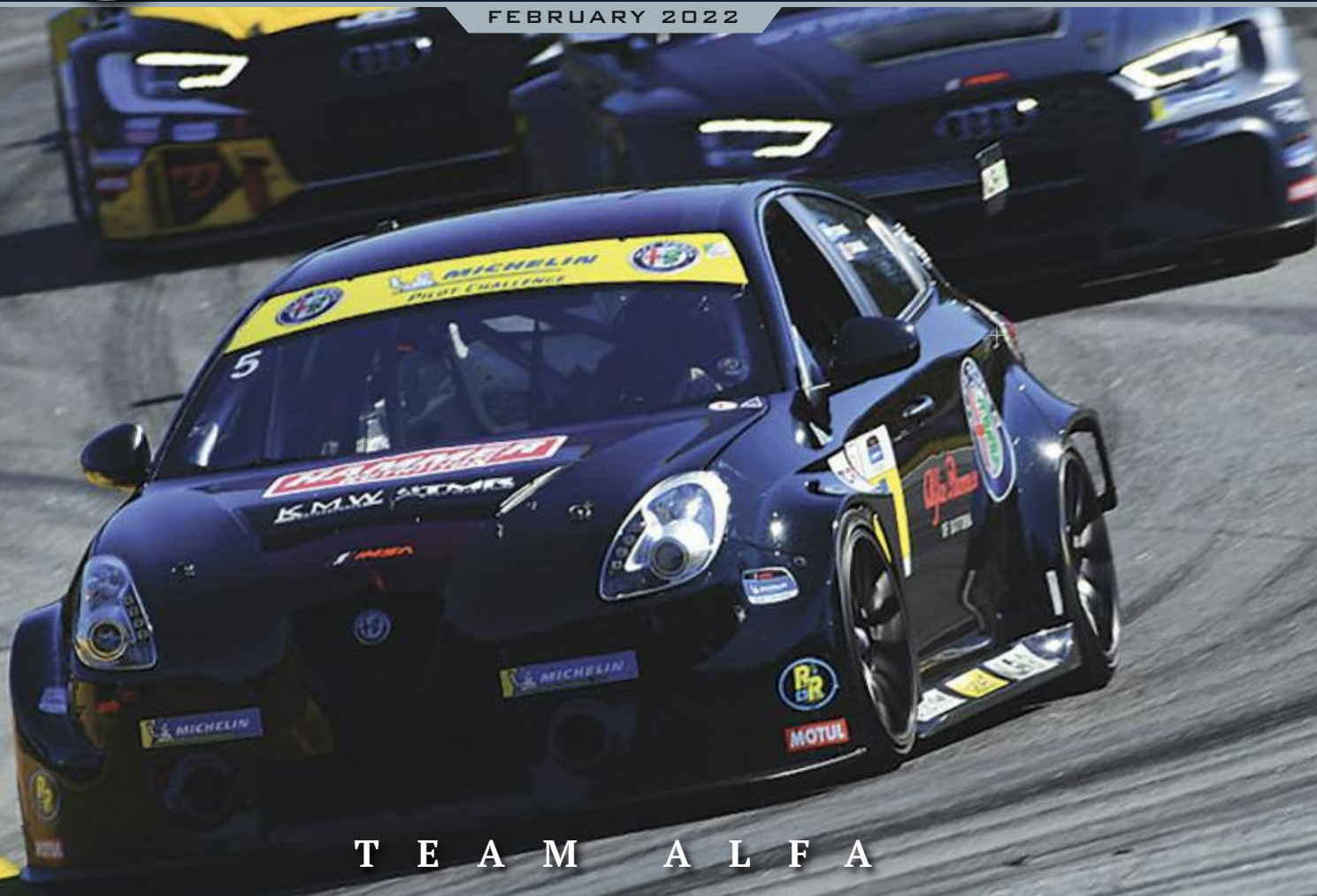


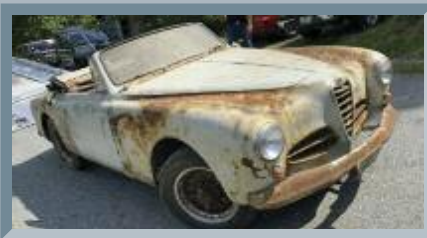
Alfa Owner



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Above: Beautiful Coronado is calling! It's never too early to sign up for the AROC Convention. See page 8.

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Front and Back Cover Photos: Michael Stahlschmidt, Sideline Sports Photography

From the Driver's Seat

Moving Forward



What a harrowing two years we have endured – in January 2020 when we were partying up a storm at the Seventh Annual Winter Retreat in Palm Desert, the joy of being together with our Alfas nearby was utmost on our minds. During our 220-mile drive through the mountains and desert, touching on the USA/Mexico border, time seemed to stand still as navigator David Welch, Washington, D.C., and I flew around 90-degree turns at speed and found ourselves passing 4Cs on the straightaways. Later we learned that the calibration of our borrowed '87 Spider's speedometer was off. Oops!

That day would be the last time for months and months we could drive with *Alfisti* from all over the country – just enjoying the sun beating down, soft winds blowing and miles of navigable pavement ahead. Six weeks later at the Amelia Island Concours d'Elegance, we dined at an exceptional dinner party for AROC members, organized by Jerry Kelley, NE Florida Chapter President, who also assembled an Alfa Romeo caravan to the Concours. The southern trades were blowing, but tension was in the air.

The flight back to Oregon, eerily quiet, would be the last airplane ride I would take for nearly 18 months. In the weeks ahead, we learned about an insidious, mysterious virus floating around the globe. Our lives changed in ways we never could have imagined – uncertainty, concern, fear of the unknown, then isolation and loneliness. Cherished AROC activities – conventions, our trips to Italy and the F1 races, Winter Retreat, Amelia Island,

Concours Italiano/Pebble Beach – were cancelled. AROC (Oregon) Chapter Events – monthly meetings, Old Spider Tour, Rally Cup series, wine tour, Northwest Classic Rally, volunteer dinner, holiday dinner – all fell by the wayside as we grappled with state and local requirements and our individual sense of safety.

Amid a world pandemic, what we re-learned is that humans are adaptable. In contrast to the 1918 flu pandemic which had limited communication devices, this time around we kept in touch through mobile devices – cell phones, iPads, laptops, 24-hour television coverage and thanks to the internet, Facetime and then Zoom. In 2014, when Tim Spruill, Louisiana, convinced the AROC Board to use Zoom for its monthly meetings, we had no inkling that seven years later Zoom would be our lifeline to AROC friends around the country. Ingenuity became our friend. Dave Hammond started AROC "Saturdays at 4" webinars on Zoom; Lance Dong, San Diego, developed the AROC YouTube to carry the recorded sessions. AROC social media sites flourished – Facebook Page (Alex Sandor Csank), Instagram (Jim Barrett), Twitter (John Trevey), Sapan Dhora gifted us the FB group he developed – Alfa Romeo Owners Club USA – which focuses on newer Alfa models and has over 10,000 members.

We instituted quarterly Zoom meetings with Chapter Presidents and Vice Presidents enabling us not only to know each other better, but also to share the resourceful driving and event ideas they

devised in their respective communities. Above my office desktop computer is a map of the U.S. which reminds me of the wonderful conventions and pre-convention tours I have attended across the country, as well as the numerous conversations I have enjoyed with many of you. At a recent AROC event, I somewhat emotionally observed that *Alfisti* friendships have sustained me through these past 24 months, as I hope they have for you. Our AROC and chapter membership continues to grow, a reflection, I am convinced, of my oft-stated phrase, "The cars bring us together, the people keep us together."

As I pen this column, I realize that we may not yet be out of the woods, that the virus is reluctant to release its grip, but I am confident that we will move forward with our full calendar of scheduled AROC national and chapter events. Italy, Concorso Italiano/Pebble Beach, Formula 1 at COTA in Austin and, most excitingly, our June 2022 AROC National Convention in Coronado, California, which will be a magnificent, must-attend event. To see our *Alfisti* friends, surrounded with beautiful vintage and new Alfa Romeos, in a soothing, ocean-breeze environment, sure to refresh the soul and buoy the spirit, will be the highlight of my summer.

Let's get back on the road.

Motor On,

Cindy Banzer

Cindy Banzer, President



Winter Retreat Postponed to February 18-20

Member Profile



Name: Mary Ann Dickinson

Occupation: Consultant on sustainable water management

Where do you live? Lake Arrowhead, California

What was your first car? My first car was an Austin Mini Cooper S.

Your first Alfa? From the moment that I got into a 1965 Giulia Veloce Spider, at the age of 19, I was hooked! It was Alfas all the way from that point on.

Currently, what Alfa are in your collection? I have a 1986 Graduate Spider (which has been majorly upgraded) and a 2018 Stelvio.

Your favorite Alfa? My favorite all-time career Alfa was an ochre-colored 1969 1750 GTV. I loved that car and drove 120,000 miles without mishap. (Thanks to Nino Montopoli, my ace mechanic.)

Worst Alfa you've owned? I have never felt that any of my Alfas were a

problem. So there is no "worst" one!

Favorite route to drive? I live in the mountains at 5,500 feet in Southern California, and my favorite drives are mountain switchback roads. I also love to drive Route 1 along the California Coast.

What do you like best about owning a vintage vehicle? Everyone stops to admire it and ask me what it is. I also hear a lot of Alfa stories. But mostly I love the fact that it is more mechanical than the newer cars and things can be fixed!

If you could have one Alfa? An 8C 2300; why not? It is one of the greatest cars of all time.

What do you enjoy most about being a member of your local and national Alfa Club? I love the camaraderie, the technical support and the fun driving events. *Alfisti* are wonderful people! ■

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ALFIESTA CORONADO – FROM WILLOW SPRINGS TO THE SILVER STRAND

“Cor-o-nado, Here We Come”

Coronado, the charming resort town founded in the 1880s as a big beach house for San Diego (California’s first city), is our home base for the 2022 AROC National Convention, a week of wheeling through the fabulous sights and sensations of Southern California. We have luxe accommodations at the Loews Coronado Bay Resort, and a dance card (see opposite page) for daily waltzes on sea breezes just waiting to be filled. Let’s take a look at what’s in store!

- **Sunday, June 12** – The *Giro di SoCal* Pre-Convention Tour drivers slip into town early, gathering at our convention headquarters on Sunday for orientation. They will enjoy three days of exploration, led by locals in the know about the history, beauty and great Alfa roads of the region. Each leg of the tour will conclude back at the resort, in the comfort of our home-away-from-home, with no need to pack and re-pack a bag.

- **Monday, June 13** – Racers get the party started with Track Day at Willow Springs International Raceway, sponsored by Santo’s Italian Automobile Service and Centerline. You’ve seen it in dozens of auto

commercials, in “Ford vs. Ferrari”, and on the pages of this magazine. We’re also celebrating the 50th anniversary of AROC SoCal’s competition program while enjoying our traditional convention activities: time trials, autocross and parade laps.

- **Tuesday, June 14** – Track Day participants have the option of caravanning into Los Angeles to attend a special tour of the Petersen Automotive Museum.

- **Wednesday, June 15** – Alfiesta Coronado is in top gear with a Day Drive to the Eastern San Diego Backcountry, the opening of the Art and Model Show, an afternoon Tech Session and traditional Welcome Reception, sponsored by AROC’s Delta Sierra chapter - our joyous meet-and-greet to find long-missed Alfa friends.

- **Thursday, June 16** – You need to choose your favorite activities from this day’s offerings: a Bus Tour to San Diego, a Day Drive to North San Diego County and the Gimmick Rally. In the afternoon, there will be a Tech Session (or two) and a Sunset Promenade outdoors at Loews Coronado Bay Resort.

- **Friday, June 17** – Your AROC Board of Directors gets down to business in an open session for all

members. The last of the Day Drives will be a Northern Coastal jaunt; you’ll all be back in time for a Tech Session and later, the Swap Meet!

- **Saturday, June 18** - It is Concorso day at Alfiesta Coronado, sponsored by AROC’s SoCal chapter. We will have significant Alfas to view and appreciate, and the contenders for People’s Choice and Certificato d’Oro awards to inspect. In the afternoon, the Town Hall opens to hear what is on your mind. And as the sun sets, we will gather for the Banquet, to relive the previous days, enjoy a dress-up meal together and absorb inspiring words from a fabulous keynote speaker.

- **Sunday, June 19** – If you competed in the Track Day, Gimmick Rally, Art and Model Show and/or Concorso, or even if you didn’t, you won’t want to miss the big reveals at the event-closing Awards Brunch. It is a way to recognize excellence and sportsmanship, and share a warm goodbye hug among old friends and new.

Let’s see you in Coronado!

– Mary Ann Dickinson & Lance Dong,
Alfiesta Coronado Co-Chairs



Registration Opens February 1 – Book Your Adventure Now



Alfiesta Coronado Convention Registration Form

The 2022 Convention of the Alfa Romeo Owners Club, USA

Coronado, California - June 12-19, 2022

For best results, we highly recommend using our online registration: www.aroc-conventions.org

Name of Attendee(s): _____ Total # of People: _____

Address: _____ City: _____ State: _____ ZIP: _____

Telephone (home): _____ Cell: _____ Email: _____

Alfa Club Chapter: _____ Membership Number: _____

Alfas you are bringing to the Convention (give year, model and color; VIN is required for Certificato d'Oro cars # of Trailers: _____

	Qty	TOTAL FEE	
REGISTRATION			
Convention Registration, \$90 per family (required)	\$90	1	\$90
Late Convention Registration after May 1, \$120 per family (required)	\$120		
If not already an ARA or AROC National or International member, membership is required to attend.	\$68		
Convention Polo Shirt (pre-order only) Sizes: S, M, L, XL, XXL	\$35		
Convention T-Shirt (pre-order only) Sizes: S, M, L, XL, XXL	\$20		

SUNDAY, JUNE 12 - WEDNESDAY, JUNE 15		
Pre-Convention "Giro di SoCal" Tour - begins June 12 at Loews Coronado Bay Resort*	max 60 cars	\$50

MONDAY, JUNE 13				
Time Trials at Willow Springs (\$175 per driver)	Time Trials, Autocross and Parade Laps will be a separate online registration. www.motorsportreg.com/events/arocsc	X	X	X
Autocross at Willow Springs (\$50 per driver)		X	X	X
Parade Laps at Willow Springs (\$35 per car)		X	X	X

TUESDAY, JUNE 14		
Drive to Coronado from Willow Springs; Petersen Automotive Museum tour (museum ticket not included)		N/C

WEDNESDAY, JUNE 15		
Welcome Reception (N/C with registration - indicate # of attendees in box at right)	Limited Capacity	N/C
Art and Model Show (\$10 per item)		\$10
Day Drive to Eastern San Diego Backcountry (\$35 per car)*	max 30 cars	\$35
Afternoon Tech Sessions		N/C

THURSDAY, JUNE 16		
Bus Tour of San Diego Attractions (\$35 per person)		\$35
Day Drive to North San Diego County Inland (\$35 per car)*	max 30 cars	\$35
Gimmick Rally (\$35 per car)	max 30 cars	\$35
Afternoon Tech Sessions		N/C
Sunset Promenade 6-9 pm (No Host Beverages and Snacks available)		N/C

FRIDAY, JUNE 17		
AROC Board Meeting (all members invited)		N/C
Day Drive to Northern San Diego Coastal (\$35 per car)*	max 30 cars	\$35
Afternoon Tech Sessions		N/C
Swap Meet		N/C

SATURDAY, JUNE 18		
Concorso (per judged car for the Certificato d'Oro)	max 30 cars	\$50
Concorso (per non-judged car - eligible for People's Choice)	no max	\$15
Concorso Attendee Parking Fee for guaranteed parking space	max 100 cars	\$10
Town Hall Meeting		N/C
Banquet (per person) - specify B-beef, C-chicken, F-fish, V-vegetarian	Limited capacity	\$75

SUNDAY, JUNE 19		
Awards Brunch (\$45 per person)	Limited capacity	\$45

TOTAL DUE (USD) \$: _____

* NOTE: Tour fee does not include food or other attraction costs.

Registration: Please register/pay online if possible. If not, make checks payable to "Alfa Romeo Owners Club, USA". Mail to: PO Box 92155, Portland, OR 97292. Registration is complete when payment is received and an email confirmation is sent. Most events have maximum capacities (listed above) and will sell out on a first-come, first-sold basis. Waiting lists will be kept and used as needed. Contact aroc.office@gmail.com or call 971-254-6660 for any questions.

Hotel: Reservations for the Loews Coronado Bay Resort in Coronado, CA must be made by calling 800-815-6397 and mentioning the Alfa Romeo group. Reservations are available Sunday-Saturday night; additional nights may be available at the same rate. The hotel information for the Willow Springs Track Day will be forwarded to you upon registration for those events.

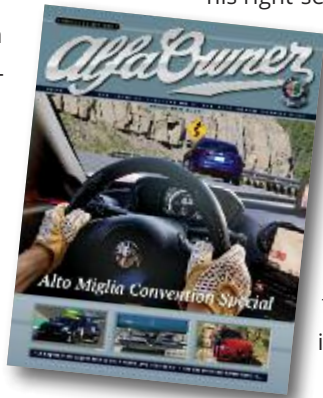
You Write, We Listen

Colorado Memories

Dear Editor,

I just can't stop marveling at the photo on the cover of the December issue of *Alfa Owner*. Not just because it features our new, beautiful blue Giulia, but that it is the rare action shot that is so well crafted and not just lucky.

In the cover photo I see the road climbing up and into a turn across a rock wall, a caution: curvy road highway sign (always good), another Alfa to chase, two hands well-placed on the wheel framing the speedometer showing 83 mph, and the colorful lustrous Alfa Romeo logo on the



steering wheel.

Kristy, my wife and trusty co-pilot, may take 40 pictures a day while we drive, and sometimes we are fortunate to score a good photo, as it's difficult, especially at speed. However, this photo is designed with the help of John Justus the driver, and yet not by John, as his hands are on the wheel. It was taken by his right-seat passenger whom we've

often seen with a camera; the infamous Dave Hammond.

Thanks Dave, it's a terrific photo, and a great remembrance of wonderful driving on a pre-convention tour of the 2021 National Convention in Colorado.

Paul Affolter, NWARC

ERRATUM

Art Show Confusion Explained

In December's reporting on the 2021 AROC National Convention Art Show, photography contest honors were mistakenly bestowed upon the incorrect entrant. Phil Kramer submitted a fabulous 2016 photo of a 1900 SSZ taken by Richard Coberly that had been gifted to him by the car's owner, Donald Keith. Joe Faherty was described as the award winner, but Joe called us to say this was not his photograph. At the awards brunch, the trophy went to Phil, and now we can expand that information to include proper credit to the photographer, Coberly, and thanks to Keith for graciously explaining it all to us.

The Alto Miglia Co-Chairs

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POSTPONED TO 2023



Interested in joining us on the greens, at a Club Reception, taking an afternoon Driving Tour, or strolling the sidewalks of Historic Fernandina Beach? Contact our Administrative Team at aroc.office@gmail.com for information. The fun begins March 3.

Respect All.

I was invited to join the KMW Motorsports with TMR Engineering Alfa Giulietta Veloce TCR team at the Petit Le Mans weekend at Road Atlanta last November. I spent two days with the team during practice and qualifying then sped home to watch the race on Track Pass, where I could see the streamed coverage and the timing and scoring in real time. While I was at the track, I interviewed the team principals Louis Milone and Kevin Wheeler, and drivers Roy Block and Tim Lewis, Jr., for a season review and a look at their 2022 program.

A quick summary of 2021 for the Alfa team shows a good effort with a lot of potential that will have the competition concerned in 2022. The first race was the four-hour enduro at Daytona, where the Alfa was taken out by a wildly overdriven Honda. At the Sebring two-hour race, the team scored a fourth. That good result was followed by a series of three seventh-place finishes at Mid-Ohio and the two races at Watkins Glen. Lime Rock was next, and the Alfa finished second only feet behind the leader. The team scored its first win in the

IMSA Michelin Pilot Challenge at Road America, showing considerable speed. The contests at Laguna Seca and Virginia International Raceway were disappointments, with the Alfa suffering the failure of small parts, resulting in finishes in 13th and 10th. Once the issue with the steering wheel was fixed at VIR, the Alfa was the fastest TCR contender on track. The car's speed was shown again at Road Atlanta, where the team scored their second IMSA win, putting them in third in the season's championship.

At Road Atlanta, I sat down separately with Wheeler, Milone, Block, and Lewis, Jr..

Wheeler, while very much involved with the team, has remained pretty much in the background while Milone and the drivers have gotten all the coverage. I asked Wheeler what "KMW" stood for, and he said, "My initials: Kevin Michael Wheeler. It's also my wife, Kimberly May, and my daughter, Kelly Morgan." Now we know about "KMW," but what about "TMR Engineering?" "TMR" stands for "Team Mean Racing" and is a tongue-in-cheek description of the

Fear None.

KMW Motorsports –

Who Are These Guys?

By J. Michael Hemsley

*Photos by Michael Stahlschmidt,
Sideline Sports Photography*





The Alfa is often faster than some of the Grand Sport cars.

racing efforts of the Milone family. His wife and daughter are Jet Ski racers, and both are champions in the sport. They are also known for being very helpful to other racers.

It seems that those of us who are enjoying having a team running an Alfa Romeo in professional motorsports can thank Wheeler's guidance counselor for the existence of KMW. Wheeler elaborates: "I had never worked as a mechanic or on race cars, but I fixed things all my life. My guidance counsellor referred me (at 16 years old) to a guy at a shop in Del Ray, Florida, to apply for a job, so I did. Turns out he was a Porsche shop and also did vintage racing. That's when vintage racing basically started. I jumped right into the fire, fixing Porsches and going racing – working on vintage racecars. A few years down the road, Louis came to work there, and we became friends. A

few years later, we went out on our own. I was 22 and Louis was 17 when we started our own business." Milone adds, "They [the shop] had a small after-hours vintage race team; that just hooked us both. I graduated high school, started college, and left the summer job. But Kevin and I had a small warehouse in Boca Raton where we kept all of our stuff. This resulted in some of the old vintage racers seeking us out, then more and more as time went by, and we added a bay space, then another. I moved my schooling to evening as the workload grew into a full-time job for both of us. By the early '90s we incorporated and moved into a larger building and continued to grow, but we are still on that same city block in Boca Raton almost 35 years later."

Originally known as "Autosport South," Wheeler and Milone focused on Porsches until they started racing

themselves. Milone remembers, "We got the bug to start pro racing in the mid-'90s. In 1995 we ran the 24 Hours at Daytona the first time. It was a homebuilt Porsche RSR, and it ran flag to flag. We started 76th on the grid and finished 21st overall, 10th in class. We continued with projects like this through the '90s. In 1998, we took on a Honda of America program in IMSA in what was then the Motorola Cup, with the Acura Integra R. This was super successful, and it resulted in our first professional championship in 1999. For the 2000 season we elected to run the all-new Audi S4 in the same series with mixed success, but that is what forged the relationship with Champion Racing and Audi."

Wheeler and Milone shuttered KMW and worked with Champion Racing with their prototype Audis. Eventually, Wheeler left Champion and reopened



First Michelin Pilot Challenge win - Road America!



Season trophies held by Louis Milone on the left and Kevin Wheeler.

KMW, focusing on Porsches, HSR racing, and preparing cars for track days. Milone remained with Champion through the ALMS series and Le Mans. Milone would first manage the Audi R8 505, winning the 2005 ALMS championship with Frank Biela and Emmanuelle Piro. At Le Mans, they scored an historic win and a third overall. In 2006, Champion took over from Team Joest in America and had a run of three championships with the Audi R10 TDI diesel cars. When Champion closed their racing division, Milone became the technical director of their motor-sports department. Milone felt it was time to return to KMW in 2014.

Together again, Wheeler and Milone resumed their success in the HSR and Porsche Club of America series that Wheeler had been managing. They continued to act as a race team for hire through 2018. “In 2018 we ran an Audi RS3 TCR in IMSA, and that is where we joined with Roy Block. The Audi was new and challenging back then, and we had a decent year, but we wanted to go further,” says Milone.

Block was born in Corriente in the northeastern corner of Argentina. He came to the U.S. and eventually ran a successful national program management/project management company that oversaw projects all over the country. His start in racing began when a friend suggested they go Lemons racing. Block says, “I did a few of those races, then I decided to learn how to race. I started at Jim Russell Racing School in Sonoma, California. I had a lot of business on the West Coast at the time, and I had an office there. I piggybacked and did a lot of track days and racing schools in the F3s that they had. I started racing professionally in 2016. At the time they had two classes,

ST and GS. After my second year of ST, we were going to race TCR during their first season. Louis didn’t have a team yet, but he was running my car. He was my lead engineer.”

So, there was a year racing an Audi in TCR, but Milone and Block wanted to go further. Milone explains how: “Enter my good friend Tim Munday. Tim was flying back and forth from Europe engineering a TCR Honda when he met the good people from Romeo Ferraris [builders of the Giulietta TCR cars used in the international series]. They put a deal together to send two cars to America. For 2019, I had the team and drivers, Tim had the cars. Kevin and I purchased one car from Tim to ease the financial burden, and we ran the pair in 2019. It was, as you remember, a tough year. Lots of teething getting a sprint car designed for 30 minutes to go two to four hours at a time.” That transition was difficult, but “with our team’s resources and the excellent help of Romeo Ferraris, we developed the Bosch Anti-lock brake system, redesigned the drive axles, updated the data logging and wiring harnesses to handle more load, came up with a very comprehensive mileage life system for cycling out parts before failure, and about two dozen other things.”

Endurance races require two drivers, and there was a fellow who had been hanging around KMW for a number of years, Tim Lewis, Jr. His father started taking him to races when he was just a kid. He became a fan but had no thought of going racing until, Lewis, Jr. explains: “My father called me when I was in college and asked, ‘Do you want to go to race school?’ Of course, the answer was yes. We ended up here at the Road Atlanta Panoz School in about 2003. From there, I got into some



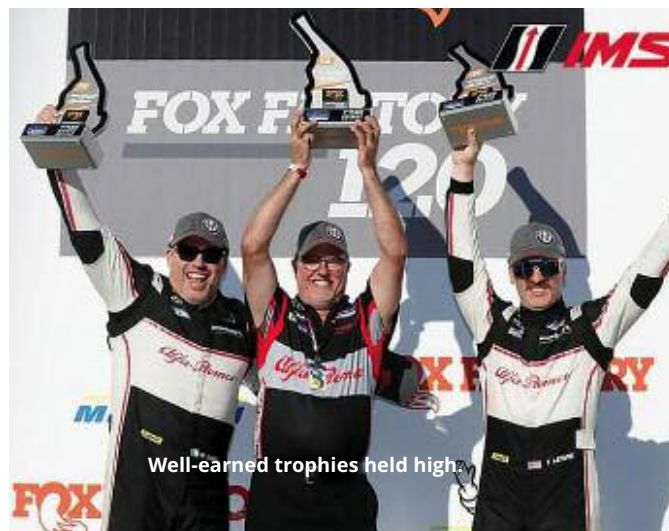
The KMW team.



Roy Block on the left and Tim Lewis, Jr.



The KMW team is the best at pit stops.



Well-earned trophies held high.

vintage racing, and then got into Grand Am – it was off to the races. I had known the KMW guys through vintage racing. Louis and Kevin were doing some IMSA racing with different teams, and the shop is in my home town. Occasionally, I'd stop by the shop to see what was going on and talk to the guys. In 2018, Louis said they were thinking of starting a team and asked, 'What's your interest?' We did some testing in '18, and they paired me with Roy Block, and '19 was our first full season. I've known these guys since I was 19-20. I'm almost 40 now, half of my life I've known the guys on the team. It makes it a fun weekend, competing with guys you've known a long time. Guys you know you can trust; guys who are on top of their game." That team concept is important to Lewis, Jr.: "It's not just

the driver. I'm just one piece of this whole team. Everyone's job is equally important. If we have a bad pit stop, a driver can't overcome that. If we have a bad setup, a driver can't overcome that. It's a team; I'm one of two drivers, but the fueler, the strategist, the engineer, the truck driver, and the tire changers – all those guys are a piece of the cog that makes the program work. If you have one weak link, it can bring the whole thing down. A good driver can't overcome a bad car or a bad team. It is a team effort."

This team, running one Alfa Romeo, is up against some formidable competition. Brian Herta Autosport, running Hyundais, is a two-time championship Indycar operation. Block adds, "The variety in experience – you've got guys like Gabby Chavez, an

Indycar driver. You have Michael Lewis, I think he's Gold rated – some incredibly talented drivers up and down the grid. The teams are just more professional every year – hyper professional now, which I think makes it more interesting. But that's OK, we respect everybody, but we're not afraid of anybody."

The KMW team finished third in the team competition, and they're very positive about 2022. Milone says, "We are 100% committed to running the Giulietta Veloce for another season in IMSA Michelin Pilot Challenge TCR. It will again be Roy Block and Tim Lewis, Jr. Our goal will be to defend our success in 2021, and improve our position in the championship."

My bet is on them to do both. ■

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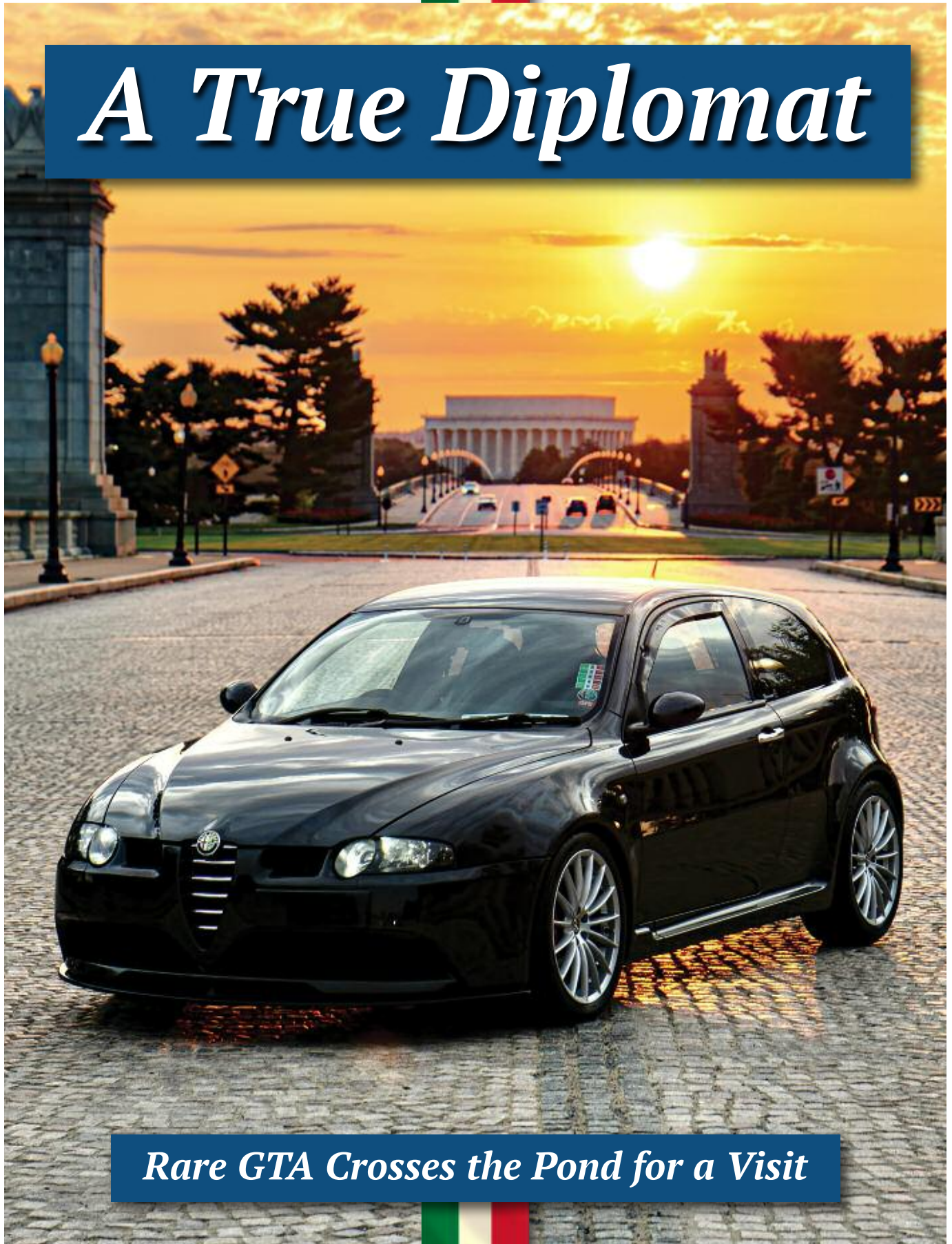
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Rare GTA Crosses the Pond for a Visit





Although the Alfa Romeo 147 GTA was never sold in the United States, what we believe to be the first one has made the trip here from Europe. This example is a RHD manual UK-spec car in Nero Metallico (Metallic Black) that rolled off the production line on December 10, 2004, to compete with the Mk 4 VW Golf R32, first generation Audi S3 and Mk 1 Ford Focus RS. With only 5,029 sold globally between 2002-2005, this is a fairly rare car in any country. While Alfa Romeo did put the Ferrari 360 automatic (Selespeed) gearbox in about 1,000 cars, the majority of GTAs are six-speed manual.

Jim Lawson bought “Alfie” in 2007 and has owned it ever since. In those 14 years the car has had many modifications, chief amongst which is a re-bored 3.8 V6 Busso that puts out 330 bhp through the front wheels of this little 2,900-lb. hot hatch.

Last winter he moved to Washington, D.C. from the UK on a two-year posting at the British Embassy, and promptly joined AROC. One of the perks of his job was being able to bring the GTA with him, and avoid the 25-year rule, emissions and safety tests.

“I know the car was not sold in the U.S. and it has been getting lots of attention at my local cars and coffee events, so I wondered if it might be of interest to others around the country and can share these photos. The car is modified in several ways, but cosmetically remains fairly standard.

“I have also owned a number of other Alfas which were not sold in the USA including a 3.0 166, 3.0 GTV (type 916), 156 GTA Sportwagon and I still have a 145 Quadrifoglio track car back in the UK.”

If you see him and Alfie around the Beltway, honk and wave; he’ll know you read this.

– As told to the Editors by Jim Lawson



The Alfa-Powered LaBoa



For those who may not know, I have been road racing since the early 1980s and vintage/historic racing since the late '80s; always in 105 series Alfa Romeos. I remember back in the early '90s racing with this little blue sports racer called a "LaBoa". When I say "racing with" I mean I saw him briefly at the green flag, then again when he came around to lap me.

The majority of the LaBoa Sports Racers (the name translates to "The Snake") were built in the early to mid '60s utilizing a variety of engines including Coventry Climax, Lotus twin

cams and the Alfa Romeo 1300 and 1600 powerplants. They were hand-built by a talented man named Al Baurle whose company was called Competition Engineering in nearby (to me) Wheaton, Illinois. The LaBoas were built to compete against the Lotus 23s and the Elva Mk VIIIs of the time. The fiberglass bodywork of the LaBoa Mk II used a combination of a slightly modified Lotus 23 front end, while the gorgeous shape of the tail section came from the De Tomaso Vallelunga. The chassis is fabricated using steel tubing and aluminum panels. The engines were

mounted amidships with the transaxle behind. This made for a very light, very fast combination.

Al Baurle had several children including three boys who grew up to be gifted craftsmen. Through the 1970s, '80s, '90s and early 2000s, Al built and rebuilt a variety of other vintage street and race cars including small and big block aluminum Cobras, several types of open-wheel formula cars, and closed-wheel sports racers. He kept working well in to his 80s with his passion for these cars as the driving force. Sadly, Al passed away in 2014 and is sorely missed

Mk II Sports Racer *By Mike Besic*



to this day.

In 2015, and with his father's original chassis blueprints in-hand, one son, Bert, decided to build a LaBoa as a tribute to his father. Bert would perform 90-percent of the chassis fabrication and finance the entire project. His brother Ken, a well-known race prep mechanic in his own right, would take care of the suspension design and setup. A third brother, Mike, also armed with his father's natural mechanical knowledge, would help with all electrical and final assembly. Bert originally toyed with installing a motorcycle engine for the

sake of ease and weight savings, but was eventually convinced to go the more traditional route of using a period-correct Alfa motor. This made much more sense when it came to being allowed entry into vintage motorsports racing. So, I was called upon to brainstorm on what would make the most sense.

Together, Bert and I landed on a '64 Alfa 1600-cc twin cam from a Giulia Super in my personal stash that I was saving for a special occasion. I built the engine using the best components I could get my hands on as my

contribution to the project. We decided to go with dry sump oiling. I used to think that dry sump oiling was just overkill, but I've since learned, among other things, it's a great way to position the engine as low as possible in the chassis because there's no oil pan to speak of. We also found it to be good for 7-10 extra horsepower on the engine dyno! Hmmmm. The engine output ended up being 177 horsepower at the flywheel with excellent torque; not bad for a little 1600. Another perk is the unique wail of the motor at 8,000 rpm, whether on the dyno, or behind you on

the track.

All during the construction of this latest LaBoa, I stopped by Bert's shop at least weekly to check on progress and admire what was already completed. As I mentioned before, I'd been hustling around production-based Alfas for years, but this was a real purpose-built race car, and driving one was on my lifetime bucket list. Bert would regularly see me acting like the proverbial "kid in a candy store" and mentioned he'd like to see me drive it to get the bugs out of it. He didn't have to ask twice.

The LaBoa was completed and ready to do battle in the spring of 2017. Bert and I agreed that it needed a good track shakedown. And because it was so new to me, we decided to shoot for the Spring Driver's school at Geringman Raceway in South Haven, Michigan. Even though I've road raced for 37 years and have been a driving instructor for 10 of those, I felt I needed to attend a driver's school to learn the car. You're probably thinking, "What's the big deal?" Well, this is a REAL racecar that weighs roughly half of what my Duetto, an already light car, weighs. Plus, REAL racecars don't have transmission synchros slowing down the shifts. It presented a semi-steep learning curve for this old dog. In the LaBoa, you only use the clutch to engage first gear to leave the pits, usually never on the track, and then only when you return to the pits. "What am I supposed to do with



my left foot out there?" I thought.

The driver's school, for the most part, went well. I can only describe the car as a 177 horsepower go-kart. I was able to master the upshifting quickly, but braking and downshifting eluded me. I'm embarrassed to admit it, but I can't heel-toe brake to save my life.

The next day we practiced and qualified for the Sunday feature races. Our race group comprised other sports racers and small displacement production cars. Even hacking my way through the braking and downshifting, we qualified for pole position, four seconds a lap faster than the next car in the group. "Hmmm, this little car is crazy fast!", I thought. Our first win was not to be though; a small piece of debris was sucked into the engine through one of the carbs and bent a valve. We were done for the weekend, but the writing was on the wall. The LaBoa was a force to be reckoned with. Bert was excited with the results and suggested that I drive it the rest of the year at the remaining Vintage Sports Car Drivers

Association races. Again, no arm-twisting required.

Back at the shop, we repaired the engine damage and prepped the car for the next race weekend at Blackhawk Farms in South Beloit, Illinois. This time we were grouped with other sports racers and the open-wheeled Formula cars. In the first practice, although still struggling with braking and downshifts, I managed a lap time two seconds faster than I ever went in my Duetto. Between sessions and chatting up my various difficulties with other drivers, one guy suggested I try left-foot braking. "Now wait a minute," I thought, "I bet I can do this because that's how I've driven an automatic transmission car on the street since I was 15." In the next session, the car and I literally clicked together and I managed to improve my lap times by another two seconds. We qualified second overall with a local hero in a Sports 2000 several seconds ahead, a Formula Continental hot on my tail, and a whole slew of hungry Formula Fords behind him.



Come race day on Sunday and with the Sports 2000 nowhere in sight, all of a sudden, we were on pole! In a quiet moment on the grid, the crew chief of the Formula Continental came over to us and inquired as to how we got 300 horsepower in this little car. We told him no, just 177 horsepower, 1600-cc Alfa Romeo four-cylinder. He grumbled something and walked back to his driver and proceeded to give him a rather animated pep talk. Sure enough, midway through the race the Formula driver worked up the nerve and out-braked me into Corner 1 with his fat slicked tires and big downforce wings. I dogged him for the rest of the race but couldn't get around him. The LaBoa and I finished first in class and second overall!

Our inaugural first overall came at Road America in Elkhart Lake, Wisconsin in the fall. We were grouped with all of the big displacement (up to 289 ci.) production cars and other sports racers. I qualified behind two well-driven Porsche 911s. A few laps into the feature race, the lead 911 spun at Corner 1 and fell

out of the running. I proceeded to give the remaining 911 fits until the last lap coming out of The Kink when we drag raced in to Corner 12 with me on the inside. I found the right gear and squirted past! Big fun!

The most memorable race for the LaBoa would have to be at the WeatherTech International Challenge back at Road America in July 2018. This premier vintage race weekend attracts cars and drivers from all over the world. We were in a "rather interesting" race group with multi-million dollar REAL Ford GT 40s, you know, the ones that gave Enzo fits at Le Mans. Also in the group were "small" V-8 Can-Am cars and all sports racers up to 3.0 liters with a few V-8 Devins and Scarabs mixed in.

The LaBoa and I qualified first in the 1600-cc class and ninth overall. Ahead were the GT40s, the Can-Am cars and other bigger-engined sports racers. The feature race on Sunday brought rather ominous weather about the time we lined up on the grid. I have to admit, I hadn't yet driven this little wild one in

the wet and needless to say, I was a bit nervous. Typically, a 1,100-lb. 177-hp car with fat tires is going to be a handful in the wet. We were on the grid on time but had to wait for the rest of the class. Apparently, the rain made a lot of the other drivers nervous as only seven or eight arrived. None of the cars that gridded in front of us showed up! "Hmmm, this could be interesting," I thought.

During the warm-up lap, I figured out what I could and couldn't get away with. And get this: I had a '66 Mustang GT350 next to me and a '59 Corvette behind me. Apparently, they were "over prepared" for the class they were supposed to be in and were placed with the sports racers. It's always unnerving to be able to look up at the underside of their door handles.

Anticipating a noisy drag race in to Turn 1 at the green flag, I pushed the LaBoa to the limit and was rewarded with a comfortable lead through the corner. Apparently 500+ horsepower didn't help those cars in the wet. With proper driver inputs, the LaBoa wasn't nervous and twitchy at all. Seven laps later came the checkered flag. Let me tell you, there was a bit of fist pumping going on in the cockpit! The little blue 1600-cc Alfa-powered Maccina Corsa put me in the winner's circle and on the top center of the podium wearing the wreath of leaves while spraying Champagne on the other drivers and photographers.

Bellissimo! ■





I acquired this 1973 2000 GT Veloce last summer in the Seattle area. It is painted in the original color, *Bianco Spino* 013 (white hawthorn flower). A few years ago, the car underwent major mechanical restoration by the renowned SPICA expert and master mechanic, Wes Ingram of Burlington, Washington, so it really doesn't need anything except for some TLC, gasoline, and somebody to drive it! My favorite road trip is taking a ferry across Puget Sound to the Olympic Peninsula and exploring the many scenic and quiet back roads it has to offer. I've owned a few British and German sports cars over the years, but this is my first Alfa and my favorite! - *Joe Bakketun, NWARC*



How the Alfetta Got Its Trunk

Chapter Two of the 1987 High Plains Drifter Saga (see Alfa Owner, September 2021) By Dave Hammond

It's good that Andrea came to the Portland, AROC Convention – after all, chaos is never complete until there's someone to share it. In that spirit, we invented a few minor events not found on official convention schedules – for instance, innocent people being attacked by Godzilla in the middle of a business meeting. To break up the typical 10 hours of droning boredom, we sneaked Godzilla into the boardroom. He was large, green, armed with polyesters and magically propelled

himself across the room to strike at anyone yammering away for over five minutes.

Our preferred non-event was the All-American Flying Applejack Griddle Cakes and Hot Spiced Cider Dodge. We began with comprehensive testing of adhesion limits in our Subaru Justy rental car, the one that reminded us of the metal hotbox used to break prisoners in the 1957 film “Bridge on the River Kwai”. The object of the game was to keep breakfast from splattering across

the windshield as you found the adhesion limits of its tires and suspension (no extra points for landing on the roof) as we sent it careening through Portland's Washington Park. A gentle scraping action across our syrup and apple-coated windshield permitted a better view of a constable and squad car, thus starting phase two of the game: “Uh-oh.”

Get Me Outta Here

Caught with egg (and flour and maple syrup) on my face, it was time for



mature, clear-headed thinking. Failing that, we improvised. Andy tied her scarf into a babushka and began wildly gesturing, blurting something like “Hand me the pliers, more apricot strudel!” in Krakow Polish (which wasn’t bad considering she’s a native of Toronto and learned only a few phrases from her father). The officer freely translates her pigeon Polish into “Help, we’re lost.” Staring at this pair of (possibly deranged) “foreign visitors” he directs us to the International Rose Gardens. *Of course, officer. Yes, that’s where we were headed. Thank you. Bye-bye.*

Five minutes later Andy was sniffing a big Chrysler Imperial while I inspected the tremendous blooms of Dolly Parton (this a rose, in case you’re wondering). Meanwhile, a few miles back at the convention, Tom Zat was putting on a show of broken field running and speed check-writing at the Alfa parts flea market. Tom not only sponsored the flea market, he then attempted to purchase everything on display. Heading home after the convention, his luggage contained roughly two-thirds of a 1957 Alfa Romeo in 2,000 pieces. Baggage inspectors at the airport didn’t quite know what to make of the mammoth collage, but realized this was not cookies and underwear. Eventually they determined that Tom’s mangled collection of metal and wire was safe because if it was a bomb, it had already exploded.

Landing in Minneapolis, we barely made the commuter flight to Wausau while our luggage decided to vacation someplace else. Can’t say I blamed it. Dale Zat was assigned the mission of

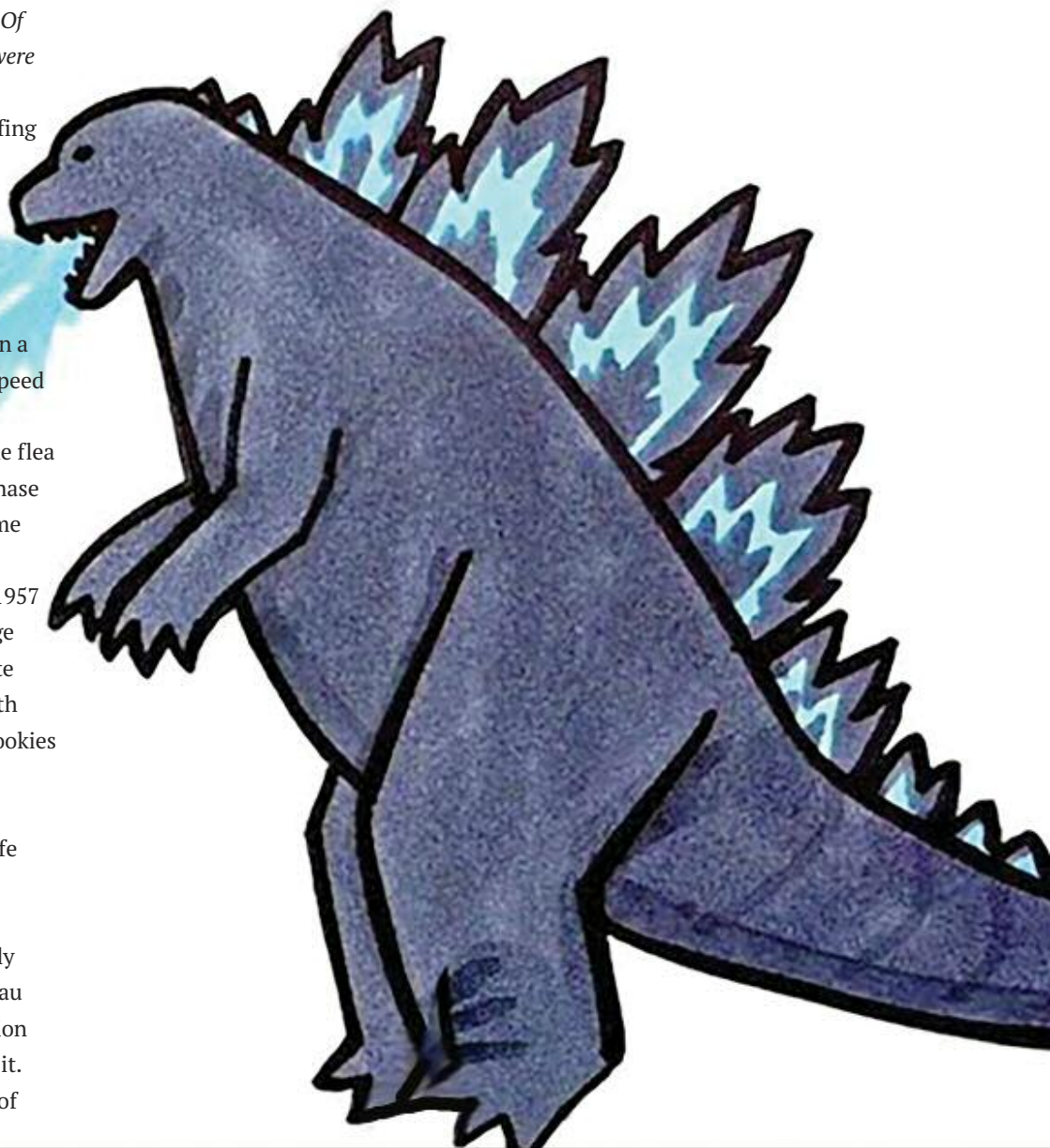
meeting us. Dale ran into one teensy little problem: Her car developed a mechanical glitch (a variant of sons-of-the-cobbler-go-barefoot disease), so she did the obvious, she borrowed our Alfetta GT. Her adventures were about to begin.

Get Me Outta Here (Part 2)

I’ll have to step back and explain why our car seemed possessed by the devil. It had been our main transportation since 1978. The transaxle usually spat out of

first gear before second gear rattled chipped teeth. The shift linkage was worn and bent, which, along with a pair of half-eaten driveshaft joints, shook the whole structure at exactly 3,252 rpm.

We’d taken stuff apart for repairs, but ran out of time to balance the shaft and a host of other items before forcing the car back into service. That’s because a few days before leaving, our other car decided to throw a tantrum requiring extensive therapy. Therefore, we spent





those few remaining precious hours prior to departure Wisconsin throwing most of our '78 Alfetta together. Sort of. The seats, door panels, headlights – all those little things that make a trip more enjoyable by giving one a 50/50 chance of ever returning home – were slapped together with no time to tighten or adjust much of anything beyond a new exhaust system. Dale knew none of this. She turned on the headlights, one illuminating the front bumper and the other a tree top deep in the forest. Then a short in the wiring harness shut down the whole instrument panel except for that one very insistent, glowing alternator warning lamp proclaiming impending doom. For 50 miles she battled our Alien Life Form Automobili (ALFA).

A Piece of the Rock

While Dale was cruising and having fun, we discovered that our luggage went to some place we didn't. Dale arrived, her hair kinda frizzed and standing straight out, and she was developing a nervous twitch. I jumped into the driver's seat and thumped the fuse box.

Lights and gauges returned to life.

Our car's "idiosyncrasies" served as anti-theft devices. A shaft which rattles the car apart at 3,252 rpm is a form of cruise control. Compared to a certain '58 Berlina in which we had just spent over 2,000 miles fighting rubber band steering, hide-n-seek shifts and an instrument panel requiring "minor adjustments" while speeding across 1-90 with a crack in the oil pan, our Alfa jalopy seemed downright civilized.

Pulling into Tom and Dale's Wisconsin farm country home, everyone was jolted by an enormous "CRUNCH!" from under

the car. Tom looked out first. "Wow! I've been trying to pry that boulder loose for months! Look at that will you, ripped that sucker clean out! We'll pick up your exhaust system in the morning."

Get Me Outta Here (Part 3)

Evidently our car was destined to stay the night. The only place with a bed available was the Birmamwood Inn. We needed a car. Tom kept a score of cars inside bright, humidity-and temperature-controlled buildings next to the trailer where he and Dale lived. Only one car of the nearly 200 at hand was filled with gas and oil, and ready to roll. It's the same car which Dale decided to leave behind when she took our car. Paybacks are hell.

The driver's seat of their car had been lowered to accommodate Tom's 6 ft.-4 in. frame, meaning 5 ft. 3 in. Andrea had a terrific view of the dashboard and horn button. I'm not a lot taller (leprechaun blood lines and all that) but could see some of the road between the steering wheel and dashboard. At the Birnamwood I was faced with the same wool blankets and down-stuffed pillows to which I'd already proven allergic. Our trip was dissolving into a real-life episode of "I Love Lucy".

After the guys in the shop unbent, patched and welded our car's exhaust system fragments, we attempted to head back toward civilization. We made it all the way to the other end of town. That's when the fuel pump went on strike. We crossed the street to a wake up with coffee resembling the Official Toxic Sludge of the '88 Olympics and call Tom for help. It's one thing to have your car break down, but bad coffee was the last straw.

Faced with a potential crisis, Andy got out and began shopping. She purchased a sewing machine. We returned to the car to discover that the pump had healed itself. This same problem would recur occasionally on the route home, therefore, we did considerable shopping (the problem was later identified as a shorted fuel-cut off solenoid – a safety device installed to prevent anyone from getting home with their sanity intact).

Short-Chassis Alfetta

As the miles went by, wallets and gas gauge crept toward empty. We had about \$23.67 remaining for two days and 600 miles of travel. First gear bit the dust near Menominee (I recall the towns by which Alfa parts died there). But most worrisome of all is a snarky “You ain’t gonna make it this time!” low-fuel warning lamp glowing at 2 AM in the middle of National Forest Number 4,827.

Our savior seemed to be an all-night gas station in the moonlight outside of Escanaba. It apparently survived by serving dumb city folk who drove at night when only possums and raccoons should be on the road. A full tank of gas made everything look rosy again for at least 15 seconds, at which time a weary person (who shall remain nameless) shifts into reverse exactly when a very large concrete and steel Amoco sign post jumped behind our car and attacked. We suddenly became the owners of an extremely rare, short-tailed Alfetta. What else could go wrong?

It began to rain. Not dainty little pitter-patter stuff, but opaque sheets of water capable of sinking Noah and his animal house. Water ran past our car’s revised sheet metal. It had a route plan and mission: a search and destroy the

compacted remains of our luggage. The obvious answer was to get our stuff out of the trunk, except that the hatch latch was frozen in the locked position and refused to let go. Frantic bashing and prying rendered more metal, but the lock still refused to budge – the very same lock which fell out on its own a few years prior. I repaired and installed it so that sucker would never come out again. Evidently I succeeded.

We surrendered and slogged into a hotel. I collapsed across the bed, dirty, unshaven and soggy, but who cares? It’s a Vacation. Remember: we’re on vacation.

The next morning I muttered “Gimme a break” and sure enough, the car soon broke again. This time a sign indicated we were in Ralph, Michigan.

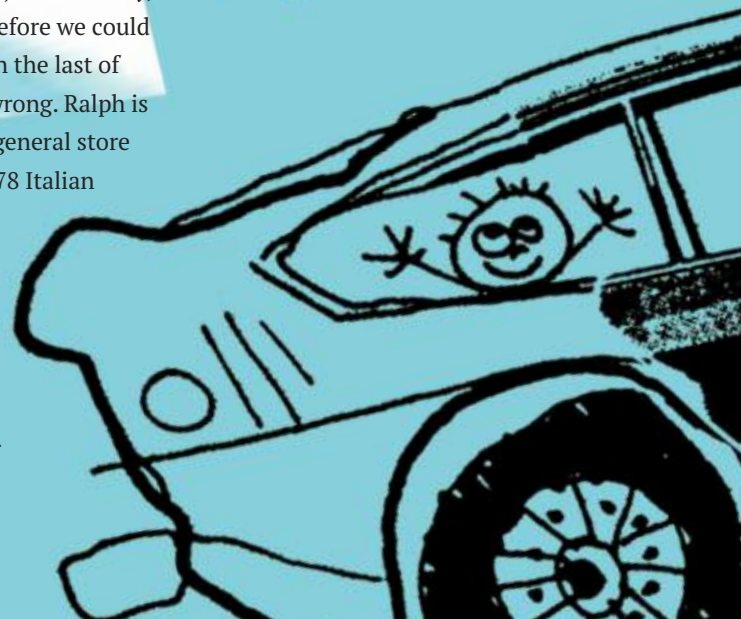
We hesitated to ask why anyone would name a town “Ralph” for fear they might show us. It’s on some maps, along Highway 2. See it? No? Then consider that a red fox sleeping on the line dividing the main road marked our arrival to downtown Ralph (which consists of the Hunters Bar). Fortunately, the car self-healed again before we could find anywhere to shop with the last of our money. Don’t get me wrong. Ralph is a nice little place, but the general store was fresh out of rebuilt 1978 Italian SPICA mechanical fuel injection units. Only 500 miles to go, only 500.

For a short escape from reality we stopped by Tahquamenon Falls. Water flows a bright gold in the sunlight then churns into billowing white foam.

According to park signs, the water’s golden color and foam are due to the river leaching tannic acid from cypress forests. Humbug! The hidden truth is the stream is secretly connected to Tom and Dale’s place in Wisconsin and all this golden liquid and foam is the excess beer from their Lost Weekend party. Park signs exist only so the gullible will not realize they are standing at that legendary fountain of youth and happiness: Beer Falls. That’s my theory. Tannic acid is for tea bags.

Our Alfetta’s next ailment serenaded us through the night with selections from “Death Song of the Transaxle”, an ominous, nerve-wracking howl (later proving to be merely a left rear wheel bearing).

Four hundred miles now, only 400! We listened to that rear axle grind until reaching home-sweet-home. I then let out a big sigh, threw my boots into a bucket of Lysol, and watched Andy take a big hammer to the trunk latch. True to form, the trip ends with a BANG! ■



Tenth in our series on how an Alfa turned us into Alfisti.

David Simmons recalls how it all began in Kansas, in 1971

Like any red-blooded American teenager growing up in a small town, I owned a variety of cars – a 1952 Chevy, my first car, through high school; a 1961 Chevy for the first years of college and a 1964 Pontiac Lemans, which I bought with money I was saving for Eileen’s engagement ring. I asked her if it was OK, of course, and she said, “Yes.”, thereby passing her first test as a car enthusiast’s potential wife. *(Or failing that test, depending on your perspective! – Ed’s note.)*

But as I neared college graduation, I knew I wanted to own a sports car. After graduation, a stint with the Army postponed my search for a while, but after active duty and as I was embarking on my architectural career, I got serious and began talking to sports car enthusiasts.

While we were still living in Manhattan, Kansas, in 1971, I visited a man who was a British car enthusiast. After talking about MGs and Triumphs, he casually mentioned, “You know, you could get an Alfa Romeo.”

“Right,” I replied, and we both chuckled.

On the way back to our apartment, Eileen inquired innocently, “What’s an Alfa Romeo?”

“An Italian car and too much for our budget,” I told her.

A few months later, my job in Manhattan ended and I moved to Wichita to begin a new job, leaving Eileen behind

in Manhattan to complete her course hours toward a master’s in English.

In Wichita, the search intensified. I must have looked at every sports car in the city, and I came close to buying an MG. One day, one of my co-workers said something about visiting the local Alfa dealer.

“I’d really like to have one,” I said, “but I don’t think I can afford it.”

“It won’t hurt to look,” he said, using a line with which Eileen has become very familiar.

It was love at first sight – and my first sight was a 1971 silver 1750 GTV. I had to have an Alfa. As I had predicted, the car was too much for my beginning-architect’s budget, but Fred Frogg, the proprietor of European Cars, assured me that he had just the car for me. An Air Force sergeant stationed at McConnell in Wichita was trading in a 1968 red GT Junior on the silver GTV. The sergeant had bought the Junior when he was stationed in Germany and the price was right. I had become an *Alfista*.

Now remember that Eileen was still in Manhattan during all of this. Did I tell her about it? Of course not. Why spoil a surprise? Besides, she knew I was looking for a sports car. She came to visit one weekend and I picked her up at the bus station. We walked around the corner.

“Where’s the car?” she asked, looking for the Pontiac.

“Right here.” I pointed to the red Junior.

“No, I mean our car,” she said.

“This is our car,” I explained.

“No, it’s not. You’re just teasing me,” she insisted.

This conversation went on for a while. Finally, I took her hand, led her around to the back and pointed to the temporary tag in the back window. The tag read, “David H. and/or Eileen A. Simmons.”



She had just become an *Alfista's* wife. If you have to own a sports car, you have to do sports car stuff. So my best friend from high school and I entered my first TSD rallye in the novice class. This was a good idea because we were so novice that we didn't realize that the first three instructions were getting out of the parking lot. Other novices didn't know this either and Denny and I finished the rallye, although not as winners.

A few months after I bought the car, Eileen and I moved to Tulsa as a result of a job offer. In Tulsa, I began autocrossing. Jerry Johnson, who ran Brookside Body Shop and raced a Bugeyed Sprite, was my mentor and taught me much as we raced around the Goodwill parking lot. Both the Junior and I enjoyed it – although autocrossing on 70s series Dunlop tires is a little different than autocrossing with today's stickier rubber. I also autocrossed on the Zink oval track.

Although my active duty in the U.S. army was over, I still owed the Kansas National Guard five years, so monthly, Eileen and I would drive to Wellington, where I would spend a fun-filled weekend hiding out under the trucks in an Armory. (I had appointed myself Transportation Sergeant.) These were the days before the Cimarron Turnpike, the usual route was through Cleveland, Pawhuska and Skiatook, and whatever other alternate route looked like it might be a passable Alfa road.

The Junior had fog lights and driving lights, both 5-in. European rallye style mounted on the bumper. When they were on, they were the perfect revenge for the oncoming driver who failed to dim his or her lights. We were cruising down the Keystone one night when I saw the flashing red lights of an Oklahoma Highway Patrolman in my rearview mirror. I pulled over. The Patrolman assured me that I wasn't speeding, but

usually drivers with that many lights on were drunk!

The Junior was fun to drive and it didn't take Eileen long to discover that she'd rather drive it than the Pontiac, which we still owned. Of course, I had to do something about that and the perfect solution was her very own Alfa. In 1971, we purchased the now-famous Green Streak, the 1967 Super. About the same time, I also bought a 750-Series Spider from Ivan Pope. The Spider had had an engine fire, so I acquired it, painted the hood and drove it. We had been in Tulsa about two years by this time. We owned three Alfas, but no house! And we had met Chris Nickel and Karl Schmid, then working at Tulsa Datsun-BMW. Chris had a yellow-green Spider on display and one night we stopped to talk Alfas. It was a meeting of souls.

The house came soon, however. In 1973 we bought a house with the minimum requirements – an oversized two-car garage and a nice neighborhood, which a few years later would turn into Tulsa's Alfa Neighborhood. (We just happened to move in next door to a couple with an Italian last name – Mustari – and whose business just happened to be selling auto body supplies to shops and stores. It's almost enough to make you believe in Fate!) Then the Spider starter blew up. I was at Summer National Guard Camp and called home – Eileen told me about an ad and when I came home, I purchased a parts car – which became my first restoration project, and which is still part of my collection.

Two years later I was at Fort Riley, Kansas at Summer Camp when I awakened one morning to reports that a tornado had blown Tulsa off the map. I called home at 5:00 AM. When Eileen answered, I asked, "Is the house OK?" She assured me that it was. "The cars?" "Yes," she replied. "Are you OK?" I asked. She

tells me that the only surprise was that I didn't ask about the cars first!

Later that year I began to seriously consider buying a new GTV. When I decided to do it, I traded in the Junior and the 750-Series Spider to Chris Nickel, by now the Alfa dealer in Tulsa at 37th and Memorial. I bought a Piper yellow GTV and told Chris that when he got in his last red GTV, I wanted it. A man traded in a black Alfa Sprint, which looked like it had been painted with a brush, for the Junior. The Sprint became Chris' restoration project and sat on his showroom floor for a few years. Then Jim Chandler in Norman bought it.

My first Alfa met its demise when the owner's daughter was learning how to drive in a pasture, and ran it into a tree.

Chris called me one day and told me that the last red GTV had arrived, so I traded in the Piper yellow one and thus became the owner of my favorite Alfa – the red 1974 GTV. A few years later, a short Italian guy I had met casually bought a Piper yellow GTV from an individual. It didn't take long to discover that it was the one I had traded in – and the new owner was James Perlingier. The Piper yellow GTV still lives at his house.

One more first – we had lived in Tulsa for just a few months when we stopped at Toly's Automobiles International. He had a Zagato Jr. for sale. This was more than love at first sight, it was more like pure lust. But its price tag was way out of line for a beginning architect and a beginning teacher, even though I considered selling the Junior to get it. But I never forgot it, and although it took almost 20 years, I got my Zagato last year (1990).

So my first Alfa was a Junior – and I could say my last one is – but I know better. Somewhere in my future is yet another Alfa, maybe even a Montreal ...

Reprinted from AROC of Oklahoma's newsletter, Una Notizia, March 1991 ■

Project Cars

By **Bob Abhalter**

For many of us, project cars are the stuff dreams are made of. When we were young and didn't have a lot of money, we longed to enter the world of Alfas, perhaps by finding and repairing a non-runner that just needed "a little work" to be a world-beater. More likely if we did find one it was just a "beater." Some of us carried that passion into adulthood, developing the financial resources and/or the skills to bring neglected but desirable examples of our favorite marque back to life. We ignored the advice of seasoned collectors who told us we were money ahead buying a finished car. After all, if we were in it for the money, we'd be playing the stock market, not out playing in our garages. That said, economics still often plays a part in our decision-making.

Bring a Trailer

All project cars have stories. While



1958 750D "abnormale" Spider

some have simply been driven past the point of preservation, many represent the end of someone's dream. Either time, money, or enthusiasm run out before the project bears fruit. All three elements were in play for the 1958 Giulietta Spider project sold on Bring a Trailer December 3, offered by the Pennsylvania dealer who purchased the car from the estate of its owner of 56 years. **The Spider (AR1495 02943)**, produced in late 1957, was first titled in 1958. The

owner bought it as a used car in 1965 and enjoyed it for several years until it was parked and disassembled for restoration in the late '70s. The stripped body was sent to a high-end shop for bodywork which was completed sometime in the eighties. Life then intervened in ways hinted at in a touching remembrance from the owner's daughter, included with the sale documents.

The rolling body was in gray primer with steering and brakes installed. Two engines were included. One was the original and the other a 1300 from 1961. The original tunnel case transmission, as well as a later split case four-speed, were present. Bumpers and exterior trim seemed complete but needed work. The rest of the car was neatly stored untouched in several totes. Pictures (223 images) and two informative videos honestly represented the components. Bidding was enthusiastic and auction observers commented favorably on the potential of the project. The final sale price was \$31,000. Good deal? Possibly. The 30-year-old bodywork will have to



1958 Giulietta Spider project



1963 Giulietta Spider

be checked out and any missing parts will have to be sourced, but even a “normale” 750D Spider like this is currently valued at \$110,000 in #2 condition. Given that bodywork is one of the more expensive aspects of a project, if things check out the new owner could stay out of the red, financially.

Two weeks earlier, the underbidder on this auction was the winning bidder on another **1958 750D, an “abnormale” Spider**. That car, AR1495 03316, was offered by its Ontario, New York, owner. The build was quite far along, and auction pictures documented the rotisserie restoration of the body, competed in 2008. The transmission tunnel was modified to accept a newer 5-speed, but otherwise the body looked stock. Invoices listed the parts that went into the project over the following years. The plan, as stated by the owner, was to drop in a 1750 motor, along with a 5-speed, both salvaged from a rusty Spider. He liked the Giulietta, but felt it needed more oomph. The original engine and tunnel case transmission, included in

the sale, were worn out. Unfortunately, business issues intervened, and the project stalled. Time ran out. The owner stated that he could no longer drive.

The final day’s bidding involved several would-be owners, but in the end one prevailed at a closing bid of \$34,000. At this price, it is likely possible to finish the project and come out ahead, value wise. The smart money would be on returning the car to its original configuration rather than “hot-rodding” it. It appears most of the parts were kept, and even an expensive transmission rebuild could be within scope.

Estate Sales

Only a small percentage of project cars are offered on major auction sites. More work is required to search out the rest, and estate sales can be fruitful hunting grounds for someone looking for a challenge.

The October sale in Winterset, Iowa, posted online by CTBids.com, offered such an opportunity. Among the more typical estate sale items was a barn-stored Giulietta Spider. Titled as a **1963**

car, the VIN, AR171692, marked it as being from late 1961 production.

Wisconsin plates with 1989 renewal tabs gave a clue to when and where it was last on the road. Photos of the empty engine compartment showed that the red car had once been white. Additional photos showed the drivetrain, a crankshaft and head that had been machined sometime in the past, and other miscellaneous parts. The photos revealed no serious rust issues, but there were no clear photos of the sills or floors, so caution was advised. With 3-1/2 days to go in the auction, bidding was at \$2,000, a price to tempt all but the most timid project searcher. The final bid was \$10,100, and the 18% buyer’s premium brought the sale price to \$11,918.

Was this a smart buy? A few weeks later, the winning bidder, admitting on Facebook that he took a shot in the dark, posted photos and videos showing the Spider rolling off the trailer in Pennsylvania. The car looked much more sound than it did when residing

under the dust in the barn. Although he has a lot of work ahead of him, the new owner may have scored a solid buy.

eBay

eBay used to be a fertile hunting ground for needy Alfas. Today, project Alfas and collectible cars hide amid a thicket of late-model Giulias and Stelvios. Some eBay listings are just misplaced, such as the 1965 GTA with claimed racing history listed with a \$389,000 buy-it-now price, and an often-relisted red 1960 Giulietta Spider with an untouched minimum opening bid of \$59,925. eBay is arguably not the right place to sell either. On the other end of the spectrum, a Wisconsin charity sold a **1991 164 sedan** for \$1,775 on its second try. The car sold for more on the first listing, but the winning bidder must have been scared away by the serious frame rust and major oil leak hiding under the shiny exterior.

A more realistic listing was the 38,670-mile, wine red **1978 Alfetta Sprint Veloce** offered in November by its Vermont owner. It seemed a worthy undertaking as a running, driving, car with some cosmetic needs. A previous owner removed the ponderous U.S.-spec bumpers and installed a pair of custom nerf bars. The originals, along with the removed SPICA system, came with the car if the winning bidder wanted them. There was a small dent on the rear driver's side fender along the style line, and part of the model name emblem was



1978 Alfetta Sprint Veloce



1973 2000 GTV



1952 1900 C Pinin Farina Cabriolet

missing. The paint was described as good from 10 feet, but in need of attention. The Cromodoro wheels were worn. Inside, the cloth-faced seats had been professionally reupholstered, the headliner was decent, and the dash showed the typical cracks. The engine had been fitted with Weber carbs and bore a euro exhaust manifold. The owner said it made a "nice Alfa sound." The air conditioning was stated to be non-operational. This fixer-upper sold for a reasonable \$5,200. If there's not much rust to address, the price may allow enough room in the budget for a refresh that could elevate this car to good driver status. In fact, the new owner posted to the AlfaBB, that he

found the car to be much better than advertised and he was looking forward to making some improvements.

Among the "ran when parked" category of fixer-uppers was a **1973 2000 GTV** in red with tan upholstery that sold November 11. The seller claimed to be the second owner since 1981. The odometer showed 65,000 miles. There was no clue as to when the car had been consigned to the garage, but it was clear that once parked, the GTV had been treated indifferently. There was no visible rust, save for the top of the driver's side front fender on which the paint was badly crazed with surface rust showing. The rest of the paint showed numerous defects. The

owner showed a picture of the spare tire well as evidence of little rust – not a reliable indicator in my experience.

The coupe stood tall enough on its stock wheels to make one think it was on jack stands. The inner headlamps were missing, and the windshield was cracked. Inside, all was covered with dust. The dash was cracked, the radio and gear shift knob missing, and the seats had split seams. The control stalks were badly corroded. The engine appeared untouched, and the seller helpfully noted that the coupe would have to be winched onto a trailer to be taken away. This sad specimen was sold for \$17,650, hopefully to a good home. Condition #3 examples are selling for around \$41,000 these days, so it might be possible to resurrect this one and not be too much under water, financially.

eBay lists both auctions and

classified ads in their “Motors” listings, and this project Alfa is one of the latter. Dealer Gullwing Motors listed a **1952 1900 C Pinin Farina Cabriolet, 1900C 01063**, claimed to be one of 88 produced. Its early history unknown, it was said to have been purchased in 1964 by a U.S. Army sergeant stationed in Germany. In 1966 he sold it on to a civilian teacher assigned to his base who brought it back to the States when her contract wrapped up. The car was said to have been used regularly until 1983 when it was parked in the New Hampshire garage from which it was recently unearthed. The nearly three decades of storage were not kind to the 1900 C, which, although it looks fairly complete, needs everything. There is ample surface rust showing on most metal surfaces and the interior shows hints of its original burgundy

upholstery amid the rubble. A full restoration of this desirable car will be a big project. The dealer has it listed for \$267,500. For context, Hagerty.com projects the current value of a #2 condition Pinin Farina Cabriolet at \$372,000. A hundred large seems like a lot of money for a resto project, but this one will no doubt eat that up fast and ask for more.

While preparing this article I realized that there are *a lot* of projects, especially Giulietta and Giulia Spiders, out there just waiting to be discovered. Maybe it’s time to scratch that itch. The car of your dreams is out there, waiting. Buy it now!

Wisconsin is still chillin', and Bob's Alfas are too, but he is looking after them and previewing auctions around the globe for you. If you have a question or comment, email him at rbabhalter@att.net ■

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Calendar of Events

Be sure to check with the contact person in these listings to confirm current event details. And, should your Chapter need content for a cozy Zoom meeting, go to www.aroc-usa.org/aroc-youtube/ to access great videos. Instant programming!

MAJOR 2022 EVENTS

- February through June
NWARC (Northwest) Alfa Romeo Exhibit at the LeMay America's Car Museum in Tacoma, WA. Contact Fred Russell at president@nwalfaclub.com for details.
- February 17-19 (Fri-Sun) Rescheduled!
AROC National 8th Annual Winter Retreat in Palm Desert, CA. Contact AROC Admin at admin@aroc-usa.org or 971-254-6660.
- June 6-16 (Mon-Thu)
AROC National 4th Annual AROC Goes to Italy Tour. Contact AROC Admin at admin@aroc-usa.org or 971-254-6660 for details.
- June 12-15 (Sun-Wed)
AROC National Alfiesta Coronado 2022 AROC Pre-Convention Tours in Coronado, Calif. Email admin@aroc-usa.org or 971-254-6660.
- June 13-19 (Mon-Sun)
AROC National Alfiesta Coronado 2022 AROC National Convention in Coronado, Calif. Email admin@aroc-usa.org or 971-254-6660.
- August 20 (Saturday)
AROC National AROC Goes to Concorso Italiano at the Bayonet Black Horse Golf Course in Seaside, CA, 9:30 AM-4 PM. Contact the AROC Admin at admin@aroc-usa.org or 971-254-6660.
- Sep 30-Oct 12 (Fri-Wed)
AROC National 5th Annual AROC Goes to Italy Tour. Contact the AROC Admin at admin@aroc-usa.org or 971-254-6660.



FEBRUARY 2022

- February 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.
- February 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.
- February 12 (Saturday)
KARS Kentucky KARS and Coffee for Charity at Captains Quarters Restaurant, River Road, Louisville, KY, 9-11 AM. Contact John Hicks at alfakars@outlook.com for details.
- February 12 (Saturday)
AROC Connecticut Second Sunday Breakfast Visit the CTAROC website at ctaroc.com for details.
- February 13 (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.
- February 13 (Sunday)
AROO (Oregon) Annual Valentine's Day Tour & Brunch, 9:30 AM. Contact Chris Bright at chris.bright@alfaclub.org or 503-703-1261.
- February 16 (Wednesday)
AROO (Oregon) Membership Meeting & Presentation in Portland, OR 6:30 PM. Contact Chris Bright at chris.bright@alfaclub.org or 503-703-1261.
- February 16 (Wednesday)
Mid-Atlantic AROC RTP Area Monthly Dinner Meeting in Raleigh, NC, 6:30-9:30 PM. Contact Bruce Sharer at rbsarer@aol.com for details.
- February 19 (Saturday)
NE Florida AROC Tech Day at Nocatee Wheelhouse Unit 11, Ponte Vedra, FL. Contact Tim Murray at NEFloridaAROC.Events@aroc-usa.org for details.
- February 20 (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.
- February 23 (Wednesday)
Arizona AROC Monthly Dinner Meeting. Visit the Calendar of Events at clubs.hemmings.com/azalfa/calendar.html for details.
- February 26 (Saturday)
AROC Connecticut - Fourth Saturday Activity. Visit the CTAROC website at ctaroc.com for details.
- February 27 (Sunday)
SFAROC (South Florida) Coffee & Classics Hardy Park Bistro 21 SW 7th St, Ft Lauderdale 33301 from 8-10 AM. Contact Armando at alfamando@gmail.com for details.
- February 27 (Sunday)
NYAROC (New York) Last Sunday Breakfast at the Premier Diner, 690 Commack Road, Commack, NY 11725, 8:30-10:30 AM. Contact John DeGeorge at gtv6alfisti@aol.com

MARCH 2022

- March 4-6 (Fri-Sun)
Florida Alfa Club Amelia Island Concours d'Elegance at Amelia Island, FL. Contact Chip Denyko at alfachip@verizon.net or 813-230-9757.
- March 5 (Saturday)
NE Florida AROC Amelia Island Cars and Coffee at the Ritz Carlton on Amelia Island, FL. Contact Tim Murray at NEFloridaAROC.Events@aroc-usa.org for details.
- March 5 (Saturday)
KARS Kentucky KARS and Coffee for Charity at Captains Quarters Restaurant, River Road, Louisville, KY, 9-11 AM. Contact John Hicks at alfakars@outlook.com for details.
- March 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.
- March 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.
- March 12 (Saturday)
AROC Connecticut Second Saturday Breakfast. Visit the CTAROC website at ctaroc.com for details.

■ SOCIAL MEDIA: [AROC Twitter AROC-USA@AlfaRomeoClubUSA](https://twitter.com/AROC-USA@AlfaRomeoClubUSA) • [AROC Instagram aroc.usa](https://www.instagram.com/aroc.usa)

■ March 12 (Saturday)
AROC (Oregon) AROO Cup Rally School at TBD, 10:30 AM - 2 PM. Contact Paul Eklund at paul eklund@alfaclub.org, pre-registration is required.

■ March 13 (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.

■ March 13 (Sunday)
AROC (Oregon) AROO Cup Rally #1, meet at 9 AM at French Prairie Rest Area back parking lot, I-5 Southbound, south of Wilsonville, OR. Contact Paul Eklund at paul eklund@alfaclub.org, pre-registration is required.

■ March 16 (Wednesday)
AROC (Oregon) Membership Meeting & Presentation, in Portland, OR at 6:30 PM. Contact Chris Bright at chris.bright@alfaclub.org or 503-307-1261.

■ March 16 (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.

■ March 19 (Saturday)
NWARC (Northwest) If Alfas Could Talk, Le May-America's Car Museum, Tacoma, WA, and on Zoom, 11:30 AM. Visit www.americascarmuseum.org/events to register.

■ March 20 (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.

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

■ March 26 (Saturday)
AROC Connecticut Fourth Saturday Activity. Visit the CTAROC website at ctaroc.com for details.

■ March 27 (Sunday)
NYAROC (New York) Last Sunday Breakfast at the Premier Diner, 690 Commack Road, Commack, NY 11725, 8:30-10:30 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

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

■ Mar 31-Apr 3 (Thu-Sun)
AROC (Oregon) 57th Annual Portland Swap Meet at the Expo Center and at Portland International Raceway. Visit www.portlandswapmeet.com and www.portlandraceway.com for details.

APRIL 2022

■ April 2 (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.

■ April 2 (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.

■ April 3 (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.

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

■ April 9 (Saturday)
AROC Connecticut Second Saturday Breakfast. Visit the CTAROC website at ctaroc.com for details.

■ April 10 (Sunday)
AROC (Oregon) AROO Cup Rally #2, meet at 9 AM at French Prairie Rest Area back parking lot, I-5 Southbound, south of Wilsonville, OR. Contact Paul Eklund at paul eklund@alfaclub.org, pre-registration is required.

■ April 10 (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.

■ April 16 (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.

■ April 17 (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.

■ April 20 (Wednesday)
AROC (Oregon) Membership Meeting & Presentation in Portland, OR at 6:30 PM. Contact Chris Bright at chris.bright@alfaclub.org or 503-307-1261.

■ April 20 (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.

■ April 23 (Saturday)
AROC Connecticut Fourth Saturday Activity. Visit the CTAROC website at <https://ctaroc.com> for details.

■ April 23 (Saturday)
AROC (Oregon) 44th Annual Old Spider Tour and No-Host Lunch, 9 AM to 3 PM. Contact Chris Bright at chris.bright@alfaclub.org or 503-703-1261.

■ April 24 (Sunday)
SFAROC (South Florida) Coffee & Classics Hardy Park Bistro 21 SW 7th St, Ft Lauderdale 33301 from 8-10 AM. Contact Armando at alfamando@gmail.com for details.

■ April 24 (Sunday)
NYAROC (New York) Last Sunday Breakfast at the Premier Diner, 690 Commack Road, Commack, NY 11725, 8:30-10:30 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ April 24 (Sunday)
NE Florida AROC Emilia-Romagna Grand Prix Breakfast and Viewing Party in Ponte Vedra, FL. Contact Tim Murray at NEFloridaAROC.Events@aroc-usa.org for details.

■ April 27 (Wednesday)
Arizona AROC Monthly Dinner Meeting. Visit the Calendar of Events at clubs.hemmings.com/azalfa/calendar.html for details.

AROC PLATINUM BUSINESS SPONSORS

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■ Alfa Sport

12216 N 62nd Street
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San Diego, CA 92101-3519
619-239-0000
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■ Brake Materials & Parts Inc.

800 Sherman Blvd.
Fort Wayne, IN 46808
260-426-3331
BrakePartsStop@aol.com
www.BrakeMaterialsAndParts.com

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■ Classic Motoring

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Webster Groves, MO 63119
314-520-1994
classicmotoringstl@gmail.com \$ ✓

■ Dominick European Car Repair

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White Plains, NY 10603
914-949-0103
914-949-0618 Fax \$ ✓ ■

■ European Auto Specialists

4453 Sycamore Rd
Cincinnati, OH 45236
513-891-8450
513-891-8460 Fax
www.euroautospecialists.com

\$ ✓ ■

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1325 N. 108th East Ave.
Tulsa, OK 74116
918-437-3643
mcalpine@rezdoc.com
http://www.iltenicostregoni.com

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■ LaRue Classics Insurance

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■ Mondo Car Auto Repair

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■ Phoenix Custom Engineering

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■ Reina International Auto

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262-781-3336
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■ Reina International Auto

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www.reinaintlauto.com

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parts@spruellmotorsport.com
www.spruellmotorsport.com

■ **Tim Rooney's Garage**
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Manassas, VA 20110
571-237-0375
timrooneygarage@gmail.com ✓

■ **Todd Maserati Alfa Romeo of Danbury**
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Danbury, CT 06810
203-826-2120
www.toddmaseratialfaromeo.com
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■ **Vintage Car Works**
21 E. Panama Drive
Centennial, CO 80121
Phone: (303) 459-4626
Email: vintagecarworks@gmail.com
www.vintagecarworks.com ✓

■ **Vintage Underground Restorations**
630 Garfield St.
Eugene, OR 97402
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These businesses support our Club, our cars and our hobby. Please consider them first when searching for services to fill your Alfa Romeo needs.

If your business serves or could be of interest to Alfa Romeo owners, consider becoming a Platinum Business Member. Visit www.aroc-usa.org or contact AROC Headquarters at aroc.office@gmail.com



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Alfa Owner Marketplace

WANTED

WANTED: SERIES 2 SPIDER I am looking for a Series 2 Spider. One in excellent condition with no rust and no history of rust. Long ownership is a huge plus, as is originality. Pre-1975 is preferred, but I will consider any Series 2. I have owned a Spider in the past, and I am now looking for a keeper. I am willing to pay what it is worth. Please give me a call. Contact Jonathan Richman at jonathanrichman@globalflexusa.com or 508-904-2410. (02/22)

WANTED: 1991 SPIDER TAILLIGHTS W/ CENTER PIECE I am starting to gather up S4 Alfa Spider parts for a 1991 that I just purchased totally stripped. Need the pair of taillights, S4 radiator with or without the dual fans, and also could use console parts and more interior parts. Contact George Prieto Sr. at george4652@att.net or 404.925.6947. (5/22)

WANTED: 1958 GIULIETTA SPIDER TONNEAU COVER Looking for a tonneau cover for my 1958 Giulietta Spider or lead to source for one. Appreciate all replies. Contact Bill Schauer at wrschauer@sbcglobal.net or 630-513-6700. (5/22)

1950-1959



1956 GIULIETTA SPRINT VELOCE ALLEGGERITA One of 100 Sprint Veloce Allegrerita competition coupes. Class wins at 1958 and 1960 Sebring 12-Hours, six 1st in class wins in Mexico 1958-61. Many other period race successes. Continuously maintained by Alfa specialists. Restored and active in prestigious historic events (Mille Miglia, Tour Auto, Colorado Grand, etc.). Known ownership. Original engine. Service records. Presents extremely well with some patina. Price \$295,000 or consider offers. Requires transport. Contact Mark Leonard at info@grandprixclassics.com or 858-459-3500. (03/22)

1960-1969



1969 1750 SPIDER A beautiful car that needs a little TLC. If you have the time or money, she could see her former glory. We have a motor in it now that drives great. We also have the original motor. There are lots of spare parts: original motor, new white top, original rims and a new transmission. Price: \$15,000, OBO, and requires shipping from Hawaii. I am also able to help bring it to the docks for shipping. It usually is about \$1,000 to get to the West Coast. Contact Mark Leon at jameswebb08@gmail.com or 808-780-9077. (5/22)

1970-1979



1970 GIULIA JR. ZAGATO Designed by Ercole Spada, this Jr. Zagato is quite rare, 1108 produced; one of three modified to GTA-R specs by marque experts Alfholics. 220bhp 2.1 Nord engine, GTA-R spec heritage throttle bodies and Motec M1 series ECU. GTA-R clutch/flywheel/starter pack. Hatchback operated by electric switch. Sports seats, recessed instruments. Inquire about addn'l mods. Beautifully restored. Stunning and exceedingly rare sports car. Price: \$250,000 or make offer. Requires transport. Contact Mark Leonard at info@grandprixclassics.com or 858-459-3500. (03/22)



1978 & 1979 ALFETTAS Two Alfettas: A 1978 2.0L Alfetta GT, Black, AR11615003XXX in roller condition and a very rusty "Soave" 1979 Alfetta GTV 2.0 America w/ Factory Sun-Roof Black. Price: \$2,000 OBO, requires transport, so bring a trailer. Contact Edward E Komzelman at edwardk1@cox.net or 619-890-5411. (04/22)

1980-1989

1986 GRADUATE SPIDER A time capsule car. 20,000 show car miles; black on black with working A/C. Absolutely like new in showroom perfect original condition. Livingston, NJ. Price: \$26,000, negotiable, pick-up only. Contact William Conway at bilconway55@gmail.com or 201-658-0190. (5/22)



1988 SPIDER VELOCE 2.0 Double overhead cam, FI, 5-spd. from Colorado, same owner last 18 years, No rust, shows 92,914 miles. Owner's manuals, tools, spares, 5 Phone dial Alloys, All good, no leaks, smoke or overheat. Starts, drives & Runs Well. Black / Black Leather. Must Sell. Price: \$10,888 negotiable, pick-up or transport. Contact Peter Remington West at pwest80303@aol.com or 303-807-4101. (5/22)

1990-1999



1993 SPIDER 154K miles. Just passed CA smog (on the first try). I have owned this car for the last 20 years, and it has been in L.A. for that entire time, either covered or garaged. New canvas top. Free SiriusXM Radio subscription. Great condition for its age and mileage. Drives great, clean title! Issues: 2 cracks in the windshield, crack in dashboard, tachometer does not work, no antenna. Price: \$9,000, OBO, pick-up only. Contact Claudia Choi at claudia.choi@sbcglobal.net or 310-463-0651. For more pics or inquiries, please email. (03/22)

1994 164 LS 85,000 miles, 5-speed manual. Champagne tan and tan leather interior. No rust. Clean MN title and Collector plates. I have recently had the timing belt, serpentine belt, water pump done. New tires, new battery. Car runs fine; some minor dents and a scratch on the hood. Driver's side interior door panel has a crack in it. Price: \$5,000, OBO, shipping negotiable. Contact David at pbrtallboy@gmail.com. (03/22)



1996 155 1.8 TWIN SPARK Bianco with grey cloth interior, no rust, 5-Speed, Ice Cold A/C, factory blue tinted windows, 15-in. Speedline wheels, factory shop manuals, original sales brochures. 87,148 kilometers (54,151 miles). Clean Carfax with mileage inconsistency. New radiator, fuel tank sending unit, brake fluid flush, front parking/turn signal lights. Starts, runs and drives great - no hesitation or pulling. Clean Florida title. Price: \$7,000 negotiable, plus shipping. Contact Peter Gagne at peter@PAGrace.com or 386-316-8023. (03/22)

PARTS



PARTS FOR SALE Millerighe Wheels - From a 1974 2000 Spider Veloce. Wheels are in pretty good shape. Tires have some decent tread but are old and tired and would have to be replaced. I'm located in Toronto, Ontario, Canada. Price \$500 OBO, plus shipping. Contact Joe Martino at joemartino60@gmail.com or 647-384-9757. (03/22)

Alfa Owner

PARTS FOR SALE Vintage 1970s RONAL magnesium wheels for Alfa Romeos - Twelve (12) in total. Very light, weighing in at a tad over nine pounds each. Excellent condition, balanced and true. One wheel is polished and clear coated, and could hang in a museum. Size: 6x14 / 4x108 bolt pattern. Fit 105-series Alfa Romeos. Original RONAL aluminum bolts included. Price: \$680 OBO, plus shipping. Contact Shawn Bullard at congressionalcoffee@gmail.com or 703-304-0076. (03/22)



PARTS FOR SALE Nardi Steering Wheels - Two original 400mm Nardi steering wheels for Giuliettas. One is NOS (never used) in as new condition. It is flat with the date of '62 on the lower spoke. The other is dished with no date and is in excellent condition. Additional pictures on request. Price: Negotiable, shipping to be included. Contact Ron Hein at ronniehein@yahoo.com or 310-489-3474. (03/22)

PARTS FOR SALE Phone Dial Wheels - Quantity five (5) phone dial wheels (without tires) for sale. These wheels are 15 inches in diameter, size is 6x15H2. Additional markings along the exterior face of each wheel include "ALFA ROMEO", "FPS", and "C30". Marking on the interior side of each wheel is "Made in Italy". These were OEM wheels from the 1990s. I am the second owner. Overall condition is very good to excellent. Pictures are available on request. Center caps and quantity 16 lug nuts are included. Price: \$475, firm, plus shipping. Contact Ralph Cromer at cromerrc@bellsouth.net or 470-295-4855. (03/22)

PARTS FOR SALE Three gauges: speed, tach, and olio/temp for 1966 Giulia Spider. Italian language version + chrome ashtray. Stored since 1972. Photos will be provided upon request. Prices are negotiable, but will include shipping. Contact Donald at donaldkomara@gmail.com or 772-285-5995. (02/22)



PARTS FOR SALE Off Market Hard Top for Giulietta 101. We hardly used it. It is in good condition, but not new. It has been in our garage all this time. Price \$500 negotiable, requires transport. Contact Juan Schiappacasse at navilao@aol.com or 408-807-7688. (04/22)

PARTS FOR SALE New in box GTV carpet set for 105 models. LHD black with floor pedals. Purchased from Alfholics for my 1969 GTV - never installed. Price \$300, OBO, plus shipping. Contact Ken Nachman at kennachman@comcast.net or 804-840-1441. (5/22)

PARTS FOR SALE Busso/GTV-6/Milano/75 Timing Belt Covers. The belt covers for V6 engines (Busso), 12 valve are now ready, and for sale. They look great and extremely sturdy, 2-layer, hand-laid fiberglass. One

CLASSIFIED AD GUIDELINES

The classified ad submission deadline is the 9th of the month, two months preceding the month of the issue. Ads are limited to 50 words (250 characters) and must refer to Alfa Romeo cars, parts, accessories, or memorabilia. Ads will run from one to three consecutive months based on what time frame the ad poster indicates. Items that are sold or bought before the end of the posting period will be removed or marked SOLD if notified within the above deadline dates. To continue publication beyond three months please reconfirm by each deadline date.

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

(NOTE: Only 3 ads per month per person)

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

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set was tested on an engine in the USA, and the result was very satisfactory. The round caps are not included, but the covers are relieved for their fitting. The square openings for the ignition wires are cut out. For installation, they aren't as flexible as the originals, and some items have to be removed, as the alternator belt and radiator hoses. A drop of Loctite on the bolts should be applied, as the washers might not be sufficient, and could vibrate loose as the standoffs could not be applied in the molding process. Price: \$350, Shipping is \$21. Contact Alberto Guirola at alberto.guirola@gmail.com (5/22)

PARTS FOR SALE Hardtop, black, from a 1988 Spider Veloce. Black hardtop for 1988 and corresponding Spider convertible models. Original condition (not brand new). Fiberglass removable top. Upholstered interior, glass rear window with defroster, cord. Glass corner windows perf. aluminum targa-style band design over top. Fits to make the car watertight and weatherproof. Available now at my Long Beach, CA. location. Price: \$1,500 or make offer, requires transport. Contact Peter Remington West at pwest80303@aol.com or 303-807-4101. (5/22)

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