas, Junior Zs, Sprint Speciales, 1900s, 2000s, and 2600s.

Looking over the registrations, it is clear there will be cars for everyone. Some of the other rare cars will be an authentic GTam, TZ1, a few GTAs, and more. One of the cars being displayed in this bunch will be the great Giulia Ti that Ulrich Lanius built and raced in the 2008 La Carrera Panamericana, then raced it a few more times just for good measure. It is a stunning project, and its success proves the quality of the build and the driver.

Prewar-era examples will be well represented with a couple of open-wheel cars including a Monza and P3, both previously driven by Tazio Nuvolari. The P3 is chassis number 50005, which is the car that overcame the odds to win the 1935 German Grand Prix against the might of the "Silver Arrow" cars from Mercedes-Benz and Auto Union in what may have been Tazio's greatest victory. Alongside will be the 1938 8C 2900B Lungo that won Best in Show at Pebble Beach 60 years after winning the very first Watkins Glen Grand Prix. This legendary car has won Best in Show at all the major global concours



Above & Right: Alfas at the Concorso

The quiet splendor of Ruby Beach



Mount St. Helens



Oregon with a mix of abrupt ruggedness and flat grey sand that stretches for miles.

We have two tours to the mountains planned, but they are far from being the same. We will visit the blast zone of the 1980 eruption of Mount Saint Helens. You'll enjoy an up-close view of the devastation and see the 38 years of recovery of the surrounding area. The second trip tours the majestic heights of Mount Rainier with a visit to Paradise Lodge, and stops at viewpoints that may give you wonderful photo ops.

With our combination of mountain ranges, volcanic eruptions, oceanic formations, and glacial history we have a lot to offer from a natural history perspective. Add to that the colorful mix of Native Americans, loggers, immigrants, rugged independence, artistic passions, and technological vision – there is a lot to find and enjoy in the area around [semperverde2018](#). ■



including Ville d'Este, Louis Vuitton, Windsor Castle, Arts & Elegance Festival and more. We may have a few of the wonderful 8C 2300 from the '30s and a real treat is listening to these 8-cylinder engines as they drive on or off the field.

Finally, one special car being displayed is known as a 1938 Alfa Romeo S 11 Corto Spyder Speciale. This car exists only because its owner came across one of the extremely rare S 11 V8 engines that Alfa developed in 1938. Fascinated by the engine, its history, and what Alfa had planned for it, he decided to complete the project as a tribute to their efforts. Using authentic, though slightly modified 1938 Corto Chassis, then meticulously re-creating a period correct Touring Spyder body to clothe it. Beautiful and unique, like all the Concorso attendees at [semperverde18](#).

Natural Wonders: A Pre-tour Update

The pre-tour portion of [semperverde2018](#) is a unique setup

with three full days of sights and events that highlight the scenic wonder, uniqueness, and history the northwest offers. We are also blessed with wonderful driving roads, so you'll get to enjoy the travels between points A, B, or C. Each day starts and ends at the event hotel, plus we have been able to include more participants than usual thanks to extra efforts and creative scheduling.

The day trip to the Pacific Coast will take you there and back through a valley that 15,000 years ago was a wide riverbed for the meltwater from the glaciers that helped create the waterways and low hills around Olympia. The ocean beaches in Washington State are distinctly different from those in California and

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FRIDAY - SUNDAY, AUGUST 24th-26th
Laguna Seca Historic Races

SATURDAY, AUGUST 25th
Concorso Italiano

SATURDAY, AUGUST 25th
Post-Concorso Italiano Dinner
Arranged by Alfa Romeo Association

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Alfa Romeo Model Mini-Profile 1900 Ghia-Aigle

By Dave Hammond



1954 Ghia-Aigle Cabriolet

■ **Engine:** 1.9 liter (actually 1.884, later 1.975) inline four

■ **Power:** 100 hp (1900 Super and TI); 115 hp (1900 TI Super)

■ **Years Built:** 1951–1959 (1900); 1954–1959 (Ghia-Aigle bodies on 1900 Chassis)

■ **Number Built:** 1951–1959 (1900); 1954–1959 (Ghia-Aigle bodies on 1900 Chassis)

■ **Top speed (factory):** 106 mph

Although the 6C 2500 of the late-1930s and immediate postwar years lingered until 1953, its replacement was introduced in 1950: the Alfa Romeo 1900.

The design of the 1900, and every other Alfa through the Alfetta, was guided by Orazio Satta Puglia, known to colleagues as “Satta.” With a background in aero engine design, Satta adapted aero testing and design methods to the

development of the 1900. It was Alfa’s first monocoque design, a type of unit body construction for which the body is part of the overall structure. But planes have different flex and stress points than cars, requiring outside engineering and design expertise for this project. Enter Henry Wessells, an American assigned to Europe by the Budd Company. It is not known precisely when or what Wessells contributed, but the answer could be in his papers sent to the Simeone Museum after his passing in 2008. A trip to Philadelphia might be in the cards for dedicated Alfa historians.

The 1900 was crafted to be as efficient and economical as possible, a relatively austere car to fit needs of the postwar period and increase sales. Parts and materials were in short supply, so for the first time Alfa bought some engine components where they could,

such as Hepolite pistons from Britain that were available with the needed 82.55 mm diameter (roughly 3.25 inches). Still, the 1900 had dual overhead cams, a hemispherical combustion chamber, and an alloy cylinder head. The valves were sodium-filled and the valve seats machined from hardened stellite castings. It was the direct ancestor of the Alfa Romeo four-cylinder engine used for several decades. Until recently the brake system was largely credited to Girling, but 1900 guru Joost Gompels of AROC-Atlanta notes



1959 Michelotti Coupe



1954 Ghia-Aigle Cabriolet

Market Comment

Does rarity connote value? Not always – especially in the world of collector cars.

In the universe of Alfa Romeo 1900s there is a pecking order, anchored by the classic sedan and topped by the Zagato-bodied coupe. Touring-bodied coupes and Pinin Farina cabriolets live in the sweet middle ground (\$300,000–\$700,000) and are relatively plentiful. But what of the 15 or so Ghia Aigle cars? The market says that despite their rarity they are less valuable than the established Touring, Zagato and PF examples. The cars referenced in the above article have both had rocky histories at auction. Chassis 10439 finally sold for \$165,000 in August 2016 after recording previous no-sales in 2013 and 2015. Chassis 01959 last changed hands for \$176,000 in August 2009 after failing to sell the previous February at the \$240,000–\$370,000 auction estimate. Other examples are in the inventories of various European dealers, presumably waiting for the market to recognize their true value. If you can appreciate the avant-garde styling of these cars, they are relative bargains.

— Bob Abhalter



1957 Ghia-Aigle chassis 10208

that those big, finned “Alfin” drums and shoes were designed in-house.

A Super Sprint edition was soon added for more wealthy customers with better appointments and more power. Virtually all custom-bodied 1900s use the Corto (short) Super Sprint (1900C SS) chassis. Although the engine was discontinued after 1957, the chassis continued through the 2000 Sprint of 1962. Bill Noone of Symbolic Motors is familiar with and has driven virtually all sports cars of the 1950s. He notes, “It is difficult to believe that these lovely machines are now more than 60 years old. Their two-liter, twin-cam, long-stroke engines produce massive torque instantaneously and, rare for the day, Alfa fitted these performance vehicles with truly revolutionary five-speed, fully synchronized transmissions (4-speed for earlier CS or “Sprint” coupes) as well as

special gearing and final drive ratios. They were also fitted with the absolute best-designed “Alfin” drum brakes of their day. With a finely tuned suspension and a combination of performance, handling, and braking, they readily put to shame most of

the 300SLs, Ferraris, Maseratis, Jaguars, Astons, and Corvettes they competed against. Alfa realized most of their clients would be racing or rallying these short-chassis “Super Sprints” and all were delivered with oversized fuel tanks to give them the necessary legs to compete in the endurance races and rallies where they were favored.”

The 1900 was the final Alfa customers could order as a rolling chassis to send to carrozzeria (coach builders). A 1900 CSS coupe by Touring was a catalog item for Alfa Romeo, but a customer of means might have a 1900 Super Sprint chassis shipped to Ghia, Vignale, Boneschi,



Ghia-Aigle by Frua

Stabilimenti Farina, Pinin Farina, Bertone, Zagato, Boano, Colli, or Castagna.

A handful of 1900 coupes and cabriolets during the mid-1950s came from Ghia-Aigle, under license from Ghia. And here is this month's topic of a minor, curious coachbuilder and why it existed at all. I was unable to locate a complete production list, but Gompels traced 15 Alfa chassis to Ghia-Aigle. They are rare, unusual, and interesting from several perspectives, including Italian business dealings from the period.

Ghia-Aigle existed because Mario Felice Boano was the chief designer and a partner at Ghia. His brother Gian Paolo Boano was also a designer. A man named De Filippi suggested to Boano that he set up a Swiss subsidiary of Ghia in Aigle, Switzerland. This was because DeFilippi owned some land there and Boano had ambitions beyond Ghia. DeFilippi would pay bills and Boano would design and build bodies for Carrozzeria Ghia-Aigle.

There were a few problems.

Switzerland did not have skilled panel-beaters who knew how to build cars. The shop had to bring young Italians to a quiet Swiss village in order to make bodies—at least it used to be quiet until the workers came to town. More problems. Boano decided on a hasty retreat, declaring bodies had to be built in Italy at Ghia, then shipped and finished in Switzerland—which made absolutely no sense. Boano endured this for about a year, retreated to Ghia in Italy, then left in 1954 to start Carrozzeria Boano with Paolo.

Another twist is that Ghia-Aigle bodies were almost all designed by freelancers Giovanni Michelotti (most) and Pietro Frua (a few). They were fairly radical designers, still developing their styles, drawing cars with sharp angles and flat surfaces in a period of curves and scoops. If you look at Boano's body of work, it pulls in nearly the opposite direction of Michelotti or Frua. Very curious indeed. The company staggered on without Boano for a few years, but was never successful.

This brings us to chassis number

01959. It is a 1900C SS cabriolet by Ghia-Aigle built in May of 1954, roughly the time Boano departed from Ghia. The design is attributed to Michelotti. Someone who has viewed several Boano and Michelotti designs up close might blink. There are a dozen traits of Boano all over this car. Let's just say his influence lingered, and that some mysteries are determined to remain mysterious.

Chassis 10439 is a very different story. It screams "Giovanni Michelotti." Boano favored rounded, almost chunky bodies. His fender tops are very round and dip downward to a protruding headlamp. Boano also liked tall, curved and recessed egg-crate grilles on Alfas. His rooflines sometimes rise from the back to the a-pillar, while Michelotti does not do such thing. Italian cars are full of fun mysteries, offering great stories along the journey to both dead ends and the thrill of discovery. ■



WELCOME ALFA ROMEO BACK TO FORMULA ONE

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

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Fred Firschein's 1973 GTV is out in the Arizona sun, ready for some winter driving. Here, he says, "All non air-conditioned cars hide in the garage during the summer heat. In winter, when all Northern and Eastern Alfisti are hiding their cars from freezing weather and road salt, we can be enjoying ours."





Fred Firschein

LIVING THE DR



This question has surely crossed every car enthusiast's mind: "What would it be like to own an F1 car?" For most, it is a purely a daydream. But not for one Alfista who had the pleasure of living that dream with not just any F1 car, but an Alfa Romeo that he resurrected over the course of four arduous years.

David Rugh of Ridgefield, Washington, is an accomplished racer who has been an active road racer since the 1960s, with a strong connection to Alfas having had one in his garage for more than 50 years. His first car was a 1967 GTV and his first racecar was a 1961 Giulietta Spider. He's still got several tucked away, plus a 2017 Giulia Ti for when he and his wife Colleen want modern

comforts.

The story begins in 1997, when a friend in a race prep shop at Sears Point had a customer with an old Formula One car that he was trying to sell. It had a blown engine and a suspect gearbox, but was still fully intact. Rugh couldn't resist the urge, and so he loaded it into his trailer and brought it back to his shop.

His prize? A 1981 Alfa Romeo 179C (Chassis No. 04C) which had been campaigned by 1978 World Champion Mario Andretti in what would be his last full F1. The No. 22, in the iconic and unmistakable white and Marlboro Orange livery, simply had "MARIO" painted below the headrest. The car was developed and prepped by Autodelta,

the competition arm of Alfa Romeo that up until that time had focused mainly on sportscar racing, most notably the Tipo 33 program.

The Marlboro Team Alfa Romeo was powered by a 2,995-cc, 60-degree V-12 engine that produced 525 hp at 12000 rpm through a 5-speed transaxle. It was potent and "with an engine note very different from the normal V-12," Rugh recalled.

In addition to the sound, the 179C had a presence. The vehicle proportions in this era were more reminiscent of a fighter jet, with the driver pushed far forward, sitting high and exposed in the cockpit, as compared to modern open-wheel cars that have the driver lower in a more protected position entirely

By Chris Bright



Photos courtesy David and Colleen Rugh

behind the front wheels.

Getting the 179C back in order was no small task, and restoring the Alfa Romeo Formula One car became a years-long obsession.

This thoroughbred was made with many exotic titanium components and an aluminum honeycomb chassis. The engine was a fully stressed member of the chassis with the rear suspension assembly and transaxle bolted directly to the block. Fortunately Rugh had his own workshop in which he prepped his own racecars, and was able to do most of the work himself, from rebuilding the engine and gearbox to doing the painting.

“I spent a stupid number of hours on it,” he admitted. And Colleen added that

he would emerge from the garage just to grab dinner. The complexity of the engine made seemingly simple tasks a test of patience. “This is a 12-cylinder engine with 48 valves and every one of them can interfere with the piston head and the adjacent valves. I spent 40 hours getting them adjusted and the camshaft timing just right because at \$35 each it adds up if you have 48 of them and they get bent.”

During the restoration, Rugh took the opportunity to make some modifications to the car. First he added three inches to the driver compartment by reducing the size of the fuel cell to accommodate his lanky frame (which is more than six inches taller than the average F1 pilot). In the internals of the engine, he

upgraded the thrust bearings and re-routed how the oil flowed in the engine. Autodelta had taken their race-proven flat 12-cylinder engine and more or less folded it into a 60-degree “V”. They didn’t compensate for the angle’s effect on the dry sump lubrication system, which let the cylinder heads fill with oil and starve the crankshaft of lubrication at times. With the help of an experienced engine builder who also happened to be restoring another Alfa V-12, they collaborated on a few changes to significantly increase reliability and engine life.

After four years and a few missteps and false starts, the Alfa Romeo 179C was ready to make its return to the track. In 2001, 20 years after it originally

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ran in anger, he took the 179C out on a shakedown run at Portland International Raceway. It was all about getting a feel for the car and to ensure that it was ready to race. He topped out at 175 mph on the back straight. It was ready.

David and Colleen debuted the car at the 2002 Sears Point Historics. “The first time we showed up, it was just the two of us. We tinkered around but no one was paying much attention, thinking that we were the crew. Not until I put on my driver’s suit, jumped in and we rolled the car out to the pre-grid did folks realize that it was just the two of us running this Formula One car,” David said.

Colleen added: “When we went to roll out for the first session, I was pushing it because the car was recalcitrant. A few others jumped in and warned me not to lean into it completely because once it starts it will take off. I was grateful for the warning because I would have fallen on my face!”

The experience from behind the Momo steering wheel was positive. “The car was very controllable. It didn’t have any electronic aids, so it wasn’t very complicated,” David said. “These cars are made to be driven for an hour and a half at a time by guys who don’t own them, so it wasn’t too fragile. I never drove it more than 90 percent.”

The honeycomb aluminum was heavier than the new carbon fiber tubs of its day, so it was about 200 pounds heavier than other cars, and the normally aspirated V-12 was not producing as much power as the turbocharged V-6s of Ferrari and Renault. When campaigned by Andretti in 1981, it was mostly a mid-pack car, its highest placing finish a fourth at the U.S. Grand Prix in Long Beach. On the vintage circuit, Rugh had a blast racing

Right: David and Colleen and the F1 dream car.



it, but it did not see victory lane in its class for the same reasons. “The car was a tank, but even a bad Formula One car is still a really great race car!”

The Rughs raced the car in the grand prix class at vintage racing events for several seasons. Under their stewardship, the 179C ran for the final time at Sears Point in 2007. David ran it every lap of every session and it was flawless – a testament to the years of work he put into not only bring it back to life, but to make it better.

On the drive home from that race, the conversation about moving the car on came up. The 179C was fun to run, but it was costly in dollars and time to keep it on the track. Shortly thereafter, the Rughs got an unsolicited call from a potential buyer. A month later it was on its way to Japan where the No. 22 Marlboro car is actively raced to this day.

The historic Formula One circuit has changed over the years, turning into a big business for people with deep pockets who have their own crews or outsource it to “arrive and drive” outfits. Rugh was the rare and capable enthusiast who was able to buy, restore, maintain and race an F1 car from a major marque. The dedication and tenacity, Rugh preserved an important piece of Alfa Romeo history. ■



AROC Returns to Concorso Italiano



For those late in planning your annual pilgrimage, here is an overview of the Monterey Car Week/Motorsports Reunion/Primo Alfa Bonding Opportunity for August 23-26.

AROC last year teamed up with Delta Sierra Chapter, Southern California Chapter and the Alfa Romeo Association and to create a California-centric Alfa experience with Concorso Italiano as home base.

Come join us as we scrutineer, picnic, appreciate, meet and greet and make new friends at the biggest automotive event on the planet.

Thursday, August 23rd

AROSC is again organizing a Thursday Night Dinner on August 23rd, at Ambrosia India Bistro in Monterey. The restaurant will provide both Italian and Indian buffets for an affordable prix fixe. Start time is 7:00PM. **RSVPs are required.**

Earlier in the day, the Pebble Beach Concours Tour d'Elegance rolls into downtown Carmel on Ocean Ave. and cars will be parked for viewing from about 11AM to 2PM. Spectators can wander among the 100 or so special vehicles in this event, and it is free.

Friday - Sunday, August 18th-20th

Since CI is on Saturday, many Club members and other Alfisti now go to Laguna Seca Laguna Seca Raceway on Friday or Sunday (or both!). There will be an Alfa Corral parking area at the track.

Saturday, August 25th

Concorso Italiano (CI) will be staged at the Black Horse Golf Course **with Alfa Romeo as the featured marque.** Entering a car and purchasing admission tickets should be done on the CI website.

After the show, AROC members are invited to the Post-Concorso Dinner at the Clubhouse at Black Horse. **Pre-event sign ups and payments may be arranged online by visiting the ARA** (Alfa Romeo Association) club website.

Sunday, August 26th

For those so-inclined, a visit to the Pebble Beach Concours d'Elegance can provide a spectacular conclusion to the week. Classes include Vintage-Era Sporting Cars, Postwar Custom Citroen, OSCA and Motor Cars of the Raj. Note that "dawn patrol" observers are not allowed on the green until after 5:30AM.

Lodging

Two-, three- and four-day stays are part of the group reservation arranged for AROC members by Delta Sierra Chapter. Please do not contact the hotel directly.

Information and contacts for reservations are available at www.aroc-usa.org

And these two sites are good general guides for Monterey Car Week:

<https://www.seemonterey.com/events/sporting/concours/>

<https://whatsupmonterey.com/events/monterey-car-week> ■

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Romping with the Cavalinos

The Lakewood Ranch Exotic Car Fest is a distinguished event that has become a fixture in Sarasota, known as the cultural capital of Florida's west Sun Coast. Originating in 2004 as the Sarasota Ferrari & Italian Exotic Car Fest, and staged for 10 years on the prestigious St. Armands Circle, Sarasota's "Rodeo Drive" on Lido Key, it outgrew Circle and moved to downtown Main Street. In 2017 it moved again, this time inland to the larger, longer Lakewood Ranch Main Street, also lined with boutiques and restaurants.

This year the show featured 76 Italian exotics: 46 Ferraris, seven Lamborghinis, three Maseratis, one Lancia and 18 very fine Alfa Romeos. Our Portello ponies got to romp with the Cavalinos! There were also non-Italian exotics totaling more than 100 exotics – quite a gathering for a small city by the sea.

Many of the cars, especially those presented in the dealer's groups, were new. Most of the privately owned cars were made in this century too, smooth, beautiful but indistinguishable by year. There were a few exceptions: a mid-1970s Ferrari GT4, and in a small British enclave a 1964 E Jag, a Lotus Super 7 and



Jim and Julie Harn with their 1954 Lancia Aurelia B24S

a 1961 race-built TR3.

The age of the crowd surrounded the age of the cars. Although Florida is known as a retirement haven and most of the snowbirds have snow-colored hair, it was a joy to see young people threading their baby carriages amongst the cars with their bambinos waving up at us. The spectators gravitated to the Alfa area and stayed longer, looking at the older, more classic designs like Mike Villani's recently restored (by Bill Gillham) blu notte 1958 Sprint Veloce; Harmon and Jo Heed's blonde 1964 Giulia Spider abnormale; Delmas and Polly Greene's Blue Mediocre 1973 Montreal; John Picot's rosso amaranto 1973 2000 GT Veloce, and Sue and Bob Prancevic's ravishing red 1974 Spider Veloce.

Some of the whitehairs reminisced while observing at the older Alfas. One looked at Bob Prancevic's spider and gushed, "I had a MG just like that when I was in college."

This year's show had a theme: Cars in the Movies. Included were the gleaming black, 1955 Cadillac from *Driving Miss Daisy*, one of the paranormally equipped Ghost Busters slimobiles; Bruce Wayne's Batmobile, and a Back to the Future DeLorean with the roof-mounted, convoluted Flux Capacitor. The Alfa entry here was Phil Rosile's red, 1969 round-tail Spider. In the seats were manikins of Ben and Elaine (in her wedding gown), just like when they drove off at the end of *The Graduate*, and Simon and Garfunkel's "Mrs. Robinson" wafted from a tape player nearby.

Instead of picketing the Alfa Romeo contingent along the street Col. (Ret) Heed organized them in a precise,



Dr. Ruggero y Carla Santilli's 2012 Stradale TZ3

military phalanx that captured the spectators. In front of every car was an 11-in. x 17-in. placard in an acrylic holder that gave the car's year and model and listed its specs or told a story about the car. It provided the spectators a bit of info about our cars, which prompted eager questions.

On one side of the formation, from front to rear, were the Villani's Sprint, Picot GTV, Tom and Carol Rossi's Madreperia white, 2016 4C Spider; the Prancevic Spider; Chip Denyko's gaillo Bilbao, '93 Spider Veloce; Jim and Gabie Zitnick's argenta, '91 Spider Veloce that is so new it still has the original wiper blades on it, and Bob Lombardo's Alfa red, '92 Spider Veloce. Bob is the South West Florida AROC presidente and drove up from Bonita Springs. On the other flank were the Greene Montreal, the Heed Spider, Bruce Brock's Alfa rosso, 2015 4C Launch; new FAC member Allan Flores' grigio Chiaro, '75 Spider Veloce with its Texas cowhide hardtop; Tony and Janine Martinelli's giallo Bilbao, '92 spider Veloce; Bob and Carolyn Scott's Alfa red, '87 Spider Quadrifoglio, and Jeff Schuyler's bordeaux, '91 Spider Veloce.

Story & Photos By Harmon Heed



Allan Flores and his Texas top 1975 Spider



Five Spiders, a GTV and a Sprint Veloce

Jeff is another SWFL member and drove more than three hours from Miami to exhibit.

In a perimeter outside the cars, Club members set up our chairs and umbrellas. We were close enough to those on the other side to get their attention with a wave or light holler. We were also close enough to answer spectators' questions and, when one got his phone out for a photo, we would often invite them to sit in our cars and take a picture of them in it. They loved it!

Down the middle of the formation, front and center, was Dr. Ruggero and Carla Santilli's Azzuro, 2012 Stradale



Jeff Schuyler's beautiful
1991 Spider Veloce

TZ3, Jim and Julie Harn's deep burgundy, 1954 Lancia Aurelia B24S (it's been on the grass at Amelia) and Tim Roger's rossa competizione, '17 Giulia Quadrifoglio.

There's a saying that Florida has only two seasons: Summer and Hell. On the day of the Lakewood Ranch Exotic Car

Fest in February, it was a the middle of our winter wonderland summer: a dry 85 degrees, with a cooling breeze pushing a few fluffy white clouds along above us. Around us were our beloved Alfas, good friends and friendly spectators. Our show area was right next to Pincher's Crab House. The manager, Antonio, had accepted reservations for 28 of us for lunch and when we showed up en masse, the tables were set and waitresses Nicole and Cindy served us like we were a party of four.

This show is emerging into a regional event. The organizers have promised the Florida Alf Club more display area if we continue to provide the quality of cars we always have. We invite other chapter members to apply to display their Alfas with us next year. Cars don't have to be concours d'elegance quality or restored, just clean, detailed and with no major

flaws. We will have to vet a car before acceptance. The registration fee is \$50 and 100% of that goes to charity. So, if you want to romp in your pristine, Portello pony with the Cavalinos in sunny Florida next February, contact Harmon at harmonheed@gmail.com. ■

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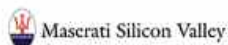
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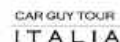
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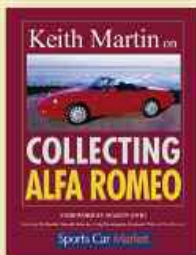


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Alfas at Auction



1963 1600 Sprint Coupe

The Monaco Historic Grand Prix is a biennial event held two weeks before the Formula 1 weekend. It alternates with the Formula E race, which runs silently through the streets in the odd years. The Historic Grand Prix, not surprisingly, has spawned several collector car auctions as part of the weekend's festivities. This year Bonhams, Coys, and RM Sotheby's staged the Friday and Saturday, May 11 and 12, auctions. (All prices in this report are hammer prices. Each house adds a different buyer's commission, usually between 10% and 15%.)

Coys

British auction house Coys bills itself as the "only authentic auction in Monaco on May 11", since its Friday competitor, Bonhams, holds its auction in France just outside the principality.

Coys offered three Alfa Romeo lots. The first was a **1969 Berlina**, white with brown upholstery. It was once owned by Monaco's Prince Rainier, then passed on to his son Prince Albert. The current owner was set on milking that celebrity provenance. Amazingly, the \$31,330 high bid was not enough to move the car on. The consignor was looking for something more like \$48,000 – a bit of a stretch, I'd say.

A **1948 6C 2500 S Pinin Farina Cabriolet**, #916009, in maroon with tan upholstery, claimed a 40-year first ownership and a 1987 restoration. It sold for \$286,000 after brief but brisk bidding. It had been in the consignor's ownership only since RM Sotheby's February 2017

Paris Retromobile auction, where it was purchased for \$238,896 all in.

While it's common to see 2600 Sprint Coupes at auction, it's rare for a competition-prepared Sprint to be offered. This red **1965 2600 Sprint Coupe**, AR 826029, was lowered and fitted with a roll bar, racing seats, and DCOE50 Webers. It was said to have been campaigned in various racing series including the historic Targa Florio. The no-reserve auction brought \$40,529.

Bonhams

The Bonhams May 11 auction offered three Alfas. First up was a **1963 1600 Sprint Coupe** in baby blue. There was little to find fault with in this concours-level restoration, said to have been completed in 2016. All shut lines were good and the seats were tastefully trimmed in a crème white with black piping. The gray carpets showed no wear. A Nardi wheel and period-correct Becker radio completed the interior. The engine compartment was tidy and seemed correct and original.

This Sprint was offered in January of 2016 by Coys at its Autosport International sale and sold for \$71,538. This time, the high bid was \$69,890, so no sale.

Next was a **1953 Corto Gara Stradale Coupe**, AR1900C 01420. This cobalt blue Touring-bodied coupe is quite rare, being only one of 11 lightened competition coupes and one of three Stradales (roadcars) produced in the series. Both race- and roadcars were intended for

competition, using lightweight panels and plexiglass windows. The roadcars added bumpers and additional creature comforts not found in the pure racing cars. Both track and street versions had tuned engines. This car was sold originally to a buyer in Switzerland, then went to Sweden where it was subsequently found in barn-find condition by a German race driver. The original engine was missing at that time.

The unrestored car was sold again in 1989, but the new owner didn't undertake a restoration until 1993. While the car was in process at a Bolognese restorer, a French enthusiast saw and purchased the car. The unfinished car was shipped to France where it remained until 2007, when the owner commissioned the three-year-long completion of the restoration using a period correct engine tuned by an Italian specialist. The restoration's completion was claimed to cost \$31,500.

The coupe then appeared at the RM Monaco auction in May of 2012, selling for \$311,836. It was described as "perfect" then and looked just as good at present, showing only minor wear and tear. The sale price was \$494,067, a reasonable reward for only six years of custodianship.

The third from last lot of the auction was a **1964 Giulia Spider Veloce**, AR390210. Originally a California car, it sported an older restoration. It was imported to Britain in 1995, after which the seats were reupholstered and the top replaced. The Alfa red car had black seats. The body appeared to be in generally decent shape, and the engine



1964 Giulia Spider Veloce

compartment appeared correct and clean. There were some signs of wear in the interior and the re-covered dash pad looked like it was coming loose at the lip. The "1600 Veloce" script on the trunk lid was present but incorrectly positioned.

The Spider was last auctioned by Bonhams in Paris, February 2, 2012, for \$55,563. This time the car sold for \$87,834. Once again, not a bad return on investment for the consignor.

RM Sotheby's

RM Sotheby's May 12 Monaco auction featured five Alfas, the first being a **2008 8C Competizione** in competition red mica with black interior and red seats. Offered by a Kuwaiti owner, it had clocked only 3,100 km (1,926 miles) in its 10 years. A recent service and oil change is claimed. The sale included two matching suitcases.

It's rare to find an 8C that has been used for its intended purpose, and this one is no exception. It looks as though it has rarely left its climate-controlled garage. It seems sad that these instant collectibles (only 500 examples) are hardly ever exercised. It sold for \$228,950, just below the low auction estimate.

Later in the auction, a **2010 8C Spider**, also one of 500 and with only about double the miles (4,400) on the odometer, was offered. The white (bianco madreperia) car had maroon upholstery and appeared clinically clean and tidy. The only apparent "defect" was some water spotting seen in a close-up of one of the alloy wheels. Once again, a sad case of a wonderful car going unused. Although this Spider carried the same auction estimate as the coupe (\$241,000 -

\$301,250) the car did not sell. Wrong color? Too many miles? Hard to say.

The vintage **1933 6C 1900 Gran Turismo Spider** #121315124 on offer sent me to my library for some research. I found that the 1900 series was the ultimate iteration of the line that began with the famous Jano-designed 6C 1500 and continued through the more familiar 6C 1750. The larger-displacement engine was equipped with an aluminum cylinder head, and the chassis rails and crossmembers were fully boxed, similar to the following year's 6C 2300 models. According to Wikipedia, horsepower was 68 bhp at 4,500 rpm, enabling a top speed of 81 mph. Only 197 examples were produced, all with a 115-in. wheelbase.

This particular example was originally delivered with a rather staid and upright sedan body by Touring. The car was originally sold in Italy where it stayed until 1962. It was then sold on to Belgium, went to the U.S., then went back to Belgium. In the 1980s, a restoration was begun which included replacing the original body with one created by British coachbuilder Neal Twyman after a design by Touring. The engine and mechanicals were rebuilt, and a supercharger added.

The overall condition of the blue spider with its black upholstery suggests a running, driving, event car rather than a concours object. Unlike the modern-day 8Cs discussed above, this valuable car has been used as intended. There is plenty of patina visible on the trim, interior, and engine compartment but the body still looks pretty sharp. The Spider sold for \$554,300 to an online bidder. If it were original, my guess is that this 6C would be

worth much more.

A rare bird, indeed, the sparkling white **1959 Giulietta Sprint Speciale Low Nose**, AR10120 00068, offered by RM Sotheby's appeared almost perfect. The first 101 or so Sprint Speciales had a distinctive lowered nose and lacked front bumpers – a transition from the even more radical B.A.T.-descended prototype to the more numerous production models. According to the auction write-up, the car had several owners from new before being acquired by an Italian collector who placed the SS into storage in 1965, where it remained until 2014. The car was purchased out of storage and sent for a restoration that was completed in April 2018. According to the odometer, the car has not been used since.

Judging from the photos, the SS's brown leather upholstery looks wonderful. The open-faced glove box lacks a liner. Oddly, there is a picture in the folio of a tool roll and jack. The tools are rusty and the jack somehow escaped restoration. Maybe the restorer decided to leave them as a reminder of the car's former condition.

Bidding on this gem started at €200,000 (\$241,000) and quickly advanced to its \$554,000 selling price. An online bidder won out over several bidders in the room and on the telephones.

Moving from one of the first Sprint Speciales to one of the last, RM Sotheby's offered a **1965 Giulia SS**, AR381248. Although there was no mention of any restoration, it is possible the car was at least repainted and reupholstered at some time in its life. The silver finish showed well in the auction photos, as did the red seats. The emblems, trim, and gauges carried the patina of originality. Engine and transmission were recently rebuilt. This example sold for \$108,450, once again to an online bidder.

Question: which SS would you have? Would it be the 1965 Giulia for \$108,450 or the 1959 Giulietta at a premium of \$445,550 over the Giulia? Discuss.

Bob Abhalter tends his Alfas new and old in Kenosha, Wisconsin, former home of Nash Motors, and can be reached at rabhalter@att.net ■



1933 6C1900 Gran Turismo Spider

Silent Chapter

The greatest asset of the Alfa Romeo Owners Club is its Members. We honor and remember those who are no longer with us by transitioning them into the AROC Silent Chapter.



Remembering Black Bart

Many know Bob and Jane Bartel from the pins, logos and models they sold at AROC conventions for approximately 40 years. There is much more to the story. Bob “Black Bart” Bartel served on the board of AROC throughout the 1970s and ’80s. He was the spark plug of the Indiana chapter in Ft. Wayne for decades before retiring to St. Augustine, Florida. Bob was also a recipient of the AROC Honorary Lifetime Achievement award and made ... well, let Scott Whitford tell about him:

In 1973, I bought a new MG Midget that was my gateway to European sportcars, and to meeting a good really guy. When I brought the Midget to a small local import car shop called IMP for service, I looked behind the counter and there was who I thought was Jerry Garcia, looking back at me with a smile. But no, it was “Bart.” That’s what everyone called him. Then Bart opened

his own shop and got really busy, but he always made time for his passion for Alfas, sharing that passion with others – even MG drivers who were not yet True Believers.

Only after Jane decided to acquire her white Montreal did Bart finally release his grip on an awesome silver ’73 GTV into my possession in 1983. I have been hooked on Alfas ever since. Four out of five Alfas I owned were bought from Bart. I think he’d like the new Giulia Ti Sport too. Almost all of my Alfa models are from him too.

Bart started the Indiana AROC Chapter and I was proud to be a part of his efforts. Our board meetings at this home involved some good red wine, as well. We all enjoyed the way he and Jane made us part of their family during the annual Club holiday dinners at their home. The white elephant gift exchanges were always crazy fun too. He was a major driving force in sponsoring the Three Rivers Grand Prix Autocross at the annual Three Rivers Festival in Fort Wayne and our local Concours. Bart was our Alfa Activist Extraordinaire.

Bart and Jane moved to Florida and we moved to Michigan, to settle into our new homes and busy lives, but tried to keep in touch. The last time I spoke to him was a phone conversation about a mutual friend from Fort Wayne who had just passed away. It was great to hear the smile in his voice again, and I will miss that.

Many members may only know Bart from the conventions, but that’s only a small part of who he was. He had a great impact on me for many reasons, and I was honored to be his friend for the years that we had. You’re a good man, Black Bart. Thank you.

– Scott Whitford



Missing Gayle Gordon

Dedicated AROO (Oregon) volunteer, Gayle Gordon, 68 years old, recently left earthly life after a 14-month battle with lung cancer. A native Oregonian, Gayle enjoyed a long, successful career with Pacific Northwest Bell, which became Quest. Outgoing and social, Gayle was known for her kindness, her beautiful smile and her infectious laugh. At Alfa Club events, Gayle was nice to everyone and a joy to work and visit with.

She loved to travel, and the accompanying picture of Gayle was taken in Ravenna, Italy.

Her husband, Bob Gordon, shared, “Gayle was adventurous, kind, thoughtful and very, very friendly. She loved life in general, good food and wine, music, travel and, above all, her many friends.”

Thirty-two years ago, Gayle married her soul mate, Bob, at Timberline Lodge on Oregon’s Mt. Hood. This year, a Celebration of Life was held for Gayle at Timberline Lodge, a poignant closing of the circle of life for her.

Gayle is survived by her adoring husband, Bob; her cat, Lily; her mother and father; two sisters, and five nieces and nephews.

– Cindy Banzer



The day I met Claus Menzel

No surprise: It was raining in Oregon in late April 2004 when Doug Kline and I prepared to drive his 1960 Spider Veloce to Sausalito to participate in Martin Swig's Giulietta 50th Anniversary Celebration Tour. Neither of us was looking forward to driving the little Spider Veloce in the goo and spray kicked up by the giant trucks on I-5. Before testosterone and bravado kicked in, wiser heads prevailed, "Put it in my trailer," I said. "We'll stay a lot dryer in my truck." "It isn't a trailer queen!" Doug complained. "It is today," said I.

We drove out of the rain between Ashland and Redding, a 300-mile downpour. The rest of the trip was uneventful, except for trying to find diesel fuel in San Francisco. We pulled into the motel in Sausalito just in time to join a tour of a couple of local restoration shops in the Spider.

When we got back, there was a pristine '55 Berlina from Michigan parked next to my trailer. A thin, wild-haired gentleman was just finishing cleaning the road grime off the little sedan. It was Claus Menzel, already a Club legend, had driven the old Berlina, fresh from restoration, from his home in Ann Arbor, Michigan to the Fort Lauderdale AROC Convention, scoring 101 points in the Concours, then driving home.

"Can I borrow your trailer?" he asked. "Sure, I said. "Why?" "I need to get some

stuff out of my car before the tour," Claus answered.

Tucked away in the trunk, under the backseat and in every nook and cranny were a whole lot of tools and parts. In all there was about 50 pounds worth, and a small suitcase.

By the time we had unloaded his car, the whole floor of my trailer was a jumble of Alfa parts, to this day I have no clue how he got it all in there. "The car was kind of heavy," he said. "I got s*** gas mileage, only 42mpg." "That's bad?" I asked. "It usually gets 50," he said.

Doug and I chased the Berlina from Sausalito to Fort Bragg and back. We drove through mountains, towering redwoods, river canyons, hundreds of hairpin curves and several nasty California forest roads. The next day we drove back on Hwy. 1. The Spider Veloce could keep up with the Berlina, but not outrun it. The venturi in the carburetor on the Berlina is slightly larger than my thumb. Whatever kind of magic Claus pored into that motor, it was potent! He got his 50mpg on the tour to boot. Doug and I were lucky to drag out 25mpg, the Veloce was at a severe weight disadvantage since I was riding shotgun.

Doug, Claus and I drank lot of good California zinfandel, ate seafood at every opportunity, and in general had a wonderful time. At the banquet lunch celebrating the 50th Anniversary, both Claus and Doug took home one of Martin Swig's unique Weber carburetor trophies. Claus got his for driving the farthest in the oldest Giulietta.

It was the first of several adventures I shared with my friend Claus in that Berlina and later in his '55 Spider. We always had a great time.

Claus Menzel passed away April 18, 2018. At his request there will be no memorial service. I miss him already. ■

– Bill Gillham



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1972 GTV Bone stock, 61K miles, very good condition, runs well. Exterior has minimal rust...never been in an accident. Interior in excellent condition, seats have no tears, dash board has no cracks. Always garaged. I am the 2nd owner. Contact me for additional photos. \$23,500. Ken Scala, kenscala@gmail.com 203-650-1779 (10/18)

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1975 SPIDER ALFA RED high performance California car.180 hp engine/SPICA by Wes Ingram. Excellent mechanical condition. Very nice appearance inside and out. Alfaholics exhaust system last month and too much else to list since 2011. \$35,000. Email for photo/details: hawwhiteii@live.com (9/18)

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1993 164L one-owner bought new in December 1993, California car, always garaged, 3-liter V6 in great shape, regular maintenance @ 3000-5000 miles, new clutch, radiator, updated AC system, 5-Speed, great driver's car, burgundy exterior and tan leather interior, smogged with 2018 registration. \$3000 or best offer. CA car. Call Doug at 805-459-2985 or Email: dwillia@sbcglobal.net (8/18)

1994 SPIDER C.E. Dark green with green interior. 106k, \$15,000. Cracked dash, hole in rear window, baseball sized dent in right rear fender. Runs excellent, all new fluids & belts. Health forces sale. Paul at 303-881-6585 (8/18)



1994 SPIDER VELOCE CE #159 of 190. Single owner, 26,087 miles. This beauty has been stored indoors since purchase.

Only driven in WNY summer weather. Just looked over by local Alfa dealer, new tires, ready to enjoy. \$23,995.00. 716-870-1912 (8/18)

PARTS

PARTS (4) BF Goodrich TA radials 155SR15 in very good shape recently removed from my 67 Duetto as I had my rims powder coated and were installing new tires. Located in Rhode Island. They will need to be picked up. \$50 for all four. gerard_venable@ml.com (10/18)

PARTS Weber DCOE restoration service: total strip-down to bare body, 12 hr Chem-Dip, verify flow thru all passageways. Cadmium plate or renew ALL steel pieces, re-machine or renew external brass pieces, lubricate shaft bearings. New leather seals & covers, needle valves, filters, gaskets, O-rings. Check and tabulate jet sizes, set float

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levels, synchronize carbs on bench manifold. \$475/pair. Dell'Orto DHLA, \$525 /pair. Also, Weber IDF, IDA3C, DCNF, DCNL. Ship to G. W. Martin, 2123 S Plaza Dr., Suite D, Rapid City, SD 57702. 605-430-7368 (10/18)

PARTS NOS 155SR15 Pirelli Cinturato CF67 Tire. Traditional Pirelli tread pattern, mounted once but never used (label and mold marks intact). Age unknown but has decorated my garage for 25 years. Good only for concours. \$90 plus UPS shpg. Frank Barrett, Boulder, Colorado; 303/237-0911, fdb912@gmail.com. (10/18)

PARTS Four hubcaps for 1991 Alfa Spider, silver, 14 inch, used, \$50.00 plus shipping. Allan akbrider@aol.com (8/18)

PARTS 105 Series LS rear with new bearings, seals and parking brake shoes. Now in 2 pieces for ease of shipping and availability of shimming to desired degree of limited slip. Many 105 series good or new mechanical parts. Call Frank at 410-667-6440 or alfafan34@gmail.com (8/18)

PARTS Many body parts to list. Giulietta doors, Berlina doors and panels, hoods, trunk lids for Berlina and Giulia Super GTVs, Alfetta,

Spiders, front and rear new bumpers. Also have new and used windshield/rear windows. Sal 973-335-5373 (8/18)

PARTS 2 liter 105 head machined and assembled by Precision Engine Machine. Has new oversized valves & seats, guides, seals (intake & exhaust) and high performance springs. It has an intake manifold and good carb mounts, chain tensioner, tappet walls relieved for any high lift cams. Call Frank at 410-667-6440 or alfafan34@gmail.com (8/18)

PARTS Many parts to list from Giulietta to 1995 164 LS, Giulia, GTV's, Spiders series 1 to 4, Milano's, GTV 6 Spider automatic. Wiring harness, engine, transmissions, transaxle, differential. New drive shafts etc. Sal 973-335-5373 (8/18)

PARTS Pair of front indicator / sidelight lenses and rubber seals. Orange / Clear. Never used, new in box from Alfholics in UK. Fits above bumper on late GTV. These appear to be for European spec cars and do not fit my 1972 GTV which has indicators below the bumper. \$100 the pair plus shipping. 503-246-8359 dhowell6@comcast.net (9/18)

Member Profile

PARTS Parts-Alfa 101 Series Parts: 6 Cam Shafts; 3 Pressure Plates-\$75 each; 3 Solex Intake Manifolds-\$100 each; 2 Solex Carbs-\$100 each; Multiple Pistons & Sleeves; Lucas Distributors. Let me know what you need. I mostly have mechanical parts. Call 732-278-5295 (9/18)

MISCELLANEOUS

ALFA OWNER MAGAZINE every issue Sept. 1988 to present. All in great shape. Free to members. Pick up in Seattle or can deliver to Sempreverde 2018. Dennis 206-901-9466 djsaltys@gmail.com (8/18)

ALFA OWNER MAGAZINE complete copies from July 1974 to present less 7 copies. All very good to excellent. Also about 16 various shop, parts, and users manuals; mostly 101/105/2000/and 1750 stuff. For details, prices and further info call me at 901-457-7654 central time; Collierville, TN (7/18)

ALFA ROMEO BOOKS AND MANUALS FOR SALE 300 different titles; Contact Alex Voss 4850 37th Ave So. Seattle WA 98118 206-721-3077 (7/18)

ALFA ROMEO CALENDARS IL Quadrifoglio, 1990 Black and white photos – 2 months per photo; 1991 Black & white photos. Loose leaf I do not have Plexiglas frame; 1992 Sepia tone photos; 1993 Sepia toned (bluish) photo – slight mark on front piece cover; \$100 each/offer; Prefer pick up in Seattle or can deliver to Sempreverde 2018. Dennis 206-901-9466 djsaltys@gmail.com (8/18)

IL QUADRIFOGLIO MAGAZINE Vol 5 #2, Vol 5 #3 and #13 thru #24. Fall 1988 thru spring 1999. 14 issues all in great shape except # 14 has slight grease. \$25 each you pay the shipping. Can deliver to Sempreverde 2018. Dennis 206-901-9466 djsaltys@gmail.com (8/18)

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Name: Debi and Tony Schmid

Occupation: Debi worked as a Marketing & Communications manger for a tool manufacturer and a wholesale organic food distributor. Tony owns AJS Designs, creating and selling automobile logo wear and car illustrations. He also fabricates fiberglass replacements for many vintage Alfa parts and uses them in his various restoration projects.

Where do you live? Tacoma, Washington.

What was your first car? Your first Alfa Romeo? Tony: an Austin Healy 104. My first Alfa Romeo? After a trip to Italy, Debi wanted an Alfa, and bought a Giulia TI out of a wrecking yard. It was there because a window was broken! Tony had some influence in this purchase.

Currently, what Alfa Romeos are in your collection? We still have the Giulia TI, a 1987 Spider, one running 1987 Milano, and one parked Milano (purchased new), plus enough parts to build several more.

Favorite Alfa owned? The GT 1300 Junior.



Worst Alfa owned? We're happy with all of them.

Favorite road to tour? We have enjoyed tours with the NWARC throughout Washington State.

Best thing about owning a vintage vehicle: Being a luddite, Tony enjoys "tinkering" with mechanical, non-computerized machinery.

If you could have any one Alfa: An 8C 2300.

What do you enjoy most about being a member of your local and national Alfa Club? Over the past 25 years we have enjoyed talking "car talk", studying the history of Alfa Romeo, and meeting people from all over the world through our mutual passion for Alfas. ■



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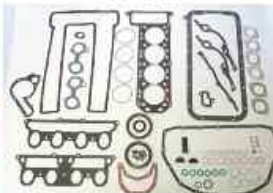
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