

# ALFA BITS



PUBLISHED CON BRIO BY THE  
ALFA ROMEO OWNERS OF OREGON  
AUGUST 2012



# ALFA BITS



AUGUST 2012

VOLUME 44  
NUMBER 8 OR SO



... is the official newsletter (and the only one we know of) of the Alfa Romeo Owners of Oregon. It is published 12 times per year in PDF format and downloadable from the club's website, [www.alfaclub.org](http://www.alfaclub.org).

We welcome submission of topical editorial material, and non-commercial buy-sell-trade Alfa-related ads are free for members. Contact [the editor](#) for details, or better yet, just send your ad and we'll let you know if there's a problem. We're really flexible.

We also welcome paid advertising when you actually pay (and you know who you are...). Contact Advertising Manager [Bill Haines](#) for details.

If every AROO member receiving this newsletter forwarded it to just five friends, and if that pattern could continue through just eight such iterations, by the end of the week this could be the largest-circulation publication in history. And then just think what we could charge for advertising...

## ABOUT THE CLUB

## BOARD OF DIRECTORS



Alfa Romeo 8C  
[Competizione.](#)

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# Change can be hard, but so worth it

CON BRIO

Welcome to the first e-newsletter of the Alfa Romeo Owners of Oregon. There is much to say about it.

First and foremost is the cost saving. The club's largest regular expense – by far – has been printing and mailing a paper newsletter. Saving those funds represents a fundamental shift in club financial opportunities, opening possibilities that were previously not dreamed. Without the large, regular expense of printing and mailing, the club will no longer be under constant pressure to cut funding for other needs, or to find funding elsewhere – we can now shift our attention and apply our financial resources elsewhere.

But even beyond considerations of cost-savings, going to an e-newsletter offers so many advantages that it would be worth it *even if it cost more*. To name a few:

- *It is all color.*
- *The number of pages is almost unlimited.*
- *You get it via the Internet, from the club website, so you can access it from anywhere in the world (no worries about missing an issue if you move or go on vacation).*
- *Since back issues are posted on the club website where you can always go back and see them, you don't even have to file a copy and you'll never lose it.*
- *It is easy to share without giving up your copy.*

To take even more advantage of the digital format we can also:

- *Go to a landscape format – this format better fits your computer monitor, not to mention the normal field of vision (humans see in landscape format; i.e., your field of vision is wider than tall).*
- *Use large type so that it is easy to read.*
- *Add large graphics for visual interest and variety.*
- *Make photos big enough to easily appreciate details.*
- *Add hot links so that you can easily click on links right in the stories to go elsewhere for more information, or click on a name to easily contact an author via email.*

It's going to be more timely, more accessible, more colorful, more fun to look at, easier to look up more information, and just more of it. And did we mention that it costs nothing?

Now we know that some people – maybe even a lot of people – have a natural resistance to change. It's a common human trait, but we also believe that once you consider the advantages and once you get a little more used to this format, you'll likely wonder why we didn't make the change long ago. And if you still can't get over not having a paper newsletter sitting on your coffee table or nightstand, we have conveniently made the new version to fit on 8.5 x 11-inch paper so you can print copies right there at home, and so now you can have copies on your coffee table *and* on your nightstand. It's a new era.

Avanti, con brio!

[Reid Trummel, Editor](#)



"All the veloce  
that's fit to print"



As the new editor of a new newsletter using a new medium, I'm going to dedicate a little more space this one time to tell you a little more about plans for the newsletter. Think of it as an introduction to help acquaint you with what you can expect as we make the transition to an e-newsletter, the "e-Bits." We're going to do things a little differently from what you may expect in a newsletter. For me this is a creative outlet for my interests in photography, graphic design and other media (I didn't say I was good; I just said I was interested...), and my goal is to make it informative and a little bit entertaining, for both you and me.

But first, a little philosophy concerning the purpose of a car club newsletter, and that philosophy is that a newsletter should be composed primarily of "news" – as in "newsletter" – and news of upcoming events is paramount. That's the main purpose of a car club newsletter. The newsletter is, or should be, the way you get the information you need about upcoming club activities and a few other events so that you can decide if you want to participate. If that's all that a newsletter accomplished, it would be successful. A car club newsletter should not try to be an end in itself. It is not a "club benefit"; it is a communication medium. It should not try to be a general-interest magazine (that's the proper role for a national car club magazine, not for a local/regional car club newsletter). That said, there are some worthwhile secondary purposes for a car club newsletter, such as reports on past activities to help show the fun we had and encourage you to get involved; serve as a place to showcase our sponsors/advertisers; serve as a place where members can post buy-sell-trade ads; serve as a place where club officers can discuss club business; and also include a little fun along the way. Now then, to get specific:

**Cover.** The cover will usually be a photo, but not always. It will usually be of an Alfa Romeo, but not always. It may be a professional photo, or a member's photo. If it makes you smile or stare, it did its job. (By the way, this month's cover is actually a photo, but through the miracles of Photoshop and my near-addiction to exploring its possibilities, it now looks like a painting; hope you like.)

**Format.** I already mentioned a couple of advantages of the landscape format, but there is a third one: cars are "horizontal subjects." The vast majority of photos of cars are in landscape format, and photos of cars will figure prominently here – I think that we all like to look at Alfa Romeos. Additionally, if you think about it, one of the primary reasons that there are not more publications in landscape format – apart from tradition – is that they must be sold on newsstands, and if they were in landscape format they would disappear behind other publications on those shelves. Well, we don't have to sell *Alfa Bits* on newsstands, so we are free to embrace the several advantages of the landscape format without fear of a loss of newsstand sales.

**Gallery.** Speaking of photos, we'll often include photos – often lots of photos – in a large format – often full-page size – just because it's an interesting or beautiful photo and/or subject. We hope that you will sit back and enjoy them on your computer monitor.

**Rear View Mirror.** Our back page will usually be reserved for a vintage photo of an Alfa Romeo. There may be exceptions, but usually you will find an old publicity photo, or an old action photo; something like that. We might even dedicate two or three pages in a given issue to such photos.

**Club Event Coverage.** The appearance of these stories will depend on someone writing them. As editor I will edit and design the newsletter with a goal of bringing you good-quality words and illustrations in an attractive package, but I'm not the reporter. Editor, designer and reporter are three separate jobs. I'll happily do two out of three, and so the job of reporter is open, and we'll count on others to compose and submit the articles. If the newsletter lacks some coverage that you'd like to see here, please submit it.

**Submissions.** Speaking of submissions, please send words as MS Word documents, and photos as jpegs, all attached to an email or uploaded somewhere I can get it all without creating an account. If the photo needs a caption – *and almost all do* – please include it. Captionless photos will often go into the "What's That?" file, the contents of which are reviewed by the Caption Research Committee when they meet every other Leap Year, and this ain't that Leap Year! The point is, please don't ask us to do the detective work to research the Who, What, When and Where of your photos; the photographer probably knows it best and providing that basic info, with the photo(s), will just make life so much easier.

Now if you're thinking that this doesn't look like any newsletter you've seen before, we thank you for noticing. We're not trying to make it look like a printed newsletter. We're trying to embrace the opportunities offered by going digital, think outside the gearbox, try some new things, focus on providing information in a fun-to-look-at package, and provide a little entertainment at the same time. Information and entertainment, that's what it's all about.

“...be sure to join us on a great AROO event.”

Welcome everyone to the new way to get your monthly *Alfa Bits*! This is our first edition of the web-based distribution of our newsletter. You'll notice new features (which we hope to add to over time) as well as established ones that continue from the paper version. You'll continue to be informed about past and future AROO events, learn about the technical aspects of your Alfa, and find items for sale and ads from businesses that support our club. And it will be all color, with links to more info, no page limit, and no distribution delays. I'm excited about the potential for better communication to our membership (and about saving thousands of dollars every year that can go into improving our driving and social events).

Speaking of events, we've just wrapped the 2012 running of the Monte Shelton Northwest Classic Rally and I could not be more proud of the members who contributed to its resounding success. We set a record for participation (100 cars registered to start), but this was not about numbers, it was about quality. This event required 50 volunteers doing everything from setting up parking lots and directing traffic to hosting after-rally lemonade, keeping wash buckets full, and timing rally cars. And that's just during the event itself. Each Monte Shelton Rally takes over a year of planning and a phenomenal effort from the rally committee.

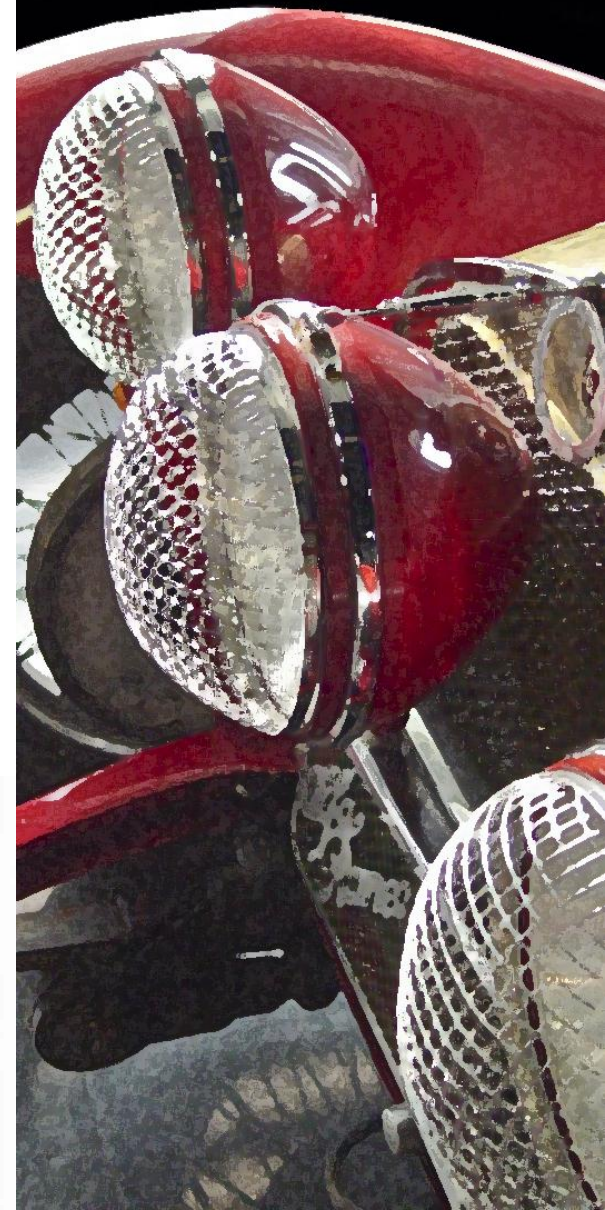
Rally Master Simon Levear set down a fantastic route, Registrar/Treasurer Renee Damm flawlessly tracked people, money, meals and apparel, Yulia Smolyansky made sure we all got nice souvenir clothing, Neil d'Autremont secured sponsors, Stan Chesshir worked on contracting, I got the privilege of working with our dedicated, hardworking volunteers, and Rally Chairman Reid Trummel did more than you can imagine to keep it all headed in the right direction. Based on the many comments we received from participants, it's clear that the Monte Shelton is one of the top classic car driving events on the West Coast, if not the entire country. We're hitting that sweet spot of a high quality event while maintaining the tradition of a group of good friends having a blast with their cars.

Although summer feels like it's winding down after just getting started, we still have the President's Tour on September 29th to look forward to. Before that, Ed Slavin is hosting the August membership meeting on August 15th at High Rocks for what promises to be an interesting program.

Enjoy your new version of *Alfa Bits* and be sure to join us on a great AROO event.

[Roger Dilts, Club President](#)

# DRIVER'S SEAT



# Board of Directors Meeting, June 6, 2012

## CLUB BUSINESS

### MEETING CALLED TO ORDER: 7:00 P.M. AT BUSTERS BARBEQUE RESTAURANT IN TIGARD.

Those in attendance: Roger, Reid, Eric, Mark, Ed, Neil, Steve, Yulia and at-large members Fred and Lisa McNabb.

#### 1. OLD BUSINESS:

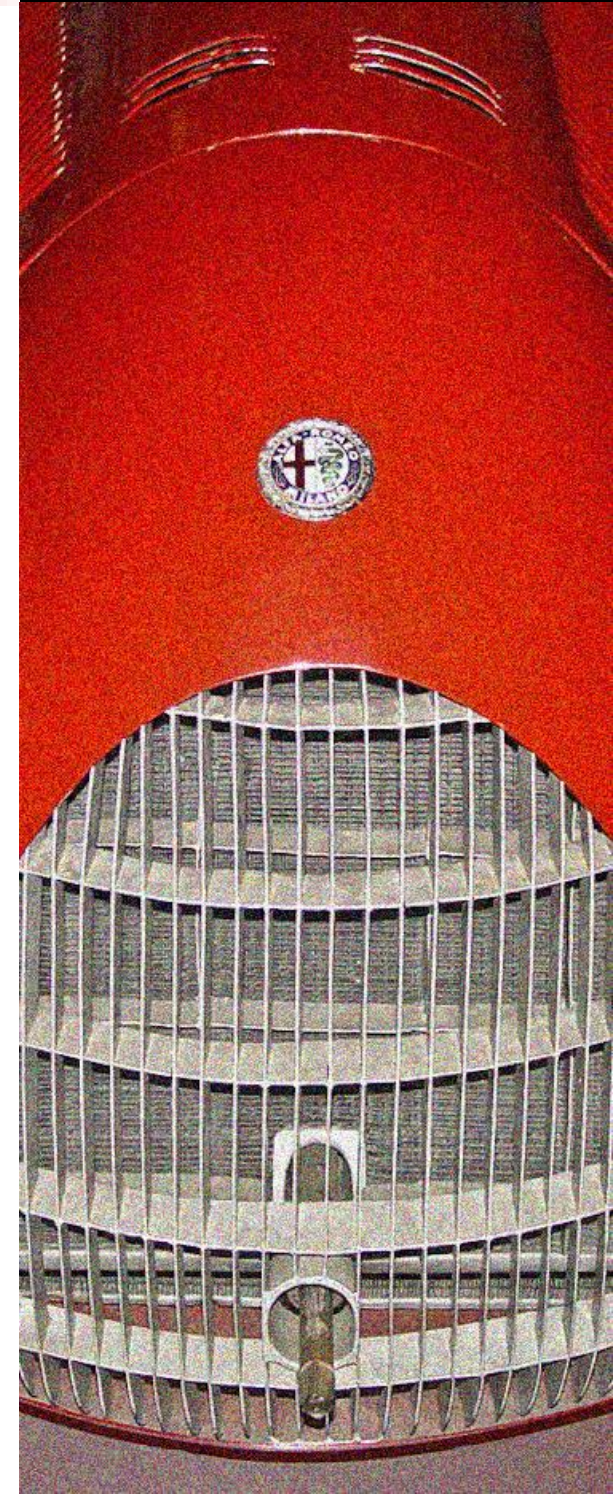
- a. Minutes review-May. The minutes were reviewed and no spelling errors were found. A motion to accept by Steve and seconded by Neil. The vote was to approve the minutes as published with no dissenting votes.
- b. Treasurer's Report. Cindy presented the Treasurer's report. It was reviewed and moved by Reid and seconded by Yulia, vote was to approve as stated.
- c. Past Events Reports.
  1. Old Spider Tour was to happen on May 5 & 6. Reported to have a good time by all.
  2. May 13 AROO Cup Rally is set to go with Roger being the rallymaster. Reported all was good.
- d. New Events to Happen.
  1. McGirr summer tour set for June 8-10.
  2. June 20 is the annual summer evening tour leaving from High Rocks Restaurant with Patrick being the tour guide.
  3. July 15 is the annual AROO picnic. This year Neil is hosting this event in the middle of the bicycle jungle called Portland, so watch out for those green squares.
  4. June 24 is the final AROO Cup Rally with Yulia and Teresa being the rallymasters.
- e. Calendar Review-Steve: It is now current.
- f. Membership Report-Eric: About 191 members; no new members.
- g. Merchandising -Yulia: Roger is looking into club clothing.
- h. Alfa Bits/Website-Reid: Working on it and getting notices and information out.
- i. Track and competition: Ken Hart has agreed to take responsibility over for this event. Patrick absent.
- j. Promotion and advertising-Bill Haines: Finally covered Mark's lack of action and with Reid got the ALFA BITS advertising rates completed and sent to the board.
- k. NW Classic Rally-Reid: It is good, with 96 cars signed up, 92 paid, need some volunteers. Looks like OK on funds and there is a lot of buzz for the event.

#### 2. NEW BUSINESS:

- a. Congratulations to Cindy and Bill G. on election to the national AROC board of directors.
- b. Review balance of the year responsibilities for meetings.
- c. Cindy is working with Ken Ivey on keeping us away from the IRS.

Meeting adjourned with motion from Steve and a second from Reid at 8:25 p.m.

*Mark Carpenter, Secretary.*





## I didn't think he'd really do it...

In the pits at the Portland Historic Races on July 7, I jokingly told Mark Carpenter, "I'll be at Turn One – wave at me and I'll take your picture." If you know anything about auto racing, you know that it requires complete concentration, and thinking about getting your picture taken is the last thing on your mind. For most people.

As the photographic evidences attests, Mark remembered what I told him. As he drove through Turn One, not only did he wave, but he waved *with both hands!* And I took his picture. And then he waved good-bye.

- Editor





PHOTOS BY REID

Denny Pillar in the "Pillarized" Spider at the Portland Historic Races, July 7, making an MGB driver feel... well, pilloried.





Frank Anderson in the Portland Historic Races, July 7, 2012.

PHOTOS BY  
RSPD





A few scenes from the 2012 Monte Shelton Northwest Classic Rally, clockwise from upper left: Volunteers George Kraus, Greg Byes and Dave Salvador prepare to raise the START/FINISH banner; starting announcer Jeff Zurschmeide interviews driver Charlie Frazer and Bruce Rooney in their Austin-Healey at the start line; volunteers Nick Frezza and Mark Batz stand by to assist car parking while Gullwing driver Kevin Blount looks on; Rally Master Simon Levear conducts the participant meeting Thursday evening; Ric Tiplady and Tom Round queue for the start Friday morning; Kevin's Gullwing arriving early Friday morning; and volunteer Bob Willis on banner-hanging duty Thursday afternoon. More next month.



PHOTOS BY REID



X

# The next 30 days or so...

# FUTURE EVENTS

## August 15, Monthly Meeting, 7:30 p.m.

High Rocks Restaurant & Lounge  
915 E. Arlington Street  
Gladstone OR 97027

Presentation: **Please join us for a "Night at the Museum."**

**Ed Slavin will review two museums which you should not miss, the Nethercutt Collection in Sylmar, California, and the Simeone Foundation in Philadelphia. The review will include literature, video and filmed interviews by Jay Leno. We look forward to seeing you there.**

## September 5, Board Meeting, 7:00 p.m.

Open to all members  
Buster's Texas Style Barbecue  
11419 SW Pacific Highway  
Tigard OR 97223

## September 15-16, Fall Tour

**LAST CALL!** If you are still thinking about joining us, please make your reservations now and let me (Tom McGirr) know you are coming. I will be finalizing the dinner count with the caterer soon and will then need to collect funds from all attendees in advance.

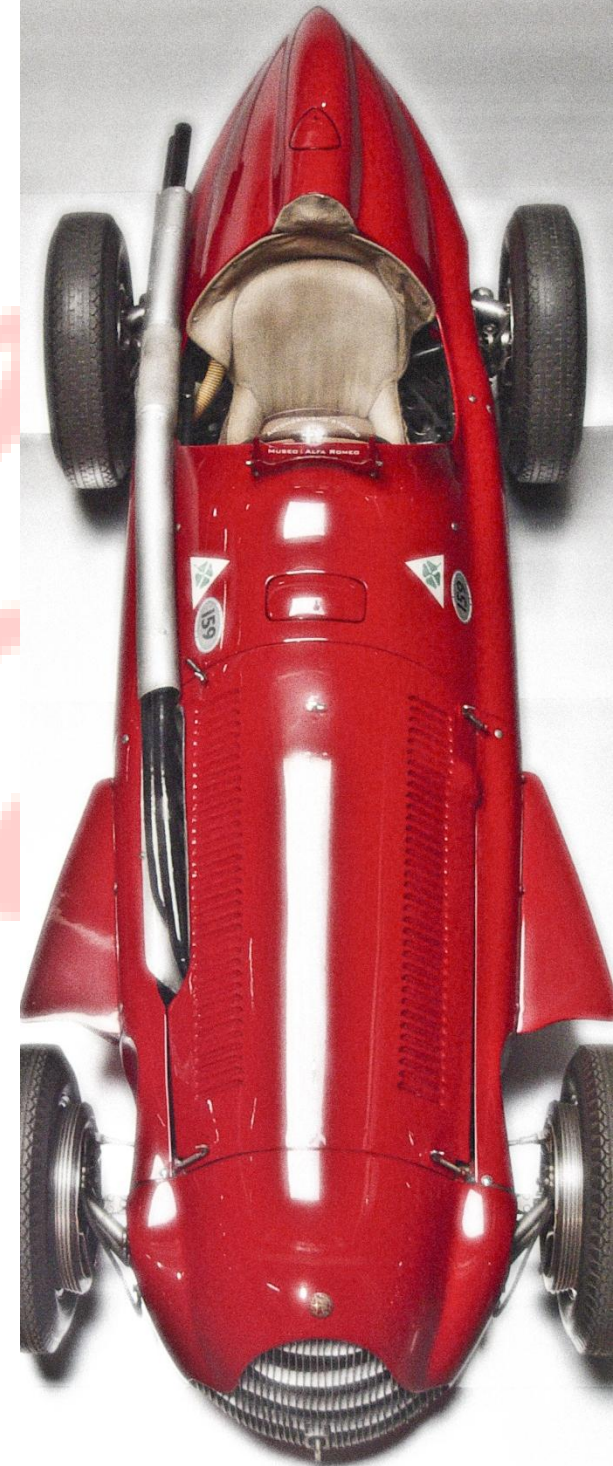
Trip will leave from Promontory Park east of Estacada at 8 a.m. It is about five miles or so east of town. Please try to be there by 7:45. If you are coming but may be late, let me know and I can e-mail you a set of instructions. Several of us "out of towners" are staying at the Red Fox Motel in Estacada on Thursday night to eliminate some extra driving and minimize the impact of the early start. We plan on gathering at the Fearless Brewing company for brews and dinner between 6 and 6:30. If you want to join us, please do. Let me know and we will try to reserve a table large enough for all.

Trip will start out along the Clackamas River and a very pretty gorge. We stop at Timothy Lake, White River Park, have our sack lunch (yes, bring your own lunch Saturday!) along the way. Of course, we will blast through the great switchbacks out of Antelope down into Fossil, then re-visit a great road discovered and named after (well almost, but they got the spelling wrong) Erik Roe (they call it Rowe Rd) and then to the Condon Hotel. After an extended happy hour in the hotel library, dinner will feature an old fashioned chuck wagon meal including smoked prime rib, BBQ chicken, homemade baked beans, salads, homemade berry cobbler and ice cream. Cost will be around \$35 plus tip, plus or minus a few bucks. A little spendy but in this case, WELL WORTH IT! These guys do a fabulous job.

Sunday will have a short tour on some back roads, then we stop in The Dalles for a late lunch and home.

Contact the Condon Hotel first... they had two or three rooms left. If full, you can try the Condon Motel... not as nice but cheap.

**Contact Tom via e-mail: [mcgirrt@wcb.com](mailto:mcgirrt@wcb.com) or 503-910-8719 no later than Friday, August 24th.**



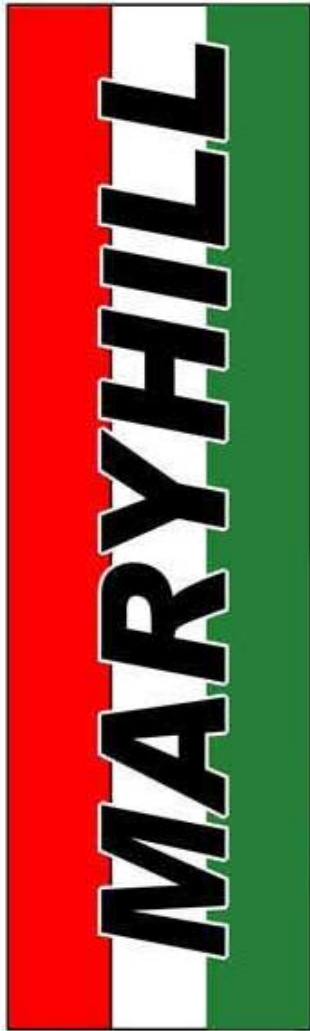
**Please join us for a "Night at the Museum."  
Ed Slavin will review two museums which you should not miss, the Nethercutt Collection in Sylmar, California, and the Simeone Foundation in Philadelphia. The review will include literature, video and filmed interviews by Jay Leno.  
We look forward to seeing you there.**

**High Rocks Restaurant & Lounge  
915 E. Arlington Street  
Gladstone OR 97027  
503-656-1111**

**Wednesday, August 15, beginning at 7:30 p.m.**



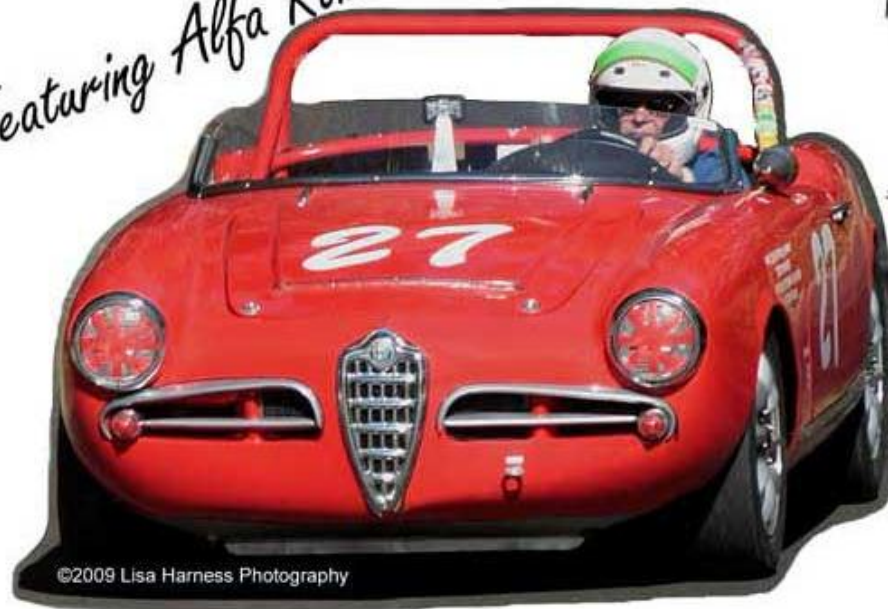




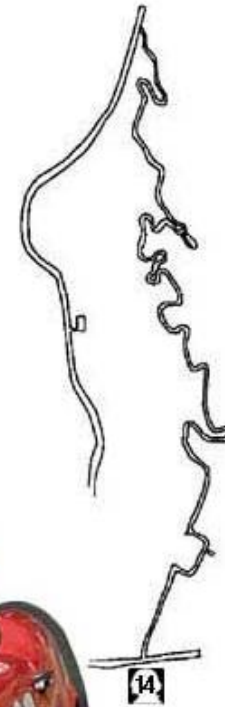
# Maryhill Loops Hill Climb and Car Show

Goldendale, Washington  
October 6 and 7, 2012

*Featuring Alfa Romeo*



©2009 Lisa Harness Photography



**Denny Pillar,  
AROO's own**

Yakima Valley Sports Car Club  
ORIGINAL EVENT ORGANIZER 1955 - 1963

## Concours de Maryhill Loops

Open Car Show  
Saturday October 6, 2012  
at the Maryhill Museum  
Open Car Show 10am - 4pm  
Event Dinner 4 - 6pm

Presented by:  
Goldendale Motorsports Association  
Car Show info - Travis 509-773-3677  
goldendalemotorsports@gmail.com

## Maryhill Loops Hillclimb

Race  
Sunday October 7, 2012  
at the Maryhill Loops Road  
HillClimb 8:30am - 5pm

Sanctioned by:  
SOVREN  
Society of Vintage Racing Enthusiasts  
Race info - Bob 253-939-9670  
robert\_bush@comcast.com

By Tommaso Ehardt and Ma Jie

May 23 (Bloomberg) -- Fiat SpA will develop a successor to the iconic Alfa Romeo Duetto Spider with Mazda Motor Corp. as part of a plan to return the brand to the U.S. after almost 20 years, a person familiar with the matter said. The Italian carmaker will target North America as the main market for a new version of the roadster made famous by Dustin Hoffman's character in "The Graduate," said the person, who declined to be identified because the plans aren't yet public.

The vehicle, based on technology from Mazda's MX-5, will be sold under both the Alfa Romeo and Mazda brands, the companies said in a statement today. The rear-wheel-drive car will be built at Mazda's factory in Hiroshima and production for the Italian marque may begin in 2015, according to the statement.

Fiat Chief Executive Officer Sergio Marchionne is overhauling Alfa Romeo with new models including the 4C compact sports car and Giulia sedan. The Giulia will be based on the Dodge Dart platform from Chrysler Group LLC, which Fiat controls, and built in the U.S. Alfa Romeo will return to the U.S. market by the end of next year after being pulled in 1995. "With the brand image and design from Alfa Romeo, and Mazda's engine technology, the car may be a hit," said Satoru Takada, a Tokyo-based analyst at Toward the Infinite World Inc.

Marchionne plans to remake Alfa into a luxury brand to compete with industry leader Bayerische Motoren Werke AG.

Developing a full range of models for Alfa and boosting sales of the brand outside Europe are crucial to the CEO's strategy of lifting combined revenue at Turin, Italy-based Fiat and Chrysler to more than 100 billion euros (\$126 billion) by 2014.

## Alfa Romeo Commitment

"This agreement clearly demonstrates our commitment to Alfa Romeo and the determination to grow it into a truly global brand," Marchionne said today in the statement. "By partnering with Mazda, we will be cooperating with the recognized leader in compact rear-drive vehicle architectures in order to deliver an exciting and stylish roadster in the Alfa Romeo tradition."

Fiat rose as much as 2 cents, or 0.6 percent, to 3.89 euros and traded 0.3 percent higher as of 3:07 p.m. in Milan. The stock has gained 9 percent this year, valuing the Italian carmaker at 5.36 billion euros.

Marchionne has said the U.S. is a good market to lead Alfa Romeo's rebirth because the brand's image isn't tainted with the legacy of the mediocre models of the past decade. The groundwork has already been laid. Fiat sold 20 percent of the limited-run 8C Competizione, a \$240,000 sports car that echoes Alfa's racing exploits of the 1930s, on the American market in 2009.

## Life Changing

Marchionne, who said last year that the 1967 movie "fundamentally changed" his life when he saw "The Graduate" as a "young idiot" shortly after his family relocated to Toronto from the Abruzzo region in central Italy, is counting on Americans having the same nostalgic feelings about the Duetto model and buying its heir.

Fiat targets similar yearly sales in the U.S. for the Alfa model as the MX-5, the person said. U.S. deliveries of the MX-5 Miata, as the model is known in the market, have averaged between 10,000 and 15,000 annually, according to data from Woodcliff Lake, New Jersey-based researcher Autodata Corp.

The Mazda and Alfa Romeo versions of the sports car will be equipped with engines unique to each brand and a final agreement may be signed in the second half of the year, according to today's statement. The two plan to discuss further cooperation in Europe, they said, without elaborating. Mazda and Fiat are not discussing a "capital alliance," Michiko Terashima, a Mazda spokeswoman said by phone today.

"Fiat needs new models to keep pace with its biggest competitors," Wolfram Mrowetz, chairman of investment firm Alisei SIM in Milan, said today in a phone interview. "Fiat and Mazda just got engaged. Only the execution of the deal will show if they'll manage to have a long relationship."



# Mazda and Fiat to announce co-operation program

Mazda Motor Corporation (Mazda) and Fiat Group Automobiles S.p.A. (Fiat) have signed a non-binding Memorandum of Understanding (MoU) for the development and manufacturing of a new roadster for the Mazda and Alfa Romeo marques based on Mazda's next-generation MX-5 rear-wheel-drive architecture.

The study calls for both Mazda and Fiat to develop two differentiated, distinctly styled, iconic and brand-specific light weight, roadsters featuring rear-wheel drive. The Mazda and Alfa Romeo variants will each be powered by specific proprietary engines unique to each brand.

The project assumption is that both vehicles will be manufactured at Mazda's Hiroshima, Japan, plant with production for Alfa Romeo envisaged starting in 2015.

"Establishing technology and product development alliances is one of Mazda's corporate objectives and this announcement with Fiat is an important first step in that direction. It is especially exciting to be collaborating with such a prestigious marque as Alfa Romeo on a new roadster based on the next-generation MX-5, which is such an iconic vehicle for Mazda and recognized as the best-selling roadster of all time." said Takashi Yamanouchi, Mazda's Representative Director and Chairman of the Board, President and CEO.

"This agreement clearly demonstrates our commitment to Alfa Romeo and the determination to grow it into a truly global brand. By partnering with Mazda, we will be co-operating with the recognized leader in compact rear-drive vehicle architectures in order to deliver an exciting and stylish roadster in the Alfa Romeo tradition. We are appreciative of this collaboration with Mazda and look forward to maintaining a fruitful and continuous relationship." said Fiat CEO Sergio Marchionne.

The Final Agreement is expected to be signed in the second half of 2012.







Do you have some old snapshots of you or friends or family members with Alfas? We'd love to publish them. Please submit them to the editor as jpegs attached to an email.

And don't forget captions with names, the year and model of the Alfa shown, where it was taken, and your best guess of the date the photo was taken.



GALLERY



PHOTO BY REID



**Dave Salvador's Sprint in the AROO Corral  
at the Portland Historic Races, July 7.**

*Photo by Reid*

AROO member [John Spetter](#) has a nice pair of red Italian motorized conveyances.



RAN WHEN PARKED



Really cool old Shell publicity film

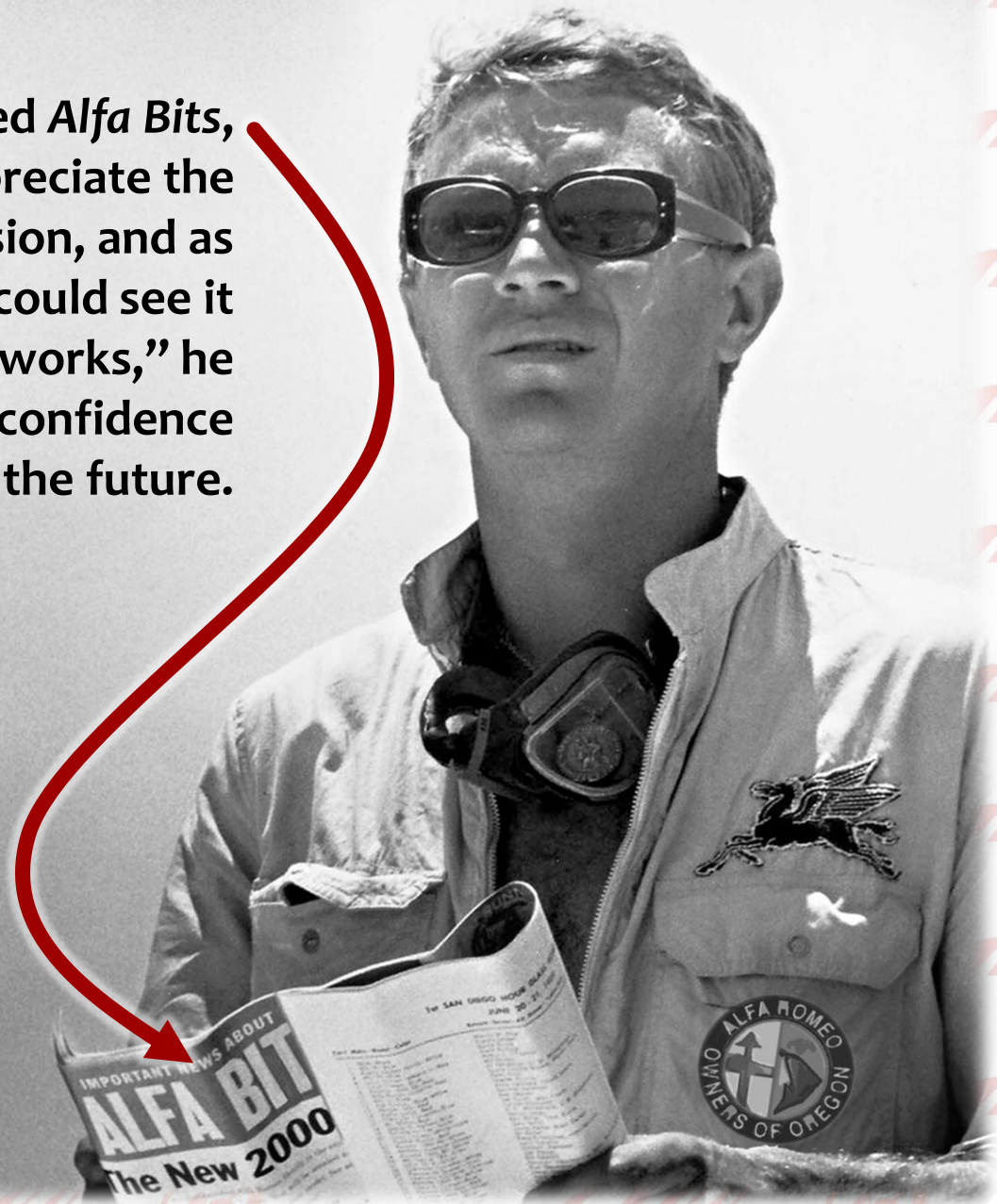
MAKE POPCORN



(Click on the above image)



At first Steve missed the printed *Alfa Bits*, but soon he began to appreciate the advantages of the digital version, and as his gaze traced the horizon he could see it ever more clearly... “Digital works,” he said, barely audibly, but with a confidence that left no doubt. Steve saw the future.



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\*A conscientious repair staff with diverse Alfa Romeo know-how.

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Annie and Steve Norman queuing for the start of the 2012 Monte Shelton Northwest Classic Rally, July 27. The car is a 1928 Bugatti Type 44, one of only three Bugattis in the Pacific Northwest. A record entry list, clear skies (after the morning overcast burned off), and those terrific roads between Portland and Bend were all elements of this year's Northwest Classic, described by many as "the best ever." More details and photos next month.

*Photo by Reid*

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# For Sale: 1974 Alfa Romeo Spider

BUY-SELL-TRADE



*Large pile of cash  
not included in sale.  
This pic is just to get  
you in the mood to  
spend money.*



Total mechanical restoration complete, patina-rich body is drivable as is and still passes 50 foot and 50 mph rule. Mechanical work includes: Rugh sport (not racing) springs, Bilstein shocks, poly bushings, 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, rebuilt transmission, NWDL driveshaft, 4.10 diff swap, rebuilt engine, 10:1 pistons, Steve Hannifer Stage 1 head with 11mm cams, Wes Ingram HP Spica pump, Crane Cam II ignition, 40KV coil, radiator recore, new stock exhaust with Duetto stinger rear section, Re-Original seat covers, original vinyl floor covers in decent condition, new top, newer Alpine 4 x 65 Watt radio with 4 discreetly mounted speakers. Comes with 2 sets of wheels, one set with Toyo RA1s, track R4 brake pads, over helmet roll bar. It runs great but needs an owner with more time to take it on open roads. Over \$15K invested and lots of labor, asking \$6500.

Contact Greg 206.890.2525 call or text or email [gmilleralfa@comcast.net](mailto:gmilleralfa@comcast.net) for more information



# For Sale: 1984 Alfa Romeo Spider

BUY-SELL-TRADE



1984 Alfa Romeo Spider with 148K miles (car was purchased 2 years ago with 146K miles). The engine is thought to have been rebuilt. Before I purchased it, the car was given a complete mechanic inspection by an Alfa specialist. The reports are available. The compression on the engine was: Cyl. 1: 220; Cyl. 2: 220; Cyl. 3: 217; Cyl. 4: 220. Recent work includes u-joints and drive shaft rebuild kit, and rear brake calipers and pads. The previous owner put in a new water pump, radiator and hoses.

The convertible top has a split in the rear plastic window. It comes with a matching hardtop. There is the typical Alfa 2nd gear crunch every once in awhile if not careful shifting. I have another transmission that will go with the car. The Spider is virtually rust-free. There is a small dent below and back of the driver's side door.

Fun car to drive, but I just don't have the opportunity to enjoy it on the coast. The car is located near Astoria, Oregon. Asking \$3,500 OBO.

**Call Gary at 503.325.1477**

**email: [garish@wwestsky.net](mailto:garish@wwestsky.net) for more information.**

[Alfa Romeo 1900 C52 Disco Volante Spider](#)





ONE MORE THING

OK, SO THAT WAS YOUR FIRST AROO E-BITS. [LET US KNOW](#) WHAT YOU THINK. WE MIGHT EVEN PUBLISH COMMENTS THAT DON'T INCLUDE THREATS OR PROFANITY.

