

## Fun Fiesta takes Flight Great socializing and energy at Museum of Flight

**T**his year's Festa degli Amici - our annual Gathering of Friends - on Saturday, December 9 was yet another great holiday party! We had a great turn-out - over 70! - despite the wild and rainy weather. Well done, everyone involved, especially given the scramble to find a new venue after our usual restaurant cancelled on us mid-year!

All turned out brilliantly, thanks to the efforts of so many. Returning to the Museum of Flight gave us the added bonus of free admission to the Museum all day before the party, and several attendees took full advantage of it.

The room was a great space, with views out over Boeing Field runway and plenty of room for socializing, viewing the Silent Auction items and accessing the bar and the buffet tables. This year's caterers did an excellent job, providing plenty of great food and an especially tasty - and very popular - selection of desserts!

Two projection screens meant that everyone had a good view of the presentations, and the Museum's audio system was a vast improvement on the portable PA we've rented in the past. Debi Schmid organized a display of the art items creat-



ed by several talented Alfisti inspired by this summer's Half-Fast Lap through the Cascades.

Bill and Judy Gehring handled registration for the event with their usual expertise, but this year handed over the Silent Auction to John Wiley, who did a fine job. Many



thanks to all who donated items for the Auction and to all who bid so enthusi-

astically; we raised over \$2,000! If you have suggestions as to which charity or charities we should donate to this year, please let Fred Russell know

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### Become a Club member!

If you're not already a member, why not join us and enjoy all the benefits while supporting the club? You can see how much fun we have and what a great range of activities we put on - and we're friendly, too!

Sign up at [www.aroc-usa.org](http://www.aroc-usa.org)

Just \$68/yr! When asked if you'd like to affiliate with a local chapter, remember to select **NWARC**.

Thank you for being part of the Alfa family!

**A**nother wonderful year has come to a close and thanks to our wobbly rock traveling at 67,000 MPH around the sun, we get another 366 days to enjoy in the year 2024.

Sure, it was fun to smile at the last day of December being written as 123123 (which I guess made it "Waltz Day"), but there were many other much more entertaining things to focus on during the last twelve months.

This last month was impressive with a fun Festa degli Amici at the Museum of Flight in Seattle, serving as our holiday party. A mixed team of people worked as a team to find a location, determine best offerings and locations and make it all happen. Visiting the Museum of Flight is a great event on its own, and it's an even bigger bonus when we get to enjoy our party there.

It was especially great to see so many new faces... it's not like I don't like the old faces, but it's fun to see new ones as well! Jon Inge did another recap of the year in a well done slide show. I'll chat about that more later...

One of the fun parts of the Festa is our Alfisti of the Year award. Last year's winners (this time Aaron & Leslie Brooks) are given the honors of selecting this year's winner. The winner is someone who sets a great example of Alfa Romeo club effort and enthusiasm. Every name on the plaque is a noteworthy person who has gone above and beyond to make our club, our events, and our friendships as good as they are.

This year, Aaron & Leslie had another commitment and couldn't attend in person, but they shared with me their final choice so I could present it to the winner at the Festa. They told me that they'd considered a few people in the club who really go above and beyond, making their choice difficult, but that one person stood out from the others.

One person who does more than half of the efforts of the whole Corsa Committee. One person who knows just about everyone who signs up to drive. One person who makes all the pre-arrangements for the events, from scheduled dates, to water trucks, to race rescue, to volunteers and turn workers. As it turned out, the winner also had another commitment and couldn't attend this year's party. The winner: **Fred Wright**, who was in the middle of a short escape to the warmer weather in Palm Springs and couldn't be here in person. Congratulations, Fred! Well deserved!

As we look back on the year of 2023, the Corsa Committee worked well as a team to put on numerous great events and schools, but they weren't alone in their efforts. Drives, shop visits and other activities all went very well. We'd love to get your feedback on why you participated, what you enjoyed, and what we did well. For example, Kenny Heng shared that

he likes how we stop on our drives to regroup people at times; not all car clubs do that. Like Kenny's feedback, **we want you...** to reach out to anyone on the club board and share your answers and thoughts to the questions below.

- What did **you** like about NWARC last year... our events, newsletters, schools, what?
- What did NWARC do well? Communications? Website? Event details?
- What could NWARC do better? Corsa info? More tech talks? Shorter drives? Send out welcome kits?
- Where can you help? Given your talents and interests, how can you assist a club role or task? Website? Tech talk? Tasks?

Let's celebrate some of the 2023 highlights of our club and the many great efforts and activities.

At the Festa people were able to see and hear about the Year in Review. We took so many fun drives! We enjoyed the friendships, scenery and twisty roads on our New Year's Drive, a drive to Bristow's in Tacoma, two Summer drives... one of which started at Authentic Motors and headed south to the PGP Go-kart track, while the other wandered north to the Heritage Flight Museum and

Ingram Enterprises. A longer drive was our three-day Half-Fast Lap that took us over a number of mountain passes as we wandered through the Cascades, followed by the Maryhill drive that found four passes to go through along with vintage hill-climb races, stargazing, and a car show.

Some of our other great events included a birthday party at the Museum of Flight, the MG Car Club's Tulip Rallye, the SOVREN Historics car corral and club BBQ, two Driver Skills Schools and great lapping days at Pacific Raceways, RTC Italian Car Day, and the Cut Shop gathering with the Avants club. These were all fun events and it was great to see so many members having such a good time. Heck, we even held fun club meetings as well, such as our discussion of Monterey Best Tips and social gatherings at restaurants. Not a bad way to spend a year and to enjoy our Alfa Romeos!

The aim is to have the same amount of fun in 2024. Give us your feedback and suggestions and help us make that happen!

- Fred Russell 



## Next Club Meetings

**January 7 (Sunday)**

**Bowling at Kenmore**

Let's go bowling! Chase away the gray January blah's and turn that frown into a smile at bright and cheery Kenmore Lanes.

Arrive between 12:30 and 1pm to get your lunch order in at the on-site 11th Frame Restaurant before the action starts. We'll have a quick meeting at 1:15



pm and then bowl a game or two. \$6 per game, \$4 shoe rental. Rolling strikes or rolling gutter balls... it's all fun! Plus you can check out the video arcade or just hang out with your Alfisti friends - and Fred Russell, who's bringing his own ball and shoes. Fred takes his fun seriously.



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Please text your **RSVP** (including your name) to me at (206) 849-3211 so we have a headcount for the bowling alley, or if you have any questions.

- David James 🇺🇸

**February**

**To Be Advised!**

We're still working on our schedule for Events and Activities during 2024. February's Club Meeting is close to being confirmed, and of course we'll let you know as soon as we have details.

In the meantime, let us know what ideas



YOU'D like to put forward! We're always open to suggestions - the more the better!

Watch this space...

- Jon Inge 🇺🇸



## Informazioni Generali

The **Iniezione** is the monthly newsletter of the NorthWest Alfa Romeo Club, a non-profit organization of Alfa Romeo enthusiasts. NWARC is a regional chapter of the national Alfa Romeo Owners Club (AROC). Chapter meetings are typically held the second Tuesday of most months except December. Membership dues are \$65 per year, which includes subscriptions to the digital and/or print versions of the *Iniezione* and the monthly national publication, *Alfa Owner*. For information about joining the club, contact the Membership Chair listed in the right hand column. Opinions expressed in the *Iniezione* are those of the authors and do not necessarily reflect those of the club. (The authors may simply be nuts!) Publication of articles describing technical procedures does not constitute an endorsement by the club, its officers or AROC. It is the responsibility of the person performing any procedure to accept all consequences of his or her actions. Wouldn't it be nice if everyone would take personal responsibility?

Commercial advertisements in the newsletter are a win! Give your business added exposure while supporting the NWARC. Ad rates are: **Half Page: \$120/Qtr, \$275/Yr** **Qtr Page: \$90/Qtr, \$225/Yr** **Business Card: \$65/Qtr, \$150/Yr.** E-mail a color .jpg, .tif or .pdf file (300 DPI) to [editor@nwalfaclub.com](mailto:editor@nwalfaclub.com)

To subscribe to the digital newsletter, please sign up using the form at the lower right corner of the Club Website's home page, [www.nwalfaclub.com](http://www.nwalfaclub.com).

**Iniezione**

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**January 2024**

## Fun Fiesta takes Flight - *continued*

at [president@nwalfaclub.com](mailto:president@nwalfaclub.com).

Fred held a brief formal club meeting, introduced all the current Board members and thanked all involved in making the Fiesta such a success. Jon Inge then gave the traditional "Year in Review" slideshow, which once again emphasized what a wonderfully active club this is in both quantity and quality of events, not to mention their variety!

The evening closed with the announcement of the Alfisti of the Year, who as always is chosen by the previous year's winner. Unfortunately, this year neither the 2023 winners, Aaron and Leslie Brooks, nor their choice to receive the award, Fred Wright, were able to



but we were all glowing with holiday spirit anyway.

It was a wonderful evening and a reaffirmation of everything that makes this such a great club! Thanks to all of you who make it so, and a Happy New Year!

- article and photos Jon Inge

be present! Nonetheless, many congratulations to Fred!

Socializing continued as we all gathered up our coats and auction winnings (not to mention a few last items from the dessert trays) and headed out past the astonishing variety of aircraft on display in the Museum. It had finally stopped raining,



## Alfa Elves Deliver Toys for Tots

**A**t Christmas time there are always numerous Toy Drives gathering unwrapped gifts for area children. Rather than create our own NWARC event, we partnered with the Avants club's drive, which coincided with the release party for the new issue of their club magazine, as well as the launch party for the new 4WD INEOS Grenadier.

Held in Redmond, the automotive eye candy at the event was amazing, while tons of people (including a good dozen Alfisti) brought enough gifts to fill the large Grenadier to overflowing. The generosity was impressive, and the local fire department was scheduled to deliver the toys to places like Seattle Children's Hospital, where the gifts help at Christmas and throughout the year.

The launch party aspect was for the new rugged SUV made



by INEOS Automotive. It's produced in Hamburg, Germany in the former Mercedes-Benz factory that made the G-Wagons for years. This was the first time most of us had seen one in person as they haven't delivered any locally to date.

The impressive-looking beast has a BMW 3.0 Ltr In-line 6-cyl Turbo powertrain and an 8-speed automatic transmission. It looks tough, *(continued on page 6)*

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## Toys for Tots - *continued*

and the whole concept is to be tough... to be "the only off road vehicle you'll ever need"... Of course, you'll have it next to your on-road Alfa Romeos.



The Collector Car Garage location is the former Hagerty Social space, and is a storage space for some amazing cars. Of course, there were the usual dozens of great Porsches, Ferraris, McLarens, Lamborghinis, etc. but the real jewels hiding there were two Alfa 8cCompetiziones in nicely contrasting colors of black and red.



A few other Alfas hid amongst the varied auto 'art'; one specially rare beast was a 1991 Alfa Romeo ES-30, also known as the Alfa SZ or Il Mostro (The Monster).

Overall it was a lively, fun event with some great car viewing, but more than that it was a wonderful way to be generous, to enjoy good people and to see a unique new car.

- article Fred Russell  
photos Jon Inge



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# Type 105/115 Front Suspension

*The second of three pieces adapted from Mark Thornton's articles on Type 105/115 suspension and steering.*

Our classic Type 105/115 Alfas are known for their good handling, which is a big part of what makes these old cars so much fun to drive. This article takes a look at the configuration of the front suspension, reviewing subassemblies and components one by one.

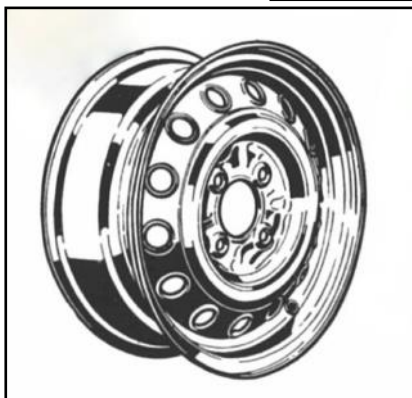
Alfa produced cars that handle well by fabricating well-thought-out suspension parts in high strength materials. This design emphasis provides ruggedness and stability to keep the wheels aligned and to make the best use of the grip available from the tires. The result is a car that's responsive and predictable, allowing the driver to carve turns with great verve. Well-prepared, these cars can be a hoot to drive!

## First Impressions

Put the car up on a lift; one of the first things you see is the ensemble of remarkably stout parts. Alfa's forged steel lower control arms draw a lot of attention; their strength, with care in setting the geometry, helps us understand how Type 105/115 Alfas can handle so well.

Many contemporary cars featured pressed steel lower control arms. Not that there is anything bad about pressed steel components if they're made carefully. The Alfa front suspension lower spring rests are pressed steel, as are the rear suspension trailing arms and integrated spring rests.

The factory stock wheels from Fergat are also pressed steel. I don't want to drive by the name Fergat; I regard the type 105/115 steel wheels in Alfa's signature phone dial design as an accomplishment in manufacturing technology. Good examples are well and truly round; considering the starting material and fabrication techniques, that quality is all the more notable. (I acknowledge that the phrase "phone dial" may not signify much to younger Alfa owners other than antiquity...)



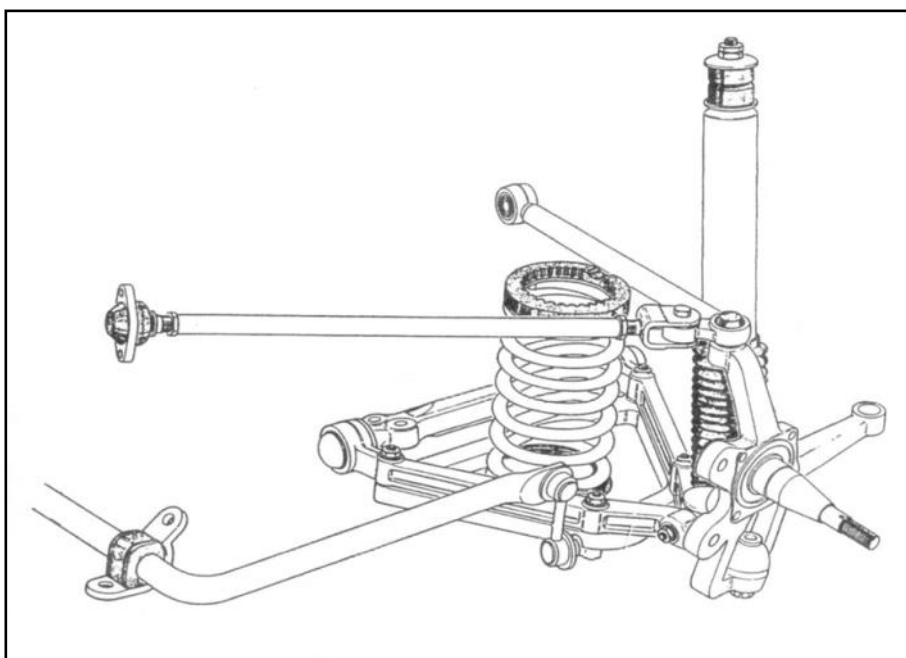
## Front Suspension Parts and Assemblies

There are many synonyms for the suspension parts and subassemblies. I'll cover some of them, but I'm not here to change the terminology that knowledgeable owners and technicians already use.

**Shock Absorber**, aka shock, gas shock, damper, or hydraulic damper. "Shock" is just a shorthand term. "Gas shock"

refers to hydraulic dampers that hold pressurized gas (such as nitrogen) over the hydraulic fluid in the tubular reservoir. The gas pressure helps suppress bubble formation or cavitation, notably on rebound.

"Damper" is a more precise term, as the unit damps oscillation that would otherwise make the car unsteady. "Hydraulic damper" differentiates the design from earlier friction dampers, which worked with a set of friction discs held under spring tension; take a look at those on the Alfa 8C 2300 or P3 race cars from the 1930s. Like most modern dampers, those on the Alfa are telescoping, featuring a piston, a cylinder, valves and limiting orifices that together provide the damping effect. Earlier hydraulic dampers used a knee action configuration, echoing the design layout of friction dampers.



The factory shock absorbers from SPICA are a gas pressure design, which tend to extend to full length any time they are not installed in the car or otherwise constrained. Less certain is what effect gas pressure would have on the tendency of shock hydraulic fluid to boil in performance driving.

Boiling the shock hydraulic fluid is common enough in motorsports, as is boiling the brake fluid or transmission fluid. Once its hydraulic fluid boils, the effectiveness of the shock falls substantially. Shocks can be hot to the touch after a lapping session; some get hot enough to damage stickers and to scorch paint. Engineers have developed dual shocks with a second tubular reservoir, both increasing the volume of shock hydraulic fluid and providing heat transfer out of the hot fluid, but I haven't seen these installed on an Alfa.

Shock hydraulic fluid used often resembles Dexron-II ATF, automatic transmission fluid. One popular motorcycle actually uses Dexron-II ATF in its front shocks; in this application it's common to replace the fluid at inter-

*(continued on page 8)*

## Front Suspension- continued

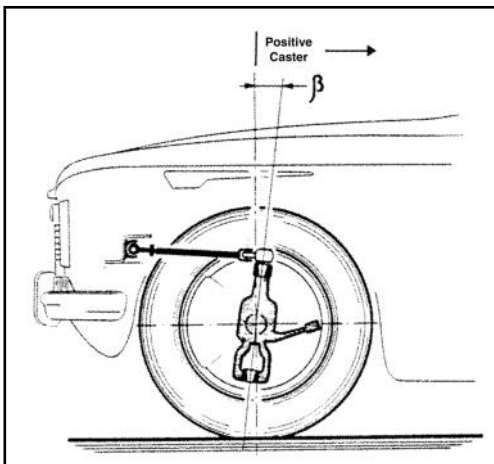
vals. Dexron-II ATF has a viscosity rating of SAE 7 weight; motorcycle shops offer fluids in a range of viscosity ratings such as SAE 10, 20, and 30 weight to facilitate suspension tuning.

Well-known shock absorber brand names found on Alfas include Bilstein, Carrera, Koni, and SPICA. (These are listed in alphabetical order, not in any kind of ranking.)

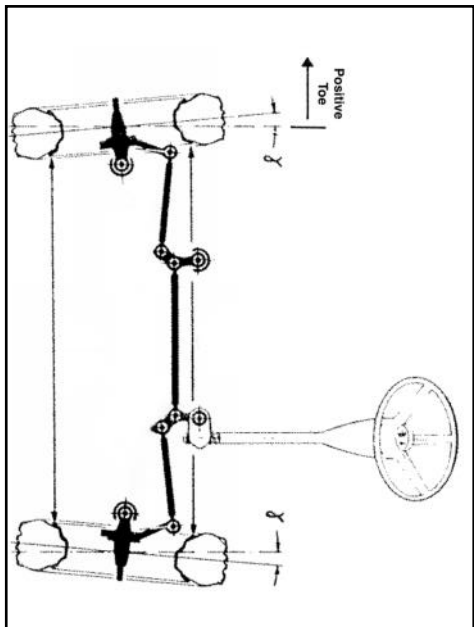
**Coil Spring - Upper Control Arm - Caster Rod** Coil springs are also known as helical springs. Some discussions refer to the upper control arm as the upper “wishbone.” “Caster rod” is a popular term, but some parts illustrations identify this part as a “control rod” without reference to what aspect of suspension geometry the rod controls.

In suspension geometry and steering specifications we consider three measurements: camber, caster, and toe. We'll discuss camber below with the upper control arm.

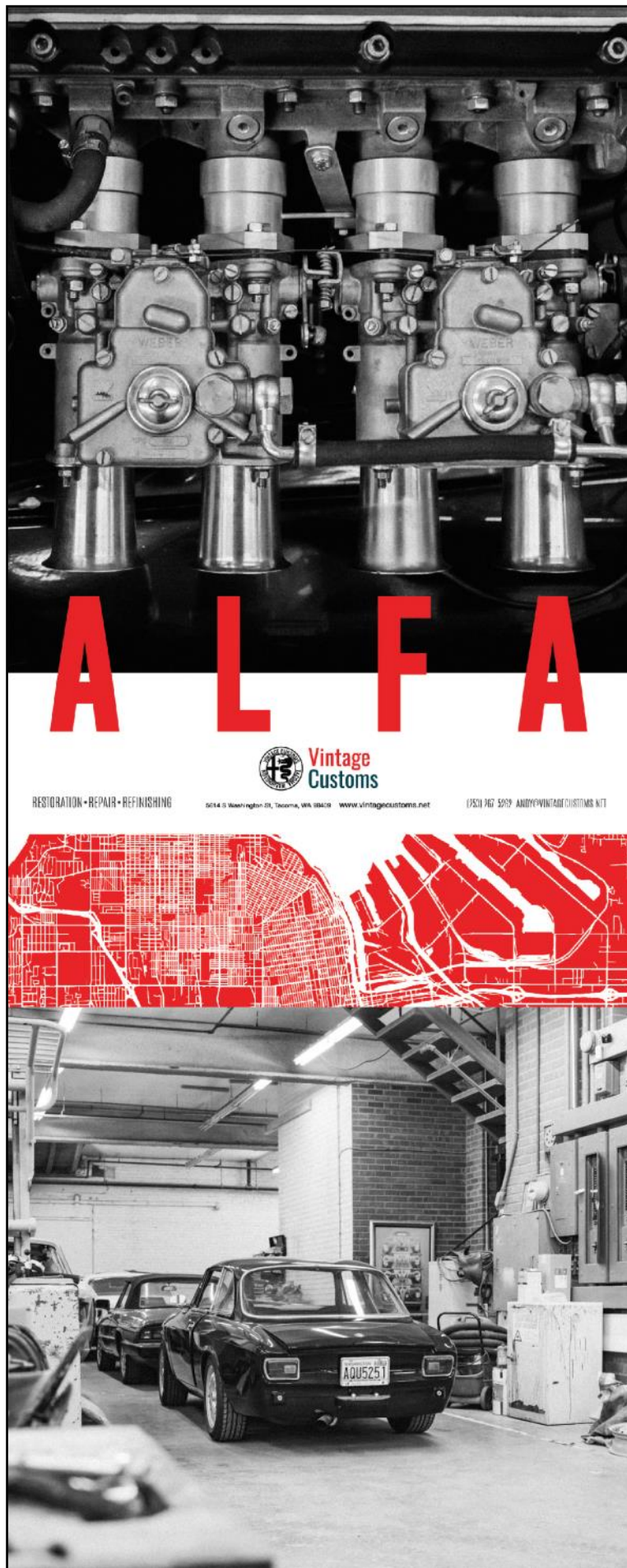
Caster, typically given as an angle, denotes the amount by which the center of the tire contact patch falls behind the centerline of steering knuckle rotation, helping the wheel self-center after a disturbance. It's a balance; too much makes the car very stable but with heavy steering, too little makes it very nimble but almost unstable.



Toe, usually given as a linear dimension such as millimeters, denotes the amount by which the forward side of the front wheel falls inside the rearward side. This is “toe in”, and provides a constant slight force towards the car's centerline, helping stability at the expense of some drag and tire wear. The opposite, “toe out” (the tires pointing slightly outwards) would have the tires constantly trying to make the car deviate from a



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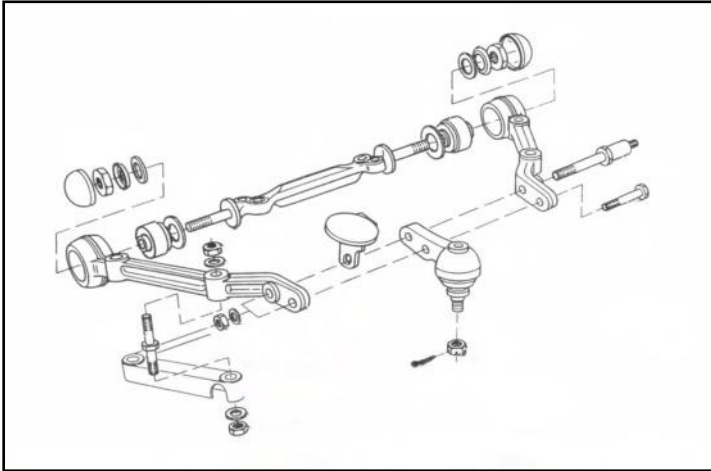


## Front Suspension- continued

straight line, which might be handy for an autocross where you need to change direction exceptionally quickly but requires constant attention. Alfas set up for high performance driving are often set to zero toe, with the front wheels pointed neither inward nor outward. We'll cover this more in next month's article, on Steering.

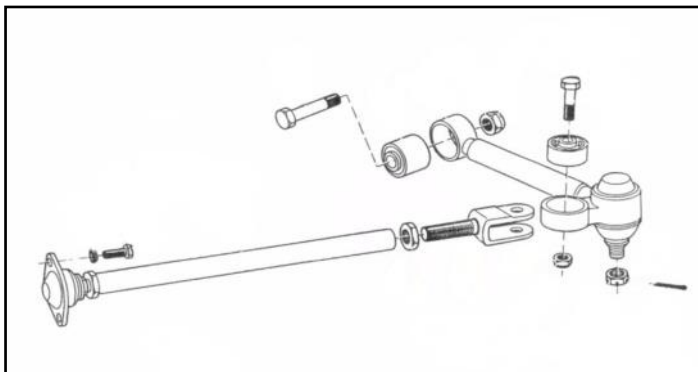
**Stabilizer Bar** The only suspension component that connects the left and right front suspension. Also known both as a "sway bar" and an "anti-sway bar"; Alfa's shop manual stays clear of all that and calls it a stabilizer bar. Either way, you get the idea of what it does, which is helping to keep the car level and the tires flat on the road surface. Fitting heavier bars is a popular and effective upgrade for high-performance driving.

**Lower Wishbone** This is quite an assembly, with more than one structural function, reacting the heavy forces between the chassis and the hub, wheel, and tire. That's why

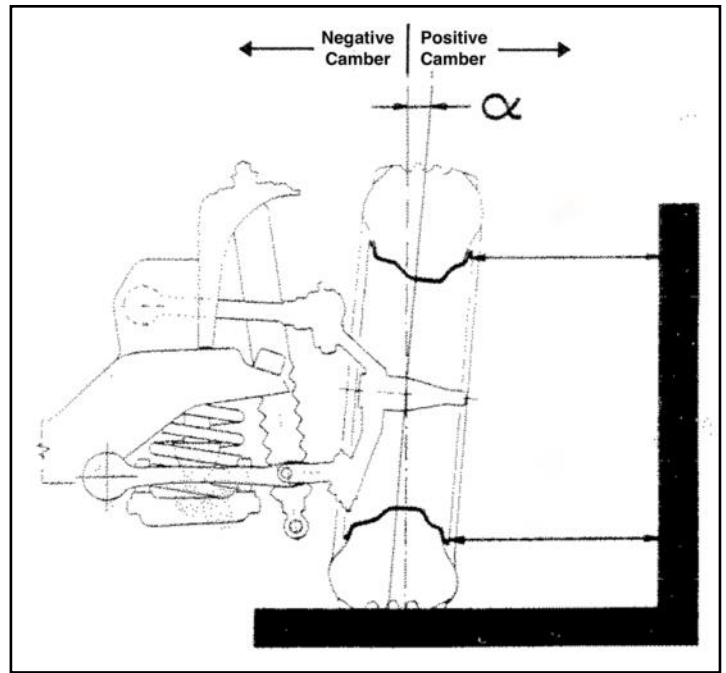


Alfa made the links from forged steel; depending on tires and other conditions, the lateral cornering force carried in part by the lower wishbone can run as high as 1000 pounds force (lbf), or even more for a motorsports car.

**Upper Wishbone** This assembly joins a single upper lateral control arm with a second control arm, often called a caster



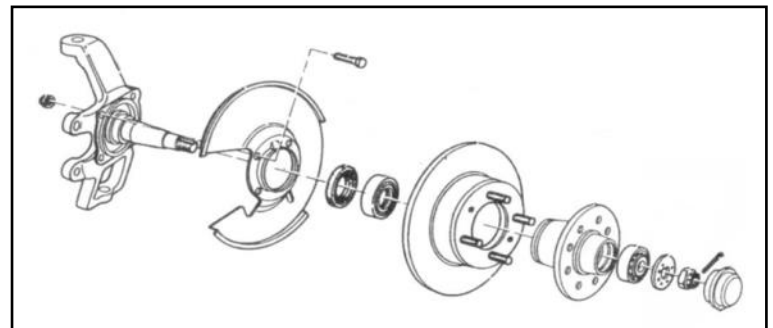
rod, that being what it controls. A boss on the upper control arm locates the upper ball joint of the steering knuckle. A metal ball joint at the forward end of the caster rod attaches to the chassis at a reinforced pocket in the pressed-steel unibody



structure.

Many Alfas are set up with an aftermarket adjustable upper control arm. Slightly shortening the upper control arm relative to the factory stock length tips the top of the wheel inward, an adjustment called de-cambering. Camber is usually measured in degrees, with inward at the top being reckoned as negative camber and outward at the top positive camber. Negative camber is a popular and effective upgrade for high performance driving and can notably improve front tire wear at the limit.

**Steering Knuckle and Wheel Hub** Another term used for the steering knuckle is "front spindle". Alfa's stout forged steel steering knuckle carries the parts that integrate with the hub, including grease seal, wheel bearings, brake rotor, keyed washer, castellated nut, cotter key, and dust cap. The brake



backing plate helps manage radiative heat transfer from the brake rotor to suspension components such as the ball joints. The brake rotor carries the press-fit wheel studs, which pass through openings in the hub to retain the wheel. These four studs, fabricated in heat-treated alloy steel, carry heavy loads in tension, and fit M12x1.5 wheel lug nuts.

The lug nuts, with a tapered base,

(continued on page 10)

## Front Suspension- *continued*

are fabricated in mild steel, in part to help avoid damage to the valuable stud, and in part for economy and resistance to corrosion. These lug nuts tend to give a little when we take them up to full torque, 50 ft-lb, which helps them resist loosening in service. Earlier Alfes featured brass lug nuts.

**Hub-Centric Wheels** This means that the machined center of the wheel engages positively with the hub, locating the wheel positively in the plane of rotation. This usefully relieves the wheel studs from carrying the heaviest in-plane shear loads, letting them provide just the tensile load that keeps the wheel in place on the hub. Wheel designs without the hub centric feature are termed lug-centric.

**Left Hand Threads** Type 105/115 Alfes within my experience have all had right-hand thread wheel studs on both left and right sides of the car. "Right-hand thread" means the familiar "turn right to tighten." Earlier Alfes and other cars from that era may have "left hand thread" wheel studs on the left side of the car; these need to be turned left to tighten. The theory behind the left-hand thread on the left-hand side wheel studs is that they are less likely to loosen in service.

Some of the uncertainty in this statement has to do with the popularity of replacing left-hand wheel studs with right-hand as the years went by. I have seen Alfes with both left-hand and right-hand thread wheel studs on the left side of the car. In practice, the only wheel I ever had get slightly loose, loose

enough to make a weird noise, was on the left side of the Alfa, years ago. I pulled off the road to find out what was making the noise; it took me only a minute or two to discover that the left front wheel was a little loose.

That's when I started using a torque wrench on the lug nuts, a practice I continue to this day. On the Alfa I tighten them to 50 ft-lb, with anti-seize lubricant on the threads.

It's not always easy to tell whether you have left-hand thread nuts on the car. Although manufacturers often machine a fine groove across the flats of left-hand nuts and bolts, we need to look closely and try fitting a nut to know for sure.

Similarly, the factory fitted the left front steering knuckle with left-hand threads retaining the hub and front wheel bearings. Elsewhere, left-hand threaded fittings in the suspension and steering systems allow for length adjustment of control rods such as the caster rod. Steering system tie rod ends give us another example; left-hand thread and right-hand thread tie rod ends are used in pairs to allow adjustment.

### Conclusion

The front suspension shows engineering design and manufacturing technology that measures up well to the remarkable standard set by the engine and transmission, and allows their characteristics to be used to the full extent in a most enjoyable and satisfactory way!

- Mark Thornton 🇬🇧

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## Upcoming Events

**W**e don't hear as much about Covid-19 today as we have for the past few years. You'd think it was gone, and in many ways it is.

Thanks to improved access to vaccines and boosters, less fears and rhetoric about vaccines, and even improved treatment options, the survivability of Covid-19 is even higher than some examples of the flu.

However, it is still an issue, and much like other infectious diseases it can have a lasting impact on some of us.

### Be Safe!

If you feel sick or have any possible symptoms, no matter the cause, please avoid club gatherings for your safety as well as others'.

When you're sick, that's when sharing is not caring. Respect others by showing caution, and respect their right to mask up.

Thank you and keep being safe while we enjoy the events of 2023 and 2024!

- Fred Russell 🏆

## January

### Club Meeting/Bowling, Kenmore Lanes

Sunday  
**7**

**A**s mentioned on page 3, our January Club Meeting will be at the bright and cheery Kenmore Lanes, so we can exercise our bowling arms!

See page 3 for the details, but we'll be there from about 12:30 pm to grab lunch, have a quick club meeting and then bowl a game or two.

Rolling strikes or rolling gutter balls... it's all fun!

**Kenmore Lanes**

**7638 NE Bothell Way, Kenmore 98028  
(425) 486-5555. Kenmore50lanes.com**



Please text your RSVP (including your name) to me at (206) 849-3211 so we have a headcount for the bowling alley, or if you have any questions.

- David James 🏆

## February

### AROC Winter Retreat, Palm Desert, CA

Sat-Sun  
**3-4**

**L**ooking to escape the winter and enjoy some California desert sunshine in the company of your fellow Alfisti?

Then come on down to AROC's annual Winter Retreat! Centered around an AROC Board Meeting (for those who wish to attend), this social weekend includes a desert drive with lunch at a date farm, an evening reception and an informal concours at the Escena Golf Club



in Palm Springs, close to the airport. AROC has set up a room block at the Best Western Plus in Palm Desert.

This event really has grown over the years into a great social gathering. Come on down and join in the fun!

Register on the AROC Web site **before Feb 1.**

- Jon Inge

## March

### Drivers Skills/Car Control Clinic, Pacific Raceways

Sunday  
**3**

**C**ome and join in on the latest in our 20-years-long series of Car Control Clinics!

This is a driving school for enhancing driver skills and teaching car control/safety with classroom and driving exercises. The curriculum is designed for all drivers in any type of vehicle, and has proven to be particularly valuable for new and teen drivers, drivers with newly purchased vehicles, and any driver who feels unsure or nervous behind the wheel.

The course is as fun as it is informative, so we welcome and



encourage any/all drivers who would like to experience something new. Registrants must hold a valid Driver License, and teen drivers with a valid Learner Permit are also welcome... and encouraged! Full details/registration will be posted on [www.motorsportreg.com](http://www.motorsportreg.com); search for

NWARC to find the event and sign up.

- NWARC Corsa Committee 🏆

## Ferrari - The Movie

Christmas with family meant the Alfa Family this year! On the evening of the 25th, after our Christmas meals, gifts, and merry-making had all run their course, twenty of us gathered in Bellevue to watch a movie.

Studios know of this trend, and so releasing a movie on Christmas has become a tradition. This year the movie was "Ferrari", directed by Michael Mann.

It focuses on the challenges of being Enzo Ferrari while balancing a mistress and a wife, racing to win, and enduring the deaths of drivers and his own son, Dino. The racing sequences were fun with only mild exaggerations, especially on the crash scenes. The sounds were nice, especially if you're not used to the sounds of vintage Ferraris.

The story moved well with pleasant scenes of old Italy and

numerous great old Italian cars. Detailed viewing hurts a little - you can spot a 1963 Alfa in one scene when it's supposed to be 1957 - but I calm a bit remembering the masses will enjoy the movie and never know.

Enzo Ferrari is played by Adam Driver, but the best acting comes from Penelope Cruz in her role as the strong, smart, passionate Italian wife, Laura Ferrari. Patrick Dempsey plays driver Piero Taruffi, while Derek Hill (son of the famous Phil Hill) plays driver Jean Behra. The cars and videography were very fun and the driving and acting all served well; very entertaining, if not factually correct. Well worth watching; just smile and remind yourself it's entertainment... not a documentary!

- Fred Russell 🍷



Image: [http://www.impawards.com/2023/ferrari\\_ver2.html](http://www.impawards.com/2023/ferrari_ver2.html), Fair use, <https://en.wikipedia.org/w/index.php?curid=74718904>

## Submission Guidelines

As I've often mentioned, this newsletter wouldn't exist without two things: (a) an active club with a multitude of highly enjoyable events, and (b) people willing to write about them and take photos of them!

I truly appreciate the many of you who do just that and send me articles and/or photos for publication, especially those who have an idea for an article, write and illustrate it and send it to me out of the blue; every Editor lives for such input! Don't worry if you doubt your writing skills; just jot down your ideas/thoughts and we can work them up into an article together.

To simplify both our lives, I'd like to offer some guidelines to make it easier and smoother to integrate your work into this newsletter.

• Write it in MS Word or a compatible editor; I'm a PC user and have no access to Apple-specific apps.

- Don't attach/embed images in your article; this makes it impossible to format to our layout. Just attach the images to the email separately or provide a link for me to download them.
- Don't send images attached to a text message; the text transmission downgrades them to really low resolution, which can often look fine on a phone but is far too low for printing.
- Please – no articles in PDF format; it needs to be an editable word processing file for me to work with it. I understand that you put a lot of thought into what you write, but it doesn't always - or often - match the space available, and I must have the ability to edit it. When I do, though, I will always do my very best to use a light touch, and to retain your "voice".

Many thanks!

- Jon Inge

## Classifieds

### For Sale: 1983 Spider

84K, cream w/blue interior/top, rear plastic window like new. Great driver, no rust. Always garaged.



Moved out of country, can't take it with (sob). Located in Port Angeles. Call for more details. \$8,000 obo. Milton Cole, cell (509) 435-1854



# Membership Update

## Anniversaries

Congratulations on all this month's Anniversaries!

### Douglas Zaitz - 36 years

Peter Bristow - 26 years

Brian & Katherine Williams - 18 years

Miguel Salguero - 11 years

Richard Arnold - 9 years

Steven Merrill - 9 years

Kevin Wang - 9 years

Edward Hackett - 6 years

Jim Scott - 6 years

Bret Storo - 6 years

Craig Wilson - 6 years

Ira Goel - 5 years

Kristian Jaeger - 5 years

David Longridge - 3 years

Mike Wesolowski - 3 years




## New Members

We have four new members this month! Please welcome:

- **David Shutt**, from Seattle,
- **Colleen and Gerard Tiberio**, from Woodinville,
- **Mary Scott**, from Mount Vernon

Welcome! We're glad to have you with us.

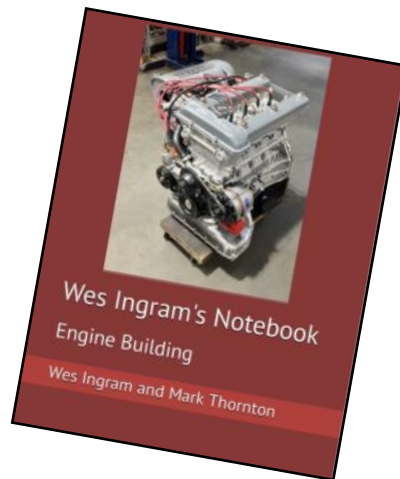
- Clay Schwenn 

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360-707-5701 [wing@nwlink.com](mailto:wing@nwlink.com)

## Member Recommendations

Have a parts or service provider you have found to be highly satisfactory? Tell me at [editor@nwalfaclub.com](mailto:editor@nwalfaclub.com)! With your help, we can all be better automotive consumers.

**Burien Upholstery, Burien** - Upholstery, carpets  
**Convertibles Only** - Convertible top repair/replacement  
**Dent Solutions, Mobile** - Paintless dent removal  
**Eastside Auto Salon** - Scratch repair, detailing  
**Haury's Lake City Collision** - Collision repair  
**Pavel Kleyner, pavel@kleynerlaw.com** - Ticket Lawyer  
**Mark 2 Collision Center, Lynnwood** - Collision repair  
**Muffler King** - Kirkland Custom exhaust services  
**North Kitsap Auto Rebuilt, Poulsbo** - Collision repair  
**Professional Glass Company, Seattle** - Windshield Replacement  
**NW Crafted Interiors (was S&S Custom), Everett** - Auto Upholstery & Interiors  
**Vortex Radar** - Radar Detector/Dash Cam advice  
**Security Safe & Lock, Inc., Bellevue** - Lock rebuilding  
**Safelite Auto Glass, Bellevue** - new Giulia windshields  
**Sound Wheel Works, Bellevue** - Wheel repair  
**Tire Rack Internet** - Tires, wheels and parts  
**Vancity Plating, Burnaby BC** - Chrome plating, polishing  
*All the above providers have been recommended by one or more club members as being highly satisfactory but are not specifically endorsed by NWARC.*



*Maintaining the Legacy of Alfa Romeo*

**Fred Schueddekopp**  
giuliasuper1967@aol.com  
[classicalfas.com](http://classicalfas.com)

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## 2024 Calendar of Club & Local Car Events

- Jan 1      *NWARC New Year's Day Anti-Football Drive*
- Jan 7      *NWARC Club Meeting / Kenmore Lanes Bowling*
- Jan 16     *NWARC Board Meeting / Zoom*
- Feb 13     *NWARC Club Meeting / tba*
- Mar 3      *Driver's School/Car Control Clinic / Pacific Raceways, Kent*
- May 15     *Twilight Lapping / Pacific Raceways, Kent*
- June 19    *Twilight Lapping / Pacific Raceways, Kent*
- Aug 14     *Twilight Lapping / Pacific Raceways, Kent*
- Nov 10     *Driver's School/Car Control Clinic / Pacific Raceways, Kent*



1931 8C 2300LM at the 2023 Goodwood Revival - Jon Inge