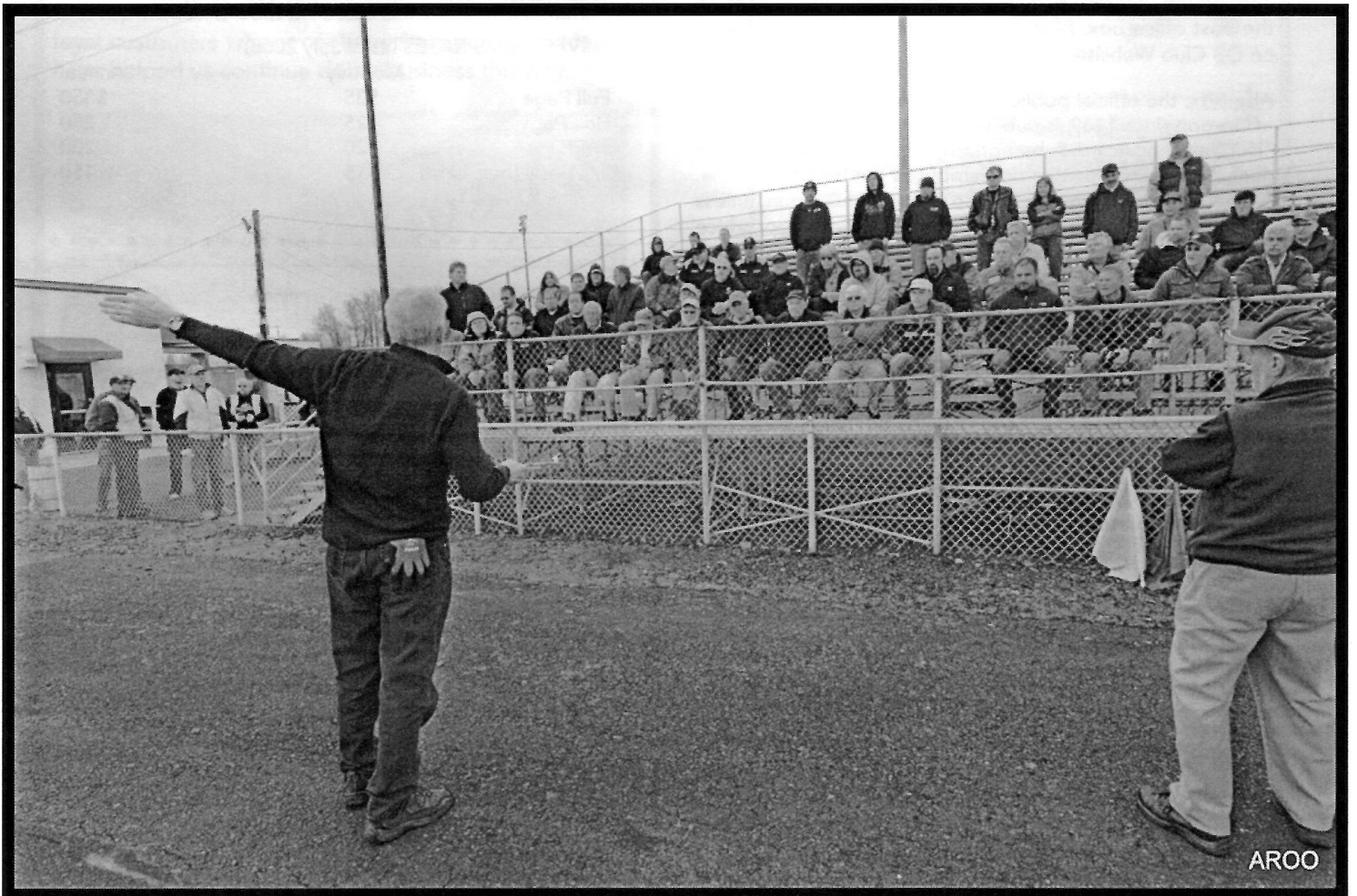


MAY 2012

Alfa

BITS



Volume 44 - Issue 3



NUTS AND BOLTS

Alfa Bits is the monthly newsletter of the Alfa Romeo Owners of Oregon (AROO)

Please submit correspondence to:

Alfa Romeo Owners of Oregon
P.O. Box 10072 Portland, Oregon 97296

AROO Web Page- <http://www.alfaclub.org>

The Alfa Romeo Owners of Oregon, Inc. is a non-profit organization of Alfa Romeo enthusiasts and is a regional chapter of the Alfa Romeo Owners Club, Inc. It is incorporated in the State of Oregon. Meetings are held the third Wednesday of each month, except December. The Board of Directors is elected by the Membership. Officers and Chairs are elected or appointed by the Board. Membership dues are \$60.00 per year. Subscription to Alfa Bits only is \$25.00 per year. For information, contact one of the officers or drop a note to the post office box. Membership Application can be found on the Club Website.

Alfa Bits, the official publication of the Alfa Romeo Owners of Oregon since 1969, is published monthly, occasionally as a "Hot News" postcard. Subscription is included in the yearly club dues. "Hot News" postcards distributed in alternate months. All material copyright Alfa Romeo Owners of Oregon, unless otherwise noted. Permission is hereby granted to reproduce any material provided credit is given to the author and to the Alfa Romeo Owners of Oregon, Inc. (or to the original publisher if applicable). The contents are solely the views of the author, not necessarily the views of the organization.

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JOIN THE ALFA ROMEO OWNERS OF OREGON

Annual dues are \$60 which makes you both a local and national club member. Make your check out to **AROC** and send with your contact and vehicle information to: AROO Membership Chairman, P.O. Box 10072, Portland, OR 97296. Membership application can be found on-line at www.alfaclub.org.

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| WEBMASTER: | Mark Brundage | |
| Webmaster email: | mcbrundage@yahoo.com | |

ADVERTISING RATES (as of July 2008)

| | Monthly | Annual |
|----------------------|---------|--------|
| Full Page | \$35 | \$350 |
| Half Page | 25 | 250 |
| 1/4 Page | 20 | 200 |
| 1/8 page (bus. card) | 15 | 150 |

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CHECK OUT OUR WEBSITES!

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2012 AROO Board of Directors

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° Term expires 2012

* Term expires 2013

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Front cover: Spring Track Day, 2012; Ed Slavin addresses the crowd. Are you in this picture, and if not, why not? Photo by Joe Cantrell

Back Cover: Roger Dilts, Neil d'Autremont, and 2010 McGill Award recipient Ed Slavin, re-enact the 2011 presentation of the McGill award to Neil at the AROO Volunteer Appreciation Dinner. Photo by Joe Cantrell

**May 13 (Sunday) AROO Rally #3,
Sylvan Steakhouse and Saloon**
5515 SW Canyon Ct, Portland, OR
9:15 Registration
9:45 Driver's Meeting
10:01 First Car Out
\$20 per car/\$15 if pre-registered with Roger Dilts,
series director, arcvolcon@gmail.com before 9
pm Saturday

**May 16 (Wednesday) 7:30 pm
General Meeting**
High Rocks Restaurant and Lounge,
Gladstone, OR
Host: Neil d'Autremont.
Topic: speedometer service and calibration.

June 6 (Wednesday) Board Meeting 7:00 pm
Buster's, Tigard

June 8-10 (Friday – Sunday) Summer Tour
North Cascades National Park.
See article page 12.

June 16 (Saturday)
Deadline for ordering Monterey Race Ticket and
Corral Pass from John Maclay
See article page 14.

June 17 – 24 AROC National Convention
Toronto, Ontario, Canada

**June 20 (Wednesday) 6:45 p.m
General Meeting Evening Tour**
An evening tour beginning at High Rocks
Restaurant, Gladstone, and ending at an eastside
restaurant TBD. Host: Patrick Iaboni

**June 24 (Sunday) AROO Rally #4,
Sylvan Steakhouse and Saloon,**
5515 SW Canyon Ct, Portland, OR
9:15 Registration
9:45 Driver's Meeting
10:01 First Car Out
\$20 per car/\$15 if pre-registered with Roger Dilts,
series director, arcvolcon@gmail.com before 9
pm Saturday

July 1 Fall Tour Reservation Deadline.
Tour to Central Oregon September 15-16
See Article, page 13.

July 6- 8 PIR Historic Races

July 15 (Sunday)
AROO picnic/potluck. Location TBA

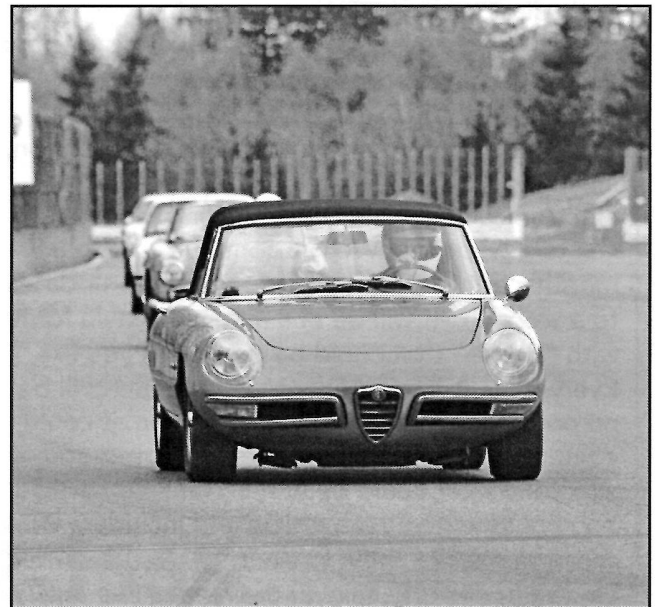
No July Meeting

July 26-29, 2012 (Thursday – Sunday)
Monte Shelton Northwest Classic Rally
Destination: Mount Bachelor Village Resort, Bend
nwclassicrally.org

August 1 (Wednesday) Board Meeting 7:00 pm
Buster's, Tigard

**August 15 (Wednesday) 7:30 pm
General Meeting**
High Rocks Restaurant and Lounge,
Gladstone, OR

August 17-19, 2012 MONTEREY WEEKEND
See article, page 14.



March Track Day photo by Joe Cantrell

FROM THE DRIVER'S SEAT

Roger Dilts
President, AROO

Stepping Up

AROO is a volunteer organization that depends on the willingness of our members to contribute to its success. As in any organization, nothing gets done unless someone does it. Two of the biggest things we do are publishing the Alfa Bits and presenting Track Days. The Bits has a proud history (40 plus years) due to a small number of distinguished editors (you could count them all on one hand) who have put in uncounted hours over the years to make sure every member stays informed of AROO events past and future, every month. The Bits has been called the glue that holds our club together. When Ruth Hall and her husband, John, moved back east and she announced her pending retirement as Bits editor, we needed to find a replacement. This coincided with the realization that the continued printing and mailing of paper copies of the Bits every month was no longer financially viable, and that moving to electronic distribution would have many benefits.

At our April meeting, the AROO Board of Directors accepted Reid Trummel's proposal to be the Bits editor and to move to electronic distribution of the Bits. Reid has many years of experience as an editor of a monthly, national car enthusiast magazine. We are very lucky to have Reid bring his passion and talents to this position. At this point we are still finalizing the details of the transition. Ruth hopes to print her last issue, with an account of the AROC Convention, in August. Future issues will be published electronically (probably by emailing members a link to a website). We will continue to publish a monthly edition, not just make periodic updates to a website. It will be in a magazine-style format with "pages" that could be printed, if you like. Every issue will be in full color and there will be no page limit. As an electronic edition, it could contain links to large numbers of photos, so everyone's car could be in the Track Day article. You could write a tech article and include a video showing exactly "how to do it." Advertisers will be able to include links to their websites. The issue will be immediately available from anywhere

with internet access, so no more mail delays or late forwarded issues. By eliminating printing and mailing costs, we will save approximately \$14,000 every year. I'm sure more benefits will become clear as Reid explores the full potential of this change.

Track Days provide AROO members and others the chance to push their cars past the limits imposed by the rules of the public road in a safe setting at Portland International Raceway. Organizing these twice-yearly events requires lots of planning and organizing over the year, from setting the schedule, negotiating with PIR, promoting events and securing volunteers. It is a huge job. Ed Slavin has been doing it as long as I remember and has done a fantastic job, working with PIR to get us through the recession-impacted years and moving us onto web-based registration. I am very pleased to let everyone know that Ken Hart has volunteered to take the wheel. Ken has done a great job of managing the Pre-Grid area of the track for a long time and is ready to bring his talents to the top job. The Board is looking to add more value to Track Days through increased driver education, so that more members can gain the skills to feel comfortable on the track.

Having Reid and Ken assume these responsibilities means that the Alfa Bits and Track Days will continue to be important parts of AROO. But they can't do these jobs themselves. Reid needs content and Ken needs volunteers. So the next time you take a drive on a newly discovered back road, have a great time at an AROO event, or learn something new about the technical aspects of your Alfa, write it up, add some photos or video and send it in to Reid. And when the clipboard comes around asking for Track Day volunteers, sign up and show up. If you don't do it, it won't get done.



Minutes from AROO Board Meeting March 7, 2012

Meeting called to order: 7:12 P.M.
at Buster's, Tigard

Those in attendance: Roger Dilts, Reid Trummel, Ed Slavin, Steve Meunier, Yulia Smolyanski, Mark Carpenter, and Ed Slavin via Proxy

Old business:

Treasurer's Report: Cindy was absent, but submitted a report. It was reviewed and approved.

Minutes review: February-Mark was late but the minutes were reviewed when he arrived and approved.

Past events report

1. Valentine tour had 30 people attend in 15 cars. Lots of Alfa, fabulous tour the a few tops down on the cars. Neil provided a great time.
2. Rally School and the March AROO Cup Rally was a good event with 18 cars. Reid and his fellow instructors have provided a great event.
3. Spring Track Day is scheduled for March 25, 2012 with Ed Slavin in charge, 16 cars are currently registered.
4. April AROO Cup Rally, April 1 - Reid is the rally master

Calendar Review: Steve-Rally Cup number 4 is moved to June 24

Membership Report: Eric reports about 200 members

Merchandising: Yulia - Reviewed budget for the giveaways and approved to keep some give-aways going at the general meetings

Alfa Bits/Website: Neil gave a report about the current status. Reid doing a good job and is still looking over the process. The Board agreed to continue down this path. Keeping in mind a lot of issues will need to be addressed. We do need to decide how the Bits will be incorporated, who has the control over the website, who can post information, and what controls all this activity. More discussion will take place at the next board meeting.

Track/comp: Patrick reported that Ed will complete his last track day as chairman with the fall event.

Promotion and advertising: Reid is waiting on Mark who is trying to decide what we are offering in terms of the website and Alfa Bits. Work and discussions need to be completed.

N.W. Classic Motor Rally: Reid reported that there are 100 cars signed up with three in reserve and one has dropped out.

New Business

Proposed budget: Cindy and Roger took all of our suggestions from the February Meeting, massaged them into a workable budget with a minor defect. The Board made some changes and the bottom line changed very little. It was a great process and one that the club should be governed by this year. We don't know what the track days will bring, so we are watching our expenses closely.-Motion by Mark, seconded by Steve and approved.

Alfa Bits transition: Working with Reid still working on the process, our last printed Alfa Bits looks like July as Ruth is finishing a wonderful role as editor from New York! We do need a Bits editor. Recruiting a new Bits editor is an issue that was discussed and how does it play into the new website? We discussed it with the above issues and will be an ongoing discussion. We need to keep AROO at large in the discussion.

Recruiting a new Track Day Czar was discussed. It needs to go to the AROO at large to ask for a volunteer

Old Spider Tour in May 5,6 at the Imperial Lodge in Maupin, more information to come
AROO picnic is July 15, 2012-more to come.

Meeting adjourned at 9:10

Submitted to the best of my recollection as my advanced years of smelling Giulietta exhaust on tours and the track a few too many times. All errors, omissions, wrong information, spelling errors that F7 misses are to be corrected at the next Board of Directors meeting. The meeting will be at Busters Barbeque in Tigard, Oregon on April 4, 2012 at which time a bit of levity and fun will be had by the Board of Directors and all members who want to see sausage made by a committee are welcome to attend. Thanks all.

Mark Carpenter, Secretary.

ST. PATRICK'S DAY CELEBRATION

VOLUNTEERS APPRECIATED

There are those who spend the 17th of March drinking green beer and supping on corned beef and cabbage, but the heart of AROO (as many as could make it) enjoyed their 2012 St. Patrick's Day at Caro Amico, treated to dinner by a grateful club. Arranged by volunteer hostess, Lisa McNabb, the feast of recognition at one of Portland's most venerable Italian restaurants was a chance for volunteers from the many AROO events to get together and be waited on for a change. The McGill Award was again presented to Neil d'Autremont and everyone had a well-deserved evening of rest, relaxation, and reward.



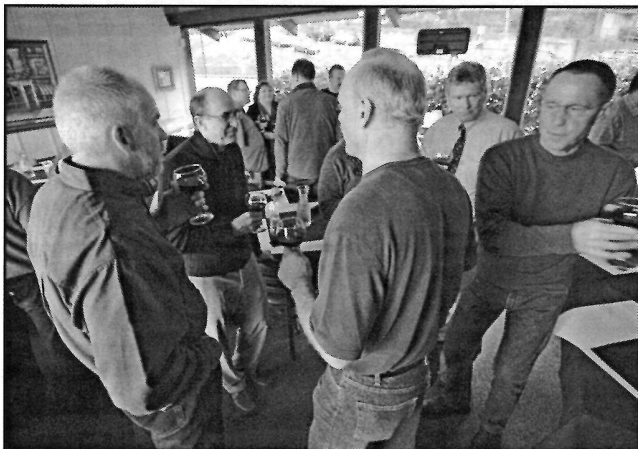
Fred and Lisa McNabb (far left) survey the happy crowd



Renee and Marinus Damm, and Cindy Banzer



Kim Lindstrand and Roger Dilts compare volunteer notes



Volunteers at every turn



Ciao down

Photos by Joe Cantrell

Alfa Romeo

AlfaBits Alfa Romeo Owners of Oregon

By Mike Mittelstead

Plans to get my usual Trackday car, a blue Fiat X1/9, out of hibernation were foiled by series of complications. Was kinda bummed about that, since AROO Trackdays are my favorite car event. Worse, I've missed last two years after running virtually all of 'em for a decade. Good intentions, but foiled repeatedly. Even bought new tires for last year, and a new helmet the year before. Sometimes we let life get in the way of chasing our passion. So...I was chomping for track time.

Hadn't considered running FastTour, since Trackday for me is all about the adrenalin rush of running a prepared car. Then, Ed Slavin came up with "find the typo in his email and get free FastTour session". Brilliant way to encourage the fence sitters. Figured that would draw a bunch of members. Alas, that wasn't the case, but it should be. Hopefully, this story will provide food for thought by other fence sitters.

The E-ticket X1/9 couldn't be prepped for full meal trackday deal, but my daily driver Fiat 128 would suffice for a lunch-time quickie. Alfisti seemed to enjoy seeing the car, so quick bio about the car . . . they were throwaway appliances, with poorly sealed sheet metal, and few survive in the USA. Yet, one survived rust-free as a garaged Grandpa car for three decades. Then acquired by a buddy as a kid hauler and commuter. As such, he had a quickie paint job put on before turning attention to mechanicals. New, larger shortblock, new dual DCNFs, high compression and ported head, free flow exhaust manifold brought it from 60 horsepower to around 100 horsepower...just enough to keep up with traffic. Freeway gears brought cruising RPM down from 5000 (no kidding!) to about 4000. When my buddy's kids grew up and he retired, the 128 was no longer needed. A golden opportunity for lucky buyer.

Mike's Daily Driver Fiat 128

Suspension is stock, but lowered from nosebleed altitude to proper stance. Been driving on tires whose highest virtue is they protect the rims from road wear. 30000 miles on 'em, and barely worn. Worst of all, when they sing, they muffle the glorious sound of dual Webers. Not suitable. As luck would have it, had an old



Mike's Daily Driver Fiat 128

set of 175/60 Yokos left over from the X1/9, before changing that car to 225/45 Hoosiers, coilovers, and Konis. Mounted 'em up and drove the 128 out to Trackday. Kinda nice not having to mess with trailering a prepared car . . . just like the old days of run what ya brung.

When lunchtime came, Bill Eastman was one of the tour leaders. Per the norm for FastTour, started off slow to learn the lines. Then started ramping up speeds...not too fast, just enough to explore the limits of unprepared cars. Gradually increasing as we reeled off laps. Got a bit too quick for two cars in group, so they peeled off to join the other, less aggressive group. There's room for any comfort level.

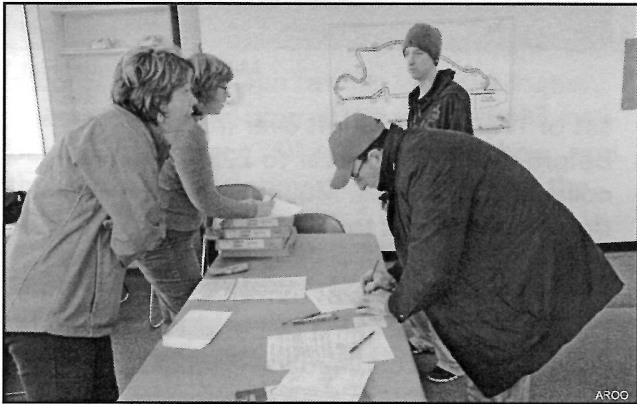
Three of us were able to keep up with Bill. It was an awesome experience! Loads of fun, no where near as intense as full meal Trackday, and mere pennies to participate. Years ago, FastTour had two sessions, lunchtime and end of day. That made for a very long day with a lotta waiting. Now, with single session, folks can chose to stay and watch the fast guys, or leave if they prefer.

Far as I know, FastTour is only offered by AROO...none of the other Trackday sponsoring clubs offer such a unique opportunity. Folks who haven't experienced FastTour are missing out on a great time...a spirited drive at your own comfort level in safe and legal environment. A golden opportunity for anyone who enjoys running through the gears and hugging curves.

SPRING TRACK DAY

March 25th, 2012

Well, if you made it out to Portland International Raceway on Sunday March 25 you were able to enjoy a glorious day. If not, you missed a great opportunity to give your car the old "Italian tune-up" and practice hitting the apex in the turns. We had just under 50 cars registered for the event and they were nicely spread out in the three run groups of novice, intermediate and advance so everyone had plenty of room and time on the track. With beautiful weather and a great group of volunteers, we had a great day.

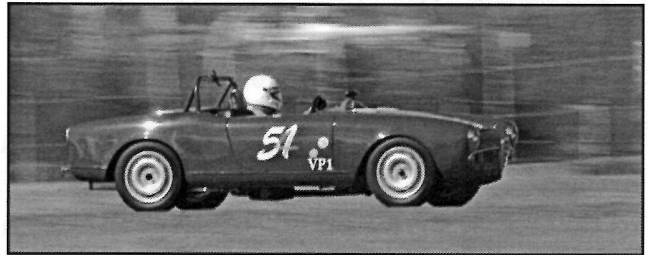


If you have not participated or if it has been awhile since you have, you should consider coming out for our fall event on October 21st. You don't need a special car to have fun and play on a closed and safe course. For example, I even managed to get my 79 Alfetta GTV out in the novice group and had a ball. It's a neat little blue number (ok, its a 30 footer) with a single Weber down-draft (well, really a Holly, licensed from Weber of the Vega, Pinto and Gremlin fame). I paid an embarrassingly small amount for the car so I was smiling all day as the car



ran great for five twenty-minute sessions. The handling was more like driving a boat: I was told the body roll seemed a bit excessive since it was mentioned that after exiting turn 12 and coming onto the front straight it would take a distance to the Start/Finish line for the car to "right itself", but I had fun and was able to drive it home.

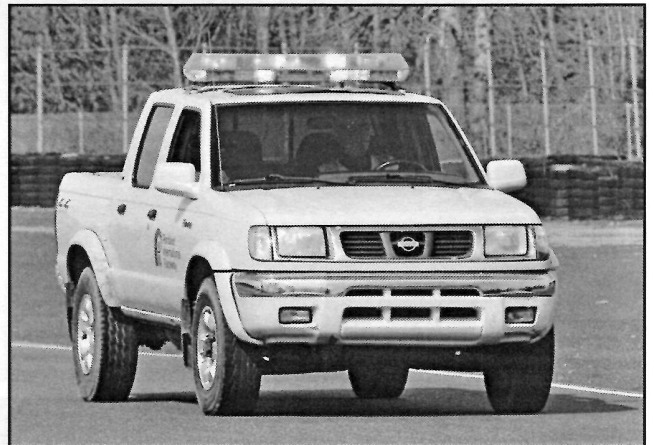
If you can't make a full day or just want to "check-out" the track, don't forget that during the lunch hour, we offer what we call fast tours. This is a controlled, follow-the-leader tour of the track at speed. Bill Eastman and Fred McNabb lead two groups of about 10 cars each. Ok, so no excuses for not coming out and joining the fun. (See Mike's article, pg5.)



I do want to thank all of the volunteers who signed up or showed up to help manage this event. Many came early and stayed all day, some ran to their assigned duties between their driving sessions and some bounced from one position to another. Without naming names, as I know I will realize I missed one as soon as I hit the send key, and with great sincerity, I offer my thanks. We have a great club that is made up of wonderful people. I look forward to seeing you soon and at the track in October.

- Ed Slavin
Photos by Joe Cantrell

SPRING TRACK DAY PHOTO ALBUM



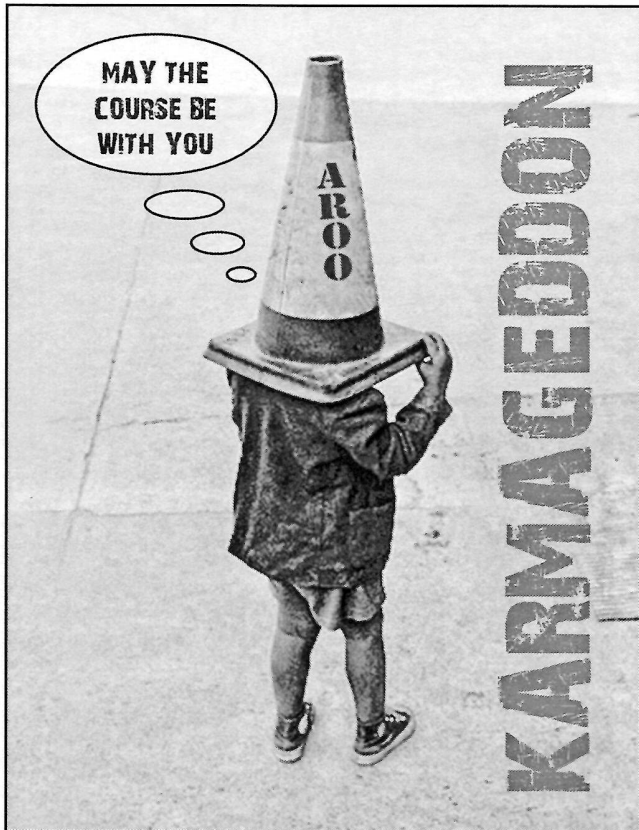
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SPRING TRACK DAY PHOTO ALBUM



SPRING TRACK DAY PHOTO ALBUM





KARMAGEDDON

A One Word Mixed Metaphor for Rally

The second rally in the four-rally "AROO Cup" series was held on April 1. Enough said.

OK, a few more details.

In honor of the April 1 timing, I handed rallymaster responsibilities to my evil twin. Enough said.

OK, a few more details.

It was a rally like any other, only this rally was different. Rallyists and rallyistas gathered at the Sylvan Steakhouse & Saloon beginning about 9 a.m. for registration and the notoriously misnamed "drivers meeting" (it's more for the benefit of the navigators). Rallymaster Reid Trummel (see Photo 1) gave

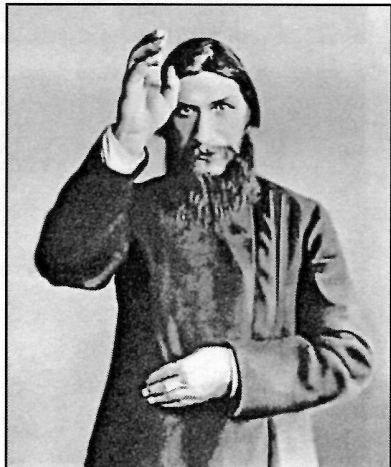


Photo 1

AlfaBits Alfa Romeo Owners of Oregon

final instructions for the rally that he had named KARMAGEDDON. Those instructions concluded with this ominous warning: "Have fun, please drive safely, and remember that rallying, like the lottery, should be played for entertainment only and not for investment purposes."

Up to this point the rally teams were the picture of continental sophistication, relaxed and anticipating a motorized stroll in the countryside (see Photo 2). But that would not last long.



Photo 2

The odo transit – or, more properly, the "Odometer Calibration Transit" – took the hopefuls to the Rock Creek Tavern where they enjoyed 20+ minutes to do math under pressure (remind me why we like to do this...) before beginning the scored part of the rally.

This was followed by the first of the four regularity sections, and it was the toughest. A blow by blow description would lose too much in transcription, but my personal favorite feature was an instruction that had the teams looking to their right when they needed to notice the centerline of a side road on the left, sending many if not all off course. The high scores on this section bear silent witness to what were likely scenes of chagrin, chaos, teeth-gnashing, vows of revenge, and all blood draining from the heads of the entrants. And they pay to do this. See Photo 3.

The second regularity section – the second scored section – was much easier, or so it seemed... or so it seemed... EVERY team fell for a good ol' "protection trap" disguised by an "ONTO instruction" and camouflaged by being in a Free Zone. Simon Levear, manning a

Route Control to greet errant rallyists, got to talk to them all... and award each team 60 penalty points in the bargain. However, since all teams received the penalty points, it was a wash for scoring purposes. However, the shame lasts a lifetime. See Photo 3.

Speaking of disguises, camouflage and shame, the third regularity section was largely uneventful save for the instruction reading OBSERVE LENT ITIS (ITIS meaning "If There Is Such"). It was really just a distraction and amusement, part of what I like to call the "rally esthetic," meaning the beauty of the form in addition to that of the content. And after you've punished the rallyists several times it's nice to share a smile with them before any hope of continuing friendship disintegrates completely. See Photo 3.

Speaking of disintegrating friendships, the fourth and final regularity section began with a set of instructions in a Free Zone that brought the competitors back to where they started, only then

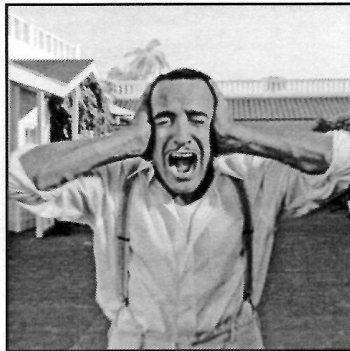


Photo 3

to be put on the clock from the same departure point. See Photo 4. Think of it as an unspoken warning that we weren't done having fun. There was one trap in this section, but only one team fell for it (and one stumbled upon it by accident, going the wrong way, while generally dazed and confused). [Note to self: No more Mr. Nice Rallymaster – write harder traps.]

And then we come to the trip back to the starting point. This has traditionally – as in, "always" –



Photo 4

been a transit section. No scoring. But on April 1 "we" did something different. Just when the competitors

thought they could let down their guard, a trick hidden in a distraction came their way, or as that famous British rallyist Sir Winston Churchill might describe it, it was "A riddle wrapped in a mystery inside an enigma."

Instead of the usual non-scored transit section to take competitors to the rally's ending location, this time it was a "Monte Carlo section" where their arrival time at the end of the section may be scored. So while the rallyists' focus was on this unusual ending and the need to calculate their correct arrival time, they failed to notice that this section did not, in fact, take them all the way back to the restaurant parking lot where the rally began. Instead they should have turned into a driveway short of that restaurant. See Photo 3.

However, since all teams did it wrong and were each awarded 300 penalty points, it was a wash for scoring purposes. But as rallymaster I enjoyed it – yes, I admit it! – and given the scant rewards of being a rallymaster, I'm not going to apologize. See Photo 5.

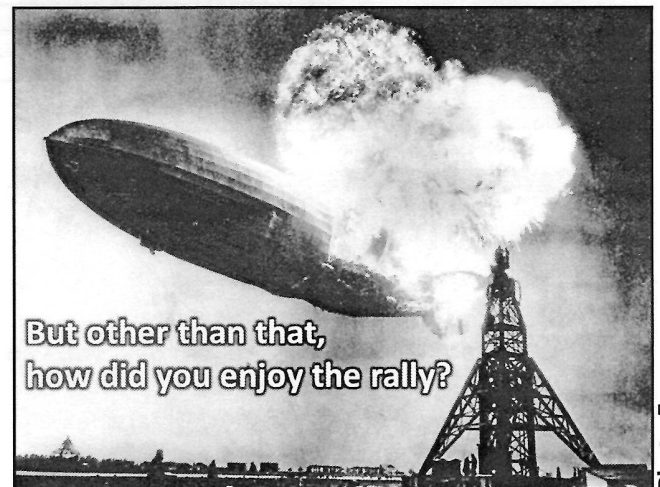


Photo 5

As per custom, we ended with the usual ostentatious award ceremony. See Photo 6. Recording their second win in as many rallies in the series, Teresa Davenport and Yulia Tregub gathered 408 points, but subtracting the 360 penalty points that every other team also received, you could say that it was like a final score of 48. Second were Ed Godshalk and Dave Reich – who, surprisingly, fell for a trap that they had seen before... talk about shame! See Photo 3 one more time – with a total of 415 (or 55 without the penalties), and rounding out the



Photo 6

podium were Bob and Donna McNabb in third with 478 (or 118 non-penalty points).

Kudos to the ten brave teams who showed up on April Fool's Day for a road rally.
Reid Trummel's evil twin

OUR CHERISHED VOLUNTEERS

**Roger Dilts • Dan Fuger
Gloria Hale • Randy Hale
Larry LeFebvre • Simon Levear**

THANK YOU TEAM!

**AROO CUP
RALLY 2
APRIL 1, 2012
RESULTS**

| PLACE | Driver | Navigator | PC#1 | PC#2 | PC#3 | PC#4 | RC#1 | RC#2 | RC#3 | MC | TOTAL |
|-------|------------|------------|------|------|------|------|------|------|------|-----|-------|
| 1 | Davenport | Tregub | 19 | 1 | 27 | 1 | 0 | 60 | 0 | 300 | 408 |
| 2 | Godshalk | Reich | 38 | 6 | 2 | 9 | 0 | 60 | 0 | 300 | 415 |
| 3 | B. McNabb | D. McNabb | 13 | 41 | 23 | 41 | 0 | 60 | 0 | 300 | 478 |
| 4 | Eddings | Sherrell | 26 | 29 | 39 | 29 | 0 | 60 | 0 | 300 | 483 |
| 5 | F. McNabb | L. McNabb | 78 | 188 | 32 | 25 | 0 | 60 | 0 | 300 | 683 |
| 6 | M. Song | A. Song | 241 | 53 | 24 | 13 | 0 | 60 | 0 | 300 | 691 |
| 7 | Gibner | Guthrie | 40 | 85 | 23 | 300 | 0 | 60 | 0 | 300 | 808 |
| 8 | Martin | Chambers | 300 | 283 | 8 | 40 | 0 | 60 | 60 | 300 | 1051 |
| 9 | Valuev | Kadyrova | 300 | 300 | 300 | 300 | 0 | 0 | 0 | 300 | 1500 |
| 10 | S. Colisch | B. Colisch | 300 | 300 | 300 | 300 | 0 | 0 | 60 | 300 | 1560 |



**Last Call for the Summer Tour!
North Cascades, June 8-10**

You are still welcome to join us if you can get lodging! Room blocks expired but chances are good you can find rooms at or near the suggested lodging spots.

Tour leaves from Lewis and Clark Park just past Troutdale off I-84 at 8am sharp. Be there a few minutes earlier with a full gas tank. We will enjoy some great open roads in central Washington on our way through Bickleton, the Blue Bird capital of the 'world' to Prosser. We are stopping at the High Desert Winery for lunch and some wine tasting. We end the day at Soap Lake. Bring your swim suits in case you want to enjoy the warm hot springs in the lake!

Day two will be a very leisurely relaxed drive through the park to Marblemount. Many stops are planned along the way including an art gallery, some neat shops in Winthrop (where

we will have lunch at the local brewery), a short walk in old growth to a wonderful waterfall at Rainey Lake, many vista points and some historic buildings in Newhalen. Day 3 will feature back roads to just north of Portland.

Lodging Alternatives:

June 8: Soap Lake: Inn at Soap Lake (1-800-557-8514). Notaras Lodge (509) 246-0462. There are a few other places in Soap Lake as well.

June 9: Marblemount: Buffalo Inn (360-873-2103)
Totem Pole Motel (360) 873-4535
Skagit River Resort 360-873-2250

NOTE: Buffalo Inn is rather rustic and at least four of the rooms are 'economy' (but very cheap!) and have shared baths

PLEASE LET TOM MCGIRR KNOW YOU ARE GOING! IF YOU ARE NOT SURE YOU DID SO, DO IT AGAIN. mcgirrt@wcb.com or 503-910-8719.

**FALL TOUR TO CONDON
SEPTEMBER 15-16**

Exciting roads, great scenery, old-fashioned Chuck Wagon BBQ and good friends. What more can you ask for?

Call the Condon Hotel 800-201-6706, to book your room. Room block expires July 1. Best to reserve now and cancel later as the backup lodging in Condon is not great.

For those that have not been here before, Condon is a quaint little town in Central Oregon. The roads in and out of Condon are fabulous if you like fast, twisty and radar free. The old hotel is very classy. After an extended happy hour in the Library, we will be having some folks come in and do an old fashioned chuck wagon dinner for us featuring prime rib, unbelievable homemade baked beans, and all the fixings. I used these folks last year and they were great!

Tour will start near Estacada and head along the Clackamas River up to Timothy Lake in the Mt. Hood Forest. If the lake is calm and sky is clear, you can see a perfect reflection of Mt. Hood in the water-very cool. Next stop is at White River State Park on the Deschutes River to take in the waterfall. Lunch will be along the John Day River. All in all, about 277 miles of great driving.

Day trippers are welcome as well.

Send Tom McGirr a note if you plan on coming so he can coordinate with the caterer. 503-910-8719 or mcgirrt@wcb.com.



March Track Day photo by Joe Cantrell

Andrea Zagato to be Special Guest!

May 1, 2012. We are pleased to announce that Andrea Zagato will attend Alfa Canadese. If you drive an Alfa and have never heard of the coachbuilder Zagato, you must have been driving on the moon. Zagato have been making the coachwork for the most exotic Alfas since the early 1900's right up until our feature car, the TZ3 Stradale.

The company was established at the end of World War I by Ugo Zagato. After working at the Anselmo aircraft factory during the war, he put his knowledge of aircraft industry construction techniques to use in the expanding market for passenger vehicles. Zagato's cars were advanced in design and became synonymous with light weight and excellent aerodynamics. Alfa Romeo, Fiat and Lancia immediately realized the advantages of his rakish, streamlined designs. A collaboration followed which saw the creation of a series of legendary racing cars, such as the Alfa Romeo 6c 1500, then the 6c 1750 Gran Sport, and the 8c 2300. After World War II, Zagato was very much active in the new GT racing category. Avant-garde styling, together with light weight and wind-cheating lines were the main features of Zagato's models for the leading sports car manufacturers of that era -- Maserati, Alfa Romeo, Fiat, Lancia, Abarth, Ferrari, Aston Martin and Bristol. In addition to cars that have been produced officially in small series, the company has also built exclusive one-offs and prototypes for other illustrious marques, such as Ford, Jaguar, MG, Rolls-Royce, Rover, Spyker and Volvo.

Andrea is the current head of Zagato, following in the footsteps of his father Elio (1919-2009) who became involved with the company in the late 1940's and his grandfather Ugo, the founder of the company.



MONTEREY WEEKEND

ARE YOU READY FOR THE MONTEREY WEEKEND?

August 17-19, 2012

By John Maclay

The "Rolex Monterey Motorsports Reunion" race weekend (formerly called the Historics) is coming up in August as well as Concorso Italiano, great Alfa dinners and parties, and a fine weekend of car-related activities, in one of the prettiest places on earth. Don't miss it!

If you can, get there on Thursday for the Pebble Beach Tour cars on Ocean Avenue at noon. A lot of the Pebble Beach Concours cars participate in this, a 70-mile tour of the Carmel-Monterey area which pauses on Ocean Avenue in Carmel for lunch from about 12 to 2:30 pm. Spectators can wander among the 100 or so cars that are parked in a four lane, four-block area and it is FREE! Google "Pebble Beach Tour d'Elegance" for more information. Spectator parking is difficult so get there early.

Concorso Italiano is Friday's event, once again at Laguna Seca Golf Ranch on Rt.68. This is always fun for the Alfa crowd, sign yourself and your car up at www.concorso.com, sooner rather than later as the price goes up the longer you wait. As an added incentive for you to attend, ARA is again organizing an after-Concorso dinner at Balesteri's Restaurant, on site at the golf course. If you elected to do this dinner last year, you know how nice it always is, as it will be again this year. Have a modestly priced buffet dinner for \$40 a person (including tax and tip) and no-host drinks. Please plan to join us (and others, everybody is invited) at this nice event, beginning at 5:00 PM to avoid traffic and hassles upon departing Concorso while enjoying nice company and dinner at the same time.

As for race tickets and Alfa corral passes, the arrangements are the same as last year. As you can see from the accompanying order blank, admission tickets and corral passes for the races are the same price as last year. Unfortunately the Race Program book is NOT included with the corral pass in 2012. We still get an official event Poster and an Event Dash Plaque but the Program is eliminated. However, the bonus items will not be available until Race Week and you will have to pick them up on Saturday when you

park your car in the corral or at Concorso. Also please note that requests for corral passes AFTER the Saturday, June 30 cut-off date will NOT BE ACCOMMODATED as they must be ordered with the race tickets.

AROC Delta Sierra is once again blocking out 40 rooms at the Laurel Inn in Salinas for the Alfa clubs, at virtually the same rates as last year. As in the past, room choices for the Laurel Inn, if desired, are included on the order blank but must be submitted separately to James Treadwell (who, it should be noted, is our new ARA President but also represents AROC Delta Sierra of which he is a member), not to John Maclay who is handling everything else.

For the Saturday night (August 18) Alfa Club dinner, we are again feasting at Chateau Julien Wine Estate in Carmel Valley. Details for this fabulous event are on the order blank so don't miss this opportunity for a gourmet dining experience in the vineyard itself. Reservation details are to be made directly to the Winery, not through the order blank, at the same price as last year of \$55 inclusive. This will be a dining experience you won't want to miss!

And once again, West and Maggie Clark will host their traditional wine-tasting party at their new house in Pebble Beach on Saturday, August 18 from 3:00 until 6:00 PM. Their address is 1044 Majella Rd, Pebble Beach, phone 831-644-0661. This is always a great party and we thank the Clarks for their hospitality. As always, RSVPs are appreciated but not required.

DO NOT MISS THE SATURDAY JUNE 30 DEADLINE FOR GETTING YOUR RACE TICKET and CORRAL PASS ORDERS TO ME. You may purchase post-Concorso Dinner tickets even if you are not going to Concorso or the races but you must still include the stamped self-addressed envelope (SASE). Late Concorso dinner orders only will also be accepted after the end of June but earlier is better.

The Alfa Romeo logo is written in a stylized, cursive script font. The word "Alfa" is in a larger, more ornate font, and "Romeo" is in a slightly smaller, simpler cursive font. The logo is positioned in the lower right quadrant of the page.

AUGUST 17-19, 2012 "HISTORICS" RACE WEEKEND AT MONTEREY/CARMEL, CA

Please enter Concorso Italiano vehicles directly at www.concorso.com or call 425-742-0632, Fax 425-742-0764

TOP HALF OF THIS PAGE FOR ADVANCE RACE/CORRAL & CONCORSO DINNER TICKETS ONLY. Your order must be IN MY HANDS NO LATER THAN SATURDAY JUNE 30 in order to meet the track's deadline.

Race and Alfa Corral Ticket Prices Aug. 17-19 (Children 12 and under are free)

| | |
|--------------------------------------|--------------------------------|
| 3 Days: Fri – Sun, \$130 per person: | No. _____ Amount (US \$) _____ |
| 2 Days: Sat & Sun, \$100 per person: | No. _____ Amount (US \$) _____ |
| Friday 8/17 only, \$50 per person: | No. _____ Amount (US \$) _____ |
| Saturday 8/18 only, \$70 per person: | No. _____ Amount (US \$) _____ |
| Sunday 8/19only, \$60 per person: | No. _____ Amount (US \$) _____ |

Alfa Corral Pass (Good for all three days, Alfas only), \$10.00 per car No. _____ Amount (US \$) _____

Post-Concorso Buffet Dinner, Friday Aug. 17, 5:00 PM. Beverage, Caesar salad, bread, chicken marsala, fresh yellow squash and zucchini, red potatoes with parsley and strawberry shortcake. No-host cocktails. At Balesteri's Restaurant on site at Concorso Italiano, \$40 per person. No. _____ Amount (US \$) _____

HANDLING FEE PER ORDER (REQUIRED): \$5.00

Total ARA Amount (include above handling fee please, DON'T FORGET THE SASE) \$ _____

NAME & ADDRESS: _____
EMAIL: _____ PHONE NUMBER: _____

Send the top part of this form with check made out to ARA to arrive by SATURDAY JUNE 30 to John Maclay, 426 Blackstone Court, Walnut Creek, CA 94598-3717. ***YOU MUST INCLUDE a Business sized (4"x9", #10) 44-cent STAMPED Self-Addressed Envelope for return of tickets. Do NOT send small envelopes. No check or no SASE, no tickets!*** Any questions, e-mail preferred to johnmaclay@aol.com or fax at 925-934-4762. If in dire need, call John Maclay at 925-937-2399, cell 925-997-3637.

Wine Tasting at West and Maggie Clark's, Saturday Aug 18, 1044 Majella Road, Pebble Beach
Saturday, 3:00 to 6:00 PM. Complimentary. RSVPs are unnecessary but phone 831-644-0661 if lost, or e-mail wmclarkjr@aol.com. Enter PB at SFB Morse gate from Rte.68 W (not the first gate off Rte. 1, go past the hospital on 68 West to Pacific Grove gate) and tell the guard you are going to the Clark party. Enter PB, take the first right turn on Congress, follow Congress until you come to Majella Rd on your left, take a left on Majella and go three blocks to 1044.

HOTEL ROOM AT LAUREL INN, SALINAS
Delta Sierra has reserved 40 rooms at the Laurel Inn at 801 W. Laurel Drive in Salinas for Alfa club members and owners. Please do not contact the hotel directly. Instead, reserve your room by mailing a photocopy of this part of the page with the room info below completed along with your check made out to "Delta Sierra Alfa Romeo Club."

Address it to DSARC, Attn: James Treadwell, 4713 Lake Drive, Carmichael, CA 95608.

Prices below include tax, etc. First come, first served.

| | |
|-------------------------------------|--|
| Single (1 K) Smoking? [] Y [] N | Double (2 Q beds) Smoking? [] Y [] N |
| [] 2 nights (8/17 & 8/18) \$216.40 | [] 2 nights (8/17 & 8/18) \$245.00 |
| [] 3 nights (8/16 - 8/18) \$324.60 | [] 3 nights (8/16 - 8/18) \$367.50 |

TOTAL (ROOM AMOUNT ONLY) ENCLOSED: \$ _____

NAME _____ EMAIL ADDRESS _____
MAIL ADDRESS _____
PHONE _____

AUGUST 18th, SATURDAY NIGHT ALFA CLUB DINNER at CHATEAU JULIEN WINE ESTATE
Once again for 2012, at Chateau Julien Wine Estate, 8940 Carmel Valley Rd, Carmel Valley. A special four course prix fixe menu at a discounted Alfa Club price of \$55 (wine extra). Wine at 6:30PM, dinner at 7:00PM. Visit www.chateaujulien.com for more information about the winery. Reservations may only be made by calling Chateau Julien at (831) 624-2600, and mention the Alfa Club. Payment for the dinner may be made by credit card or check to confirm the reservation.

ALFA TO RETURN TO US

Alfa Nears Return to U.S. With 4C Sports Car Registration

From Bloomberg News
By Tommaso Ebhardt on April 19, 2012

Fiat SpA (F)'s Alfa Romeo division took a step closer to its return to the U.S. after registering the brand of its 4C compact sports car, the unit's first model targeted for sale in the country in almost 20 years.

The 4C is part of a revamp of Alfa Romeo that will include the new Giulia sedan, which will be based on the Dodge Dart platform of Fiat-controlled Chrysler Group LLC for a lineup developed and made in the U.S. starting in 2014, according to a person familiar with the matter. The production version of the two-seat 4C may be displayed at the 2013 Geneva car show, said the person, who declined to be named as the plan is private.

Fiat Chief Executive Officer Sergio Marchionne plans to remake Alfa into a luxury brand to compete with industry leader Bayerische Motoren Werke AG. (BMW) Developing a full range of models for Alfa and focusing on North America's car-market growth are crucial to his strategy of boosting combined revenue at Turin, Italy-based Fiat and Chrysler to more than 100 billion euros (\$131 billion) by 2014.

"The return of Alfa in the U.S. is critical for the group as a global player needs to have an upscale brand in a major market as North America," Jeff Schuster, LMC's senior vice president of forecasting in Troy, Michigan, said

in a phone interview. "This is a real sign Alfa will come back to U.S."

Marchionne, 59, said April 4 that that the 4C will go on sale in North America by the end of 2013. The Alfa Romeo 4C trademark, covering accessories such as clothing and toys as well as the vehicle and parts, was issued by U.S. Patent and Trademark Office on April 10, according to a release posted late yesterday on the U.S. Federal News Service.

The 4C, which will be built starting in May 2013 at a plant run by Fiat's Maserati division in Modena, Italy, will begin deliveries in Europe in the second half of next year, the person said. Fiat, which plans to make 2,500 4Cs a year, showed a concept version of the car last year at the Geneva show.

Fiat's growth strategy is centered on Alfa and Auburn Hills, Michigan-based Chrysler tightening cooperation. Fiat has a target of more than doubling Alfa sales to about 400,000 vehicles in 2014 from 150,000 in 2011 with six new models, including sedans and sport-utility vehicles, according to a September presentation. Net income at Fiat in 2011 came entirely from Chrysler, which was helped by U.S. car-market expansion. Fiat's volume models lost about 500 million euros in Europe last year, and led an industrywide sales decline in the region, as the sovereign- debt crisis caused consumers to hold back on purchases. Marchionne is among carmaking executives forecasting another European contraction this year.

Alfa Romeo

More of Joe Cantrell's photos of the Spring Trad Day event.



AlfaBits Alfa Romeo Owners of Oregon

1975 Alfa Spider. Runs well, headers. Good synchros. New water pump, alternator, tie rod ends, U-joints. Sure-start. 5-spoke aluminum wheels. Turbinas included. Rugh springs, Bilstein shocks. Original springs included. Nice black paint, no rust, nice maroon upholstery. Good top with cover. Owners manual, original jack and tool kit. Uninstalled roll bar. \$7500. Pics available. Allen Rossman, 15311 NE 144th PL, Woodinville, WA 98072 (Seattle area) 425-485-7075, amrossman@aol.com.

1986 Alfa Spider Veloce

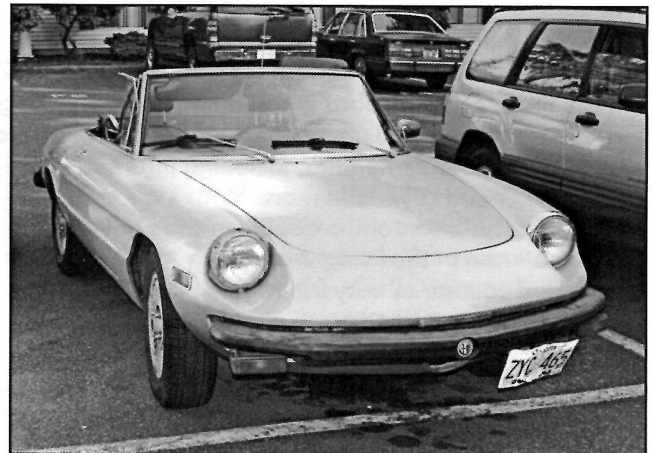
For Sale \$3700 runs great; looks good in & out. Call 541-944-3033 Chris Dellsite ckd3033@gmail.com



INFO GIULIA SPIDER

Hello, I am looking for any spare parts to finish my Giulia spider. Have you got any spare parts for a Giulia spider? AIRFILTER BOX, INSIDE REAR MIRROR, GLOVE BOX DOOR, ASHTREY, AIR TEMP LEVERS TRIM, COURTESY LIGHT, STEERING WHEEL, KNOB, AND WHAT ELSE YOU HAVE . . .
Regards for your kindly attention.
ludovico lesti, ludovico.lesti@hotmail.it

1976 Alfa Romeo Spider (Silver), Engine rebuilt by Euro Auto, Transmission rebuilt by Euro Auto, New Fuel pump, Polished valve cover, Needs some paint but very straight body, KONI shocks, New Tires, Black leather seats by Lynn Gibner, Wind Screen, Car cover, Day Cover, Tags through 12/12 - Mechanics through the years: Jim Trofitter, Dan Sommers, NASKO Priced to sell - Best offer over \$1600.00 - I'm unemployed and need to sell quickly.
Best Regards, Bruce Rueger bruce.rueger@gmail.com



1984 Alfa Romeo Spider

She's in good condition although she has some cosmetic damage on driver side fender which I was in the process of repairing but then had no money to finish the work...it just needs finishing and paint. It is charcoal gray (original color) with black top and tan interior...a very good looking car. I really hate to part with it, but must. I am asking \$4,500 negotiable..it has been kept under cover always. It will no doubt benefit with a tune up; I haven't really been able to drive it for awhile. But it does run, just needs minor work and will be very worth it for someone who appreciates spiders. I just have come to a time in my life that I must be practical. I original paid \$5,700 for this car and I have complete records of service from the time it was owned by the first owner. It has had three owners counting myself.

The best way to get a hold of me is by my cell 541-290-3515. Shannon Rucas



*Alfa
Romeo*

CLASSIFIED ADS cont.



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Casa de Escape is a newly built (March 1st, 2011), cozy, two-bedroom, one bath house on a private, half-acre lot 400 yards from the best kite and sailboarding beach in all of Baja. And the fishing, considering the Sea of Cortez is one of the most prolific fisheries in the world, is first class!

Located 60 miles north of Cabo San Lucas (42 miles north of the airport) in the quiet, laid back village of Los Barriles, the casa offers full air-conditioning and all of the modern amenities, including internet, DISH TV, washer and dryer and more. With a queen bed in the master bedroom, a double in the guest room and the futon in the living area, the casa will sleep six, provided you are all very friendly. All of the utilities are underground, leading to a spectacular view of sunrise over the Sea from the rooftop veranda. The neighborhood is quiet and upscale. And, regardless of the scary stories of drug runners and banditos rampant in the US press, the village and neighborhood are supremely safe. The locals are very friendly and the small town offers a surprising number of 28 excellent restaurants, a few with live music on some nights.

So, wake to the sounds of birds singing in the Palo Blanco trees in your yard, take your coffee up to the rooftop to watch the sun rise, rent a quad in the village to find the waterfalls at the end of the arroyo, charter a fishing boat, learn kite-boarding from my friend and owner of Exotikite, Ian, go scuba diving, or just take a towel to the nearly deserted beach and read a good novel while whales, dolphins and rays frolic offshore, literally just yards away!

Weekly rates vary from \$350 to \$550, depending upon season.

Contact Bob Hui, mittyinc@msn.com

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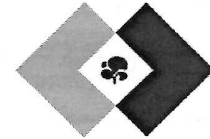
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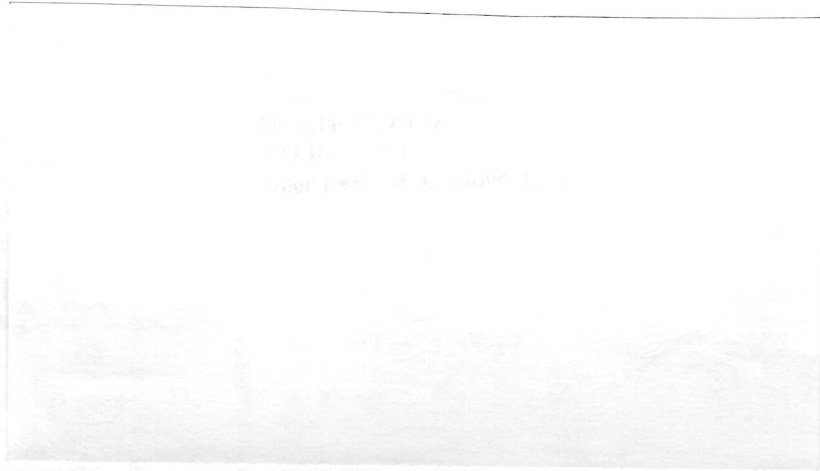


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