

The New Year starts out full of people and events!



The NWARC once again met for our annual New Year's Day drive to Anacortes, and a visit to Fred Scheuddekopp's business (Autostrada). With this being our 4th year of doing this event, it's turning into a great tradition.

Fred Russell helped organize it this year, and threw in some very nice surprises. Normally we have a nice scenic drive straight up from Seattle to Anacortes, but this time our group met at the Mukilteo-Clinton ferry dock.

There were quite a few Alfa Romeos in attendance. Randy Rumley was in his GTV-6, Fred Russell with his 164S, Phil Edwards brought his Berlina loaded with myself, and Thomas & Vincent Moll as his passengers. The Berlina makes a fine mode of transportation for four. Joe Faherty was driving his 'free' Milano. Amongst a few others was Fred Wright driving his new Mini Clubman.

After our short ferry ride to Whidbey Island, our first stop was the garage of Jim Simpson, just outside of the town of Clinton. Surprises don't get a whole lot better than this. It's not often one visits a car collection and gets to see cars they've never laid eyes on before. Jim has an eclectic collection, but focuses on '60's, '70's and even a few 90's era rare Japanese iron. He's restored more post WWII Lancias than anyone else. He's into Lancias and Alfas, and the exotics, but mostly Japanese. He also builds new bodies, steel or fiberglass, from scratch.

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Next events...

- * Club MeetingFeb 10
- * Chili Cook Off.....Feb 21
- * Novice School.....Mar 7



View from Mukilteo Ferry

The New Year cont'd...

The newsletter of the Northwest Alfa Romeo Club

Jim was a very good story teller, as each of his cars has a good story to tell. Among the cars we discussed were his pair of Lamborghini Jaramas, a Lancia Fulvia, parked next to the very sexy Nissan Silvia. There was a 1972 Nissan Skyline, next to the Mazda Cosmo 110, next to the Fiat 1500, Alfa Jr. Z. He's got a slew of Miatas, all rebodied to his own fancy. In the other building was something I'd never seen, a quite cool looking Osi bodied Ford Taunus. He had a Griffith with a modern injected Ford V8. One more surprise was an early '70s Skyline GT-R of all things. Just madness. There were lots of other cars around, but funnily enough, the car that everybody gawked at was his 1990 Toyota Sera. Never imported into the USA, it was a very pretty car with butterfly style gullwing doors (as seen on the McLaren F1). Definitely made a statement, and gathered a lot of attention among the big dog cars there.

Jim and Mazda have worked closely together. They gave him a prototype 929 back in the day and he shortened the chassis by a foot and made a Nardi Tribute body from scratch, including the doors, in steel. The car is known as the Nardi Blue Ray III. I had met Jim years ago at the Pier 61 Concours when he was showing his unique Lancia Blue Ray 2. Jim has certainly been there, done that, and shared some great tips about locating and moving cars from other states or countries. It was such a surprise to see this compound, and such creativity.

Our next stop was the home and garage of Barrie and Karen Hutchinson. They have a lovely view home on a bluff overlooking the sound, but where was the garage? After a short walk through the woods, this car hangar be-



Seating enough for 12?



Nissan Silvia



Custom-bodied Miata, one of many



Nissan Skyline GTR



Toyota Sera



G'raj Mahal

The New Year cont'd...

The newsletter of the Northwest Alfa Romeo Club



Very nice Cord



Alfa 2600

came visible. You could just feel the envy of the alfisti who have smaller garages, which was probably 99.9% of the club. He had a Cord up in the air, so it was quite interesting looking underneath. In the garbage was a very rare \$2500 aluminum oil pan from the Cord, exploded. Months back the fuel pump malfunctioned and pumped fuel into the crankcase when the engine was stopped. He went to start it and the gas in the sump ignited sending a fireball



Fred S. and his family!

out of the open engine bay. The oil filler cap ricocheted off the open bonnet and into the wall, hard. The oil pan was blown apart pretty well. The engine was fine, and started just fine once oil, oil pan, and cap were replaced. He had a 2600 Alfa there as well. Thanks goes to Jay Nuxoll and his wife for our connection to the Hutchinsons.

We made it to Autostrada after a very scenic journey up Whidbey Island. Fred S. and his family put on their usual great show with food and drinks. Ulrich Lanus' rally winning Giulia Super was there, along with Wes Ingram and Darren Walker, both key figures into the making of the car. My old GTA has gone back east, but Tomas LaCosta had another GTA there, in white, for Fred S. to rebuild. There were door prizes for everyone!



Fred S. has everybody's attention.

Afterwards we went to Wes' shop, and had a good discussion on the twin spark engine he was building there.

Pretty damned fine day for a bunch of car guys.

Happy New Year,

Steve S.

Story by Steve Schaeffer

Photos thanks to the Scheuddekopp's, Kingstones, and Steve S.



Wes Ingram holds court



Door Prize Table!!!



President's Column

By Harry Reed



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A Good Start to a Good Year.

2009 has started with two wonderful events and great turnouts at each event. The New Years Day Anti Football drive with visits to Autostrada and Ingram Interprises had over forty people at one time or another during the event. The karting event at SyKart had 32 drivers who were flying very low around the track, lots of smiles as drivers were getting out of the car for the next team member.

I'm really looking forward to our February meeting, when Wes Ingram and Herb Sanborn will tell us about their experience with Alfa Romeo, Montreal's in Luxembourg. The meeting will be at Lombardi's in Issaquah. *(Freshly reopened after winter flood damage. editor)*

We received an invitation from the "Fiat Enthusiasts Northwest" club to attend their third annual All-Italian Car Show. This event will be held at the TripleX Root Beer Drive-In in Issaquah on Sunday, April 26, 2009. More information will be in the March newsletter.

We had a good response from our members to the Event Survey at the Holiday gala; we have enclosed the same survey in the newsletter in hope of getting a response from those who did not attend the Holiday Gala. This survey will help us plan for events that more members will want to take part in. (Please complete the survey and mail it back to us!)

We are in need of a Chairperson or Chairpersons to head up the 2009 Holiday Gala. Jane Emerson and Rita Ingram have decided to step down as the Chair People of this event. We have again reserved the Museum of Flight for early December 2009. Jane and Rita have a very good outline and notes on how it all works with contact numbers. What we need is one or two people to step forward and run the event. The Holiday Gala is our big social event of the year and very well attended. Who ever steps forward won't be on their own; there is a plan and support. I await your call or email!!! Thanks from all of us in advance.

Don't forget we have a Mentoring (Buddy) program... if you need to discuss something about your Alfa contact one of the people in the program. The names are on page 16 of this newsletter and will be again, whenever we can fit them in.

For those with Series 3 Spiders, don't forget there is a grease fitting on the slip joint of the "Propeller Shaft" the only grease fitting in the car. If you have never given it a shot of grease now is a good time. I don't know if other Alfa models have the slip joint with grease fitting in the drive shaft? If someone knows please send the information into our newsletter editor so it can be posted in an upcoming issue. Well, Aldo the spider is back on the deck with no left over part's, only problem is Aldo won't start. Working on it!

When you're on your next drive make sure you don't take the straight line between point A and point B. Go the long way, its always better!

Ciao, Harry

Tulip Rallye early warning: For the 28th year, the MG Car club will host their very fun event again in 2009. Reserve the date of April 25th for some fun, laughs, and good roads on Whidbey Island. More details in next month's issue.

Wes & Herb spinning tales of Euro travels: We get to hear about the duo travelling to Europe for an Alfa Romeo Montreal gathering. See more info on page 4. (Whoa... that rhymed)

Chili Cook-off on Feb 21st: Work out the recipe details and dust off the crock pot. See more info on page 11.

Alfa 8C Competizione Sightings:

In Rye, New York, our member Joe Fenstermaker sent us photos of the first 8C sold in the US, as was featured in the Alfa Owner. Note the license plate (**0001 USA**).

Not to miss a beat...
Mirko found us a local one in Redmond. It's license was **Alfa 8C**.



Club Liaisons

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Fritz Duernberger (604) 988 7904

Society of Vintage Racing
Enthusiasts (SOVREN)
Steve Schaeffer (206) 789 9317

Alfa Romeo Owners Club of Oregon
Dan Sommers (503) ??? ????

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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 held the second Tuesday of every month except December.

Membership dues are \$63 per year, which includes subscriptions to the Iniezione and the national publication, *Alfa Owner*. For information about joining the club, contact the membership director, whose name appears on the previous page.

Opinions expressed in the Iniezione are those of the author and do not necessarily reflect those of the club. 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.



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Tuesday - February 10, 2008
6:30 PM Social Time
7:30 PM Meeting, Dinner, Speakers
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Please come join us for our February monthly meeting. For this meeting we have a very exciting presentation planned. Longtime club members and Spica specialists, Wes Ingram and Herb Sanborn went to Luxembourg to attend an Alfa Montreal convention that had attendees from 11 nations and a total of 44 Montreals in the parking lot. There were city tours, car tours, shop tours and great food with the requisite Spica presentation to the attendees. From Luxembourg they traveled thorough Germany visiting car shops and then to Italy. Come and hear about the cars, the tours, the cities, the food and wine, the trains and back roads in a 159 Alfa.

See you there!

Meetings are usually held the second Tuesday of every month.



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Alfa WWU Con Salsa Di Peperoncino

- Step 1: Reserve the date for the family. (February 21st)
- Step 2: Dust of the Alfa Romeo (substitute as needed)
- Step 3: Dust off the Crock Pot
- Step 4: Dig out that family heirloom Chili recipe
- Step 5: Combine all ingredients with items 2-4

Exactly how is this done?
Start by calling it the NWARC Annual Chili Cook-Off & WWU Drive. Luckily, you did step 1 first!



This year, with our Chili safely stowed in our Crock Pots, we will meet up at the Martha Lake Starbucks store at 8 to 8:15 AM on Saturday the 21st. Fred R. will lead our drive on I-5 North most of the way before taking Exit 246, turning right, over the freeway, then right onto Old Samish Lake Road... right again on Chuckanut, then one more right into Fairhaven Park.

At Fairhaven Park, we will setup our Cook-off and let the chili simmer for the next three hours. Joe Faherty will lead us to Western Washington University Vehicle Research Institute for a guided tour from 11 AM 'til 1 PM. Next, it's a return to Fairhaven Park for the taste testing, judging, and simple enjoyment of the chili and more. We will have plates and silverware, but bring your own serving spoon and drinks. (You can still attend if you don't bring some chili... but you should have a good excuse of some kind.)

To find our starting point at Starbucks from either North or South Interstate 5, take exit number 183 (which is 164th SE) just north of where the I-405 joins I-5. Once off the exit, head east about 1 block and on your right side is Starbucks. There are also gas stations there if you need to fill up!
Navigation system?

Starbucks is: 1330 164th Street SW #501 Lynnwood, WA 98087

Questions... call Fred Russell at 425 308 6621

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Photo: Dave Devron



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An Enduro race can be so long the ending can be anti climatic... that was not the case on January 17th at the NWARC Annual Karting Enduro. The excitement was from the start to the finish with excellent driving, lead changes, and strengths from differing teams.

With 9 teams of 4 drivers each it looked like the pits would be crowded and the track a bit bumper to bumper for much of the first half... but just as the race started it spread out quickly with Team Squadra jumping out into a strong lead. The lead was impressive with their young and talented driver (Kyle Byers, 14 years old) leading the charge. During the 2 hour race each driver must drive for a minimum of 20 minutes so pit stop / driver changes are as exciting and strategic as the track time.

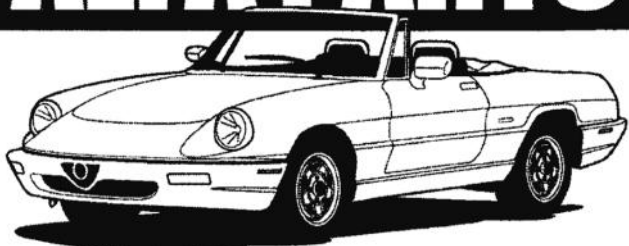


Though Team Squadra held the lead for much of the race, another team was constant and smooth... Team Verde who seemed to challenge for the lead often. Early into the second hour, Team Verde's consistency paid off with them taking over as leader. Team Kingstone and Team Copperfin spent many great laps fighting for third position. Each time a pass created a position change their supporters in the stands would cheer... and there was a lot of cheering.



With only seven minutes to go in the race, Team Verde was leading. Team Kingstone had their ace driver, William closing slightly while holding off Team Squadra who was in third, pushing hard with their smooth driver, Tony Schmid at the wheel. Then, Team Kingstone spun, and William was stuck watching Team Squadra go past. He started back up in third knowing that his error had done him in, but not giving up. They all raced hard and flawlessly for another 4.5 minutes but as Team Verde held the lead, Team Squadra made one tiny error and spun and was slowed just enough to watch William go back into second place for Team Kingstone. There was only 2 minutes left and as each driver was tired, they need only make one mistake and they would loose position... they made no more errors and the chequered flag waved with Team Verde 1st, Team Kingstone 2nd, Team Verde right behind in 3rd, and Team Copperfin so close in 4th they could taste it. It was a great day and much thanks goes to all the teams, drivers, Sykart staff, and especially to Mirko for putting this together!

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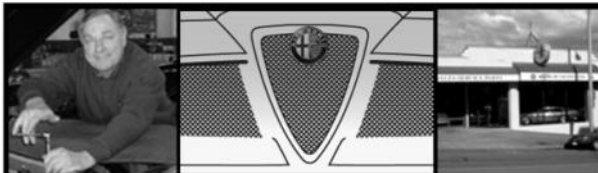
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Welcome New Members!!!

On behalf of the entire NWARC, a warm and enthusiastic WELCOME to the new members who have joined the club within the past couple months.

- Charles "Chip" Fiedler** Sequim 1974 GTV
- Vivien Fiedler** Sequim
- Robert "Medic" Jones** Bellevue 1988 Spider
- Ulrich Lanius** Vancouver BC, 1965 Giulia TI
- Keith MacKay** Burien 1972 Berlina

Thank you for taking the time and joining, we're very glad to have you as part of the group. We look forward to seeing you at monthly meetings and events, and to sharing our passion of Alfa Romeo. The following members have volunteered to provide Alfa Mentoring!!! Ciao, Mirko

Model/Series	Member Name	Contact
GTV-6, 164	Randy Rumley	rjrumley@yahoo.com
164	Dan Jardine	thosejardines@comcast.net
GTV	Dave Emerson	dj.emerson@comcast.net
70's Spiders, Series 4	Greg Miller	gmiller@pqei.com
70' Spiders, GTV	Fred Wright	alfafredly@hotmail.com
Spiders (101/105)	George Gibbs	alfamale1@gmail.com
80's Spiders	Harry Reed	harryreed@access4less.net
Everything!	Fred Russell	FKTMRussell@msn.com

Though it's called the Alfa Romeo 6C2300 Aerodinamica Spider a few may have heard of this car by another name, the Jankovits Special. It was a one off, mid engine Alfa Romeo powered and at least partially Alfa inspired car built in a small shop in Hungary. At the time, history in that area was more focused on where Hitler or Mussolini were going and Hungary was attempting to stay neutral, siding with whoever gave them more. In the rainy port city of Fiume Hungary, known today as Rijeka Croatia, two brothers, Gino and Oscar Jankovits, built an inspiring car.

They had architectural backgrounds but had given that up for their fascination with automobile engineering. In 1934 and '35, perhaps inspired by the new mid-engine V16 Auto Union, they drew up plans for an Alfa powered mid-engined car with a central driving position and two cramped passenger seats. The car's styling was following the state-of-the-art aerodynamics, for the most part. The car's clean original lines were interrupted by a tall 3 panel windscreen that has been replaced with a low flowing style today.

There are some stories of the connection between the Jankovits family and Jano at Alfa Romeo. How exactly did they get a modified chassis serial number 700316 and perhaps the first 6C2300 engine modified to use 3 Weber carburetors? It's not clear today. Their project took many years to complete and the regional turmoil, Jano leaving Alfa Romeo in 1937, and the typical record keeping, and the facts become grey.

What we know is that the car was completed in 1939. During this project, Alfa and Scuderia Ferrari built cars like the Alfa BiMotore, the Tipo C V12 and finally the Tipo 512 boxer engined 12 cylinder car. When you compare the technology and construction of the Jankovitz car to these other projects you get the feeling that they were getting info after the fact... not from the top person at Alfa Romeo. But, just like Alfa Romeo, the Jankovits brothers had to hide the car to protect it during WW2.

In 1945, when the Soviets liberated Hungary from the Nazis, it wasn't looking good for local industrialists. They knew it was only a matter of time that they would lose their belongings to the communist system. One fun story tells of the brothers packing their most prized possessions into this special Alfa and racing at night on Christmas 1946 the 15 miles to the Italian border. They didn't stop. The border guards fired at them and the dents in the body were found during restoration just a couple years ago... but they made it into a communist free Italy.

Short on cash, they ended up selling the car to a US serviceman in Italy who sent the odd car to his upstate NY home. The car has changed hands a few times since then and after a thorough restoration was shown at the 2008 Ville d'Este event in Italy. Watch for more info to come in the Alfa Owner soon. Fred Russell



ALFA Classified Ads

For Sale: 1987 Alfa Romeo Spider Graduate. ~75,000 miles, 10+ years maintenance records, Rrrred w/ black interior, 5 speed, 4 cyl, 2 dr, convertible, CD/tape. He is a classic beauty and loves

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Don Russell & Pat Garrison
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Calendar of Events

Feb 10	Club meeting Wes / Herb showing!
Feb 21	Chili Cook Off / WWU Tour
March 7	NWARC Bremerton Novice School
March TBD	St. Patrick's Day Party (TBD)
March 29	NWARC Bremerton Performance School
April 23	NWARC Pacific Raceways Lapping Day
April 25	Tulip Rallye Skagit Valley
May 22	NWARC Bremerton Lapping Day
June 17	NWARC Pacific Raceways Lapping (Evening)
July 3-5	PNW Historics Pacific Raceways
July 15-19	AROC National Convention Portland OR
July 22	NWARC Pacific Raceways Lapping Day (TBD)
August 6-9	AROO NW Classic Rally XXI Oregon
August 27	NWARC Pacific Raceways Lapping Day (TBD)
Sept 16	17th Annual Italian Concours
October 15	NWARC Bremerton Lapping Day

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