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NOVEMBER 2019

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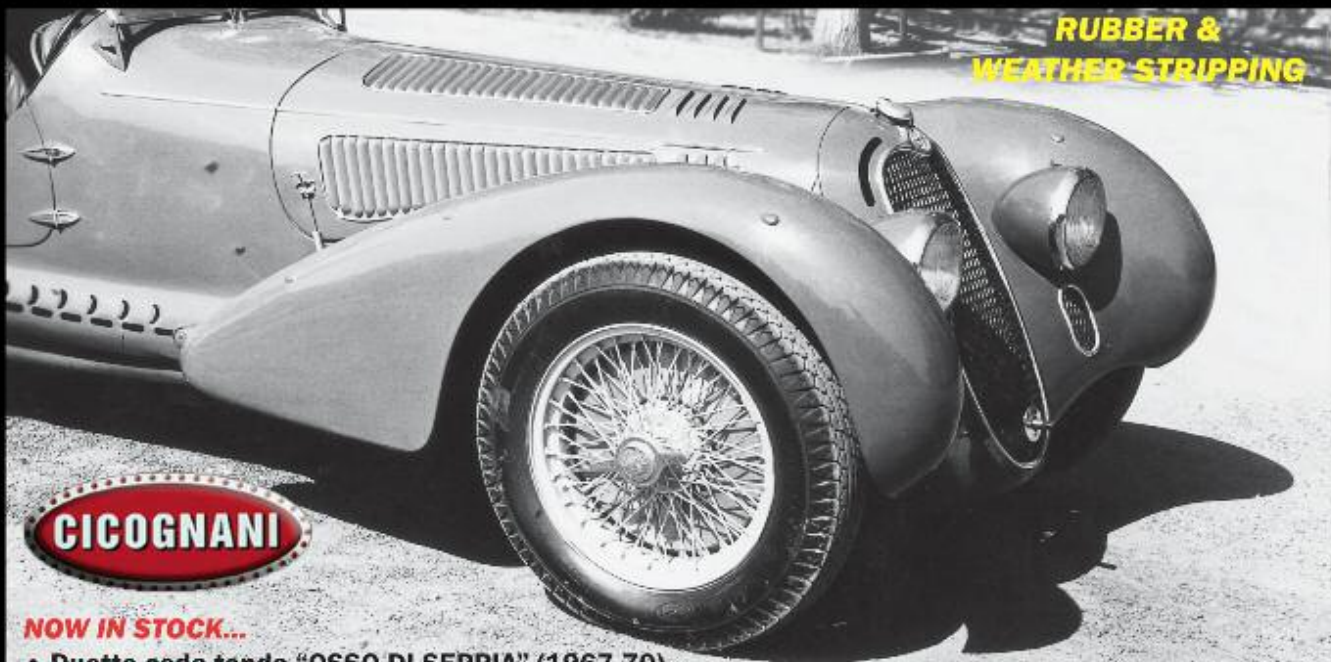


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DEPARTMENTS

Advertising
John Duncan: Advertising Coordinator
859-274-7945 jmduncan01@aol.com
Barbara Clark: Classified Advertising
971-254-6660 aroc.office@gmail.com

Sharon Spurlin: North American Representative
256-729-6288; 954-579-5280
sharon.spurlin@classicads.us

Competition Chair: Tim Spruill

Alfa Owner Liaison: Elyse Barrett
Pre-Publication Review: Mike Bange, Dave Hammond,
Doug Zaitz, Brewster Thackeray, Barbara Clark,
Cindy Banzer, Elyse Barrett

FCA Liaison: O. Delmas Greene
1410 Pineapple Ln., Clearwater, FL 33759-2315
727-799-1486 o.greene@aroc-usa.org

AROC Convention Coordinator:
Dave Hammond, Enrique Zuniga

Concours Chair & Chief Concours Judge: Arno Leskinen

Insurance Chair: Gene Kessler, 301-537-8254

Legal Counsel: George Pezold
120 Main St., Huntington, NY 11743-6906
631-427-0100 g.pezold@aroc-usa.org

Newsletter Exchange Liaison: John Justus

Restoration & Preservation Chair: Bill Gillham
541-327-1486

Social Media
Social Media Board Liaison: Lance Dong
l.dong@aroc-usa.org

Facebook: Alex Sandor Csank
alfacentury2010@gmail.com

Twitter: John Trevey
512-789-6516 aroc.twitter@aroc-usa.org

Instagram: Jim Barrett
aroc.instagram@aroc-usa.org

Webmaster: John Justus • Webmaster@aroc-usa.org

Immediate Past President: Dave Hammond
248-338-6381 d.hammond@aroc-usa.org

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Editor: Casey M. Annis
editor@aroc-usa.org

Contents



On the cover: This impeccable 1600 Zagato was SCM's Best Zagato at Concorso Italiano and also appeared at The Quail. See page 12. **Above:** AROC members celebrate the marque in Detroit. See page 43.

Falling in Love, Alfa-Style by Cindy Banzer	6
Member Profile: Bill and Marian Gillham	7
Silent Chapter: Bob Hall	9
Alfa News: Alfas at the Glen, Alfa Revival Cup, Convoy of Hope	10
AROC Goes to Concorso Italiano by Mary Ann Dickinson	12
Alfas in TCR, VIR and The Glen by J. Michael Hemsley	18
Would You Like to Serve on the Board of Directors?	22
Alfas in Focus: Jeff Srinivasan's Canary Yellow 1974 Spider	24
Wheeling with the Dealers by Harmon Heed	28
Alfas at Auction: Monterey 2019 Report by Bob Abhalter	32
AROC Chapter Directory & Member Services	36
Advertiser Index	37
Calendar of Events	38
AROC Platinum Business Sponsors	40
Chapter Scrapbook	42
Alfa Owner Marketplace	44

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Cover Photo: Mike Baum

From the Driver's Seat

Falling in Love, Alfa-Style

In the stable of cars that have passed through my life, Alfa Duetto's and Kammtails came and went. I particularly enjoyed driving the white 1969 Spider to Salem, Oregon's capital, when I served in the Oregon State House of Representatives. The car made quite the stir as I roared up, parking in the "Members Only" section of the capitol lot. That I was a member of the House Transportation Committee, where we were discussing "gray market" cars coming into America, piqued the attention of my colleagues.

As Alfas came and went, I had my favorites, but the '67-'69 Spiders held a special place in my heart, perhaps because of their fame from "The Graduate", the movie that even millennials know, or simply because they were fun to drive.

Recently, feeling buried in my day job responsibilities, I received a text that I initially ignored, asking me to drive a red '67 Duetto on AROC's (Oregon) Annual Red Duetto Tour, organized by Fred and Lisa McNabb. Musing about the offer, I looked at the weather forecast which called for 80+ degrees under sunny skies – then the lure of driving a top-down Spider for 250 miles on what likely would be the last perfect driving day of 2019 was too much to resist. I said, "Yes."

The night before the drive, I picked up the Alfa from the *Sports Car Market* offices, driving it home through rush-hour traffic, rationalizing that I could familiarize myself with the specific peculiarities that all old vehicles exhibit. With sunglasses on, blonde hair blowing in the wind, from 50 feet it didn't seem to



The Red Duetto Tour includes sweeping views of the central Oregon coast.

matter my decade in life. Cars stopped to let me make left-turns, pedestrians waved, cycles scooted up to get a better look. Even bicyclists gave two thumbs up. While by no means fitting the Mrs. Robinson profile, it was a heady drive back to Mt. Tabor.

Early the next day, I weaved through the morning commute headed to downtown Portland to pick up Keith Martin. After the obligatory stop at Starbucks, we joined the other red Spiders in Scappoose, then headed west. The McNabbs plotted an extraordinary route, winding us along spectacular narrow, twisty roads through forests, past lakes and tiny towns, ending at the central Oregon coast community of Oceanside, which clings to a mountain plunging to the sea. After lunch at Rosanna's, which overlooks the crashing waves of the Pacific, we backtracked to Tillamook, a famed dairy and logging city, where we stopped by the new home of Don Gillham (Bill and Marian Gillham's son) to pay our respects, Alfa-style. Then it was full bore back to Portland.

This Duetto is original with a 1600 cc Weber-carbureted engine and a 4.5 rear axle. The suspension was rebuilt with Rugh springs and sway bar. It took about 50 miles to settle into harmony with the car, at which point I could have been driving my '78 Spider, as the motions were familiar and fluid while handling

the car through tight chevron-turns and accelerating on the straightaway stretches. Braking, downshifting, listening to the motor was second nature. Lagging behind logging trucks, the opportunities to pass were not to be wasted. Quickly, I felt and learned the power difference between a 1600 cc and my 2-liter Alfa engine, with an immediate mental adjustment made on calculations of how much time and distance was needed to pass when using the oncoming lane.

The day was thrilling – picture-perfect convertible driving day, a beautiful 50-year-old car that was one with the road, leaving me with another wonderful Alfa memory and totally, passionately in love with this red Duetto. Life is good.

Motor On,

Cindy Banzer

Cindy Banzer
President



Plan now to attend the Seventh Annual AROC Mid-Year Retreat in sunny Palm Desert, California, January 17-19, 2020. All are welcome at this social and driving weekend: a relaxed, enjoyable reminder that *Alfisti* have fun. Lodging available at Best Western Plus Palm Desert, ph) 760-340-4441. AROC's room block expires on December 17. RSVP to Barbara Clark, aroc.office@gmail.com; for information, email Cindy Banzer, c.banzer@aroc-usa.org.

It's time to be consider being a member of the AROC Board of Directors. Six director positions will be selected. For nomination forms, email aroc.office@gmail.com or for more information, email c.banzer@aroc-usa.org. Details on page 22.

As fall descends upon us, followed by seasonal holidays enjoyed with family and friends, our cars will get a well-deserved rest from the rigorous summer activities of which they were the stars. Enjoy All Hallows Eve, and your AROC Board of Directors wishes you a robust Happy Thanksgiving.

Member Profile

Name: Bill and Marian Gillham

Occupation: Bill – retired commercial fisherman, retired fine art teacher; currently Alfa restoration shop owner. Marian – retired banker; currently a Labrador Retriever owner and amateur gardener.

Where do you live? Jefferson, Oregon.

What was your first car? A 1958 Chevrolet two-door.

What was your first Alfa Romeo? A 1963 Giulia Spider.

Currently, what Alfa Romeos are in your collection? A 1960 Giulietta Spider Veloce; 1962 Giulietta TI; 1964 Giulia Spider and three 1967 Giulia Supers.

Do you have other vintage cars? Not currently, but we have had some in the past, including a 1933 Plymouth coupe, 1941 Willys pickup, 1941 Ford sedan, 1946 Ford woodie and a 1956 Pontiac Safari.

Favorite Alfa owned? Our 1967 Giulia Super “Hooligan”, which we have owned since 1986. But other favorites include a 1965 Giulia GTC, 1960 Giulietta Sprint Speciale, and a 1970 Junior Zagato.

Worst Alfa owned? We have owned more than 100 Alfas over the years; we’ve actually liked them all.

Favorite road to tour? Any Oregon paved two-lane blacktop road will do!

Best thing about owning a vintage vehicle: The smiles-per-mile factor! Bill’s face curls up just thinking about it!

If you could have any one Alfa: A 1957 Giulietta SVZ, the best of the best!

What do you enjoy most about being a member of your local and national Alfa Club? We like Alfa people, driving activities and socializing. Alfa people are the best! We have been actively involved with the local Oregon Chapter and AROC national for the past 42 years. ■



Courtesy, Bill Gillham

Above: The Gillhams’ '62 Giulietta TI is awarded the Arnaldo Pomodoro Award for the most significant historical Alfa Romeo at the 2010 Concorso Italiano.

Marian holds the Arnaldo Pomodoro sculpture, worth nearly as much as the TI. Right: Their '65 Giulia GTC by Touring, participating in the 2004 Monte Shelton NWCMR.



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RESERVATIONS FOR FOURTH TRIP NOW BEING TAKEN

The 2020 trip sign-up sheet is filling up fast. Get your names on that list by emailing aroc.office@gmail.com. As on the past three excursions, we'll begin in northern Italy, visit significant automobile collections and walk among the creations of the world's giants of art and design. We'll travel the scenic and historic roads of this most wonderful part of the world and absorb the best of Italian culture. This trip will again be organized in collaboration with our favorite travel partner, Steve Austin's Great Vacations.

FOR INFORMATION EMAIL: AROC.OFFICE@GMAIL.COM

Silent Chapter

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

Bob Hall – An *Alfista* and *Artista*

In 1957, after four years in the Navy during the Korean conflict, Bob went to Europe and participated in the last original Mille Miglia. He met *Fraulein* Gruder in Stockholm. They fell in love, traveled all over Europe on his Italian motorcycle, and married themselves in Sicily at dawn in a Greek temple wearing togas. Such was Bob's life.

They returned to the States, Saint Augustine, Florida, where he bought a 1958 Giulietta Sprint. In 1963, they purchased the Triay House, built in 1807 and where they lived for 56 years. In 1983 Bob bought the 1966 GT Sprint stepnose that was his daily driver until 2018.

Bob was a founding member of the Florida First Coast Alfa Club (now NE Florida AROC) and participated in the



rallies and shows. He served on the Saint Augustine city commission, architectural review board, zoning board, and was a founder of the Historic Florida Militia.

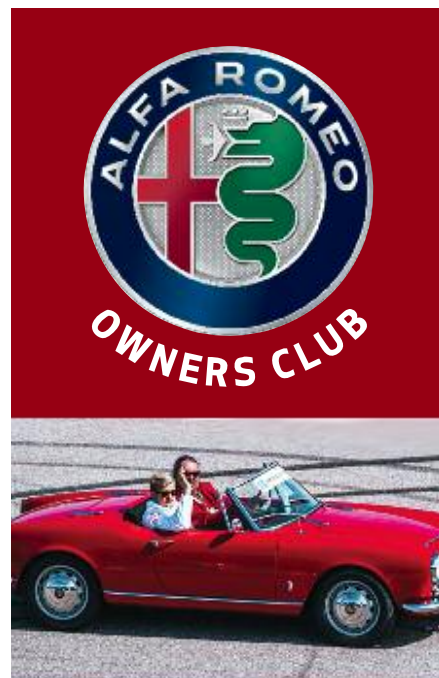
He became a professor of art, teaching painting, drawing, design and art history at many schools including Flagler College where he served as the chairman of the art department for 20 years. He was a true *Artista* and *Alfista*. He passed away on the 454th anniversary of the founding of the oldest city in the USA, the city he loved and helped preserve, Saint Augustine. Such was Bob Hall's life.

He is survived by his wife of more than 60 years, Gudren, and his daughter, Renda.

– Harmon Heed



Bob and Gudren Hall of St. Augustine with their 1966 1600 GT.



Nick Cervera personifies the Alfa Passion, driving F1 star Marcus Ericsson at COTA in 2018

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Alfas at the Glen

September 10-13, 2020



Paul Ziegler

AROC is adding another exciting event to our national calendar: Alfas at the Glen 2020. The U.S. Vintage Grand Prix, September 10-13, will feature Alfa Romeo as the honored marque, so save the date. You are invited.

An independent group of *Alfisti*, mostly AROC members and racers, is organizing the weekend for us, with accommodations, touring recommendations, at-the-track activities for non-competitors, concorso opportunities, and time to enjoy this classic small-town upstate New York locale. There will be a Club hospitality tent at the track, and a dinner is being planned for Saturday night.

AROC competitors have been involved with the Watkins Glen Grand Prix Festival for many seasons and participated again this past September. The event was perfect, with spectacular weather and a crowd of over 100,000 attending the races and the combination street party, elegant concours, and re-enactment of the original contest on the

6.5-mile course by a special selection of historic race cars.

Next year is expected to be just as engaging, a smorgasbord of Alfa fun that will appeal to everyone.

Watch this space and check the AROSC-USA.org and Alfasattheglen.com websites for updates. For additional

information about the town of Watkins Glen and the Grand Prix Festival, which includes the re-enactment race parade on the original road course on Friday evening, September 11, visit www.grandprixfestival.com. Many other interesting Festival events are also listed on this website.

THE 2019 ALFA REVIVAL CUP SERIES



The 2019 Alfa Revival Cup Series was held at Misano, Italy, the weekend of July 12-14, with a large 24-car grid. The overall win went to the GTAm of David Bertinelli, followed by the GTAm of Gerald Grohmann and the GTAm of Albert Weinzier. Other notable early Alfa entrants included the Giulietta SZ2 of Fabian Kórber and a pair of Giulietta Tis driven by Emanuele Morteo and Marco Milla.

Convoy of Hope Aids Bahamas Hurricane Recovery

KMW Motorsports with TMR Engineering, based in Boca Raton, Florida and, one of the TCR teams racing Alfa Giuliettas in the U.S., has joined an effort providing disaster assistance to the Bahamas in the wake of Hurricane Dorian. Team manager Louis Milone said, "We take nothing for granted. The team realizes how fortunate we are [that Dorian missed us], and how horrible the circumstances are in the Bahamas. With driver Tim Lewis Jr. and TMR spearheading the operation, we are supporting Convoy of Hope to aid in Bahamas relief. The team has re-liveried the #5 car for the rest of the season. Many people came together to make this happen in just days notice,

and we can really make a difference. Mimessi Auto Design, of Boca Raton, Florida, donated not only the artwork and materials, but owner Luciano Mimessi flew to California to assist in the install on the eve of the Laguna Seca leg of the TCR series. Please take a minute and read what Convoy of Hope is doing in the Bahamas."

Anyone interested in helping may text 68828 on your cell, then text the word 'Alfa,' and you will be taken to a secure Convoy of Hope website where you can contribute to the relief. You may also donate by phone, 417-823-8998; check, Convoy of Hope, P.O. Box 1125, Springfield, MO 65801; or by credit cards/PayPal on the website, www.convoyofhope.org



Erratum

MISSED CREDITS

Some time during manic layout revisions, edits and swaps, three photos in the October issue lost their proper credits. The shot of Fallingwater on page 12 was snapped by Bob Abhalter, as was the image of Ralph Gilles on page 28. The race grid photo at the bottom of page 29 should have been credited to Alex Chiaro. We apologize for the fried brains and blurry eyes that missed these errors, and thank those who submitted the more than 700 photos that were reviewed, cropped, whittled and shuffled to match the coverage of this year's AROC National Convention reports.

– Dave Hammond & Elyse Barrett

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AROC Goes to Concorso Italiano A Hot Time at Black Horse

Lance Dong



Let the festivities begin, Alfa-style.

Lance Dong



Spirited GTA tribute by Hector Vasquez of AROSC.

Mike Williams



By Mary Ann Dickinson



Concorso Italiano was fun as usual, and the weather turned sunny and gorgeous – even HOT – after a misty morning. We had 101 Alfas on display August 14 at Black Horse golf club in Seaside, California. Here are the competition results.

Third-place Alfa: 1959 Giulietta Sprint. Owner: David Salvador of Portland, Oregon (ARO Oregon). The most interesting thing is that this car is not a garage queen – it really gets driven, and has over 70,000 miles on the odometer since its complete restoration.

Second-place Alfa: 1973 2000 GTV. Owners: Charles and Tracy Fulop of San Marcos, California. They have owned the car for only three years. Charles did all the mechanical restoration himself.

First-place Alfa (Best of Marque): 1960 2000 Spider, Body by Touring. Owner: Don Peterson of Carson City, Nevada. An aerospace engineer and pilot, he bought the car 22 months ago as a complete restoration project, the mechanics of which he rebuilt himself along with his son. The car has been restored to the original lemon yellow color it was when custom-ordered as new in 1960 in Belgium. This same car also won the Pirelli Perfect Fit Award at Concorso for its period-correct Borrani wire wheels and Pirelli Cinturato tires.

Sports Car Market chose two Alfas for their *Sports Car Market* Alfa Collector Car Awards: Best Zagato went to the blue 1972 1600, owned by Michael Baum and Bronson Page (ARO Southern California) from Los Angeles. Originally from the Netherlands, the car has been beautifully preserved, with all the original interior, seats, carpet, and trim. Best Giulietta was the 1962 Spider Veloce owned by Jerry Harman of Chicago, who has owned the car for 30 years. It too was in beautiful condition.

After Concorso, we gathered at the clubhouse at Black Horse for a dinner with the Alfa Romeo Association. We had 51 people assembled to wind down and enjoy the final hours of the 2019 event. ■



Mike Williams

Modern Spiders flank vintage Spiders.



Mary Ann Dickinson

ARA after-party at the BH clubhouse.



Mike Williams

A silver 2600, ready for inspection.



Steve Natale

Don Peterson's 1960 2000 Spider by Touring wins CI's Best of Marque.



Mike Williams

Capturing the spirit of CI.



Lance Dong

GTV row!



Mike Williams

Mike Baum and Bronson Page toast their SCM Best 1600 Zagato.



Lance Dong

4C row!



Mike Williams



Third place Alfa goes to David Salvador's 1959 Giulietta Sprint.



Second place Alfa is awarded to Charles and Tracy Fulop's 1973 2000 GTV.

Lance Dong



Lance Dong

The AROC booth was spacious and welcoming.



Lance Dong

A look at some fine GTV6 noses.



Mike Williams

You'll likely have never seen the Iso Lele except at CI.



Lance Dong

A nice row of rare, sleek Junior/1600 Zs

Elsewhere on the Green

This event included AROC's third appearance under bright signage in a welcome and PR tent, exhibiting *Alfisti* goodwill and the opportunity to join the Club. Board member Lance Dong (AROC San Diego) headed the on-site team, which included Mary Ann Dickinson (Delta Sierra ARC) and Michael Williams (Delta Sierra ARC). Visitors included more Delta Sierra members, John Fox, Larry Soletti, Richard and Celeste Weklych, and Austin Zhang; Ron Hein (AROC Central California); Ron Reed (ARO Southern California). Alfisti Fred and Roni Foreman and Giulia owners Kit and Christina Yee also popped in.

The show comprised gems out of private collections from around the world and 10 featured classes. One example generating some buzz was the New Stratos, making one of its first U.S. appearances. Based on the Ferrari F430, the New Stratos pays homage to the renowned Lancia Stratos, which was the rally king of its time.

A Maserati Gran Cabrio was presented by Cesare Gasparri Zezza, descendant of Vincenzo Florio and the new DeTomaso P72 was unveiled by Ryan Berris, general manager and CMO of the company.

Concorso tradition also honors Italian motoring milestones, and this year celebrated the 50th anniversary of the Ferrari Dino, as well as the Iso Rivolta Lele; the 70th anniversary of Abarth, and the 60th anniversary of DeTomaso. Event organizers also toasted the Alfa Romeo Giulia Spider, Giulietta and Junior/1600 Zagato models.

– Elyse Barrett



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Alfas in TCR VIR and The Glen



Both TCR Alfa Giulietta teams were in action during the latter part of August. Here's a recap of the racing.

VIRginia International Raceway

KMW Motorsports with TMR Engineering was at VIR for the IMSA Michelin Pilot Challenge on August 24. Alex Papadopoulos and Mark Kvamme

were reunited in the red #3 car, and Roy Block and Tim Lewis, Jr. were in the black #5. I was actually able to attend practice on August 23, so I was able to spend a little time with the team. Once again, weather gave the them, and all the competitors, fits. Thursday's "promoter test time" was washed out. In Friday's practice, which

was on a dry track, Papadopoulos had an off in the Esses and damaged the left side of the #3 car. Repairs caused the #3 to miss the second practice, but the #5 ran strong. Team Manager, Louis Milone, picks up the story, "We did have the 3 car ready for [final] practice, followed by qualifying, but once again (and not for the last time) Mother



By J. Michael Hemsley

Regis Lefebvre; compliments of Fisi Competizione

Nature had a different plan: Rain, rain, rain. Qualifying was cancelled. The rule book states that if qualifying is cancelled, cars will be gridded according to series points. That is exactly how it went.” Our guys started 30th and 31st overall out of 37 qualifiers based on their series points.

Milone tells the story of the race:

“Our Alfa Romeo Giuliettas are excellent in wet conditions, but, like most cars, changing conditions present challenges. Most cars started the race on wet tires. This was the safe bet, and we took it with both cars. The plan was to stay with the pack, and NOT be the cars to bring out the yellow flags. Our boys did an excellent job of staying out

of trouble. For nearly an hour Roy Block and Mark Kvamme ran together trading positions in the rain, even swapping some ‘between friends’ paint (no vinyl). for positions. Driver changes, pit stops, and a few wet to dry, back to wet pit stops cycled, and we found ourselves with Tim Lewis, Jr. in the #5 and Alex Papadopoulos in the



Alfas in line chasing a GS car in practice.

#3 running in sixth and seventh [in class] respectively, with little time remaining. On a final restart Papadopoulos was hit from behind in the final corner by the championship-leading, but at that time eighth place, Hyundai, and sent for quite a ride off into the grass. A few corners later, Tim Lewis, Jr. running in sixth had a birds-eye view of a few Audis and a Honda flying off track moving him to fifth ... remember, the checker is in-hand at this point. Then three Audis went three-wide into the Esses and only two emerged. Tim Jr. was distracted by the melee, dropped a wheel and mowed some grass. Remember that Hyundai in eighth place that bumped the #3 car? Well, it crossed the finish in fourth. Either of our cars had a fourth in-hand, bar the circumstances. Our Alfas both

Louis Milone (2)



Doesn't this car look good? I think I want one!

finished and we ended up seventh and ninth. It was bittersweet, but this is not a game for the faint of heart, and we were only thinking about Laguna Seca from this point forward.”

Laguna Seca, the penultimate race of the season, will see Ryan Nash replace Kvamme in the #3 Alfa. “Nash has been in the Europarts #12 Audi all season, but after financial woes, the team



Repairing the damage.

Louis Milone (2)



Hard at work in Turn 4 of VIRginia International Raceway

closed shop unexpectedly. Nash is doing quite well in points, and Kvamme had a personal commitment, so it worked perfectly for everyone involved.”

Preparations for Laguna Seca were complicated by Hurricane Dorian’s close swipe at Florida, but the team was able to overcome a lost parts delivery and the weather, and the cars departed for California on time. Still, Milone and Lewis, Jr. were very aware of the disaster that had fallen the Bahamas. “We have teamed up with ‘Con-

voy of Hope’ and the team is going to re-livery the #5 car to benefit a very good charity to aid in Bahamas relief. People are coming together from all aspects of this program to help. From the design and vinyl, to the monetary commitments we already have secured.” Anyone who wants to help can text the word “Alfa” to 68828, and you will be redirected to a secure website where you can donate to Convoy of Hope.

Watkins Glen International

On the last weekend of August James Walker, Jr. raced the Risi Competizione

Giulietta at Watkins Glen in the Blancpain World Challenge TCR race. It was a very good weekend for Walker, if you like the number three. Whenever possible, Walker takes his son, Zack, to the track with him. Zack has a newsletter about the racing, as does his father. We’ll hear from both of them in this report.

Practices went well. Walker was third-fastest in practice and expected to do very well in qualifying. However, on the fourth lap of qualifying, there was a red flag – possibly for a door that flew off a Mini or because a Subaru crashed – and that was the end of qualifying. Walker commented in his newsletter, “Thankfully we had a bit of early speed and turned in a 1:58.062 on Lap 3. About 10 seconds later we were called back into the pits, but there was more speed in the car. Unfortunately the session was never restarted, and when the grid was posted we found ourselves sitting in ... third place.”

Second row of the grid isn’t bad, and Walker tried to make the best of it at the start of Saturday’s race. He was on the inside into Turn 1 looking at a second place, but he was chopped, lost speed, and fell back. Zack picks up the

story: “Blame the squeeze. The theory is that whenever my dad qualifies third, he lines up on the inside of the first turn, then gets squeezed inside by whoever’s in fourth, gets slowed down by whoever’s in front in first, then gets passed on the outside by everyone who doesn’t have to slow down. On Saturday, this resulted in him dropping from third to sixth after one lap, and on Sunday he dropped from third to fifth. Then he had to spend the rest of the race catching back up.” Walker was able to move up to fourth on Sunday and had quite a battle with the two cars ahead of him, but he finished just behind the third place car. TCR cars are momentum cars – get them up to speed then do everything possible to keep them up to speed. When boxed in a corner, momentum is lost and it’s difficult to get it back while the rest of the field runs off into the distance.

So, that was the story of both days. The grid for Sunday’s race is set by each car’s fastest lap in the Saturday race, and Walker turned the third-fastest lap, putting him third on the grid again.

Walker did get to step onto the podium. He set the fastest lap and received the “Quick Shyft Award,” or as Zack tells it, “At least he was on the podium. It was yet another Quick Shyft Award, for the fastest race lap on Sunday. He hates that award. He thinks it should be called the ‘Not Fast Enough’ award. He is right.”

The next race was at Road America. Zack had a prediction: “At Road America, the team will try to make the car XtraLight. This will BioCure all of our problems and make James go Hella fast and win.” Always good to get the sponsors mentioned.

By the way, Walker now stands third in the championship standings. ■

Would You Like to Serve on the AROC Board of Directors?

Current AROC members are eligible to serve on the national AROC Board of Directors. Twelve members comprise the Board; six members are elected each year.

As well as determining policy to fulfill AROC goals and corporate obligations, responsibilities of Board members include: attendance at annual national conventions; participation in monthly meetings via video conference/phone calls; participation in club business discussions and votes on motions. Further, each Board member acts as liaison with assigned local chapters. Directors elect the AROC Executive Committee, which is comprised of President, Vice President, Secretary, Treasurer and Legal Counsel.

Board members serve a two-year term, commencing at the end of the Board Meeting held in conjunction with the AROC National Convention, which will be held in Colorado Springs, Colorado, in July 2020. The term of office ends with the conclusion of the Board Meeting held during the 2022 AROC National Convention.

Your local chapter may nominate you for a position on the AROC Board

by having three chapter officers endorse your nomination.

Alternatively, any member may be nominated by a petition signed by 15 current AROC members, other than yourself.

Nominations may be submitted by mail or email and must contain the candidate’s name, address, email and phone number, along with the appropriate three chapter officer

endorsements or 15 current AROC members’ nomination. A biography of 250 words or less is requested along with an optional photo, to be printed in *Alfa Owner*. All nominations must be submitted by midnight, west coast time, on January 15, 2020.



Election ballots, along with candidates bios and picture, will be included in the March 2019, *Alfa Owner*. Additionally, the option for voting online will be provided via email.

Please feel free to call the AROC office at (ph) 971-254-6660, if you have any questions regarding the requirements or process. Send nomination, biography and photo to aroc.office@gmail.com or to AROC Administrator, P.O. Box 92155, Portland, OR 97292. ■

Nominations Due by January 15, 2020



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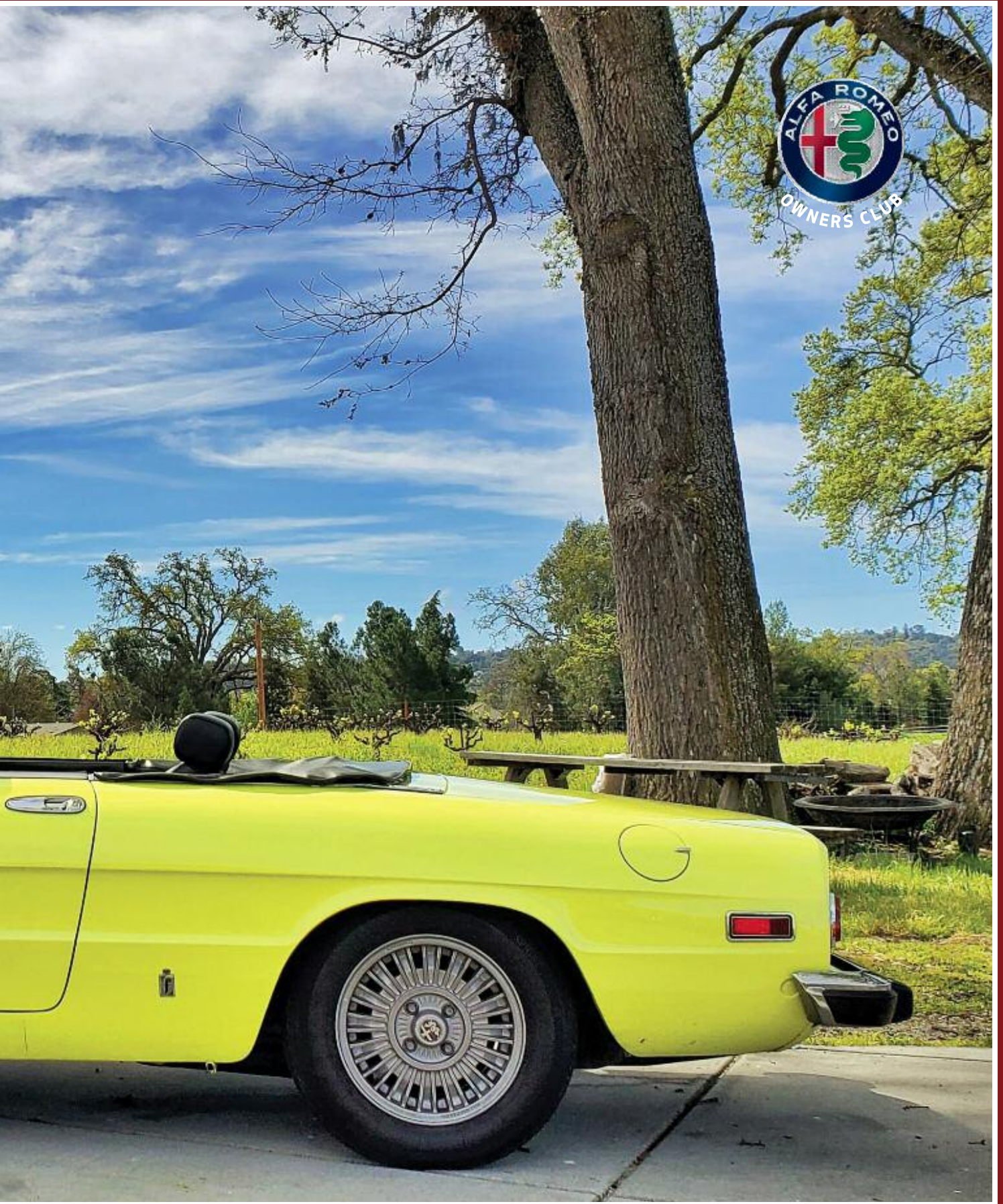
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After acquiring this very nice Canary Yellow 1974 Spider from its longtime owner in 2010, Jeff Srinivasan brought it to the next level, correcting some non-original interior, underhood and parts typical of Alfas of this age. He campaigned it in the 2011 AROSC (Southern California) Concorso season and came away as the Open Class Year-End Award winner. In 2013, he showed in the La Jolla Concours; won his class at the San Marino Motor Classic and won the 105/115 Open Class at the Alfa California AROC Convention in Sonoma. Throughout, Jeff has maintained the Spider himself, and regularly drives it in AROSC events (annual wine tours – as seen here in 2019), and Monterey Car Weeks, plus Mid-Year Retreats.





Steve Edelman

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Wheeling with the Dealers

By Harmon Heed

Symbio isn't a new Alfa Romeo model. It's short for symbiotic, "a mutually beneficial relationship between different people or groups." And that's what the Florida Alfa Club (FAC) has cultivated with the Alfa Romeo dealers in its area.

It began in 2012 when Clearwater Chrysler debuted the Fiat Cinquecento. The dealership asked FAC for support and the chapter lined up 13 nice, classic Alfas ranging from a 1964 Spider to a 1992 Spider with a rare 1960 Vignale 2000, two GTVs, a GTV6 Maratona and seven more spiders in between. Later that year, they did the same for the opening of Sarasota Fiat. Then Winter Haven. The dealerships allowed FAC members to test drive the new cars before their clientele arrived, and invited the Club members to share the catered food and drinks and mingle with the prospective buyers.

Three years later the 4C arrived, then the Giulia, Giulia Quadrifoglio, Stelvio, and Stelvio Quad, and at each debut there were the colorful classic Alfas lined up in front of the showroom windows. When a member was on a test drive his 11-in. x17-in. FAC car placard, placed by his front bumper, explained his car. Sometimes a salesman would have to come out and usher the prospective buyers inside, away from the lovely, older generation of Alfas!

Now, when the chapter holds an event like its season opener at Fort DeSoto Beach or its annual tailgate party at the



Parks Service Manager, Carlos Rodriguez, explains oil change on Bruce Brock's 4C.



FAC members in the Parks Alfa Romeo showroom.

Sarasota Polo Club, it always invites the closest dealership and they usually bring a new car. When they attend a larger event like the Festivals of Speed in St. Petersburg, or the Sarasota/Lakewood Ranch Exotic Car Fest, it arranges the dealership tent to be in close proximity to the Club contingent.

The symbiosis continues at the monthly business meetings. A sales manager may join us for dinner and announce his dealership's latest sales incentives. Dealers sometimes host tech sessions in their service departments. In February, Parks Alfa Romeo catered FAC's business meeting luncheon in their showroom, and held two tech sessions in their service bays. It was organized by Jennifer Cofini, marketing manager for Parks Motor Group and attended by Jorge Rodriguez, general sales manager, Julian Khani, product consultant and Carlos Rodriguez, service manager. The experts. Two drivers were also present so we could test drive the Stelvio Quadrifoglio and Fiat 124 spider.

The first tech session was changing the oil in Bruce Brock's 4C Launch. We first learned that the lifts at most shops will not fit under the low-slung 4C, and rubber pads are requisite on the lift pads. After the bottom panel was removed, we learned that the drain plug has weep holes to drain the oil slowly so it doesn't shoot out onto the wheel and tire. We got to see the large, \$98, 12in x 6in air filter and mufflerless exhaust system. Parks Alfa Romeo did the oil change at no charge. Bruce got to see his rear tires from all angles and realized that, after only 12,000 miles, he needed new ones. He grinned.

The second session showed us a Giulia Quad with the dash removed. The intricate yet orderly wire harness under the dash looked like something one would expect to see in a 747 cockpit. The front



Julian Khani, Jorge Rodriguez, Carlos Rodriguez and Jennifer Cofini.



Left: FAC member Giulias, including two Quads, and right, Chapter classics, all lined up at Parks Alfa Romeo.

clip had also been removed, and Carlos showed the engine's two intercoolers' separate intake ducts below the headlamps. He also showed the two hydraulic pumps that actuate the front "active aero splitter." Those pumps, like those that actuate the throttle and brake systems, are controlled electronically. Carlos explained the traction transfer on All Wheel Drive (AWD) models is 80 percent rear and 20 percent front, but in wet weather it automatically adjusts to 50-50.

Then the Cloverleaf Quad was raised on the lift to show the array of bottom panels that provide smooth air flow. Club members/Quad owners John Piccin and Tim Rogers looked at the well-worn rear tires. They both needed a new set at well under 10,000 miles. They grinned.

The Florida Alfa Club is blessed to have five Alfa dealers in the chapter's core area with whom to share a symbiotic relationship: Brandon Auto Mall

Alfa Romeo-Fiat, Maserati-Alfa Romeo of St. Petersburg, Parks Alfa Romeo of Wesley Chapel, Sunset Alfa Romeo of Sarasota and Alfa Romeo of Winter Haven.

The Club is also blessed with having three beaches that are perennially listed in the top 10 beaches in the U.S.: Clearwater Beach, Ft. DeSoto Beach in St. Pete, and Siesta Key beach in Sarasota. Another symbiosis: sun, sand and retirement. ■

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Alfas at Auction

The results of the 2019 Monterey auctions have given market watchers a shock. Total sales of \$245.5 million were one-third less than last year and the lowest since 2011, according to Hagerty.com. By any measure – average price, median sale value, sell-through rate – the Monterey auctions were disappointing. Has the market suddenly turned cautious or were there just too many Aston Martins and Ferraris in one place at one time? Was this just a one-time blip or the acceleration of a market decline? We don't know the answers to those questions, but we can report that the Monterey auctions matched Alfa Romeos with buyers at almost every price point.

Gooding & Company offered three exotic Alfas among the six consigned to its August 16-17 Monterey auction. Two of those high-end offerings failed to sell. Arguably the most desirable was the **1953 6C 3000 CM Superflow IV** Pinin Farina concept car. The design study, a precursor to the Duetto and other early '60s Pinin Farina designs, failed to sell at a high bid of \$4.3 million. The consignor was looking for \$5.5 million.

The other no-sale was a **1955 1900C SS Zagato Coupe**, #02056. This red car has a history from new and has passed through some very prominent collections. Its history includes appearances at Pebble Beach and the Mille Miglia. It failed to sell at a high bid of \$820,000, well short of the justifiable asking price of \$1,050,000.

On the second day of its sale, Gooding offered the third of its three Alfa exotics, a **1939 Tipo 256 Coupe**, #915014. This car graced the lawn at the *sempreverde2018* AROC National Convention in Olympia, Washington. The unique vehicle started life as a Spider-bodied racecar, one of approximately 20 developed for Alfa by Scuderia Ferrari. Powered by a racing version of the 6C 2500 engine, the car was raced in Italy during 1939-40. In 1941 the



1939 Tipo 256 Coupe

car was rebodied in its present form by Carrozzeria Touring. The consignor acquired the car in 2012 and treated it to a meticulous restoration, after which it was shown selectively, notably garnering multiple awards at the 2015 Pebble Beach Concours. It was awarded the Certificato D'Oro at our convention.

The car still presents wonderfully, with a flawless red finish over tan upholstery and trim. The engine compartment is immaculate and richly detailed, as is the instrument panel, which is complete with a built-in period radio. A pair of aftermarket gauges mounted beneath the dash are the only visible deviations from original. The car sold right at the low estimate for \$2,755,000. A bargain perhaps?

The 1900C coupe has become an auction staple. In addition to Gooding's Zagato coupe, three more were offered at this year's auctions. Gooding offered a

Touring-bodied **1955 1900C SS Coupe**, #02163, finished in light gray with two-tone brown upholstery. It sold for \$351,500 against a low auction estimate of \$400,000. The car was said to have spent 41 years in climate-controlled storage before undergoing a five-year restoration, finished in 2015. There was little to fault in the appearance of this car. All trim looked complete. The interior was very well upholstered and sported a gated shifter. Altogether it appeared to be an excellent car which sold for a very fair price.

Worldwide Auctioneers also offered a Touring-bodied **1955 1900C SS** at its August 15 Pacific Grove auction. The burgundy car with gray and red upholstery looked freshly restored and ready for use. The hood fit was slightly off on the right, and the engine compartment was clean and neat but not concours-prepared. The interior and instruments



1955 1900C SS Touring Coupe

looked fresh and all exterior trim appeared to be complete. The high bid was \$275,000, not enough to move the coupe on.

RM Sotheby's also offered a **1955 1900C SS Touring Coupe**, #02072. This Rosso Amaranth example is upholstered in two-tone gray with dual racing harnesses anchored on the rear parcel shelf. Obviously meant for driving events, the car has been owned by a series of Dutch and Italian owners. A post-2010 restoration by its Italian owner was claimed. The body looks very good, the trim is complete, and the motor is clean, with everything in order. This ready-to-run tourer sold for a very fair \$224,000.

Among the several Giuliettas offered was **Gooding's** freshly and correctly restored **1959 Giulietta Spider Veloce**, AR1495 05991, finished in red with the proper black upholstery. It sold at no reserve for \$106,400. If the car looked as good in person as it did in the auction photos, the price was a steal. The *Sports Car Market Price Guide* lists a median price for a Veloce at \$132,000 and the low auction estimate was a not unreasonable \$140,000.

A **1962 Spider Veloce** was offered August 16 at **The Bonhams Quail Lodge Auction**. This Spider was white with red upholstery. A 1994-96 restoration by a prominent Northern California restorer was claimed. Indeed, judging from its present appearance, the Spider must have been kept under wraps since, as there are



1962 Giulietta Spider Veloce

few signs of wear or use. All body lines and trim are as they should be. The only two obvious "faults," if you can call them that, are the use of carpeting rather than rubber mats and later-style spark plug wires. Certainly, neither of these issues kept the car from being a top-flight example. The car was sold for \$98,000, on the money in today's market, or perhaps a small bargain.

The day before, Bonhams offered a **1963 Giulia Spider** that arguably had more appeal to driving enthusiasts. According to the auction company, the red Spider had been owned by the consignor since 1989. The owner commissioned body, paint, chrome, and upholstery work by professionals but kept all the fun stuff to himself, mechanically modifying and maintaining the car over the years. The engine has been modified



1963 Giulia Spider



1955 1900C SS Touring Coupe

and now runs dual Webers with aftermarket air filters in addition to other internal and drivetrain modifications. The Spider still shows well with nice paint and trim. The interior has a nice patina. While this isn't a car for purists, it certainly is one that can be thoroughly enjoyed, and at \$33,600, it was a screaming deal.

Later in the day, Bonhams offered another **1963 Giulia Spider**, this one a much-modified vintage racer with decades of campaigning behind it, although how recently it had been tracked was not discussed. It certainly looked ready to go, however. At \$30,240 it appeared to be a low-cost introduction to



1961 Giulietta SS

vintage racing.

Russo & Steele offered another **1962 Giulietta Spider** with an interesting history. The description claimed it was produced in 1959 but not registered until 1962. A rebuild, converting the car into a 1959 “Veloce Clone,” was completed in 2018. The cloning looked reasonably complete, but the hood fit was off by a mile and the steering wheel was an aftermarket item. It’s listed as still for sale on the R&S website, although it was reported sold for \$45,600 on two reporting services.

RM Sotheby’s sold a striking, concours-restored, **1958 Sprint Veloce** for the heady but justifiable price of \$123,200. There was little or nothing to fault about the work done. Although the car did not have its original engine, the replacement was period and type correct. If black was your color, this was a Sprint Veloce to have.

RM Sotheby’s also sold a totally original **1959 Giulietta TI**, part of the Martin Swig family collection, for \$61,600. Remarkably well preserved, the white car was imported from Italy by Mr. Swig and had travelled only 35,000 km (21,748 mi) when he acquired it in 2002.

Gooding offered a **1961 Giulietta SS**, #00512, in white with a red stripe, at no reserve. The car sported a 1600 Veloce engine and TZ-style alloy wheels. The unrestored coupe spent time in Japan and California and was offered from a Swiss collection. The blemishes and imperfections were consistent with a well-maintained driver-condition car. The sale price of \$67,200 was probably a bargain.

RM Sotheby’s offered two GTVs. Both sold for breathtaking prices. First, on Friday, was a Le Mans Blue **1974 2000 GTV**. The three-owner car had recently been restored by Southern California specialists and appeared to be correct in most details. Even the U.S. marker lights – often deleted – were left in place. GTA-style alloys had been added and the



1958 Sprint Veloce



1974 2000 GTV

factory air conditioning was upgraded to current standards with a rotary compressor and new condenser evident. The suspension sported aftermarket springs and a sump guard was added. The sale price was \$71,680 – a stiff price but not out of line with what the best examples have been bringing.

On Saturday, Sotheby’s offered a **1969 1750GT Veloce**, finished in metallic light gray with black upholstery. The car is a euro version, with Webers and a single brake circuit. It was subjected to a “no expense spared” restoration by a prominent Canadian restoration shop at a cost of over \$170,000. That’s crazy money,

even if they were Canadian dollars. The car certainly looked as if it rolled out of the showroom yesterday. The auction attendees must have thought so as well. It sold for an eye-watering \$117,600. I’m not sure if that’s a record but I don’t remember a ’69 selling for more.

Finally, from among the newer cars, **Mecum** failed to sell a silver **1987 Spider Quadrifoglio** with garish red and white upholstery for a high bid of \$12,000 and Bonhams sold the ex-James Glickenhaus **2008 8C Competizione** for \$206,000. Glickenhaus, who obviously loved the car, put 40,000 miles on it. Finally, an 8C that was actually used as intended! ■



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ARIZONA

Arizona AROC
Ken Felthouse
Scottsdale, AZ
kenfelthouse@gmail.com

AROC of Tucson

Robert Swaim
Tucson, AZ
520-886-6848
rswaimalfa@cox.net

CALIFORNIA

Alfa Romeo Owners of Southern California
Mike Riehle
Camarillo, CA
310-780-5427
AlfaMike@sbcglobal.net

AROC of Central California

Christopher Armstrong
Oxnard, CA
805-889-1041
christopherarmstrong0721@gmail.com

AROC of San Diego

Lance Dong
San Marcos, CA
760-822-2532
araknd@gmail.com

Delta Sierra Alfa Romeo Club

Michael Williams
Sacramento, CA 95819
916-600-2468
duettonut@comcast.net

Orange County Chapter

Stewart Sandeman Jr.
Orange, CA
949-588-0500 or 714-279-0500

Desert ALFAs

Gordy Hyde
Rancho Mirage, CA
425-241-9307
president@desertalfas.org
www.desertalfas.org

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Fax 260-478-3623
bob.lombardo@ashbrokerage.com
www.alfaromeoownersclubof-swfl.com

Florida Alfa Club

Delmas Greene
Clearwater FL 33759
727-439-2019
alfagreene@yahoo.com

Chip Denyko

Tampa, FL 33615
813-230-9757
alfachip@aol.com

NE Florida AROC

Amelia Island - The Beaches - Jacksonville - St. Augustine
Jerry Kelley
Ponta Vedra Beach, FL
(904) 610-2149
jgkelley7flusa@comcast.net

South Florida

Armando Paredes
Miami, FL
305-273-8001
alfa@mwinc.net

Mid Florida

Norman Burnstine
Longwood, FL
407-774-6144
nmburnstine@embarqmail.com

GEORGIA

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Harry Crytzer
Buford, GA
760-696-5608
hcrytzer@icloud.com

ILLINOIS

Chicago Chapter
Dennis Sbertoli
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Ed Cooke
Prospect, KY
502-551-8693
elcarchitect123@gmail.com

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Hingham, MA
781-749-9132
tmlesko@comcast.net

MICHIGAN

AROC Detroit
Dave Hammond
Bloomfield Hills, MI
248-338-6381
motorcityalfa@aol.com

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John Groth
Grand Rapids, MI
616-893-9830
jgroth_alfa@yahoo.com
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Maple Plain, MN
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314-803-2485
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Andrew Musilli
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fax 614-848-9750
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www.buckeye-aroc.org

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Lee Scovanner
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David Simmons
Sand Springs, OK
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509-768-4312
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Fred Russell
Renton, WA
425-308-6621
fktmrussell@msn.com

WISCONSIN

AROC Wisconsin
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Letters to the Editor

We welcome your input and feedback.

All letters are subject to editing. Please email all correspondence to editor@aroc-usa.org. The opinions expressed in letters chosen for publication do not necessarily reflect the opinion of the publisher of *Alfa Owner* or the Alfa Romeo Owners Club.

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

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Contact AROC-USA at aroc.office@gmail.com and ask for details on the Dealer Outreach Program.



Advertiser Index

31	Alfa Import Center
48	Alfa Romeo - FCA
35	Amelia Island Concours d'Elegance
2	Benson Alfa Romeo
17, 31	Beverly Hills Car Club
3, 17	Centerline
26	Di Fatta Brothers
41	DriverSource
47	Gullwing Motor Cars, Inc
11	Ingram Enterprises Inc.
4	Motion Products Inc./Boranni America
31	Motor Classic & Competition
4	Mr. Fiat
31	Palo Alto Speedometer
26	Re-Originals
31	<i>Sports Car Market</i>
26	Spruell
46	Vick Autosport

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Calendar of Events

MAJOR 2019-2020 EVENTS

■ Oct 31 - Nov 4 (Thu-Mon)

AROC National Second Annual AROC Goes to US Grand Prix Tour, Austin, TX. Contact Cindy Banzer at c.banzer@aroc-usa.org for details or 503-709-7277.

■ January 17-19 (Fri-Sun)

AROC National Seventh Annual AROC Mid-Year Retreat in Palm Desert, CA. Contact Cindy Banzer at c.banzer@aroc-usa.org or 503-709-7277.

■ March 5-8 (2020) (Thu-Sun)

AROC National AROC Goes to the 25th Annual Amelia Island Concours. Contact Cindy Banzer at c.banzer@aroc-usa.org or 503-709-7277.

■ May 10-20 (Sun-Wed)

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

■ July 20-22 (Mon-Wed)

AROC National 20/20 Looking Back/Moving Forward Pre-Convention Tours in Colorado Springs, Colorado. Visit www.alfacluboftherockies.com for details.

■ July 22-26 (Wed-Sun)

AROC National 20/20 Looking Back/Moving Forward Convention in Colorado Springs, Colorado. Visit www.alfacluboftherockies.com for details.

■ July 30-August 2 (Thu-Sun)

AROO (Oregon) 32nd Annual Northwest Classic Motor Rally. Visit the website at www.nwclassicmotorrally.org for details.

NOVEMBER 2019

■ November 1-2 (Fri-Sat)

Florida Alfa Club Annual Viva Alfa Weekend in Celebration, FL. Visit www.alfafla.com for registration and details.

■ November 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.

■ November 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.

■ November 2 (Saturday)

Mid-Florida AROC Annual Viva Alfa Romeo Car Show. Downtown Celebration, FL, 10am-3pm. Contact: Norm Burnstine, nmburnstine@embarqmail.com

■ November 3 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8:00-10:00 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ November 3 (Sunday)

AROC of Central California Best of France & Italy Car Show with AROSC. Contact Chris Armstrong at christopherarmstrong071@gmail.com or 805-899-1041.

■ November 3 (Sunday)

AROC San Diego Best of France & Italy Car Show, Van Nuys, CA at 9 AM. Contact George Hershman at ghershman@gmail.com for details.

■ November 3 (Sunday)

AROSC (SoCal) Best of France and Italy Car Show at Woodley Park in Van Nuys, CA. Visit franceanditaly.com to register.

■ November 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.

■ November 10 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8:00-10:00 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ November 10 (Sunday)

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

■ November 10 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8:00-10:00 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ November 10 (Sunday)

Texas Hill Country Annual Fall Hill Country Tour. Contact John Trevey at john@texasalfas.com or 512-789-6516.

■ November 12 (Tuesday)

AROC Southwest Florida Dinner Meeting at Two Meatballs in the Kitchen in Fort Myers, FL at 6:30pm. Contact Kathleen Laporta at 586-918-4394.

■ November 12 (Tuesday)

NWARC (Northwest) Monthly Dinner Meeting & Program at Convertibles Only in Seattle. Contact Fred Russell at fktmrussell@msn.com for details.

■ November 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.

■ November 16 (Saturday)

Arizona AROC Progressive Dinner. Visit <http://clubs.hemmings.com/azalfa/index.html> for details.

■ November 17 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8:00-10:00 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ November 17 (Sunday)

NWARC (Northwest) Pacific Raceways Driver Skills Clinic and HPDE Lapping, 8AM. Contact Mirko Freguia at 206-795-0861. Visit <http://msreg.com/DS-DENov2019> for details.

■ November 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.

■ November 20 (Wednesday)

AROO (Oregon) Membership Dinner & Program, 7:00 p.m. at The Old Spaghetti Factory Restaurant in Portland (OR). Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312.

■ November 23 (Saturday)

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

■ November 23-24 (Sat-Sun)

AROSC (SoCal) Drivers Education, Time Trials & Race, Laguna Seca, CA. Visit www.aroschpd.org for more info and click on the link there to register.

■ November 24 (Sunday)

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

■ November 24 (Sunday)

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

DECEMBER 2019

■ December (TBD)

Deep South AROC Christmas Party at TBD. Contact President Bill Sims at CaptWSims@yahoo.com or 985-246-9257.

■ December 1 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8:00-10:00 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ December 7 (Saturday)

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

■ December 7 (Saturday)

AROC of SW Florida Annual Meeting and Holiday Party at 6:30 PM. Contact Bob Lombardo at 239-628-8800.

■ December 7 (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.

■ December 7 (Saturday)

AROC of Central California Annual Christmas Luncheon. Contact Chris Armstrong at christopherarmstrong071@gmail.com or 805-899-1041.

■ December 7 (Saturday)

Arizona AROC Winter Rally. Visit <http://clubs.hemmings.com/azalfa/index.html> for details.

■ December 7 (Saturday)

Florida Alfa Club Annual Christmas Luncheon at Alfano's Restaurant in Largo, FL 11:30 AM-2 PM. Contact Polly Greene at pollyhgreene@yahoo.com for details and reservations.

■ December 8 (Sunday)

AROC (Oregon) Annual Holiday Party & Silent Auction, 5:30-9:00 PM at the Multnomah Athletic Club, Portland (OR). Contact Cindy Banzer at cindy.banzer@alfaclub.org or 503-709-7277.

■ December 8 (Sunday)

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

■ December 8 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8:00-10:00 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ December 14 (Saturday)

AROSC (SoCal) Holiday Party in Redondo Beach, CA. Contact Mike Riehle at twoina2@sbcglobal.net for details.

■ December 15 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8:00-10:00 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ December 21 (Saturday)

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

■ December 22 (Sunday)

NYAROC (New York) Sunday Breakfast at the Broadway Diner at 287 N. Broadway Hicksville, NY 11801, 8:00-10:00 AM. Contact John DeGeorge at gtv6alfisti@aol.com for details.

■ December 28 (Saturday)

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

■ December 29 (Sunday)

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

■ December 29 (Sunday)

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

JANUARY 2020

■ January 1 (Wednesday)

NWARC (Northwest) New Years Day Drive. Contact Fred Russell at fktrussell@msn.com for details.

■ January 4 (Saturday)

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

■ January 12 (Sunday)

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

■ January 15 (Wednesday)

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

■ January 18 (Saturday)

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



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

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Chapter Scrapbook



Lone Star AROC

It was a hot time in the ol' Italian CarFest this past September at Historic Nash Farm in Grapevine, Texas. "100 Cars/101 Degrees" became the theme as the mercury soared and show-goers sought shade under the big trees ringing the display fields. A handsome turnout of Alfas sparkled among their Italian brethren – Fiat, Ferrari, Maserati, Lancia, Lamborghini and more. Lone Star AROC stalwarts again helped stage and record the event for posterity. Paul Valentine's photos illustrate this piece.

– Karen Phillips



Detroit AROC

It rained off and on, yet here they were, multiple flows of Italian sports cars across a field and into the horizon. There were fresh pastas and panini and gelati; strolling musicians, and Paint Creek flowing through the park. It could only have been AROC-Detroit's Italian Happening. We never know exactly what will arrive, roughly half the display simply shows up on Sunday morning. Since 1979 it has been like a fine jazz quartet playing – there is a basic outline from which spontaneity unfolds. Rules for awards develop as ribbons are splayed across windshields. The most common theme this year was, “Your car looks like you are enjoying it!”

– Dave Hammond



NW Alfa Romeo Club

Bill Wiltsey, member of Northwest Alfa Romeo Club (NWARC), participated in an all-Ferrari-Maserati-Alfa Romeo track day at The Ridge Motorsports Park in Shelton, Washington. He is the proud and very happy owner/pilot of a 2018 Giulia Quadrifoglio and has tracked the car about six times so far. Formal instruction was delivered by Don Kitch Jr., and NWARC's Chief Driving Instructor Mirko Freguia rode along for a few laps. To his surprise, the Giulia outpaced the majority of the Ferrari field at this meet. The photos were shot by Bill's son, Dylan Wiltsey.

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WANTED 105-115 GTV wanted. Looking for good mechanical condition with no rocker panel rust. Possible finders fee for reasonable appearance and good driving condition. Call or text Forest, 605-399-8509. (12/19)

WANTED Since the AROC Tech Library is not currently available, I am hoping that someone will have the two parts manuals for the 1600 Spider Veloce (#1016 and #1016/001 from the Library) in either paper or .pdf (preferred) format and be willing to share. 307-250-1205 schueneman.phd@gmail.com (1/20)

WANTED Final drive 'Ring & Pignon' 10/41 for early 1956 Alfa Romeo Giulietta 750E. Please contact me if you can help. Email; office@stradaecorsa.com (2/20)

WANTED 94-'95 164 Quadrifoglio wanted. Manual 5 speed. Prefer relatively low mileage (under 75K). Must be mechanically and cosmetically very good to excellent and professionally maintained with maintenance records. No record or evidence of serious damage or rust. \$6,000-\$10,000 negotiable. Please contact Steve with details and photos. 508-904-0299 stephensilver227@gmail.com (2/20)

WANTED Looking for 1988/89 3.0 Verde Milano or 1986 GTV6 in fair condition running or not but must be complete car. Salvatore 973-335-5373 (2/20)

1970-1979



1971 GIULIA Super European car with 2000 motor and 5 speed transmission, 4 door, very nice interior, good exterior all glass and trim in nice shape, everything works. Been in storage for the past couple of years current tag, ran when parked. Easy to get back on the road, good brakes, tires, etc., additional pictures on request. \$22,500. jwhittemore@pgci.com 678-234-8337 (11/19)



1979 SPIDER VELOCE all original, 46K miles. This car is very clean and owned in our family since it was new. It was always garaged, and well-maintained. It needs a thermostatic actuator, but the mixture has been adjusted such that it starts OK when cold and runs pretty well when warm, so you could opt to not replace it if you like. The convertible top was replaced a few years ago and is in like-new condition. The tires were new a few years ago and probably have only a few hundred miles on them. There are a few dings, but they could probably all be fixed with paintless dent repair. There is almost no rust. The seats are vinyl and are showing their age a bit, but not torn. \$13,000 OBO. jay.lyon@comcast.net (1/20)

1980-1989



1984 SPIDER VELOCE 73k miles. Metallic black with tan interior. Always garaged, original owner, excellent condition. Newer paint, upholstery, top. Power windows, 5 speed. New AM/FM CD system. No accidents. Have service history. Well kept since day 1. \$12,500 OBO. 513-236-0319 (12/19)



1986 SPIDER VELOCE 44,500 miles. average condition. Driven 6,000 miles in past 12 years and added many new parts: Canvas top, clutch, water pump, alternator (rebuilt), muffler, clutch slave cylinder, battery, cylinder head (rebuilt). Black interior. Leather seats in good condition. \$8,800. stuartservices09@gmail.com 585-303-0301 (11/19)



1986 SPIDER VELOCE 61,000 miles \$8000 - looks great, runs great & you'll look great in it! Engine always starts, good electrical & mechanics, superb interior, many original features & some extras that make this Alfa a fun & sporty ride. No rust, minimal body wear & tear. poozielbb@gmail.com 703-725-0708 (2/20)

1987 MILANO PARTS CAR I'm also selling my 87 Milano Platinum project car on another ad. The parts car had a dash fire. The dash is pretty shot and the front seats have some damage to the fabric but the rest of the car is there except the hood. Contact me for further details. Rob Marrow 859-433-0631 rob_marrow@yahoo.com(1/20)

1987 MILANO PLATINUM Body is good. Interior is decent. Silver / Gray. Car had motor swapped from another Milano but project hasn't been completed. Located in Chattanooga, TN. Needs paint. \$1500 OBO. Give me a call or email for more details. Rob Marrow 859-433-0631 rob_marrow@yahoo.com (1/20)



1987 SPIDER VELOCE 45K original miles. I have owned, driven and loved this Spider for 19 years. Driven an average of only 1400 miles/year. It runs beautifully and has been well maintained, always garaged and covered. Top and body in very good condition. Black racing seats with red stitching and the seats show no excessive wear. Original AM/FM Alfa radio and tape deck, power windows, remote mirrors and A/C. Changed out the original steering wheel and shift knob for cherry wooden ones and have the originals if the buyer desires to change back. Speedometer needs repair and I have adjusted the price to account for that. \$13,900. This is a rare low mileage classic and gets lots of looks on the street. 540-589-4907 hbgraman@gmail.com (1/20)

1987 SPIDER GRADUATE The car runs good, new clutch, needs interior and some TLC, black with tan interior, driven very little, kept inside at all time. Top in good condition, the speedometer stopped at 54,750 original miles 8 months ago. Third owner and have had the car for 18 years. General condition is good. \$7000. fedrapc@yahoo.com 574-607-1604 (2/20)

1990-1999



BEAUTIFUL 1991 SPIDER White with tan leather, black canvas top. Only three owners, 144,000 miles. Excellent condition. Featured at Concorso Italiano Summer 2004, and in Autoweek magazine. \$6500. 408-338-0238 tony@landells.name (12/19)

1991 SPIDER QUADRIFOGLIO black with tan interior 38,000k. Rust free, service up to date, sincrow good runs excl. Need some detail. New battery, tires, brakes. Must sell, need space. Asking \$11,500 neg. or trade? 973-214-1078 (1/20)



1993 SPIDER VELOCE is in good shape. Black Exterior and black interior. All Original with mileage showing 30,600. Car came from CA and I bought and had it shipped in 2013. Great car to drive. 5 speed, top is in great condition Stored in winter and have most of the records from its life so far. Paint is good, driver's seat show wear but no tears. Have retired and want to sell at this time in my life. \$11,500. Have recently owned a "17" Giulia and a "19" Stelvio. brentstclair@fairpoint.net 207-242-7032 (12/20)



Alfa Owner

PARTS

PARTS Complete change over kit for Spica 2000 engines including two new in box DCOE45 Carbs, an intake manifold, all linkage from pedal to carbs, new Facet fuel pump and Spica elimination plate. And set of K@M air filters. Also, some hoses and thermostats \$2000.00 or best offer. 864-878-4549 or strider450@gmail.com (2/20)

PARTS One 1300 Junior Zagato wheel. This was the spare tire wheel when I had my 1970 Jr Z a few years back. These wheels are extremely rare and almost impossible to find. Condition is used but appears to be straight. \$200 OBO. tomr@acctresource.com 931-787-4429 (2/20)

PARTS A full air conditioning system pulled from a 1988 Alfa Romeo spider. Works just fine and in good shape. Perfect if you want to retrofit your Spider with Air conditioning. Provides a nice option to always having the top down on those hot summer days. \$400 plus shipping. john.parkey@me.com 206-919-8559 (2/20)

PARTS Body parts new & used from Giulietta serial 1 to serial 4 Spiders, GTV, Berlina, Alfetta, GTV6, Milano and 164's. Will ship anywhere. 973-335-5373 (1/20)

PARTS Milano interior platino grey leather front seats, rear seats. Excellent condition. Asking \$400. 973-335-5373.(1/20)

PARTS Weber restorations. Alloy castings are multi-media vapor blasted, all steel pieces sent out to MIL-SPEC electroplater, brass hardware re-machined or renewed. New leather seals (over re-packed bearings), needle valves, filters, gaskets, O-rings, stainless steel attachment hardware. Finished product is nearly indistinguishable from original factory condition. \$475/pair. Gary Martin, 605-430-7368 (1/20)

PARTS Milano bumper. Fancy a red bumper to add dash to that white Milano, or give a Yuletide flavor to your green one? This piece could be yours as a reward for coming up with what has eluded me for years: What to do with it? Free. Will Owen, 626-644-7173 or 626-345-9659; or nashwill912@earthlink.net (1/20)

PARTS BWA Mag wheels, four 6X14, from '74 Spider, 4 spoke, need restoration, \$600. 1750 Motors, need rebuild, \$1,000 each. Misc. good used 105 cams, \$50 each. nyaroc@gmail.com (1/20)

CLASSIFIED AD GUIDELINES

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

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

(NOTE: Only 3 ads per month per person)

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

DO NOT SEND YOUR AD TO PARABOLICA PUBLISHING

PARTS '79 Spider parts. Free for pickup - pretty much everything except engine (went with my '79 when sold) stripped from left front hit Spider stored in dry attic for decades- next stop will be landfill. I'm moving. All or none - bring a trailer. 803-367-3574 wrbix@aol.com (12/19)

PARTS Two complete sets of Porterfield Carbon Kevlar performance brake pads for 4C cars. **R-4 Race** compound FRONT/REAR SET, \$265. **R4-1 Vintage** compound FRONT/REAR SET, \$265. Both R-4 and R4-1 sets \$500. paul@paulspruell.com or 770-364-0797. (12/19)

MISCELLANEOUS

ALFA OWNER MAGAZINES 1971 TO 2013 Six issues missing. Six priority mail boxes ready for shipping. Free- you pay shipping. rajo@olypen.com (1/20)

OCTOBER 2018 THRU SEPTEMBER 2019

Alfa Romeo Owners Club 2019 Publisher's Statement	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
Total Number of Copies	3976	3962
Mailed Outside-County Paid Subscriptions Stated on PS Form 3541	3088	3054
Mailed In-County Paid Subscription Stated on PS Form 3541	0	0
Paid Distribution Outside the Mails	133	117
Paid Distribution by Other Classes of Mail	327	408
Total Paid Distribution	3548	3579
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Free or Nominal Rate In-Country Copies included on PS Form 3541	0	0
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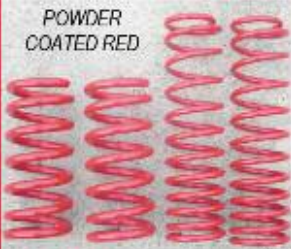


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