

JULY 2012

# Alfa BITS



Volume 44 - Issue 4

FINAL Printed Edition

# 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.

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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](http://www.alfaclub.org).



EDITOR: Ruth Hall [ruth2458@gmail.com](mailto:ruth2458@gmail.com)  
 CIRCULATION: Bill Haines 503 - 282-6383  
 AROO Web Site: <http://www.alfaclub.org>  
 WEBMASTER: Neil d'Autremont  
 Webmaster email: [mcbrundage@yahoo.com](mailto: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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		Promotion/Advertising	

° Term expires 2012

\* Term expires 2013



Remembering Our AROO Roots.

Photographs by Joe Cantrell

Front cover: Old Blue and Margaret McGill pose with some fortuitous signage in Central Oregon.

Back cover: Char in a reflective moment on tour with AROO

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

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

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

**August 17-19 Monterey Historic Races**  
August 17 - Concorso Italiano

**September 5 (Wednesday) 7:00 pm**  
Board Meeting  
Buster's, Tigard

**September 15-16 (Saturday-Sunday)**  
McGirr Fall Tour

**September 15-16 Saturday-Sunday)**  
Maryhill Hillclimb

**September 19 (Wednesday) 7:30 pm**  
General Meeting  
High Rocks Restaurant and Lounge, Gladstone, OR

**October 3 (Wednesday) 7:00 pm**  
Board Meeting  
Buster's, Tigard

**October 17 (Wednesday) 7:30 pm**  
General Meeting  
High Rocks Restaurant and Lounge, Gladstone, OR

**November 7 (Wednesday) 7:00 pm**  
Board Meeting  
Buster's, Tigard

**November 21 (Wednesday) 7:30 pm**  
General Meeting  
High Rocks Restaurant and Lounge, Gladstone, OR

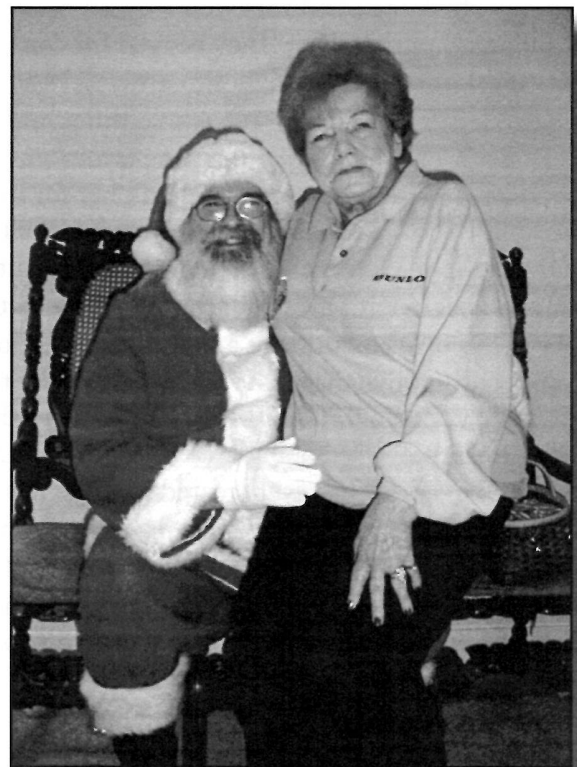
**December 5 (Wednesday) 7:00 pm**  
Board Meeting  
Buster's, Tigard

**December 9 (Sunday)**  
Holiday Party

*Dear Alfa Romeo Owners of Oregon,*

It has not always been a pleasure, but it has always been a privilege, to edit your newsletter over the course of the last two years. Given the miles travelled and the changes that have taken place in that time it seems a longer term than that. My sincere thanks to Lance Garner, Mike Mittelstead and Sharon Sands at MetroPrint and to Joe Cantrell, Roger Dilts, Bill Gillham, Jon Anderson, Cindy Banzer, Reid Trummel, Erik Roe, Mark Carpenter, Neil d'Autremont, Mike Mittelstead, Patrick Iaboni, and all other Bits contributors during my tenure as editor. Enjoy your Alfas and their Oregon Owners. If you're ever in the Finger Lakes in summer or Asheville at any other time, we can steer you to some great driving and interesting places. In the meantime, drive safe and keep AROO rolling.

*- Ruth*



## FROM THE DRIVER'S SEAT

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Roger Dilts  
President, AROO

### Changes

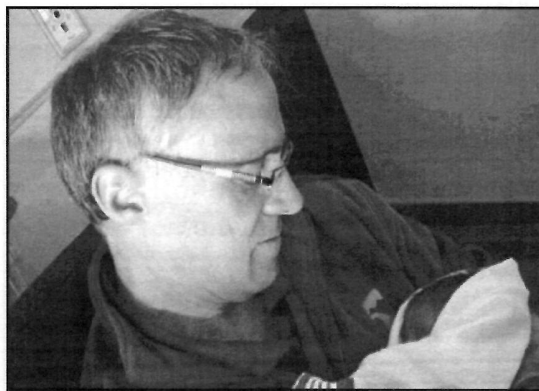
The version of the *AlfaBits* you are holding is the last of its kind: individually printed and mailed. After much thought and consideration the AROO Board decided to begin publishing the Bits electronically through our website. Not only had the printing and mailing become prohibitively expensive (we could only afford to publish five or six full issues a year and faced cutting back on funding other club activities to do that), but the benefits of web-based publication finally won us over.

So this is the last printed Bits. But it is NOT the last *AlfaBits*. For over 40 years the Bits has been critical to AROO members and this club. It's where you read about past and future AROO events, tech tips, personal histories, rally results, cars for sale, and maybe even see your picture in print. It will continue to be that and more. The "paper" Bits was nurtured over the years by a distinguished line of editors who worked hard to turn out a monthly issue. They begged for content, turned others' garbled words into articles, sweated the details, and assembled the whole thing into an issue. Ruth Hall continued that fine tradition, even working across the continent. I thank her for her exemplary service to AROO and wish her the best of times. Reid Trummel is the new *AlfaBits* editor who will begin with next month's Bits. Reid is the very accomplished editor of a high quality national caliber automotive magazine and we are lucky to have him contributing his talents and time to the Bits. Don't make him beg for articles and pictures, though. No editor has ever created an issue from nothing and that will not change. For the Bits to continue its successful run, it needs articles and pictures and you need to provide them. Write a story about your car purchase or repair or a trip you took and send it in.

Future issues of the *AlfaBits* will be distributed to all members via an emailed link to our website. If we do not have an email address for you, we won't

be able to send you the Bits. We've established good addresses for nearly all members, but a few are still missing. If you want to keep receiving the Bits, please send us your email address.

Another recent change in the AROO world that needs mentioning is the passing of Char Sommers. Char was a dedicated and passionate member of AROO for many years. She worked tirelessly to keep the club and particularly the Monte Shelton Northwest Classic Rally going



through thick and thin. She worked on the rally committee garnering sponsors and did whatever else was needed to make

it work. She was a club officer, a recipient of the McGill Award, and a regular volunteer and participant at many events and conventions. She represented us on the AROC Board. If not for her, AROO might not even exist. She will be greatly missed by all who knew her.

At the other end of life, Connie and I are celebrating the birth of our granddaughter, Eden Luna Hodges (they wouldn't consider naming her Giulietta). We'll be spending more time on Lopez Island visiting her parents and watching her grow, so we may be absent more often from AROO events.

And speaking of birthdays, my Spider just turned 40. Time and the road just keep rolling along. Hold on tight and enjoy the ride. You never know what changes are around the next bend.

*Small wheel turn by the fire and rod,  
Big wheel turn by the grace of God,  
Every time that wheel turn 'round,  
Bound to cover just a little more ground.*

## BOARD OF DIRECTOR MINUTES

MEETING DATE: APRIL 4, 2012

MEETING CALLED TO ORDER:  
7:20 P.M. AT BUSTERS, TIGARD

Those in attendance: Roger Dilts, Reid Trummel, Yulia Smolyansky, Erik Roe, Patrick, Iaboni Mark Carpenter, Cindy Banzer, Ed Slavin, and at-large member Bill Eastman.

### 1. Old business:

- a. Minutes review-March- the minutes were reviewed, a few minor corrections like spelling were correct and Erik was there taking minutes early, so why Mark missed him is bit odd? Erik moved and Patrick seconded the motion, vote approved the minutes.
- b. Treasurer's Report-Cindy gave a wonderful report explaining where we are. Currently a loss for the year and that it was as the rate we expected. We reviewed budgets and all looked in order. Yulia moved to approve the treasurer's report, Patrick seconded it and a vote to approve was successful.
- c. Past events report
  1. Volunteer appreciation dinner was a success. Thanks given to Lisa McNabb.
  2. April AROO Cup Rally-Roger/Reid -Held April 1, 2012-Yulia won of course and liked it, winning is always a likable event. Reid reported that he had received no further hateful emails so we see he is making progress in his rally master career.
  3. Spring Track Day - Ed reported that we had 47 cars, good volunteers, no accidents and plenty of track time for all. A discussion of format changes was held. Thanks Ed for your dedication to the club and this event.
- d. Upcoming events
  1. April membership meeting is being hosted by Erik Roe with the subject being about tires. He promises a gripping display of engineering thought.
  2. May 5 and 6 is the Old Spider Tour that has been a long tradition. Erik reports all rooms at Maupin are taken as Mark got the last one. Come and enjoy the day or the weekend with your buds.
  3. May 12 AROO Cup #3 is the Mother of all AROO Cups as it is Mother's Day. Nothing says I love you like trashing one of AROO's Rally with MOM!
- e. Calendar Review – Steve - We are checking dates as always.

- f. Membership - Erik reports 193 members on the March roster, four of which are new names and two have dropped off.
- g. Merchandising - Yulia reports that she has purchased some books and will have them for sale and the door prizes are within budget.
- h. Alfa Bits/Website - Neil is not present but we had a good discussion on Alfa Bits that led into the proposal that Reid had provided about the Alfa Bits and the website.
- i. Track/comp - Patrick reported that Ed ran the March track event.
- j. Promotion and Advertising - Reid- Mark said he would work with Reid to make up an advertising program in light of the fact that we are going towards the electronic publishing of the Alfa Bits. More to come.
- k. NW Classic Rally – Reid - All phases are going well. 100 cars are registered with 6 on the waiting list and Roger reported he has 12 volunteers already.

### 2. New Business

- a. Discussed Reid's proposal as editor of Alfa Bits - Lots of discussion and suggestions. We will work on who fills out the pages; we will look over during the next month to see what pages we need. Erik proposed that Reid and Neil will work on getting us some format information for the next meeting. Perhaps some email discussions will go on before the next meeting. Mark moved to approve Reid's proposal, Erik seconded and it was passed.
- b. Recruiting a new Track Day organizer - Ken Hart was suggested and will be asked by Roger to take on this responsibility. If he accepts Ken can work with Ed on the fall track day. We also discussed moving the event towards more driver training much like the Porsche, Audi and BMW events.

Meeting adjourned at 9:10 p.m.

*This literary work is being submitted to the best of my recollection as my advanced years of hearing squealing Giulietta tires 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 next meeting will be at Busters Barbeque in Tigard, Oregon on May 2, 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.*



# alfa romeo

OWNERS OF OREGON

Oregon Chapter A.R.O.C.

VOL 1 NO. 1

NEWSLETTER

NOV. 2, 1968

Welcome to volume one, number one of the ALFA ROMEO OWNERS OF OREGON newsletter, It is our hope that we will see many many more.

A group of Alfa enthusiasts in the area have gotten together and formed the club for the benefit of all Alfa owners in Oregon and have become an authorized chapter of the national club, the ALFA ROMEO OWNERS CLUB which is recognized by the factory in Milan. We feel this is the best thing that has ever happened to Oregon Alfa people (short of buying your Alfa) and we're sure you will want to participate in the fun!

\*\*\*\*\*

A bright, warm, spring-like day found a small group of Alfa fans cheering Bob Rinde (Duetto), Fred McNabb (Veloce Spider), and Gio Coleta (Veloce Spider) on to First, Second, & Third in "E" production and Jerry Chasa (T.I. Super) to First in "B" Sedan at the SCCA Regional Races at Ocean Shores, Washington on Oct 27th. Except for a little sand in cars, ears, and mouth a good time was had by all, at least all the Alfa folk.

\*\*\*\*\*

The race at Ocean Shores was the last race of the season and all the race cars will get a well deserved rest to say nothing of the race drivers. The next race will most likely be at Newport in April. Maybe we can arrange an ALFA ONLY parking area or Alfa parade around the course or both!

\*\*\*\*\*

In case the information has slipped by you the Alfa Romeo Type 33s have slipped into 4th, 5th, and 6th place in this years 24 Heures du Mans (Le Mans), the first real racing feat by the factory since the Type 159's made their purpose known sixteen years ago when Alfa won the worlds manufacturers championship. Ferry Porsche III, are you listening? The Type 33 production cars are available at around 14,000 dollars each, so hurry the supply is limited.

\*\*\*\*\*

A few words now about the upcoming meeting November 16th. This is primarily a get-together to let everyone become acquainted and discuss their Alfa's. The meeting is to be held at the brand new Cosmopolitan AIRTEL near the Portland Airport. The meeting will begin at 7:30 and we'll discuss the club in general and future activities. The social segment of the evening will run from about 9:00 to ????. This will give everyone an opportunity to exaggerate a little about how fast you took that last corner. Seriously though, we really appreciate seeing you there as a lot will depend on this meeting as far as the future of the club is concerned.

\*\*\*\*\*

A few tips now on winterizing your Alfa as that season seems to be right around the next tight turn. Make sure battery acid level is up, coat battery terminals with vaseline, change oil lighter weight, install warm plugs, check ignition timing and this is most important, keep gas tank above steady red light!!!

SEE YOU THE 16th !

\*\*\*\*\*

## **Char Sommers**

October 25, 1929 – June 19, 2012

Organizations like AROC thrive because of volunteers. Occasionally, a bright star joins our midst, shooting across our horizon with such intensity that we all feel the warmth.



Char Sommers was one of those stars – a volunteer’s volunteer. There was no project too daunting or task too unglamorous that she didn’t tackle with gusto.



In the 50s, Char belonged to the 4 Cylinder club, which later became Cascade Car Club, centered in the Pacific Northwest.

In 1960, she fell in love with Alfa Romeos when seeing them at the Portland International Raceway.

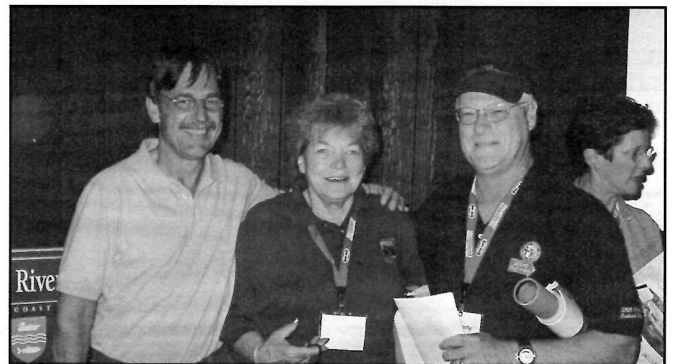


She pointed them out to her young son, Dan Sommers, telling him that she would buy him an Alfa when he was in high school.

She did. She bought Dan a 1959 Giulietta Veloce Spider. We all should have a Mom like that!

For the past twenty years, Char Sommers devoted her life to the Alfa Romeo club, both nationally and locally. For 5 years, she served as President of the Oregon chapter and assumed virtually every volunteer position with boundless enthusiasm.

She was a much-loved fixture at the annual NW Classic Rally, the premier car event in the NW. One of her first volunteer jobs for the Rally was pointing out to participants where the restrooms were when



they drove by. Forgotten by the organizers, she stood by the side of the road for nearly two hours after the last car had come by, but never gave up, thinking that there might be a straggler in need.

Never a bystander, Char was always thinking of new projects that would help the Clubs better serve its members. She gave generously of her time and her resources to ensure that all had a good time.

Char’s daily drivers were her beloved Alfa Spider and Milano, an extension of her passion for the Alfa club.

## CHAR SOMMERS, cont'd

She mentored many, offering words of encouragement, along with practical suggestions. Always, she rolled up her sleeves and got to work to get a job done.



Char enjoyed numerous trips to Italy and Las Vegas, with family and Alfa Club friends. Born in Portland,

Oregon, she spent a dozen years in Atlantic City and then many years in Las Vegas with her husband, Frank Sommers, who had a successful nightclub act. When he died in 1992, Char returned to Portland.



Most recently, Char served on the AROC Board for 4 years;

currently, she chaired the Membership Committee, handled advertising for the Alfa Owner, and pursued sponsorships for the annual conventions, including the Toronto convention.

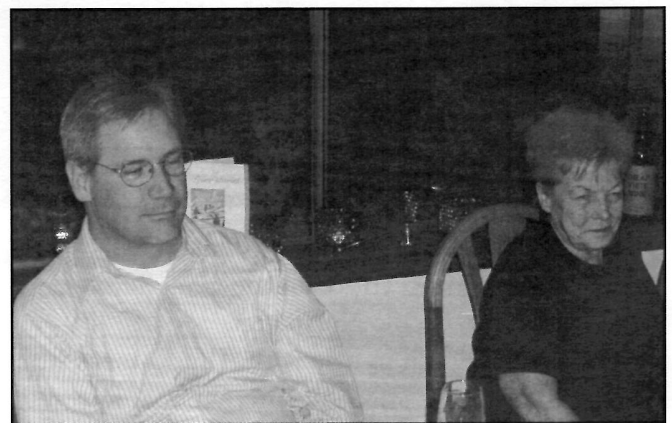
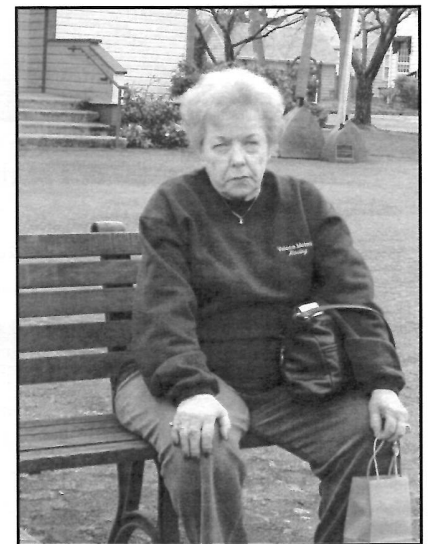


The past several months, Char worked daily on convention matters for Toronto. On Saturday before the Convention, not feeling well, she sought medical care and was told, "Mrs.

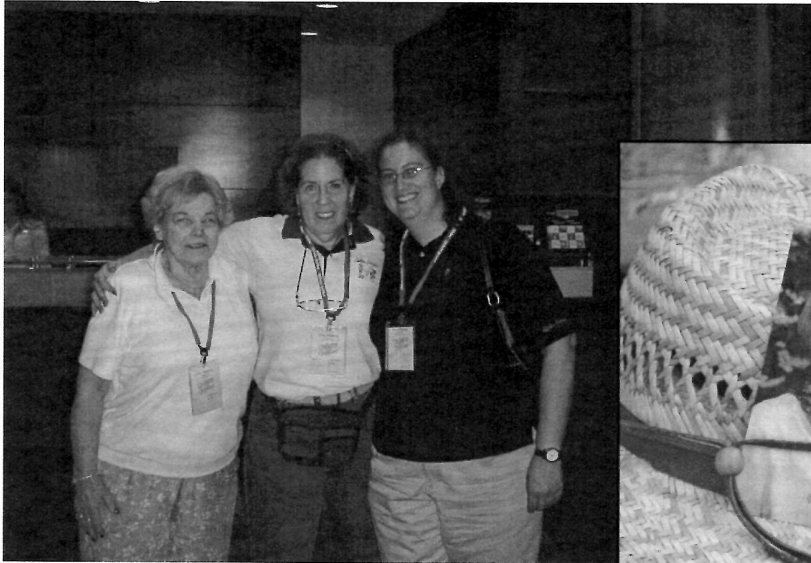
Sommers, you need to make peace with your family and friends; you will not survive the weekend."

In typical Char fashion, she rolled her eyes and retorted to the doctor, "Do what you have to do, but Tuesday I am getting on that plane for Toronto. AROC needs me."

That's our Char. Know that during the Convention she was watching over







us – smiling, chuckling, cracking jokes, pleased with how outstanding the convention was.

Please join the AROC board in showing our gratitude to her for all she gave us and sending her off to her new adventure of sunny skies and curvy roads with a quick glance to the heavens. We know she is watching happily over us.

*- Presented at the 2012 Alfa Romeo Convention by Cindy Banzer.*

*- Photos by many who knew and loved Char.*

## MAY RALLY HONORS MOTHER'S DAY

By Roger Dilts

The May edition of the AROO Cup Rally Series fell on Mother's Day this year and 13 teams showed up to celebrate. Although once they saw the cover of the instructions, with the vintage photo of a screaming mom in the back seat and WC Fields at the wheel telling her, "Hang on, Mom," they knew they were in for it. No one backed out and after getting registered and lined up, the group headed north on the odometer leg to St Helens.

This proved to be an "up and down the mountain" ride, with plenty of twists and turns requiring lots of attention by driver and navigator. Not sure whether there was any screaming, but there had to be some holding on. The first leg took off up Rocky Point Rd to Skyline, down Skyline to Johnson and Beck and back down the mountain on Logie Trail. Skillful use of time decs brought

the times for the top teams into single digits, but uncorrected times mostly revealed a lot of wandering around (or pausing to ponder) between start and finish. Simon Levear and Marcus Song came in at 8 seconds in their Mini, followed closely by Teresa Davenport and Yulia Smolyansky in an Alfa GTV with 11 seconds. Fred and Lisa McNabb in their red BMW nailed this challenging leg with a scratch (no time dec) time of 13 seconds, showing excellent driving and navigating skills and team work.

After a brief transit on Highway 30, the route took off up the McNammee roller coaster to Skyline, then right back down on twisty Newberry, with an opportunity for off-course penalty points that four teams took. Time decs again defined the front of the pack, with Simon and Marcus coming in with 7 points, Gary Eddings and Kathryn Sherrell in an MG Midget with a scratch 7 seconds, and Yulia and Teresa at 9 seconds.

## MAY RALLY HONORS MOTHER'S DAY

With a brief break to settle down, the teams next headed up Germantown Road, through Forest Park, over the hump and down the other side to Kaiser and back up on Springville Road. Simon and Marcus time dec'd to a 5 second run, while Keith and Bill Colisch in a Subaru got an 8. Bob and Donna McNabb in their lovely MGA earned an impressive scratch time of 11 penalty points.

The final TSD was a brief loop on Skyline and 53rd. Those in single digits were the Colisches with a 2 (scratch), Simon and Marcus with a 4, Yulia and Teresa with a 6 and Lynn Gibner and Linda Guthrie in an MG BGT with a scratch 9. Pretty much everyone made it back to the Sylvan Steakhouse for lunch and awards. Volunteer time keepers Reid Trummel, Larry Lefebvre and Randy



and Gloria Hale were given a hearty round of applause in appreciation for their work. The final results are in the table. (They are a bit

different from those announced at the time, due to a correction in assigning time decs, but there were no changes on the podium.)

Place	Points	Driver	Navigator	Car
1	24	Simon Levear	Marcus Song	Mini Cooper
2	44	Teresa Davenport	Yulia Smolyansky	Alfa GTV
3	119	Gary Eddings	Kathryn Sherrell	MG Midget
4	136	Bob McNabb	Donna McNabb	MGA
5	152	Keith Colisch	Bill Colisch	Subaru Legacy
6	180	Rick Martin	Maynard Chambers	Ferrari F355
7	319	Lynn Gibner	Linda Guthrie	MG BGT
8	410	Fred McNabb	Lisa McNabb	BMW 328
9	638	Tim Sigler	Diana Mati	Volvo 142
10	781	Eric Sowle	Dave Sowle	Ferrari Dino
11	804	Charles Curry	Molly Davenport	VW Eurovan
12T	1200	Doug Naef	Rett Pratt	Porsche 911SC
12T	1200	Vlad Valuev	Galina Kadyrova	Acura

## AROO STAGES SUMMER STREET PARTY

By Roger Dilts

A good crowd of local Alfisti enjoyed the food and friends at this year's summer picnic, held for the first time as a street party. Hosted by Neil d'Autremont, owner of Sidedraught City, in southeast Portland, the traditional summer event turned into a lively block party with bistro seating on the sidewalk and a great spread of

BBQ, potluck sides and desserts, and refreshing beverages. Although the weather briefly threatened to become un-summery, the block filled with a good selection of top-down Spiders and everyone enjoyed themselves.

In addition to Neil's new business retailing Griot's Garage products and racing supplies, the block is also home to Linda's Attention to Detail. AROO member Linda Guthrie kindly opened her



shop for inspection of the cars, plain to exotic, in for repair or restoration. Neil's building also hosts the workshop of world-renowned metal worker Curtis Patience, so we got to see some of his work in progress.

Great food, cool cars, and fine friends made for a perfect afternoon.



## ALFA CANADESE

### ALFA PEOPLE

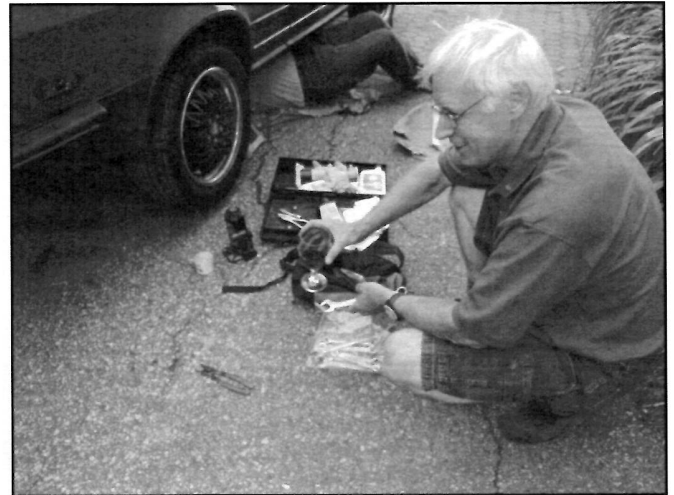
What do a realtor from Oregon, an E.R. doctor from Connecticut, a retired dentist from Michigan, and wolfhound breeders from Ohio have in common? Alfas, Alfas, Alfas, Alfas.



Cindy Banzer, hatless, flanked by Ruth Hall and Marian Gillham.



Frank DeSala uses his son's spelunking gear to examine the dark underside of the Davios GTV-6 Callaway.



Red wine is the perfect accompaniment to group car-fixing. David Small helps out with the Callaway.



Doug Brown drove the only SS on the pre-tour ; his wife Joanne drove a big van dragging a car trailer; and their grandson Daniel drove an '89 Milano Verde.

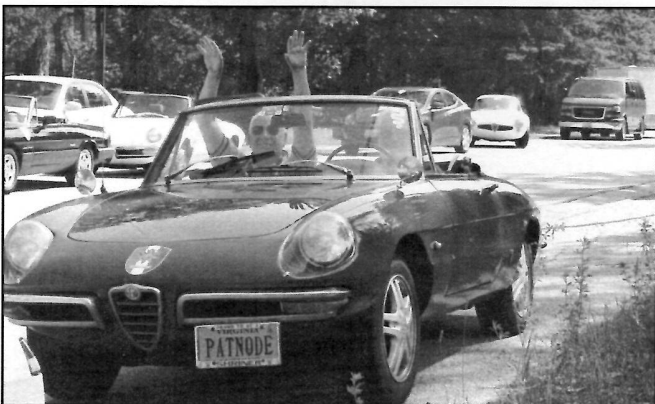
Alfas are what connect all of us, regardless of what our own connections to Alfas may be: collectors, aficionados, drivers, navigators, passengers, or simply admirers.

The cross-section of cars and people at a national (in this case international) Alfa Romeo convention is kaleidoscopic – an ever-changing mix

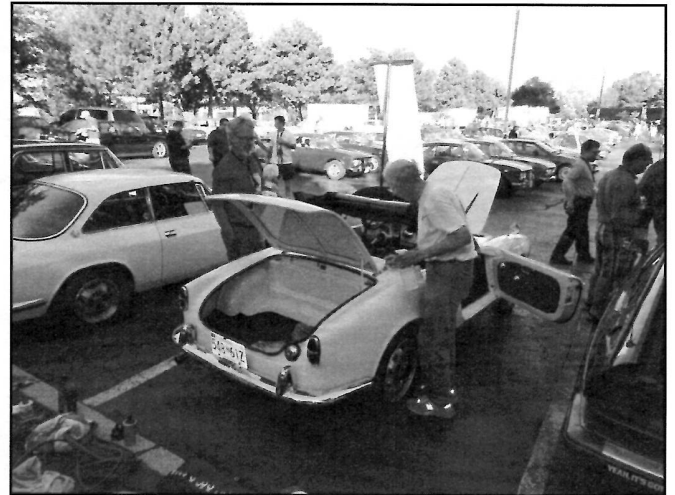


of personalities, both vehicular and human.

Conventions also affirm the importance of being a part of a national organization that keeps us connected to and aware of Alfa enthusiasts scattered across the continent. More than the Alfa Owner, more than insurance for local events, more than the membership card in your wallet, AROC and ARCC provide a network of friends and potential friends.



From the pre-convention tour to the last cup of coffee at the Sunday Brunch, Alfa Canadese was well planned and well executed. There were some hitches, but for the most part the stories and memories are good ones.



One of the best stories is Glen Drew and his 1959 Guilietta spider that sat in a garage for 40-some years until it spent two years being restored for Alfa Canadese.



Kay and Glen Drew and their awesome car not only added some real tone to the pre-tour, but swept the concours field. There is a reflected joy in seeing another's dreams come more than true. Particularly when, to use a hackneyed but in this case true phrase, it couldn't have happened to a sweeter guy.

The great thing about successful conventions, as Alfa Canadese most certainly was, is that everyone leaves with a sense of sadness that it is over, at the same time feeling revitalized and more convinced



than ever that owning an Alfa is one of the most satisfying things one has ever done.



If you haven't yet thought about heading south for AlfaCalifornia2013, now is the time to start thinking about it. There is already a website where you can sign up to be notified when registration is opened: [alfacalifornia2013.com](http://alfacalifornia2013.com) Alfisti are interesting people, no matter where they come from, and their cars can be interesting too. One of the blessings of AROC membership is the yearly opportunity to cross-pollinate with others who share our enthusiasm for all things Alfa.

- Ruth Hall

*Photos by John Moore and Ruth Hall*

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## **TAKING THE LONG ROAD TO ALFA CANADESE 2012**

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by Bill Gillham

### **The pre, pre, pre tour Jefferson OR to Seneca Lake, NY**

Last winter when Ruth Hall and John Moore suggested that Marian and I come to New York before the convention and spend some time at their place on Seneca Lake before the convention pre-tour Marian and I said yes: Seneca Lake is only a couple of hundred miles from the tour's starting place at Hill Island on the St Lawrence Seaway.

The plan was to drive Hooligan on another two-lane blacktop adventure, but that plan was not to be. In February I had a serious setback in my

second knee replacement leaving me unable to drive a clutch until just 2 weeks before the scheduled trip. So we loaded Hooligan into the trailer and traveled the interstate to Watkins Glen, which is just 20 miles from Ruth's cabin. The tow took 5 ½ days; we bucked a 20 to 40 mph headwind through Wyoming, Nebraska, and part of Iowa.

Ruth's cabin is in a small association, including several other cabins and a rare lakeside access. Marian and I had the Hall family cabin all to ourselves amid the cedars and wild flowers. It was Heaven on earth, almost. The next morning Marian and I unloaded Hooligan and packed up for the convention and pre tour.



**The Pre, Pre Tour**

**Seneca Lake, NY to Hill Island, ON**

Ruth and John led off on a delightful tour of country roads through the New York Finger Lakes Region and northern NYS. Very beautiful and surprisingly rural; the Finger Lakes Region is a varied rolling landscape full of Alfa roads just waiting to be explored.

John's green '92 Spider was willing and so was Hooligan. We spent a fun afternoon touring back woods New York all the way to Hill Island, Ontario. After crossing the border we arrived at Hill Island just in time for supper with the other Maple Leaf Mille Participants. Thankfully my knee took all the shifting in stride. it was actually good therapy. I hadn't driven Hooligan since September 2011.

**Maple Leaf Mille - Convention Pre Tour**

Gord Zimmerman and Sue Ferguson of Bobcaygeon, Ontario met the tour participants in the parking lot of the Hill Island Resort with the offer of rum and coke, a special Maple Leaf Mille pin and all the maps and paraphernalia required for the tour.

The Hill Island Resort had seen more prosperous times, as had the whole village of Hill Island. I thought it was not an auspicious start, but fortunately it was the low point of the tour and of the convention.



**Day One - Ottawa, ON**

Bright and early on Sunday Morning (6 AM in Oregon) Gord and Sue in their 1991 Red Spider lead the tour off through the Rideau Canal country between Lake Erie and Ottawa. Our lunch stop was at the old village of Merrickville, (site of a block house dating from the war of 1812); John, Ruth, Marian and I had lunch at an elegant old pub, the Baldachin Inn, next to the canal.



The remainder of the afternoon tour followed the Rideau Canal into Ottawa. We were hosted to an exceptional barbeque by the Alfa Club of Ottawa held in the boathouse of the Rowing Club on the Ottawa River.

It was during dinner that we all heard about Char Sommers Passing when Doug Zaitz got through to Gordy Hyde. (Most of our cell phones

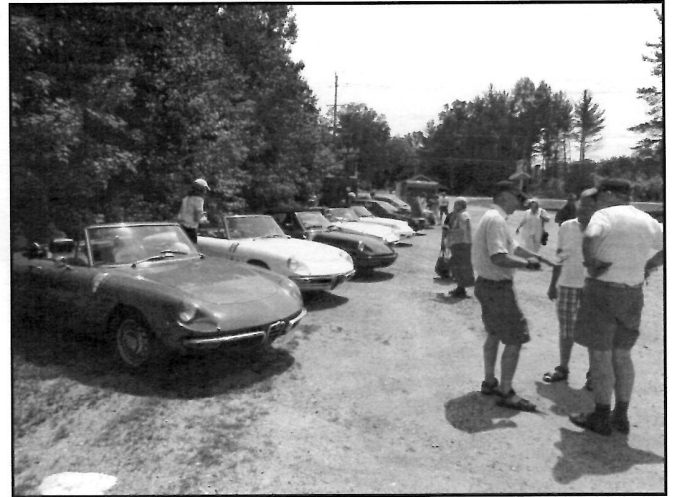
## TAKING THE LONG ROAD TO ALFA CANADESE 2012, cont'd

didn't work in Canada.) It was a sad moment; Char was going to navigate for me in the TSD and Gimmick Rally.



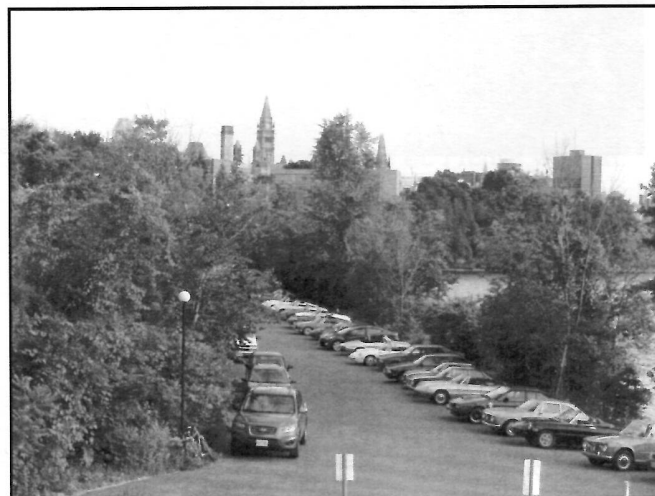
### Day Two - Bancroft, ON

Monday saw us touring the cottage country north and west of Ottawa, a picturesque well-ordered land of stone churches, quaint farmsteads and fertile agricultural fields. We stopped for lunch at the quaint pub called "Shooters" in Calabogie, ON. We spent Monday night at the Sword Inn in Bancroft, ON.



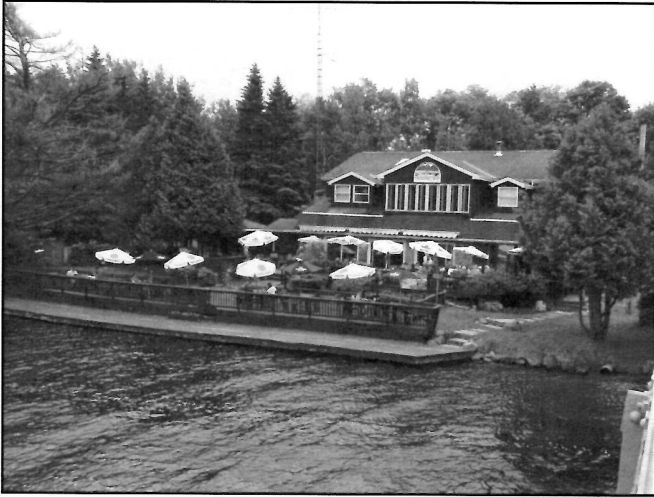
### Day Three - Huntsville, ON

Tuesday was the longest and most beautiful day of the tour; we were touring the Halliburton Highlands, a mountainous area dotted with hundreds of lakes. Including the huge Lake of Bays.



We had a great lunch at the Fiery Grill on the Narrows in Lake of Bays, ON. The Tour continued on to Huntsville, ON. Marian and Andy Hammond continued on for the final day of the tour while





I caught a ride with Gordy Hyde to Toronto so I could attend the AROC Board meeting on Wednesday morning.

**Day Four - Mississauga, ON**

Wednesday Marian and Andy completed the tour with only one small problem; a small air bleed pipe in the crankcase vent broke, and sprayed a bit of oil all over the bottom of the hood. Several of the gentlemen on the tour diagnosed the problem and had it fixed in minutes, a quart of oil later and Hooligan was back on the road. Metal fatigue seems to have been the culprit. (Hooligan turned 354,000 miles on the way home from the convention; they just didn't build Supers to last.)



Marian and Andy arrived at the hotel amid record heat, -- they were hot and tired but they had had a nice time on day four. We joined 12 other

Alfisti for supper at Giorgio's Italian Ristorante in Streetsville, ON, just a mile from the hotel.

**Days Five Through Nine - Alfa Canadese - Highlights**

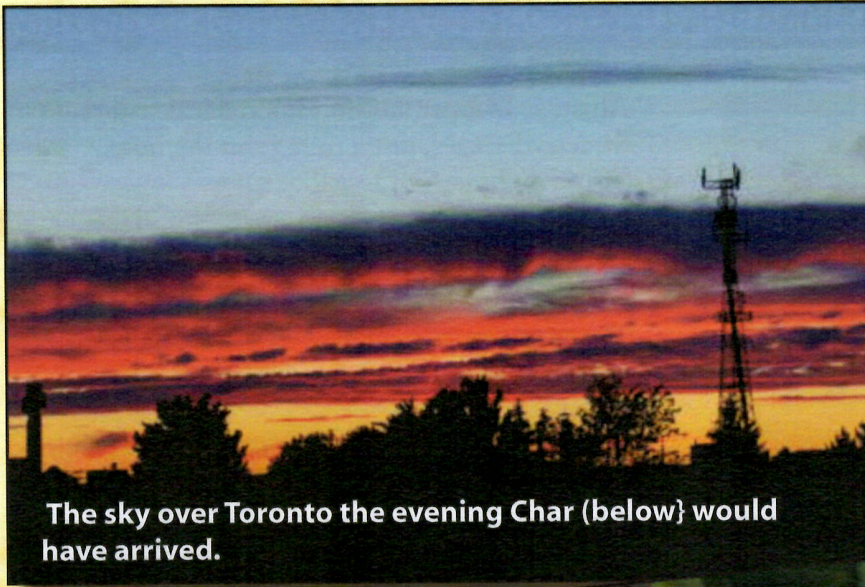
**Inuit Art:** Marian took the bus tour into Toronto to see the Inuit Art Museum, which is North America's largest collection of Inuit Art. She was blown away by the quality and variety in the museum. Marian was especially surprised by evidence of trade and artistic influence shared with the Plains Indians.

**TSD Rally:** Gordy Hyde filled in for Char as my Navigator (Marian was in Toronto). We soon found out that Canadians rally differently than we do here in the Northwest, relying on a type of symbol instruction to determine turns and order of precedence. A rally school to teach the system was included with the registration.

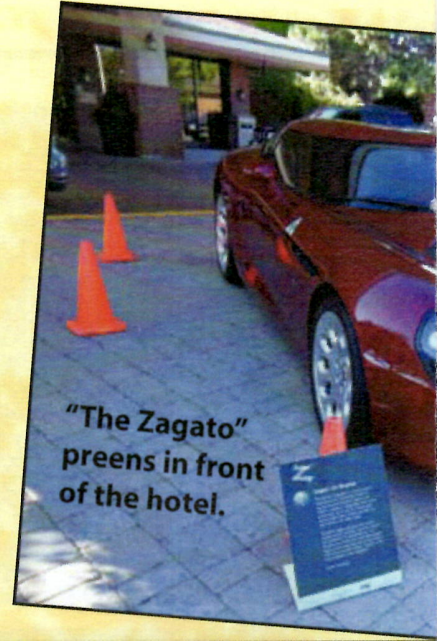
The TSD started from the autocross venue (a local hockey rink parking lot) and ended at the hotel. The Rally ran through 60 miles of farm country north of Mississauga. It featured 9 timing checkpoints and a serious difficulty factor. All participants were required to stop at each checkpoint to receive a machine-produced timing sticker.

Gordy and I were car #1 and finished 4th, not bad for a team that missed the first checkpoint. (We think we got there before the checkpoint workers). All in all it was fun and quite different from the TSD rallying I have been used to for the past 25 years.

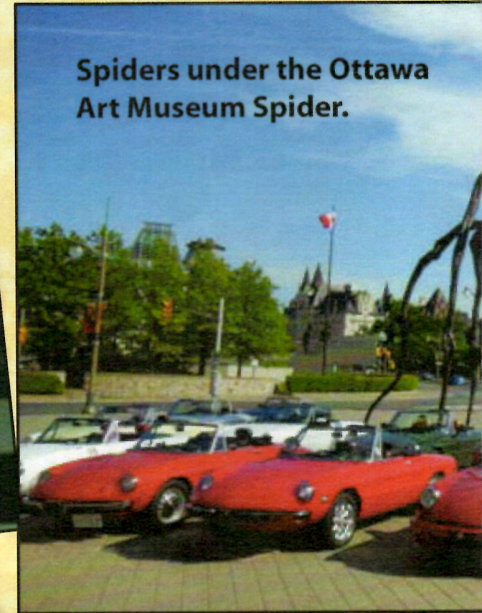




The sky over Toronto the evening Char (below) would have arrived.



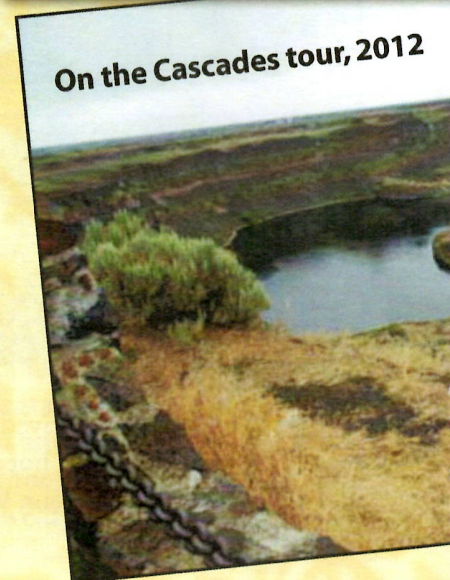
"The Zagato" preens in front of the hotel.



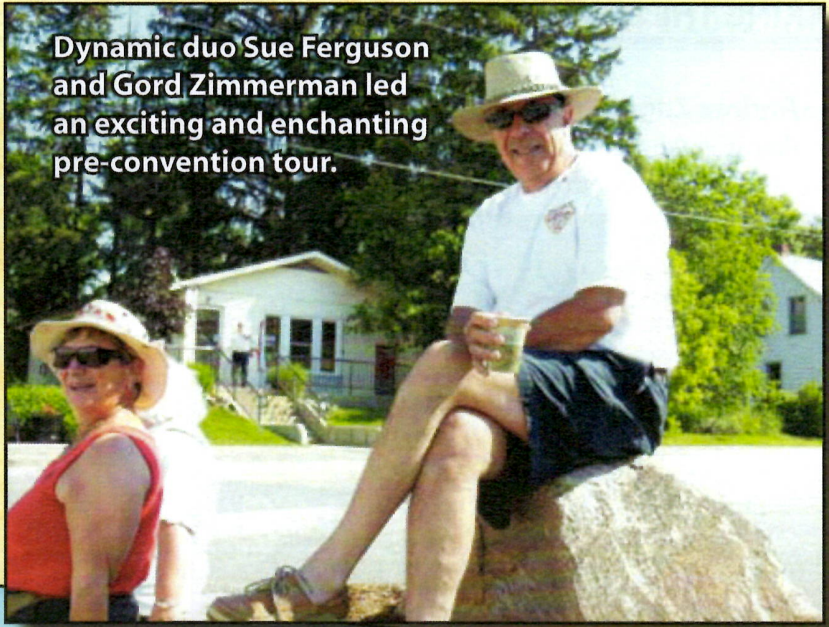
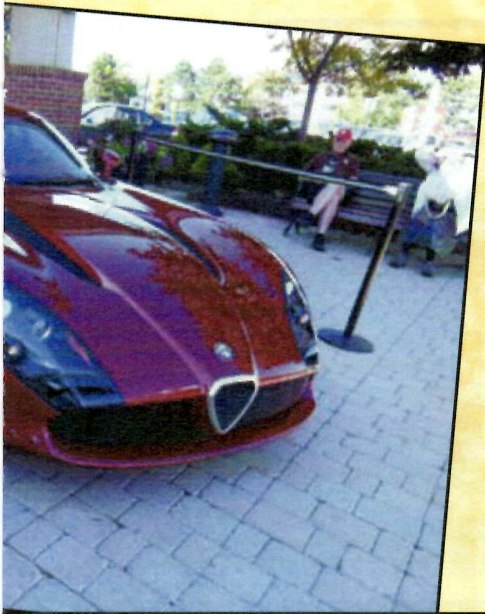
Spiders under the Ottawa Art Museum Spider.



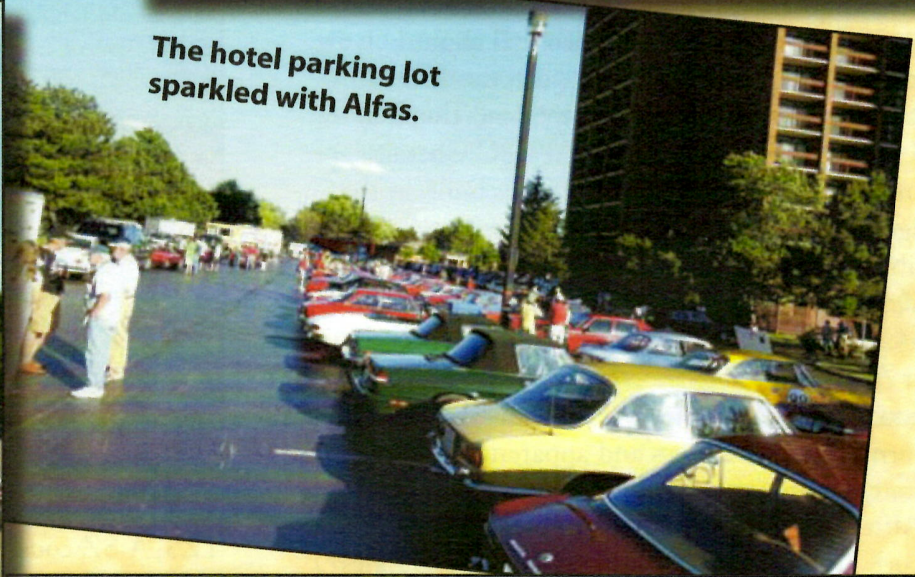
Jon's GTV prepares for Alfacalifornia2013



On the Cascades tour, 2012



Dynamic duo Sue Ferguson and Gord Zimmerman led an exciting and enchanting pre-convention tour.



The hotel parking lot sparkled with Alfas.



Italian cars on display in BC

## TAKING THE LONG ROAD TO ALFA CANADESE 2012, cont'd

**Andrea Zagato** A special guest and banquet speaker was Andrea Zagato, current director of Zagato Design. Zagato spoke of the company's



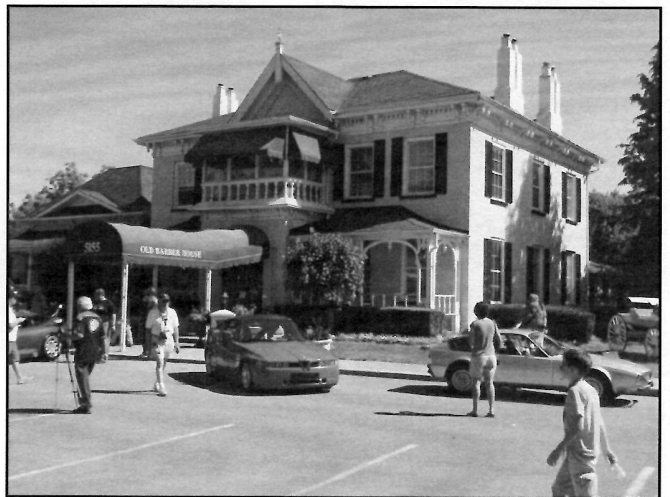
long association with Alfa Romeo and about Zagato's current Alfa Romeo project, the TZ3, a limited production collectable super car. The first TZ3 prototype was built on an Alfa 8C Chassis. The remainder of the 10 car series was built on the Dodge Viper Chassis, a cooperative project made possible by the Fiat-Chrysler marriage.

One of the ten TZ3s was the centerpiece of the Alfa Canadese Concorso on Saturday. Apparently other Alfa-Zagato collaborations are in the wind: Zagato and another employee will soon be in Auburn Hills on business and apparently repeat trips are likely.

**Alfa Concorso** Held on the grounds of the Old Barber's House Estate in Streetsville about 2 miles



from the hotel. The Concorso was smaller than several of the recent convention concorsos but the quality of car was very high. Highlights were the



TZ3, A SZ coda tronca, A T33 Race car, a 6C2500, and the usual variety of Giuliettas, GTVs, Duettos and Spiders.

The event started of with a nice champagne brunch and ended with birthday cake in honor of the Giulia Sedan's 50th anniversary.

**Gimmick Rally:** Starting from the Barber's House just after the Concorso, the Gimmick rally was nearly 100 miles of beautiful countryside running along the Niagara Escarpment, with 5 or 6 pages of questions requiring exacting answers. It was a fun event that was marred by an accident when a motorcyclist T-boned a GTV as it signaled a left turn. Several teams stayed with the injured rider until the police and ambulance arrived. Marian and I finished middle of the pack; Gordy Hyde and Cindy Banzer won the event.

**AlfaBits Alfa Romeo Owners of Oregon**

**Alfa Canadese** Was a well-conceived and well-run event punctuated by a fine hotel and amazingly good food at all the events and venues. Canadians are a friendly and competent bunch and all in all fun to be around. I would like to return to Ontario some day to explore on my own.

### The Long Road Home

After the Awards Brunch Marian and I followed Ruth and John home along Lake Erie in Canada and then through Buffalo and across the farm country of Western NY and back to the Finger Lakes. We arrived before dark and were treated to a spectacular sunset and some fireworks across the lake.

Marian and I slept late, then packed Hooligan back into the trailer and started the long drive home. Ruth and John were gracious hosts. I will miss their company and Ruth's professionalism in editing the Alfa Bits.



Hooligan clocked nearly 1700 miles on the long weekend, never missing a beat. Six days and 6387 miles later Marian and I drove into a wet, cool and rainy Willamette Valley. I seems we bucked that same 20 to 40 MPH head wind all the way through Nebraska and Wyoming. Go figure.

## ALFA CANADESE CELEBRATES

### Alfacanadese Celebrates the 50th Anniversary of the Giulia Sedan

In 1962 Alfa Romeo gave birth to a box. It was named Giulia TI; it was funny looking, almost like the box an Alfa would come in. But it was a neat technological step forward in automotive design. The Giulia TI was the first production car designed in a wind tunnel, scoring a still impressive CX of 3.4. The first Giulia sedans were also state of the art in other ways, featuring advanced brake systems, a five speed transmission, and a lightweight, all aluminum, wet sleeve, twin cam Hemi motor. The Giulia TI was the original Sports Sedan. It had a 17-year production run and was produced in many variations over those years. The Giulia Sedan was only imported into the US until 1968. The Giulia Super has become a cult favorite for discerning Alfisti.

Most of the major Concours in North America missed this milestone event,



choosing instead to celebrate the 50th anniversary of the Spitfire and the Fiat Cinquecento. Fittingly, the Canadian hosts at Alfacanadese choose to honor the Giulia's birthday with special hats, tee shirts, decals, a feature corral at the Concorso, champagne, and a birthday cake. The Giulia 50th Anniversary celebration was organized by Giulia Super Owner Fred Frey of Long Island, NY.

Seven Giulia sedans were seen participating in all of the events at the convention in a fitting tribute to the durability and longevity of these iconic box-mobiles.

- Bill Gillham

Happy Birthday Giulia!



**AlfaBits Alfa Romeo Owners of Oregon**

# NORTH CASCADES TOUR RECAP

by Tom McGirr

Tom and Paula led a hardy, if small, group of Alfa members and guests through the North Cascades Park in Washington. We started off in some of the now familiar liquid summer sunshine but we found dry roads about 20 miles east of Troutdale.

While many of us had been through Bickleton (Bluebird capital of the world, so they say) no one could recall ever actually stopping, so that is what we did. The Bickleton tavern was built in the late 1800's and

is the oldest operating tavern in Washington. After some ice cream, we headed off to Prosser, Washington, to enjoy a fabulous lunch at Desert Wind Winery. The rain clouds followed us, preventing an outdoor lunch, but the pasta dish and salad was great.

We stayed the first night at Soap Lake. Soap Lake is known for its healing properties. While the rain had stopped, it was not exactly warm so no one dove in. Hence we had to rely on the scotch and the gin and tonics to heal our battered bodies. However, many of the rooms had spas that pumped in the "healing" waters. I know that Paula and I enjoyed the soak!

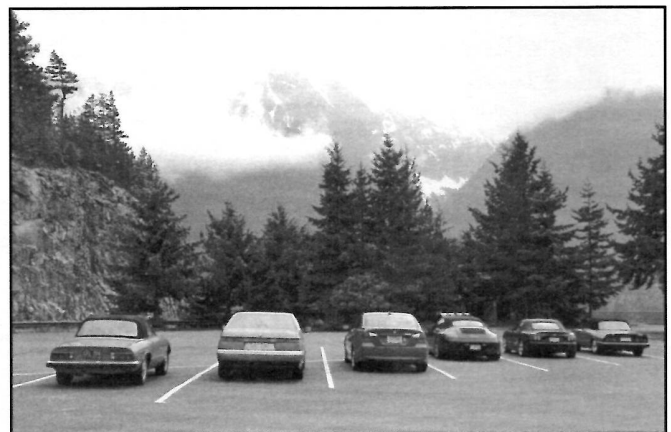
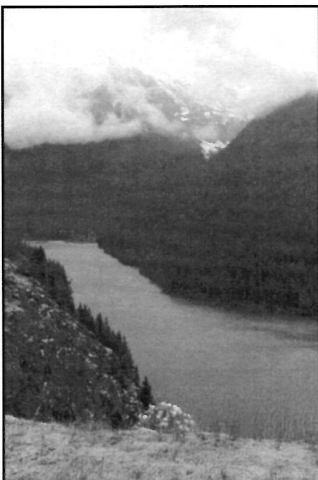
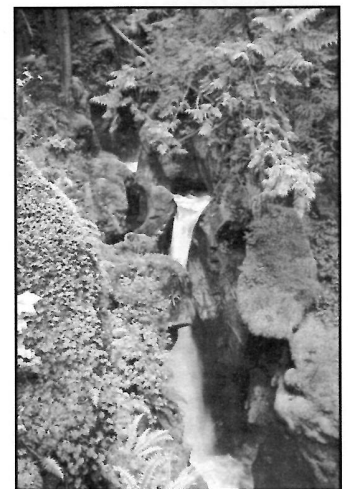
Before dinner, we enjoyed a nice happy hour on the lakeshore. Dinner was at "World Famous" Don's

Restaurant (funny how so many world famous things are found in central Washington), where the food was actually quite good and very generously portioned.

Saturday, we stopped at Dry Falls. It was hard to imagine that water used to pour off all the miles of now dry cliffs during the great Missoula Flood. Very

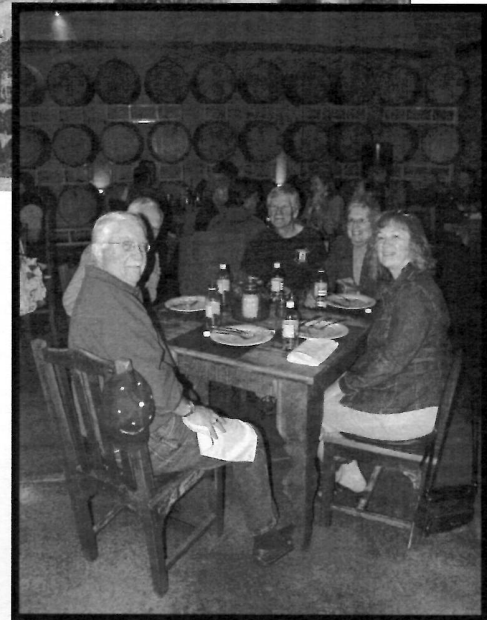
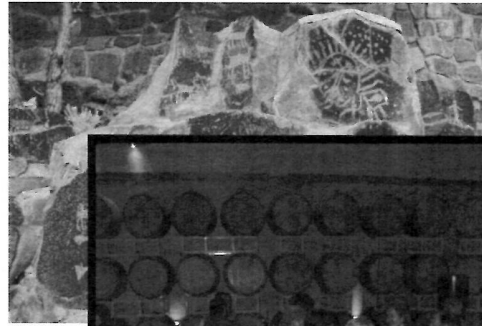
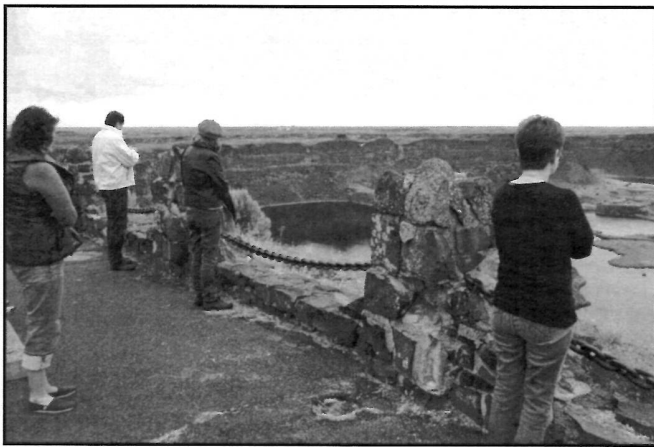
impressive site. Lunch was enjoyed at the School House Brewery in Winthrop. Good food and very good beer!

The afternoon took us into the North Cascades. Unfortunately, the weather only allowed brief views of the very impressive mountains, which were all snowcapped (no wonder -- we had snowflakes coming down for a period of time). The planned hike into Rainy Lake was a bust as the parking area was still full of snow. The end result was an earlier



than anticipated arrival at the Buffalo Inn and an extended happy hour.

Sunday we enjoyed some nice back roads avoiding I-5 for as long as possible. Naturally, the weather was not too bad on the last day. Michele and Jon's Porsche (a very beautiful car) made it to within 30 miles of her home when it broke down (alternator). Considering they had just bought the car a week earlier, it did pretty darn good, although it had to huff and puff a little on the hills to keep up.



**FRITZ'S FATHER'S DAY ITALIAN SHOW**

Once again, hundreds of friends of Fritz and Teresa showed up at Lonsdale Quay in North Vancouver, BC, for the annual show and shine of all things Italian. Alfas, Ferraris, Lamborghinis, Maseratis, Panteras, Lancias, Fiats. Old and new. There were also quite a few Citroens (French). There

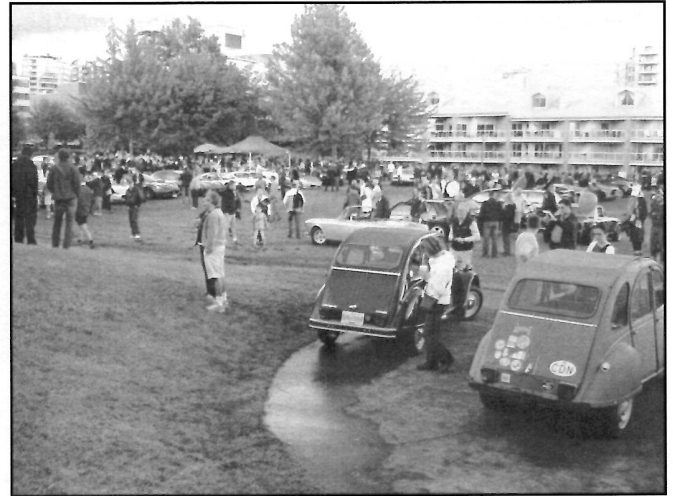
were vintage and current models of nearly all Italian makes including motorcycles and bicycles.

Besides the numerous vendors in the food court nearby, there were a couple food vendors on site. The photos tell the story. This event just keeps getting bigger and bigger.

*~ Jon Anderson*



**FRITZ'S FATHER'S DAY ITALIAN SHOW, cont'd**





# CROCKPOT PARKERIZING - DIY BLACK PHOSPHATE COATING

by Bill Gillham  
Photos by Don Gillham

## Garage Tech

Alfas were born with special fasteners that are hard to duplicate today. Lobo Bolts are harder than the hubs of hell and nearly impossible to find new. It is usually possible to reuse a majority of the original fasteners on your car if you can clean up the threads and duplicate the original finish. A metric tap and die set will restore the threads with a little effort. Restoring the nice black phosphate coating can be a bit more of a problem. There are platers in most large cities that will do black phosphate, but the minimum charge is high, as is the batch size. A minimum charge will usually do all the fasteners for 2 or 3 Giuliettas.

Therein lies the problem: after you mix all the fasteners together to make up a batch, it becomes difficult to find just the ones you need to reassemble each of the individual assemblies on the cars. I discovered a long time ago that doing the fasteners from each assembly separately was less frustrating and saved time. Over the years I have tried several techniques for turning bolts black but none were satisfactory for the home shop until I discovered Parkerizing.

### Parkerizing

Parkerizing is used by gunsmiths to make a finish that is a black or dark gray. It is a Manganese Phosphate coating that makes a steel surface rust resistant, especially when oiled.

To Parkerize steel fasteners they must be exceptionally clean, which usually requires both degreasing and bead blasting. The clean fasteners are then immersed for 20 minutes in a pot of Parkerizing solution that is heated to 180 degrees. After 20 minutes the parts need to be rinsed in clean water and quickly dried by blotting and using a heat gun. When dry, they are oiled and reheated using the heat gun. The oil neutralizes the phosphate solution and imparts a pleasant black color to the fasteners.

Gunsmiths use stainless troughs and several heating elements to heat the parkerizing solution. I needed a much smaller set up that didn't require constant monitoring. My wife came up with the crockpot idea. A quick trip to Goodwill yielded a nice ceramic-lined oval crockpot with a glass lid for \$7.00.

The Parkerizing Solution can be ordered from an online gunsmith supply. It takes about a week to arrive. A home-made expanding metal basket, paper towels, a can of synthetic gun oil spray, an old cooking thermometer, a measuring cup, a heat gun and distilled water complete the Parkerizing Kit.

### Safety First

The major ingredient in the Manganese Phosphate Solution is Phosphoric Acid. When heated, the fumes are dangerous. Take precautions for your own safety. Setting up the Parkerizing station in a well-ventilated area is important -- under a fume hood or outside would be best. Nitril gloves and a painters fume mask are also a must.

### Setting up the Solution

The Parkerizing Solution is mixed 4 parts water to one part manganese phosphate solution. Use distilled water or well water since the chlorine in city water will spoil the solution. Mix the solution in the crockpot and turn it on to high. The solution must be seasoned by heating the first time with a piece of course steel wool in the solution. It may take a couple of hours for the solution to get to temperature. Photo 1.



Photo 1



Photo 2

## Cooking the Fasteners

When the solution reaches 180 degrees, remove the steel wool and the Parkerizing Solution is ready to use. Load the cleaned and blasted fasteners into the basket. Photo 2

Immerse the basket in the solution and cover with the lid. Cook for 20 minutes. (Some crockpots may not achieve 180 degrees so increase cooking time about a minute for each degree the solution's temperature is below 180). Photos 3 and 4



Photo 3

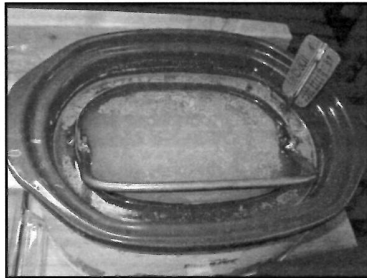


Photo 4

When the cooking is finished use a heat pad or pad of paper towels to remove the basket from the solution. (The solution will grow white crystals and turn milky -- this is normal.) Turn off the crockpot and cover the solution to save for later use. The solution will blacken quite a few batches, before it needs renewing. Each solution mix will only need to be seasoned once. Photo 5

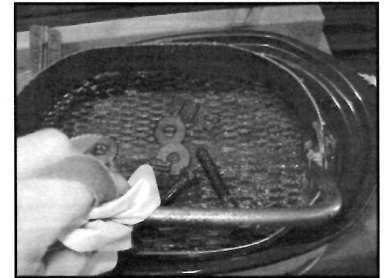


Photo 5

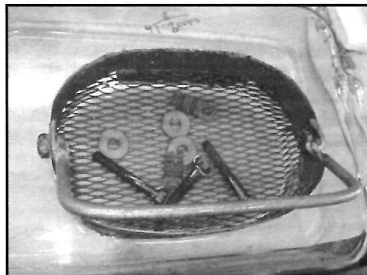


Photo 6

## Rinse and Dry

Rinse the fasteners in clean water for 20 to 30 seconds, then use paper towels to pat the fasteners dry. Finish drying with a heat gun. The fasteners will turn to a dark gray color. Some odd crystals may remain in the threads, but the oil will neutralize them. Photos 6 and 7



Photo 7

## Oil and Heat

While the fasteners are still warm, spray them with synthetic gun oil and heat them with a heat gun until the excess oil is dissipated. (Don't catch the paper towel on fire.) The fasteners should turn a nice Phosphate Black. Photos 8, 9 and 10.



Photo 8

## Before and After Parkerizing

The fasteners are ready to use as soon as they cool. Photos 11 and 12.



Photo 9



Photo 10



Photo 11



Photo 12

**Part I . . .** *Winter 2011..An overnight trip to the Bay Area to pick up a 1974 GTV advertised on the local Craigslist. Alfa is non-running and is being sold to satisfy a shop bill. GTV appears to be complete with minimal body damage and rust.*

**Part II . . .** *GTV is examined more closely, which turns up rust in the window channel . . . front and rear, right side quarter window, and a rather large hole under the windshield wiper area. Engine was repaired, as well as a fuel problem and an ignition short. All other drive train components were deemed road-worthy.*

### **PART III**

Now was time for a decision, I either had a really good parts car or a challenging restoration project. I have long admired the Bertone styling of the 1964-74 GTV coupes and I had let a couple slip away so it was decided to move forward with a full restoration.



Of course first I had to ask Patrick Iaboni if he would assist me as it is important to have at least one party who has the knowledgeable talent. He agreed, so I set about obtaining the necessary pieces and parts.

While I enjoyed the design, I was somewhat disappointed in a few changes that Alfa Romeo made in the last few years -- in particular, the side marker lamps, stamped grille, and the oversize taillights. Some perhaps were made to satisfy DOT and safety rules. In any event, I set about making a few changes of my own. I wanted the smaller taillights, a heart shaped grille, and smaller side markers. In reality it should end up looking more like a 1969 GTV. (No disrespect to 1972-74 owners although I expect to be relegated to some sort of Alfa purgatory by those who feel there is no

justification for changing Alfas from stock look).

I began by locating a parts 1967 GTV in Silverton which had good sheet metal at the rear as well as a windshield (I plan to use a rubber gasket rather than the glue in), and rear glass. It also had two decent doors, which by coincidence were off one of the GTVs I had owned before. I prefer these doors as they are lighter and have the gear set up for the windows rather than the cables and pulley's, and a rust-free wiper compartment. Next I found a 1969 dashboard, seats, a front grille heart and side grille pieces in Kentucky. It was a decision that was hard to swallow because of freight and price, but this was not the time to be timid. I also obtained several parts from eBay and Alfa BB, which I prefer over eBay as you do not run the risk of losing out on a part at the last minute.

Slowly I began to dismantle the GTV, trying to label necessary parts, photograph areas so that it would be reassembled correctly, and make necessary notations. By March 2012 the Alfa was only a shell surrounded by boxes of parts. I even built extra shelving for GTV parts only.

Patrick and I met to determine what we wanted the GTV to look like and who would have what responsibilities. We decided not to mount bumpers, to weld in side marker holes and an antenna hole, to use 1967 doors, to weld in sheet metal for smaller taillights, and to replace the rear seat with a luggage shelf. Now we had to choose a color -- dark green or dark blue. The blue shows the bright work better, but because we elected to go with no bumpers, we selected Moss Green AR # 219. The interior will be saddle tan, but not the basket weave standard on



## GTV RESTORATION - PART III, cont'd

GTVs. The head liner would be retained as it would only need a re-dye.

The car was taken to Patrick's for the necessary bodywork in March. The first week we were able to remove the doors, hood, trunk, and windshield cowl, and strip to bare metal. The good news was that the frontal area, roof, hood, wheel arches, rocker panels were undamaged and rust free, but we were not so lucky with the rear panels as some prior repair work had been done in this area as well as the two side doors. This was not considered a setback as we had planned work in these areas.

That weekend an unimaginable setback occurred as I fractured my knee in a skiing accident. After a month in a fixed leg brace I was able to return to help, but under limited conditions and this added an unplanned burden to Patrick.

I began to clean, repair, and paint parts to be replaced and all necessary chrome was taken to Cruisin Classics in Salem (recommended for fair cost and fast turn around) and the dash was sent to Dash Specialists in Medford to be recovered. I also purchased a set of Panasport wheels, the center spokes of which will be painted the body color.

In mid-June the body and prep work was completed and we were ready to paint. On an early morning we applied the first of many coats of paint with Patrick handling the application while I mixed paint and assisted. When done we both gave a sigh of relief and pride as we stood back and admired the



result. After 10 days of paint curing the body and parts were moved to my garage where it resides as I slowly piece it back together.

The objective is to have it together and drive it to the national convention in 2013 in the Bay Area where the journey began.

Stay tuned for the final installment.

*~ Jon Anderson*

## MORE ALFA CANADESE



By John Maclay

Advance Tickets and Corral Passes for the Historic Races are no longer available through ARA. For those of you who have placed corral pass orders with me, you will also have an official poster and dash plaque available to you. As I have to pick them up on Thursday Aug. 16, it will be your responsibility to find me at the Laurel Inn, Concorso or Saturday at the corral to obtain your goodies. My cell phone is 925-997-3637 but reception in Monterey can be a problem.

Advance tickets for the post-Concorso Alfa Romeo Dinner at Balesteri's Restaurant, on site at Concorso Italiano, are still available through the mail until August 10, and you will also be able to get them on site or even at the door the day of the event. If you are interested in joining about 100 other Alfa fans on short notice at this great event, see me (John Maclay), ARA El Presidente James Treadwell or Celine Torrano (husband Vince Torrano will help you also) on Friday at Concorso and we will take care of you. It will be a lovely buffet dinner for the nominal cost of \$40 including tax and tip with no-host cocktails. It is a great way to avoid the traffic hassles leaving Concorso.

There are still a limited number of rooms available at the Laurel Inn in Salinas for Alfisti at very favorable rates, at least as this is being written. If you need a room at the Inn for the Historic weekend, please check with James Treadwell (President of ARA and member of Delta Sierra AROC) for availability. The best way to do this at this point is to call him at home on 916-359-4713 and make the necessary arrangements.

The traditional Saturday night dinner is being

held this year at the Corkscrew Café, 55 West Carmel Valley Rd in beautiful Carmel Valley Village, 7:30 PM. The cost is \$57 per person. The owner of this charming restaurant (a former Duetto owner) is arranging a special menu for us. Included will be a starter course, choice of several entrees, and dessert. Beverages, including a nice selection of wines and beer by the glass, will be available for purchase. This will be a great way to wrap up the Monterey weekend with a lovely meal in the beautiful Carmel Valley with your Alfa friends. Book now to reserve your spot, no later than Tuesday August 14th please! Order by mail using a check and the order blank accompanying this article or you may also use the ARA website to order and pay for the dinner with a credit card (<http://www.alfaromeoassociation.org/monterey-weekend-carmel-valley-dinner>). Mail orders will be confirmed to you by email to use for admission, credit card orders will be admitted by confirming your name at the door.

Finally, West and Maggie Clark have again invited us to their traditional wine-tasting party at their new house in Pebble Beach on Saturday from 3:00 until 6:00 pm. The address is 1044 Majella Rd, Pebble Beach, phone 831-644-0661. From Rte. 1, take the Rte 68 West exit. Do not use the first PB gate, stay on 68 and enter Pebble Beach using the SFB Morse Gate (this is the gate on Hwy 68 past the hospital near Pacific Grove) on Holman Highway. Just tell the guard you are going to the Clark party at 1044 Majella Road. After going through the gate, you will be on SFB Morse Drive. Take the first right turn you come to which is Congress. Follow Congress until you come to Majella Road on your left, turn left and go three blocks.

Looking forward to seeing you all in Monterey!



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Please enter Concorso Italiano vehicles directly at [www.concorso.com](http://www.concorso.com) or call 425-742-0632, Fax 425-742-0764

**TOP HALF OF THIS PAGE FOR CONCORSO & SATURDAY ALFA DINNER TICKETS ONLY.**

ARA 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 at Concorso Italiano, \$40 per person. Admission tickets will be mailed to you.

No. \_\_\_\_ Amount (US \$) \_\_\_\_\_

**NAME & ADDRESS:** \_\_\_\_\_

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Send the top part of this form with check made out to ARA to John Maclay, 426 Blackstone Court, Walnut Creek, CA 94598-3717. ***YOU MUST INCLUDE a 44-cent Stamped Self-Addressed Envelope for return of tickets. No check or no SASE, no tickets!*** Any questions, e-mail preferred to [johnmaclay@aol.com](mailto:johnmaclay@aol.com) or fax at 925-934-4762. If in dire need, call John Maclay at 925-937-2399, cell 925-997-3637.

**Joint Alfa Clubs Saturday Night Gala Dinner:** 7:30 PM, The Corkscrew Café, 55 W. Carmel Valley Rd., Carmel Valley Village, CA. The owner of this charming restaurant (a former Duetto owner) is arranging a special menu for us. Included will be a starter course, choice of several entrees, and dessert. Beverages, including a nice selection of wines and beer by the glass, will be available for purchase. This will be a great way to wrap up the Monterey weekend with a lovely meal in the beautiful Carmel Valley with your Alfa friends. Book now to reserve your spot, no later than Aug. 14, please! \$57 per person. No tickets will be issued for orders received on this order blank, a confirming email will be sent to you for admission to dinner. No email, no dinner using this method. (You may also order and pay for the dinner using a credit card on the ARA website, <http://www.alfaromeoassociation.org/monterey-weekend-carmel-valley-dinner>). No. \_\_\_\_

Amount \_\_\_\_\_

**NAME & ADDRESS:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_ **PHONE NUMBER:** \_\_\_\_\_

**Wine Tasting at West and Maggie Clark's, Saturday Aug 18.** 1044 Majella Road, Pebble Beach Saturday, August 18, 3:00 to 6:00 PM. **Complimentary.** RSVPs are unnecessary but phone 831-644-0661 if lost or e-mail [wmclarkjr@aol.com](mailto: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 W 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 to be shared by ARA and AROC. 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.

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

**TOTAL ROOM AMOUNT ONLY ENCLOSED: \$ \_\_\_\_\_**

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## ARRIVEDERCI ALFABITS

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*Disclaimer; it's not my fault!! Facts stated in this article may be clouded by my advanced years.*

For over 30 years, other AROO members and I have been reading the *Alfabits* as part of our Alfa Romeo culture. It has been a reliable source of information about everything AROO from tech articles, to club events, to classified ads and so much more. Like many, I set aside a time to read the *Alfabits* when it arrived, maybe with a cup of morning coffee or perhaps an evening beer or glass of wine. It was an event that I savored from cover to cover. When finished, it was carefully placed in a handy location for quick reference until the next issue arrived and it was never taken to the bathroom. In the beginning I saved all issues so that I might refer back to some tech article that had been written and when was a need to use it.

Since its beginning in 1968, AROO has had many officers and board members, but only a handful of *Alfabits* editors, which underscores the importance of this job.

I am not sure if Bob McGill was the original editor, but he along with his gracious wife Margaret set the standard for the *Alfabits* publication that has been followed by all the other editors. They made "cut and paste" a literal term long before the advent of the computer. Bob was employed in the communications industry at KOIN and was able to use these skills in the production of the *Alfabits*. His efforts were nationally recognized by AROC and the *Alfabits* was rewarded with "best newsletter" several times. Aside from being a terrific writer, Bob was also an expert photographer as witnessed by the many photos that appeared in the newsletter.

Funding has always been an issue in putting this newsletter together. Early on it took everything the club did to scrape up the cash to pay for publishing. Bob had

a co-worker who, for a bottle of scotch a year, would prepare the photography for print. In the mid 80's we began to hold an annual auction in November to provide money to print the last two issues of the year. AROO funding mostly came from the yearly dues and profits from track events and I am sure the McGills spent some of their own to finance the *Alfabits*. Whatever the reason, the club leaders always found a way to continue publication.

In 1989 with the start of the first Northwest Classic Motorcar Rally there was now a more reliable and predictable financial source and the *Alfabits* grew and grew to where at times it rivaled the Alfa Owner. Soon it sported magazine type paper and color covers.

Of course it would not have all been possible without great leadership in editing by the McGills, Erik Roe, David Reich, and Ruth Hall. And I am sure they would agree that without contributors like Bob Parry, David Roe, Glenn Herz, Bill Gillham, and Erik Roe to name a few, it would not have been possible. And of course some of the amazing photographs by Joe Cantrell.

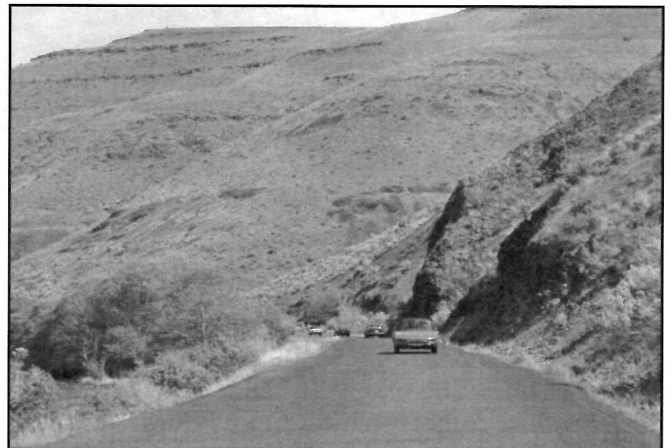
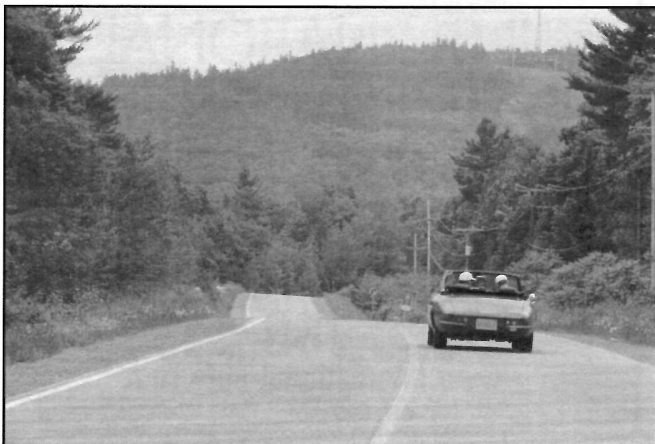
I do not totally understand this decision as there appears to be more than enough in reserve to continue publication. Since there has not been a ground swell of opposition to stop publication I can only surmise most members are in agreement and I and a few others are in the minority. Majority rules again! I understand all the explanations regarding the efficiency and ease of producing electronically, but this throwback to the days of yore and the fact we are all interested in vintage Alfas seems to blend naturally. I will miss the paper *Alfabits*.

Arrivederci translates to "until we see each other again" in English and perhaps we again may see the *Alfabits* in print.

*Alfabits* you have served us well.

*Arrivederci!!!*

*~ Jon Anderson*



## CLASSIFIEDS

### For Sale 1974 Alfa Romeo Spider



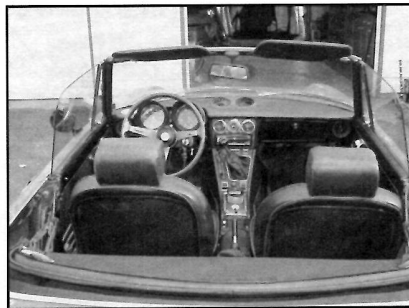
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all new ball joints, adjustable upper A arm, (every moving joint under car was replaced), rebuilt brake calipers, gas tank ultra-sonic cleaned and epoxy sealed,

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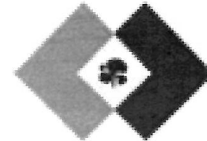
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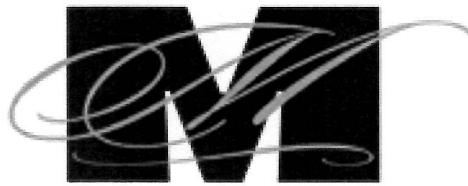
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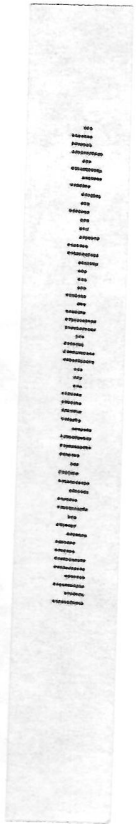
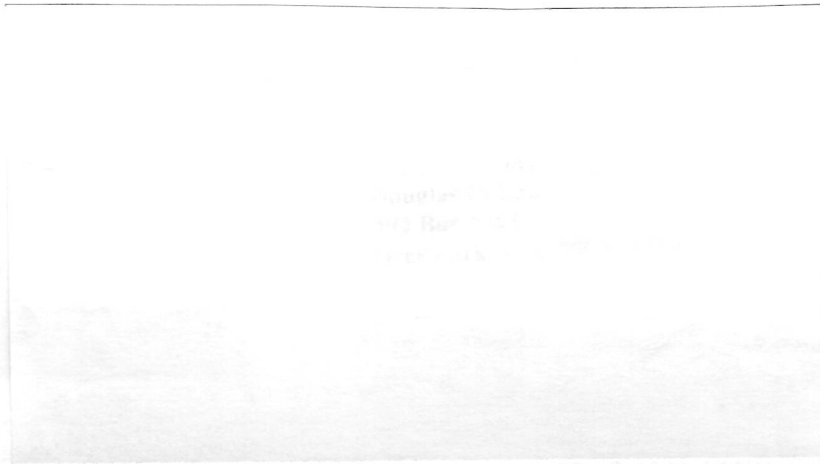
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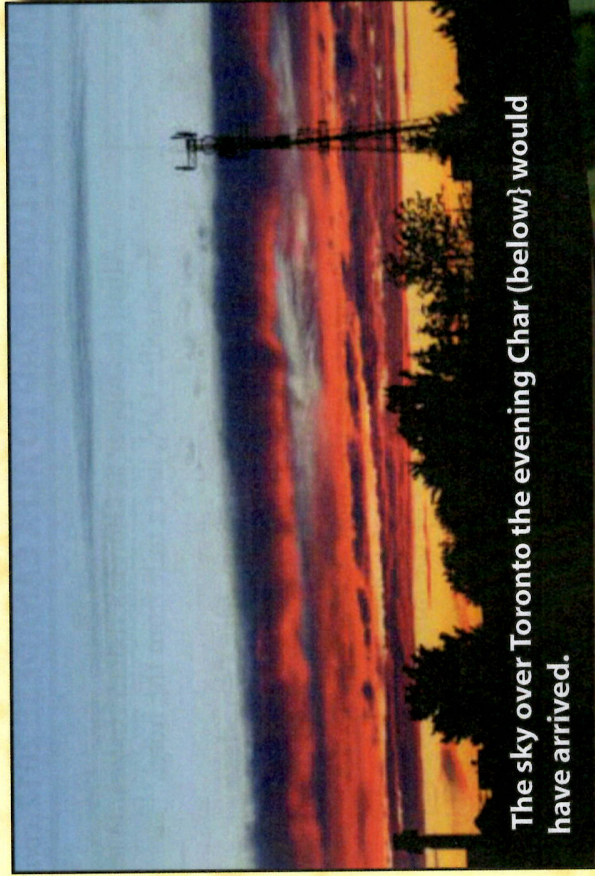
**MARK CARPENTER**

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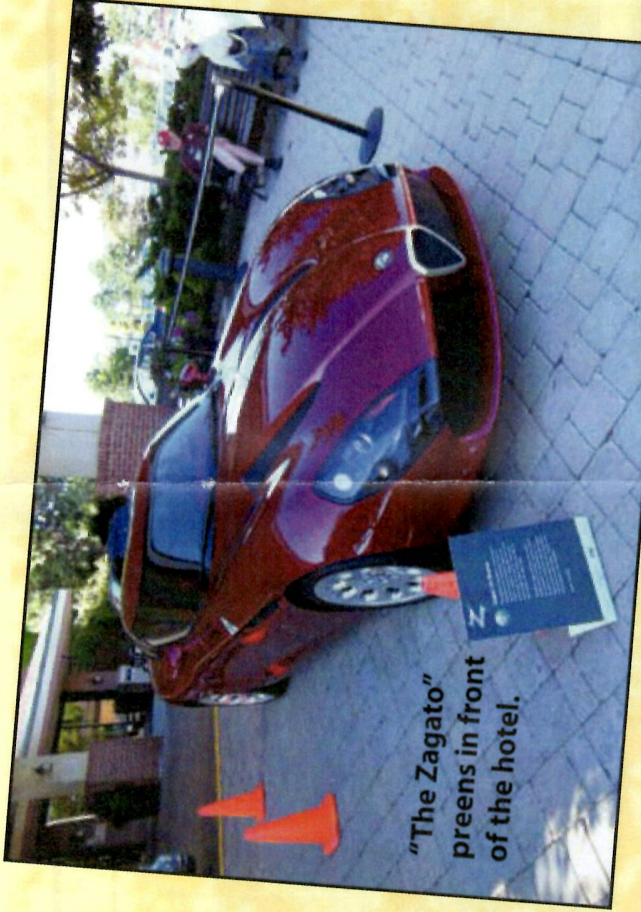




The sky over Toronto the evening Char (below) would have arrived.



Jon's GTV prepares for Alfalifornia2013



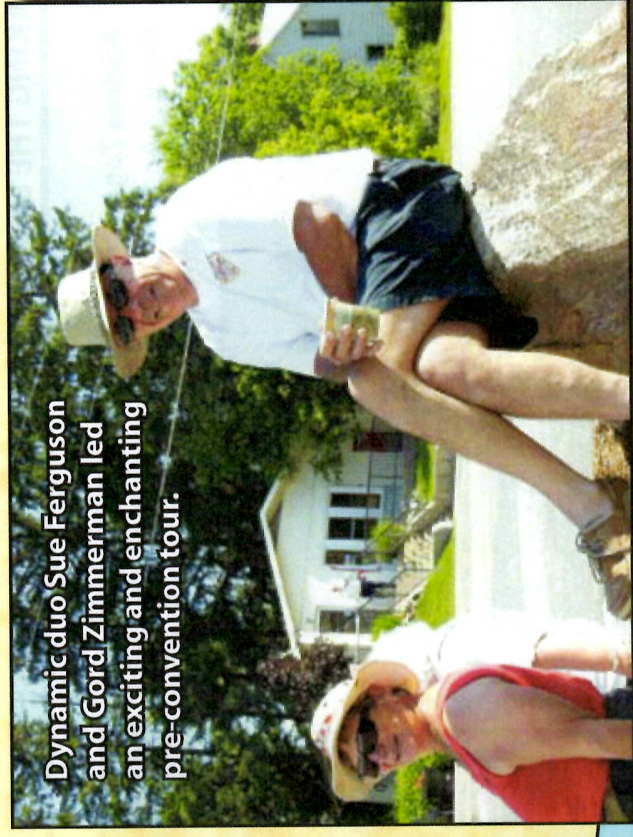
"The Zagato" preens in front of the hotel.



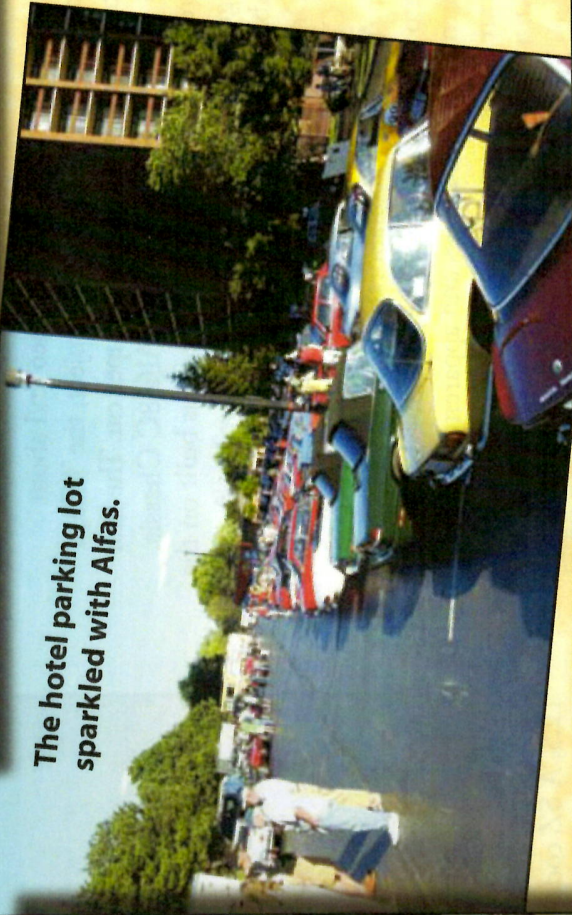
Spiders under the Ottawa Art Museum Spider.



On the Cascades tour, 2012



Dynamic duo Sue Ferguson and Gord Zimmermann led an exciting and enchanting pre-convention tour.



The hotel parking lot sparkled with Alfas.



Italian cars on display in BC