



May 9 Tour to Hickory Corners

Imagine if you can, a journey through time and space. Located at the midway intersection between Kalamazoo, Grand Rapids and Battle Creek is a small village of large barns and larger ideas, where time stands still. You have just entered the Twilight Zone, er, Gilmore Car Museum.

Join AROC-Detroit on a tour to Hickory Corners, Michigan on Saturday, May 9. Departures are from the Marriott hotel lot at Opdyke near Square Lake Road, followed by one on North Territorial near US 23 in Ann Arbor about an hour later.

The C Barn, five stories high, was built to store great quantities mint hay, horses and equipment. Today it houses cars of the 1930s on the upper level, with the Tucker historical collection (including the office of Preston Tucker) and cars of the 1940s below.

A railroad depot houses the automotive mascot/hood ornament collection. Not a few or a couple dozen, but entire walls and cases of rare mascots as seen last week on *Antiques Road Show*.

Relocating the 1890s Barrett Barn (funded by Thomas Barrett III of Barrett-Jackson Auctions) a few miles to its current site was the first step in creating the Classic Car Club of America Museum filled with full-classics plus over 700 mascots donated by auto dealer Marvin Tamaroff. A CCCA "full Classic" is from a list of limited production autos built between 1925 and 1948, as representing the pinnacle of engineering, styling and design of their era.

The 1930s Shell station, with gas posted for 19 cents a gallon, is complete with period tools, displays, gas pump globes, memorabilia and Shell pickup truck. The 1930s vintage Shell signs came from the station in Hickory Corners when in 1942 they were removed with the intent of becoming part of a wartime scrap drive, but were found years later in a nearby barn.

The largest barn on the grounds (and that is saying something) is the S Barn, for the collection of steam vehicles on display. It also houses cars built in Kalamazoo, such as the Checker, Roamer, Handley-Knight and Michigan. In the annex is the 'Michigan Dream Garage' of 24 of the most sought after muscle cars of the 1960s and early 1970s.

Did we mention the Pierce Arrow Barn?

The Gilmore Museum is giving AROC a car club discount, \$6 per person, and separate parking. Kathleen is making arrangements with a nearby restaurant for lunch. **To RSVP for the tour and lunch, contact Kathleen Schweiger at 248-651-2796 or kasalfagrl@aol.com**



**AROC-Detroit
tour of the
Gilmore Car
Museum in
Hickory Corners ,
Michigan on
Saturday, May 9**

2009 Calendar of Events

2009

AROC-DETROIT

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AROC-Detroit web site:

<http://arocdetr.ipower.com/>

Events of interest to AROC-Detroit members

May

- 9 Gull Lake/Hickory Corners tour
- 10 Mother's Day (no autocross school)
- 12 Board meeting at Brass Pointe Restaurant
- 25 AROC Track day at Grattan (near Grand Rapids)
- 26 General Meeting at Brass Pointe Restaurant

June

- 6 Concorso d'Italia featuring Alfa Romeo—*Cancelled*
- 7 Tech Session & Snarf Fest at the Benson Barn
- 10 Board meeting at Brass Pointe Restaurant
- 14 AROC autocross at Belle Isle
- 24 General Meeting at Brass Pointe Restaurant

July

- 3 Chicago AROC at Autobahn or Blackhawk
- 12-14 Pre-convention tour in Oregon
- 14 Board meeting at Brass Pointe Restaurant
- 15-19 AROC national meet in Portland, Oregon
- 16-19 Brian Redmond Challenge at Road America
- 28 General Meeting at Brass Pointe Restaurant

August

- 2 Meadow Brook Concours - 30th anniversary
- 2 AROC Champ autocross at a site TBD
- 11 Board meeting at Brass Pointe Restaurant
- 15 Woodward Dream Cruise
- 15-17 ALMS American LeMans Series at Road America
- 22-23 Horsepower for History - Tiffin, Ohio
- 22-23 Geneva, IL Concours d'Elegance
- 25 General Meeting at Brass Pointe Restaurant

September

- 6 Italian Gathering in Dublin, Ohio (near Columbus)
- 7 AROC track day at Waterford Hills
- 8 Board meeting at Brass Pointe Restaurant

- 11-13 VSCDA Vintage Festival at Road America
- 13 AROC Champ autocross at Oakland University
- 19 Route 66 car show in Berwyn, IL
- 29 General Meeting at Brass Pointe Restaurant

October

- 10-11 AROC-Detroit at Grattan race course
- 13 Board meeting at Brass Pointe Restaurant
- 17-18 Chicago AROC at Road America
- 27 General Meeting at Brass Pointe Restaurant

November

- 10 Board meeting at Brass Pointe Restaurant
- 24 General Meeting at Brass Pointe Restaurant

December

- 5 AROC holiday dinner (tentative)
- No December meetings

AROC National Meets

- 2009 - Portland, Oregon, July 14-19
- 2010 - Frederick, Maryland, June 21-27

Meeting Site

Meetings are held at Brass Point Restaurant on Orchard Lake Road, just north of Ten Mile Rd. on the east side of the street. Starting time begins with a menu at around 7:30 PM. Come on in, then turn to your right where you will see a small private room just for Alfisti and ready for your arrival. Bring a friend, bring a co-worker, bring yourself.



Quick Hits

Transporter of Alfas from Detroit to Portland

AROC-Detroit member Susie Perrotta made arrangements for discount car transportation to the AROC convention in Portland, Oregon. Instead of the typical \$1,600 to \$1,800 each way, we can ship our Alfas to meet us in Portland for \$875, then the same to bring them back to Canton, Michigan. The car transporter leaves around July 2, with up to eight Alfas. Four spaces have been reserved and we would like to see two-to-four more cars join the group. A stop in Chicago is possible for anyone on the west side of the state.

The carrier will arrive in Portland, Oregon at the Red Lion Hotel three days after departing from Detroit, prior to the pre-convention tour on June 12 to Mt. St. Helens along back roads.

This will be a spectacular vacation convention with a trip up Mt. Hood, the ocean shores, Columbia River and many, many scenic areas on the tours or within an afternoon drive. The concours is always huge in Portland, with pre-war cars and many rare Alfas (last time there was a row of ten Junior Zagatos).

Fly to the convention, get your Alfa onto the road, enjoy the convention, then fly back and retrieve it in Michigan without having to take two weeks off from work to drive out there (or make arrange-

ments to ship your Alfa to Oregon but drive it back).

The first step is to register for the convention before the hotel and some events sell out (and that could be soon from what we have heard from some organizers).

To reserve a spot on the trailer for your Alfa, send an email to Susie Perrotta at aussus@aol.com and join the Detroit chapter gang headed to Portland!

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Alfa Giornale is the official monthly publication of the Alfa Romeo Owners Club of Detroit. AROC is an organization of enthusiasts. Membership is not limited to owners of Alfa Romeos, but few who are exposed can long resist. Discounts, technical help, competition, social events, and most of all fun are available to all members. For additional information contact any board member. Dues are \$60 for twelve months, which covers both AROC National and the Detroit Chapter. Membership in this chapter is optional to joining the national club, but there is no additional fee.

DISCLAIMER

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Please send advertising, and/or articles for publication to the editor. All items for publication must be received by the 20th of each month. Change of address notices should also be sent to the editor. Classified ads are free to AROC members and for Alfa cars and parts.

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DISPLAY AD RATES

Full page: \$80/month or \$600/year
Half page: \$40/month or \$350/year
Quarter page: \$20/month or \$220/year
Business card: \$100/year

SUMMER CAR SHOWS

Despite Concorso d'Italia being cancelled for 2009 due to lack of major sponsors, a number of interesting regional shows pop up on the calendar from May through August. Some feature rare Alfas. Here are a couple that might interest AROC members (more next month):

Meadow Brook

The **Meadow Brook Concours d'Elegance** is revving up, including an Alfa 8C 2300 coming with a boat tail body done in 1934. This car has not been seen in approximately 45 years.

J.W. Marriott is bringing a stunning Talbot Lago, and David Sydorick is bringing his Fiat 8V (but not his silver Alfa 1900 Zagato). Most of these cars are a result of three years of asking. Great shows in 2007 and 2008 convinced many owners of the finest cars to trek to Michigan in August.

The field has about 240 cars so far, so organizers are fine tuning to get the absolute best cars available. One feature is to salute the Best of Detroit (and have a gate of 10,000 people). Speed Channel will be there shooting their "Supercars" show. Wayne Carlini will also be on hand, taping an episode of "Chasing Classic Cars."

Horsepower for History

Alfa friends in the Northeast Ohio AROC chapter sent information regarding the **Horsepower for History Concours d'Elegance** in Tiffin, Ohio on August 22, with a driving tour on August 23.

Photos from the 2008 inaugural year can be seen at: http://www.putschracing.com/horsepower_for_history.php

Last year included a live band, WWI biplane flyovers, antique crystal awards, police-escorted cruise through historic downtown, and a spirited driving tour on what people called "the best roads in Ohio."

In 2008 the cars ranged from a Rolls Royce Silver Ghost to a 2007 Aston Martin, a WW II Willys Jeep to a 1960s Lola Can-Am prototype

race car. All interesting cars are welcome from vintage to modern as this event celebrates the spirit of motoring. Awards were not the predictable class 1 2 3, but were given for:

- Spirit of the Automoblist - drivers and their cars that exemplify the sporting spirit of the road
- Historic Preservation - Owners who show great lengths to preserve our motoring history
- Modern Excellence - Cars of the modern era that are simply brilliant
- Penultimate Performance - Cars smartly modified for true performance
- Classic Brilliance - Pre-computer cars that stand the test of time
- Artist's Choice - Awarded by our guest, a world premier automotive artist, to the cars that appeal to the artist's eye
- Grand Elegance - Cars that exude elegance
- Best of Show

95 percent of the people drove their car to the show and enjoyed the great weather. The women enjoyed the event as well and I was delighted to have so many spouses and lady exhibitors. Women were greeted at the entrance with a flower and one of our awards was a lovely gold and diamond necklace from Medina Gem.

Everyone who attends the concours will be invited to a private party at the Ritz Historic Theatre in downtown Tiffin.

Back on the big screen will be the full length movie *LeMans* starring Steve McQueen. The party will be immediately following the show and the concession stands will be open as well. The Ritz is fully restored to its original 1928 glory and seats just over 1,200 people with its balcony.

Contact: Casey Putsch
www.putschracing.com
(614) 832-8728
Tiffin, Ohio (NW Ohio)

New Is Old

Usually something is “new” when it is seen for the first time. But when is the “first time”? We see relativity at work even in the semantics of our language. Here are some Alfa Romeo related examples of how you might interpret “new”.

Alfa Romeo was granted patents in 1975 for a method of changing valve timing to suit load conditions. This system was presented to EPA for 1980 certification in 1978, at which time this writer coined the acronym “VVT”. The 1980 Model Year Alfa Romeo 4-cylinder engine family was the first-ever production application of VVT. Today we see others touting VVT: (or their market-speak equivalent) as “New”, “Innovative”, “Leading edge technology”. We are in 2003, so how “new” is Variable Valve Timing?

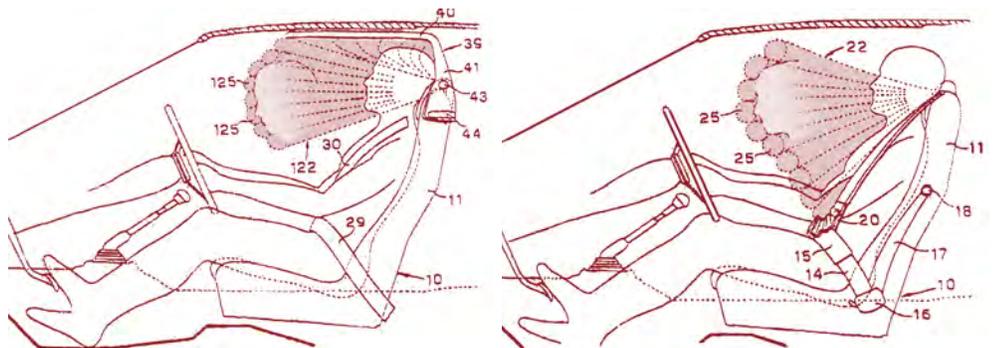
Further, some of this market-speak is mis-“leading”, as in “leading edge technology”. Only airfoils have a leading edge. Are they using aero speak for a vehicle that never leaves the ground? Will they next be using Reynolds numbers to describe the efficiency of their HVAC outlet grilles? Alfa Romeo’s VVT was a concept of Ing. G. P. Garcea, my longtime mentor and chief of Alfa Romeo’s “think tank.” The concept was developed in the experimental engine department, *DIPRE ESMO* (an acronym for another day and column). Of interest is that Ing. Garcea was an aeronautical engineer who paid his dues in Via Avio at Portello. Interestingly, he never used the word “leading edge”. More on him also in the future.

Airbags are common today. Recently, much is being made of “head bags”, “sternum bags”, “neck bags”, or any other body part that may require protection. Alfa Romeo held another patent, a concept of Ing. Filippo Surace of *DIPRE STUR*, for the “soft sallet”, a translation from the Italian, but you’ll have to look up “sallet” in your Funk & Wagnall’s. This is another 30-year old patent, a development for an early NHTSA/NATO Experimental Safety Vehicle conference. One version has a bag that drops down from the headliner to protect the face, the clavicle/chin impact, and prevent hyper-extension of the neck due to forward rotation, which can cause a 3-4 inch stretch of

vertebrae C3-C4 and subsequent spinal cord pinching. This “new” innovation can be seen in Surace’s patent No.3,953,049 dated April 27, 1976, Though I no longer have my archives of 23 file cabinets, I strangely happen to have a copy of this patent (see drawings).

I could go on at length, but without my archives, my wet drive is short many Gigs. However, just to give you some food for thought—or, heaven forbid, homework, here’s a few other “old-new” or “new-old” concepts:

“Pulseair”—a term used by Subaru and GM for reed valves that introduced air into the exhaust manifold to provide post-combustion of unburned



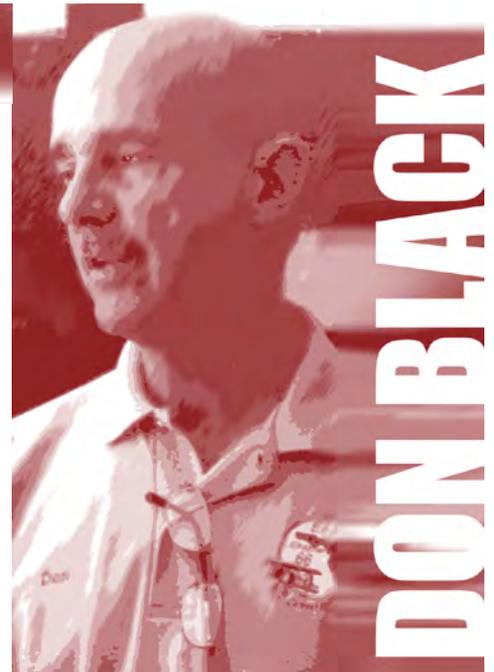
Overhead (figure at left) and belt-mounted (right) restraint system concepts

HC—an early emcon strategy for California. Guess what?

Inflatable shoulder belt: recently promoted by TRW. Care to guess again? Alfa’s patent did not include the pyrotechnic pre-tensioner, only the belt concept.

Speed sensitive air dam—lots of aero devices popular today, but this one was on the production Turbo Giulietta and had only a half dozen parts. As the vehicle velocity increased, the air dam (chin “spoiler” sic) lowered itself by a calibrated spring mechanism and forced the nose down. Later thrown out as it was found to cause overheating of the transaxle. Good idea – wrong application.

Banjo catalytic converter with pellets: GM copied the patent years later, with the same disastrous results. It included the famous thermocouple and red “slowdown” light. Anybody out there who might think they know the real purpose of the “slow down” light? I’ll send you an unusual prize.



Note that GM did not use such a light.

Exhaust bypass has been talked about for some time. Alfa Romeo did patent the concept in the early ‘70s and presented it in our 800-page “status report” prepared for EPA, required to show our efforts in complying with future standards. The concept is used today to permit “sound of power” under Wide Open Throttle (WOT) applications. It’s actually a great way to tailor the exhaust sound to the product.

The list of early ideas and patents is quite long. During the time of emissions and safety knee-jerk reactions by the government, most manufacturers were looking for solutions to politically imposed design requirements. Alfa Romeo had a cadre of innovative hard-working designers and engineers who were bold enough to put forth real solutions to real problems. The difficulty was to provide real solutions for imagined or undefined problems. Even today, most automotive technology is driven by political winds.

BENSON BARN TECH SESSION AND SNARF FEST

We took two great events and put them together make an even better event. The annual barbecue, Italian car display and social event at the home (and barn) of the Bensons will be combined with a tech session showing what to look for in terms of typical rust and damage underneath your Alfa or one you might be acquiring. Then attendees will be allowed to have their Alfas put up on the hoist and examined. Up to 14 Alfas can be viewed from underneath during the afternoon.

Ed Argalas will be bringing his Giulia race car built for the Panamericana and discuss its preparation. There will also be a Alfa small flea market area for selling and buying parts.

There will be an informal display of Alfas on the lawn and plenty of conversation, plus the car collection of Joe Benson for all to see.

For the barbecue portion, the club will provide meat, pop, plates and plastic ware, and we hope that you'll bring a dish or dessert to share on Sunday, June 7, in South Lyon, Michigan.

Spotted for sale on the Web

Mother's Day is coming up and what mother would not look great in this red halter dress, with a classy Alfa grille, available from an Alfa accessories site in South Africa. Just remember that Alfa Giornale is always here to help, even with choosing that special Mother's Day gift.

We understand that the display model is not available.

Alfas For Sale

1973 Alfa GTV 2000. Non-rusty GTV in excellent original condition. Would make a great driver, or with a little work, a pristine show car. \$19,500. Paul Chandler - (313) 995-8310.

1956 Giulietta Spider, white/red. Mechanical restoration by Trail Auto. New wiring, paint, chrome, top, upholstery. Mille Miglia eligible. \$33,000/OBO. Call Carl Goodwin, NEOhio-AROC, (419)668-2563 or atlatstt@frontier.net



2000 Touring Spider of Joe Benson at Meadow Brook in 2007. See this and other Italian cars in the Benson Barn on June 7.

At right is the 8C2900 of Ravy Scherr.



SAFARI SPIDER

by Mary-Alice Jones in *Scenario*, newsletter of the Kansas City chapter of AROC

Previous installments followed Australians Laurie and Mary-Alice Jones in their 1971 RHD spider on the first 16 tough days of Classic Safari Challenge in Southern Africa. The going's about to get tougher.

The story so far...

Our attempts to do one medal stage within the allotted time have been thwarted by helping another competitor, slower cars, cows across the road and minor mechanical problems. Although our chances of moving up the leader board are improving with the retirement of five cars, the opportunities are reducing as more special stages are cancelled due to appalling road conditions.

Day 17: Phinda to Cathedral Peak (476 km)

A reasonably long day starts with a 5.00am wakeup call for breakfast, and we leave Phinda Mountain Lodge for a five hour drive through Imfolozi Game Reserve before the first control. After paying the entry fee and buying a map we drive leisurely through the reserve, stopping at a hilltop resort and a bird hide, and spotting giraffe, wildebeeste, impala and zebra. On leaving the reserve we refuel and tackle the first medal section which has been shortened from 24 to 14 kilometres, on a rutted gravel road with a steep camber, sharp bends and drops, and school children waving from the edge. We probably pay too much attention waving back and tooting the horn to the kids, and take 14 minutes instead of the allocated 10, and add another four minutes to our penalty tally.

We are now in the middle of the Zulu battlefields, and continue on to our lunch stop at Isandlwana Lodge, with a great view of the famous outline of the mountain where 20,000 Zulus attacked the British position on 22 January 1879, killing 1,500 soldiers. A handful of survivors escaped to the military hospital at Rorke's Drift, 10 km away, which became the



scene of a celebrated battle later that day, and where we are headed after lunch.

During lunch we learn that the crew from the retired Mark II Jaguar have rolled their hired four wheel drive on the special stage, and are OK except for the navigator's suspected broken hand. We drive past

Isandlwana, unfortunately with no time to visit the battle site with its 1,500 white stones marking where each British soldier fell, and continue across the Buffalo River to Rorke's Drift for an allocated 40-minute visit to the museum.

None of the original buildings remain from the 1879 battle, but the museum has been rebuilt on the footprint of the burnt-out hospital, and white stones mark where the British hastily built their defensive barriers out of mealie bags and biscuit boxes. The cemeteries contain the 500 Zulus and 17 British who died in the battle vividly depicted in the classic 1964 film *Zulu*, when 139 soldiers resisted wave after wave of attacks by 4,000 warriors before the Zulu withdrawal.

Eleven Victoria Crosses were awarded at Rorke's Drift, more than any other battle in history, although the museum suggests this was partly politically driven to divert public attention from the massive British defeat at Isandlwana earlier the same day. The museum is well presented and it is interesting to see the historic depiction of the action portrayed by Stanley Baker and

Classic Safari Challenge 2008



Going for it on a special stage...10 minutes before the axle broke. Photo supplied by Laurie Jones

Michael Caine as Lieutenants Chard and Bromhead in the film.

While we would like to stay longer at Rorke's Drift, another special stage is scheduled, 29 km in 20 minutes. With one-minute intervals between cars, we again get caught in the dust behind the Toyota Landcruiser, then another herd of cattle crossing the road.

When the dust clears, the Landcruiser is through the herd and well up the road. Later that evening the driver explains that he simply drives into the middle of the herd and pushes them aside with his bullbar. As we are in an open car, level with the cattle's knees, and the herdsman carry rifles, we sit and wait until they cross, and pick up another five-minute penalty.

We continue through the town of Ladysmith, famous for the four-month siege during the Boer War in 1900, and as the home of the singing group Ladysmith Black Mambazo who collaborated with Paul Simon on his Gracelands album. The sun sets about 40 km before our destination at Cathedral Peak, and we learn why the Lonely Planet warns against night driving in Africa. The road winds through and between small villages, and after dark it becomes alive with adults, children and domestic animals wandering along the shoulders. Of course there are no street lights, and people occasionally walk up the centre of the road, or dash from one side to the other, and we come across a large group playing drums, and children in primitive billycarts hurtling down a hill

towards us in the middle of the road.

We arrive at Cathedral Peak exhausted from the concentration of the last hour, and after dinner the sweep mechanic drives the rolled 4x4 into the control. It has no glass left, damaged front guards and doors, and the roof on the driver's side has collapsed almost to the top of the steering wheel, but the mechanics have managed to get it driveable, and it waits to be exchanged for another hire car. The crew has been taken by the doctor in the ambulance to a nearby clinic where the navigator has her swollen hand x-rayed and fingers splinted.

Day 18: Free Day at Cathedral Peak

After the excitement of the previous day we sleep in, have a late breakfast and explore the Cathedral Peak Resort and its dramatic setting high in the Drakensberg Mountains. We have coffee on the terrace, book in for an afternoon horse ride, and wander down to the carpark to check the car. It only needs the air filter cleaned, oil wiped from the diff, and the handbrake cable lubricated, but the driver of the XK Jag needs some help with securing tailpipes and replacing a stoplight switch.

Following an afternoon coffee on the terrace we go on a one-hour horseback trail ride through the mountain scenery, and spend the time before dinner checking our results. We've lost 108 points, mostly due to the initial 60 missed control and 25 for stopping to refuel on Day 6. The balance lost on timed sections varies

from 1 to 5 minutes. We're currently fifth in class out of 11 entrants, and eleventh overall out of the original field of 24, so we're happy to be in the top half. Our position has just improved at the expense of the Saab which has become the latest, and sixth retirement when the crew decide to return directly to Capetown, and home to USA, for personal reasons. The goal of clean-sheeting a medal stage within the allotted time still eludes us, but tomorrow has two special stages, so there's still a chance.

Day 19: Cathedral Peak to Elliot (545 km)

Another change in the starting order, and we move from position 16 to position 11 and drive 136 km from Cathedral Peak to the first special stage, a short run of 13.7 km in ten minutes, and an opportunity for our first clean run. The road is good gravel, so we give it all we've got, easing past a caught car, but showering the Rally Director with stones as he stands on a bend taking action photos. Just before the finish control the road deteriorates into some nasty ruts and we fall into them, only to find we are again one minute outside the time. We continue on gravel for a few kilometers past the control, across a dry creek bed and uphill when we hear a grating noise from the rear, and the car slows to a stop. On investigation, the right rear wheel is jammed up into the wheel arch and hard against the mudflap. We wave a couple of other competitors past and hold up our OK card to the doctor while we wait for the sweep mechanics who we know aren't far behind. The sight of the wheel completely out of position in the wheel arch looks grim and we contemplate the prospect of being the seventh retirement, organizing trucking to Capetown almost 2,000 km away, and hiring a four wheel drive to continue the event.

The couple who rolled their 4x4 two days ago stop in their replacement vehicle in case we need to be towed, but when the mechanics arrive our fears are confirmed when they look underneath and diagnose a broken axle tube, preventing the car from being driven or towed. The right-hand outer axle tube has split completely around the welded flange holding it to the differential, the tube and axle shaft have

pulled away from the differential housing, and the wheel has jammed against the inner arch. After a quick look around at the desolate landscape and lack of passing traffic, the mechanics decide there is no option but to somehow get it mobile, although they warn us we're likely to be on the side of the road for the next three hours or so. Andy, the chief mechanic, has been entertaining us during the event with stories of last year's Peking to Paris Rally, and how the cars were kept going across Mongolia and Russia with local blacksmiths making leaf springs, and even an engine transplant from a Volga truck. If anyone can fix the Spider, this team has the experience.

The first step is to stabilize the car which is parked on loose gravel, facing uphill on the camber of the road shoulder. Our towing strap is hitched to the towing point on the sump guard and around the tow bar of the hire 4x4 parked in front. The car is jacked up and the rear wheel removed, while a vice is fixed to the tailgate of the sweep vehicle, and a portable drill and flat steel bars are found. The steel flats are cut into four lengths with one end bent at right angles in the vice and drilled. Meanwhile a ratchet strap is looped around the diff housing and wheel hub and tightened to pull the axle tube back into alignment with the broken flange. The nuts are removed from every second stud on the flange, and the steel straps are evenly spaced around the axle tube, with the bent ends bolted to the flange studs, and the long straps clamped to the tube with U-bolt shackles. The crack between the tube and flange is sealed with epoxy to prevent oil leakage, and another ratchet strap is run from the axle to the front gearbox mount to pull the wheel into alignment in the centre of the wheel arch. This takes just under two hours, and we assume it is to make the car towable, but are amazed when the mechanics say it will be driveable with care.

We set off cautiously on another 40 km of gravel, accompanied by the sweep vehicle and the Good Samaritan 4x4 until we reach Underberg which is the scheduled rally lunch stop, but by now it is late afternoon. The 4x4 crew leave us and tackle the remaining 300 km to the overnight

stop at Elliot, while we and the sweep vehicle head directly for a major highway rather than following the route directions. We stop for fuel and cash and lose the sweep, but make our separate ways to the N2 highway, keeping in touch by mobile phone when conditions allow.

We reach the N2 and head south, planning to get as far as possible towards the next overnight stop at Kariega, but night falls, and the tide of people, cattle and dogs appears on the highway. The car is also driving erratically, crabbing and moving violently sideways at the back when declutching, and we suspect the ratchet strap pulling the right wheel into position has been over-tightened, with the axle now at an angle to the centreline of the car.

However the Spider is still mobile, and we push on with cautious driving, but as the night deepens the highway heads into the mountains and becomes busier with semi-trailers loaded with logs. Several catch us on our slow progress on downhill stretches and sit a couple of metres off our tail, pushing us along with lights on high beam.

Eventually our imagination of what would happen if our splinted axle suddenly gave way under these circumstances gets the better of us, and when the lights of Kokstad come into view at 8.00pm we decide our 12-hour day is over.

We pull into a service station with motel rooms attached, and phone the sweep mechanics who have arrived in Kokstad by a different route and are waiting for us. They find us and apologise that they have to leave us and head



Roadside repairs, and a close-up of the axle splints.
Photos: Laurie Jones

for Elliot, which is still 200 km away, as they are a control for the next day's special stage.

Before they leave, they advise us of our options – arrange for the Spider to be trucked to Capetown and continue in a hire 4x4; take a day out to arrange a permanent repair if anyone is prepared to do it, and try to catch up, knowing that there are no more rest days before the end of the event; or continue with the temporary splint repair, although they could not guarantee how long it would last, and were surprised it had got us this far.

Faced with these unpalatable alternatives we thank the mechanics for all they have done for us, wave goodbye, book a motel room, have a burger at the service station Wimpy Bar, and turn in, all alone in a strange town.

Next issue: Limping to the finish.



Eyes on Design takes place every Father's Day (June 21) at the Edsel and Eleanor Ford House in Grosse Pointe Shores. At least one Alfa will be on display this year, from Dave Strus of Indiana. It will be in the four-seat GT category.

SPRINT VELOCE ZAGATO: PART 2

SVZ ARCHEOLOGICAL DIGS

What is it?

The Sprint Veloce Zagato was the renegade Alfa rebuilt from a crashed Giulietta Sprint Veloce by Zagato to beat the factory cars. At least 16 SVZs were constructed between 1956 and 1959, but possibly as many as 24. Their racing success changed the plans of Alfa Romeo, leading to the next generation Sprint Zagato receiving Alfa backing and development, in addition to the Sprint Speciale by Bertone going into production instead of a mere handful of race cars.

The SVZ is so light that it can be rolled forward simply by pushing it with a finger, but the aluminum body pushes in just as easily. According to a current owner, driving an SVZ is very different from driving most Alfas because it is a true racecar. Tradition has it that Elio Zagato would run the 1300 Veloce engine of an SVZ at 10,000 RPM. The engine has very little power at low engine speeds, but then it kicks in at 8,000 RPM. The same owner describes the engine as running much more smoothly than the Giulietta Spider Veloce he had owned.

Real Cars, Fakes and Hybrids

One problem with identifying a real SVZ is that no two were exactly alike. Add to that the fact that Zagato did not maintain records prior to 1960, and the race is on for construction of fakes. Conrero engine parts are not an indication of an original car since Virgilio Conrero sold parts as did Abarth, and he tuned only a few SVZs for customers.

Some Sprint Veloce Zagatos began as Sprint Veloces reconstructed by Zagato after a crash. Several cars were ordered by wealthy customers who had the bodies cut off of their new Giuliettas and replaced with custom bodies and trim by Zagato.

One indicator of an original car is paint, welds



The Santillis with their SVZ (04458) in 2007



*Sergio Cannara driving 04458 in 1959
(photos via Ruggero Santilli).*



Interior of 04458. The gauge on the left is a bit yellowed from age, but the set is fifty years old.



04458 while in Italy being restored.



Recent rear view of the same car in Florida.

and body work that appear approximately fifty years old, with fabricated joints and seams in the style of the builder. However, anyone with a Giulietta Sprint could go to one of the many individual metal craftsmen of the period and ask for a body like the ones made by Zagato. The only indication that a body might have been made on the side by a sheet metal beater who had worked at Touring is that the seams and edges might be too perfect for a race car from Zagato. An old body with a Zagato mark in the doors beneath old paint is more likely to be real because no one in their right mind would have paid to replicate an old race car like this from the mid-1960s until perhaps 1989 when prices began to climb. What is more likely for an old car that saw track time is that a second or third owner made modifications, put the body on a newer chassis, combined cars and parts after a wreck, or had a revised body constructed by Zagato at a later date. Period photos at races and records of the race with driver name (and sometimes the chassis number!) are a huge help in verifying a car, but do not provide absolute proof.

Archeological Digs

Three Sprint Veloce Zagatos residing in the U.S. are examples of distinctly different cars and the research they required.

Some collectors want a perfect, 'no stories' Alfa with a continuous, documented history and racing record from Day One. Others will accept a few gaps and minor unknown factors if the basics check out and the car is generally accepted and has been documented as the 'real deal' for international vintage races or shows. Then there are Alfas that vanished from sight for twenty-five years, could be genuine, might not be, but at are absolutely great fun to own and drive.

04458

Giulietta Sprint Veloce 04458, currently owned by Ruggero Santilli, was purchased by Sergio Cannara on May 20, 1957, and titled with plate number PR 3605. It was raced in this form a few times, then delivered to Zagato in late 1957. The finished car was delivered in

1958, painted white with engine No. 1315, plexiglas windows, double-bubble and covered headlights.

It was purchased from a friend in Milan. The body had been completely restored in Italy to original condition including the color, stitches and even the thick padding under the roof (many racers of the period did not wear helmets yet wanted to protect their skulls over bumps). The cylinder head was redone to race specs by an Alfa mechanic near Chicago, and now the engine runs with 200 psi compression in each cylinder.

Pistons and rings were located in the U.S. but the pistons needed some modification for spark plugs clearance due to the high piston dome required for compression. There is documentation of originality for seemingly everything from the VIN to the double bubble and covered headlights. It also has the original Nardi steering wheel, gauges and dials, jack and tool bag. It has two sets of wheels—the standard ones plus wider race wheels with aluminum hubs. As might be expected, the standard wheels are much better for city driving.

The history of 04458 is fairly well documented and typical of the life of a race car. Passing through several owners and eventually discarded, it was sold by Cannara on February 6, 1960, to Clelia Rossi, a female race driver of the time, titled with plate number SA 38082, repainted in red, and driven in various races. It was then sold on July 7, 1960, to Antonio Covino, titled with plate number NA 173748, and continued racing. It was eventually purchased by Angelo Strada of Milano, who saw it in an Italian body shop with considerable race damage, including evidence of capsizing, a cracked oil pan and other "injuries." A restoration began, matching the color and pattern of the interior upholstery and carpets, new plexiglas windows and repairs to the body and mechanical parts. The SVZ was acquired by Ruggero and Carla Santilli and imported to the U.S. in running condition on September 8, 2007. The car was then given a complete mechanical restoration by Mike Besic of Illinois (cylinder head), Mark Dubovick in Florida (carburetors),



Engine bay of the Santilli SVZ



Another interior view (all photos of 04458 courtesy of Ruggero Santilli)



08780 after detailing and much work, but retaining the old paint, panels and battle scars.



The front end looks good for an old racecar (photos of 08780 by Richard Ballantine)



09403 competing at MonteCampione in Europe prior to being shipped to the U.S. (photo via Joe Senesac)



09403 interior while owned by Senesac in Texas

and Gene West and Melvin McCalister of Florida (remaining mechanical restoration and final testing).

This Alfa Romeo has been invited to a number of shows as well as appearing in publications in Italy and Germany, and would be welcome at the Mille Miglia or almost any other international event. Documentation of its history, maintenance, restoration and races complete the package, making number 04458 an extremely rare racing Alfa and very desirable collector car for show or vintage racing.

08780

The story of the Alfa that began life as AR 1493-08780 is better than that of a typical racecar that is driven hard, crashed, repaired, modified, parts replaced or updated, body removed, then sold to repeat the cycle again until the car is parted out or discarded. But this SVZ has a history that can be only partly answered using various clues, memories and photos. AROC member Richard Ballantine purchased the car from an auction in Belgium in January 2004. It is a late 750 series Sprint Veloce that was built on March 25, 1959 and sent to Renault in France. When it received its Zagato body is unknown. The original owner is also unknown but the car is believed to be the Pasquier – Steinbach entry in the September 1960 running of the Tour de France. A photo of the light colored Pasquier car, with race number 128, is on page 19 of Minerbi's SZ – TZ book.

Then things become a bit more complicated. The body on chassis No. 08780 may have come from the very successful Bernard Consten rally car. Consten has said that at the end of the 1958 season he replaced the body of his SVZ (04717) and that it went to another car. Given the dates, and that Consten is French and 8780 seems to have spent its life in southern France, chassis 08780 might have been the recipient. Zagato build numbers have been found on the car's door latches and on its seat rails. Its heavily crazed plastic rear window sports a sticker from an Alfa shop in Toulouse. This and other fragmentary evidence lead to

speculation that the car resided in Pau in southern France (a short distance west of Toulouse) for many years under the care of Alain Murraciale until 1999.

08780, as it looks today, later shows up in a snapshot taken at a race event at Mas du Clos in France in September 1983. Its race numbers today are believed to be from 1983.

When purchased by Ballantine, the SVZ had a replacement 1300 engine with DCO03 carburetors, a Conrero-style airbox, Veloce headers and sump, but it was not running. The Amadori wheels, prized by period race car owners for being the lightest wheels of the late 1950s and early 1960s at 9.6 pounds, were badly cracked.

The car's front bodywork is in surprisingly good shape for an 50 year-old car that was raced, and may have been replaced. The cabin with pitted exterior door handles and old plastic windows looks as if it could be original (or at least from the early 1960s). The headliner has holes where where map lights would typically be attached, another indication that the body was likely used in rally competition. The dash is fiberglass, as they were on the SVZs, with the typical Zagato row of switches recessed in a rectangular frame in front of the passenger seat.

Using a NOS 750 engine block, Jack Beck rebuilt the drivetrain, as well as the suspension and brakes during 2004. According to Ballantine, Giulietta expert Bill Gillham did extraordinary work, replacing the rusty floors, installing a new wiring loom and organizing the interior, engine compartment and trunk, and more. The idea was to do everything under the car's shell in order to retain the car's external as-received (well worn) appearance. As an example, with the car missing its door window mechanisms, Gillham installed leather straps to make the windows open again.

Untouched, so far, is the vertical panel – kamm-tail like – that replaced roughly one inch of body section at the rear. The emphasis is on 'roughly' as the SVZ butt-ectomy looks to have been performed with a power saw and a drum of Bondo as the major surgical tools. It might be that an early owner, perhaps in the mid-1960s,

thought he'd get another mile per hour or so by approximating the configuration of an SZ Coda Tronca.

Regardless of any history, this car should feel at home revving on the mountain roads of southwest Colorado in the hands of an appreciative owner.

09403

Sometimes a Alfa is destined to remain an enigma. The production date comes after the introduction of the Sprint Zagato, the replacement for the SVZ. The body has some unusual details, especially along the lower edge where the lines more closely resemble looks more like an early Porsche 356 than the Zagato style of 1960. Those two items alone might cause some experts to write off the car as a fake, but there is more to the story. To help with digging into its past and learn what 09403 was like prior its restoration, I contacted AROC-member Joe Senesac, who had owned it for three years before selling the car to a buyer in California in 2003.

When offered for sale by Lorenzo Ramasco of Lugano, Switzerland in 2000, the wrong serial number was listed. Matt Jones assisted Sensac, who also lives in Texas, in getting the correct VIN and some additional details. The actual serial



Zagato and Conrero badges (Dave Hammond photo)



09403 at the Chicago AROC convention in 2008



Rear view



Front view (all photos on this page by Dave Hammond)

number turned out to be AR1493 09403, which is not a Veloce, but a standard production 'normale' Giulietta Sprint. That sounded bad, but chassis 09403 is listed on page 185 in my 1985 copy of Alfa Romeo Giulietta by Angelo Tito Anselmi as being the last SVZ (other than the loosely-related rebody in 1961 by Michelotti for Conrero). Luigi Fusi also included chassis 09403 as an SVZ. Because Fusi became Alfa Romeo's official historian from within the company and maintained the only detailed records, he would likely have known whether or not the chassis was sold to Zagato.

Looking closely at such a car, you have to face the problem that there were number of Sprints redone by body shops in Italy at a later date and sometimes claimed to be Zagato. This was not an obvious forgery with Fiat 850 headlamps grafted onto the fenders, but it prompted a number of questions. The owner previous to Ramasco, in the 1980s, was Mr. Belladelli, also of Lugano. The chassis was probably rebodied at some point, as some early photos exist without the double bubble roof. There were no Zagato build marks. More questions. Senesac wrote to Registro Italiano Alfa Romeo (RIAR) about the car, and they confirmed that the 09403 chassis number was listed in the "official Zagato archives" (which is odd because several Alfa experts have stated that Zagato does not have any archives from the SVZ period, but this one SVZ was made after the first SZ and the start of keeping records at Zagato).

The car came with FIA and CSAI papers, which qualify it for major international vintage racing. That by itself gives 09403 some market value, and Senesac made the purchase.

This SVZ had multiple engines (750 and 101), as the prior owner had campaigned the car in Swiss hill climb competitions. That fact indicated that the car should be at least be in decent mechanical condition. Because of the hill climb setup, the car had a 6.33:1 rear end, and since it also had a 4-speed close ratio gearbox, it would quickly rev to over 5,000 RPM on the road and run out of gears.

On the street? Yes, the SVZ was Senesac's

daily driver. It was in great mechanical condition when received from Switzerland and started right up out of the container. The driving posture was upright, made possible by the double bubble roof. The engine made terrific sounds but was very loud, making it difficult to have a conversation in the passenger compartment without yelling. The car also stopped very well, but given the very low weight that should not be surprising, Senesac described the car as a powered roller skate.

He mentions that the body had lots of dents as might be expected on an old aluminum bodied car. The interior was sparse and set up to race or hillclimb with a rollbar, fuel cell, and very limited ventilation. That last fact and Houston summers led to Senesac eventually trading the car for a GTA Stradale.

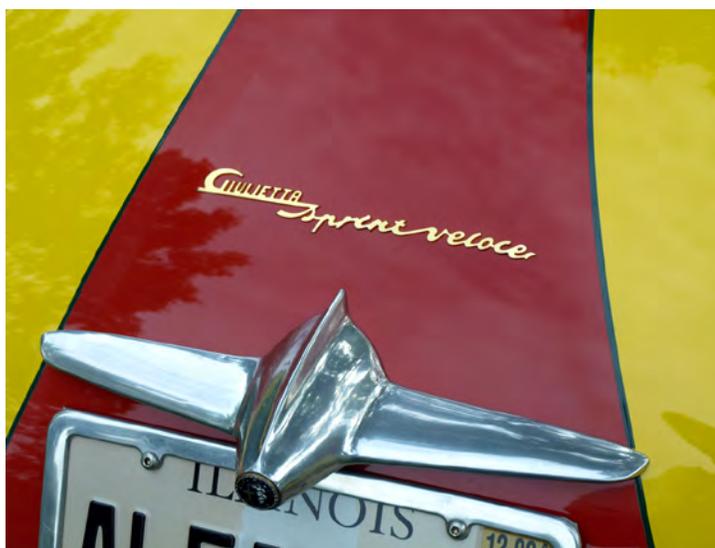
After trading the car to Matt Jones, who in turn sold it to the next owner in California, 09403 eventually moved to the Chicago area. Dave Alexander works at Continental Motors and located the car for current owner John Weinberger. I had met Dave a few times while he was a teenager, thirty years prior, because his father, Vern, was an AROC-Detroit member, and our paths crossed a few times over the decades. To Alexander's experienced eyes, the chassis plate looks original. During restoration, it was confirmed that metal work was very old and the body had layers of battle scar patches

from long ago. That indicates that the body is at least old and therefore not an intentional fake, but not proven to be an SVZ bodied by Zagato. What is it for certain? An interesting Alfa and a blast to drive.

Resources

Three lists by recognized Italian auto historians are considered the most reliable sources for valid chassis numbers. The most conservative list is "L'Albero Genealogico" (Family Tree), published by Gino Giugno in *Giulietta Sprint Veloce Zagato*. It lists the 16 certain, no question about them, chassis numbers made into SVZs. Another source appears in my 1985 Italian language edition of *Alfa Romeo Giulietta* by Angelo Tito Anselmi, on page 195. It lists 20 cars, adding four additional chassis. The third recognized source was compiled by Luigi Fusi in *Alfa Romeo - All the Cars from 1910*, stating that 18 SVZs were built. Additional well-researched information can be found in volumes by Marcello Minerbi (*Alfa Romeo Zagato SZ-TZ*) and Donald Hughes/Vito Witting daPrato (*Alfa Romeo Veloce -The Racing Giuliettas*). A compilation by Adrian B. Smits of the Netherlands appeared in issue 82 (2004) of *Giuliettaletta*. It contains a list of thirty possible cars including mystery photos and possible fakes or replicas.

Many thanks to Dave Alexander, Richard Ballantine, Joe Senesac, and Ruggero Santilli and for their great help with this article.



Rear and engine details of 09403

**AROC-Detroit Presents
The Drogato Pista Memorial Day Event
at Grattan Raceway in Grattan, MI**

Monday, May 25, 2009

Event:

This is an open event for ALL CARS and ALL SAFE drivers. We intend this to be a fun, enjoyable, educational day at the track where you can drive at your car's potential, and improve your driving skills. In this non-competitive event, we will give the maximum track time possible, rain or shine. Cars will be grouped by performance potential and drivers' track experience. This is not a race.

Tentative Schedule:

7:00- 8:00 am	Tech Inspection & Registration
8:30 am	Mandatory Drivers' Meeting
9:00 am	First Drivers Session Begins
12 noon	Lunch and Touring Sessions
1:00 pm	Restart Drivers' Sessions
6:00 pm	Event Closes

Drivers Sessions Requirements:

ALL helmets must be SNELL rated SA 1995 or later (eye shield or glasses for open cars) M rated helmets not recommended. SNELL label must be visible. No exceptions will be allowed.

Roll bars for ALL open cars. Please call if you are planning to run a convertible or drop top.

Stock 3 point, 5 or 6 point harness (NO 2 point or 4 point- strictly enforced).

Remember, this is a non-competitive event- no wheel to wheel driving!! You may be warned or dismissed for spinning, leaving the track surface, wheel-to-wheel driving or otherwise endangering yourself or others. Any car-to-car contact is grounds for expulsion from the event. Any damage incurred to the track will be the responsibility of the driver(s) involved.

We intend this to be a safe and fun event. This is not a race. Special Note: do-nuts are not allowed in the paddock, Nick.

Touring Sessions:

During the lunch break, all drivers will be allowed slow touring laps of the track (no helmet or roll bars are required). Speeds will be limited by pace cars, no passing will be allowed, passengers will be allowed, and all drivers' session warnings will be enforced as well. "Touring Only" is available for \$20.

Early Registration Fee:

AROC members:	\$110
Invited Club members*:	\$120
Non-members:	\$130
Touring Only, pay at track:	\$20
Guardrails:	\$250

- There will be a \$20 fee increase for all applications postmarked/submitted May 18 or later.
- There is a \$20 fee for registering at the track on event day (\$40 total fee increase).
- Garages are available at the track for \$50 each through Grattan Raceway.
- Track phone number is (616) 691-7221.
- We will allow 55 drivers to register for the Drivers Sessions.
- Entries accepted in order of receipt, AROC members given first priority, invited club members second, non-members third.
- The track will charge a \$10.00 entry fee to each person entering the track.
- The track phone number is (616) 691-7221. This is Grattan's policy, not the Alfa Club's.

Send the below form completed (online, email, or post) and payment to:

Randy Velikan
1212 Wright Street
Ann Arbor, MI 48105
alfanut@arocdetroit.org
or
alfanut@sbcglobal.net

Please make checks payable to: AROC Detroit. PayPal.com payments can be made to AROC Detroit Treasurer at: alfanut@arocdetroit.org

- Sorry, applications received by mail will not be accepted after May 23.
- Please call if sending close to this date.
- Credits given, no refunds
- For further information contact: Scott Reynaert- Event Chair (313) 562-9436, apex@arocdetroit.org, or scott@ozzyworks.com
- Randy Velikan- Co Chair (586) 215-5474, alfanut@arocdetroit.org, or alfanut@sbcglobal.net
- We recommended lodging at the Candlestone

Golf & Resort, 616-794-1580 (ask for Grattan pricing, new mattresses in 2008).

- Info can also be found on our web site- <http://www.arocdetroit.org>

PLEASE MARK YOUR CALENDARS FOR OUR OTHER TRACK EVENTS THIS SEASON:

- September 7, Monday, "The Labor Day Italian Roast Track Event" at Waterford Hills
- October 10 & 11, Saturday & Sunday, "The Return of the DUCE" at Grattan Raceway (track is run backwards on Sunday 11

Registration Form

Please complete ALL Fields Below for Grattan, Memorial Day Monday, May 25

Name _____

Phone (____) _____

Address: _____

City _____

State _____ Zip _____

Car Manufacturer _____

Model _____ Year _____

Note Modifications Made To Vehicle, if any:

Type and Size of Tires: _____

Would you like an instructor? (recommended for drivers with less than 5 track days or new to Grattan): _____

Track Experience (your TOTAL number of track days, number of track days at GRATTAN, and OTHER tracks with number of track days):

Total: _____ Grattan: _____ Other(s): _____

How would you prefer to be notified of our future events? (please indicate):

____ E-MAIL ____ Postal Mail ____ Cave Paintings
 ____ Smoke Signals ____ Jungle Drum

Preferred email address for future event mailings:

Are you currently on our e-mailing list with above email address?

THANK YOU!

*Lotus Club, MG Club, PCA, BMW Club, Shelby Club, FME, Viper Club, Corvette Club, Mid West F Body Association, S2000 Club, S2Ki, NSX Club, Miata Club, Chin Motorsports, MSCCA, CGI. Basically if you support a Detroit area car club, we support you with a discount.

This event is sponsored by the Alfa Romeo Owners Club of Detroit.

Thank you in advance for your support!

