

ALFA BITS



PUBLISHED CON BRIO BY THE
ALFA ROMEO OWNERS OF OREGON

SEPTEMBER 2012



ALFA BITS



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VOLUME 44
NUMBER 9ish

... 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.

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.

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

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Thanks very much to all those who sent feedback on the first edition of our newsletter in digital form. Here are the comments:

Looked great on the iPad! – CM

Reid, the newsletter looks great, nice work! – BH

WOW! Very good and only the first one. I can't thank you enough. – MC

I loved the first edition. Can't wait to see what comes next. – GW

Looks good, it did take about 2 minutes to download through my DSL, but that's OK because it was worth the wait. – DP

Two thumbs up for the digital newsletter Reid! – CR

Brilliant on Safari [Safari is a browser]. – MR

I really like the new digital Alfa Bits. – CB

Great EMag! – GM

Suhweet edition! Very nice. – LB

I like it! – BC

I just perused the digital Alfa Bits... fantastic!! Looks really great on my iPad. – JR

We appreciate the good words and hope that you'll be among our contributors in the coming months.

Speaking of contributors, I want to thank Pat Pillar and Mark Carpenter for their stories about the Portland Historic Races, which you'll find on pages VI-X. As you will read, the "historics" are not only some great racing, but also a great social event, and AROO even has special parking on the infield. Put it on your calendar for next year. We'll have the details right here.

On pages XI-XIII we have a brief report on the Monte Shelton Northwest Classic Rally with results and a big THANK YOU to our volunteer force, and we'll have more coverage next month. If you were there, please consider submitting your own story about the event. It was the biggest ever and the event continues to grow. As of this writing, *we already have 100 registrations for next year's rally, still over 10 months away!*

I also particularly want to invite your attention to pages XIV-XIX, the upcoming events. There are some great opportunities to enjoy your Alfa and your fellow Alfisti, so check out the details, mark your calendar, and enjoy these important benefits of your club membership.

Our news section includes a couple of reports about plans to build a successor to the Duetto in Japan. It makes me wonder if it will be called an Arfa Lomeo. You read it here first.

Beyond that we'll let you explore the additional contents without formal introduction, but just mention that we sincerely hope that you will consider our rally sponsors and advertisers when you need the products and services that they provide. These are businesses that support our club and our hobby, and we all win when their sponsorship and advertising pays off.

Avanti, con brio!

[Reid Trummel, Editor](#)



"All the veloce
that's fit to print"



Summer into fall, a very “eventful” time of year

DRIVER'S SEAT

Well, if you've noticed, or even if you haven't, summer is slipping away into fall. It's dark at 8 p.m., school buses are clogging morning traffic, and a light yellow cast is starting to show on the trees. I hope you enjoyed the summer – I know I did. The spider has been running well, so I've taken some nice drives. Nothing heroic, just a jaunt out in the country every once in a while, sometimes just “the long way home,” but how much better could it be than a top-down drive in the Oregon countryside, Dell'ortos roaring? Besides these individual runs, I enjoyed the AROO summer evening tour in June, the street party in July, and of course the Monte Shelton Rally. What a great state we live in: mild weather, fabulous roads and knockout scenery around every corner, whether mountains, desert or ocean. And what a great club: spirited members, great events, and beautiful cars. I hope you got out and enjoyed an AROO event this summer.

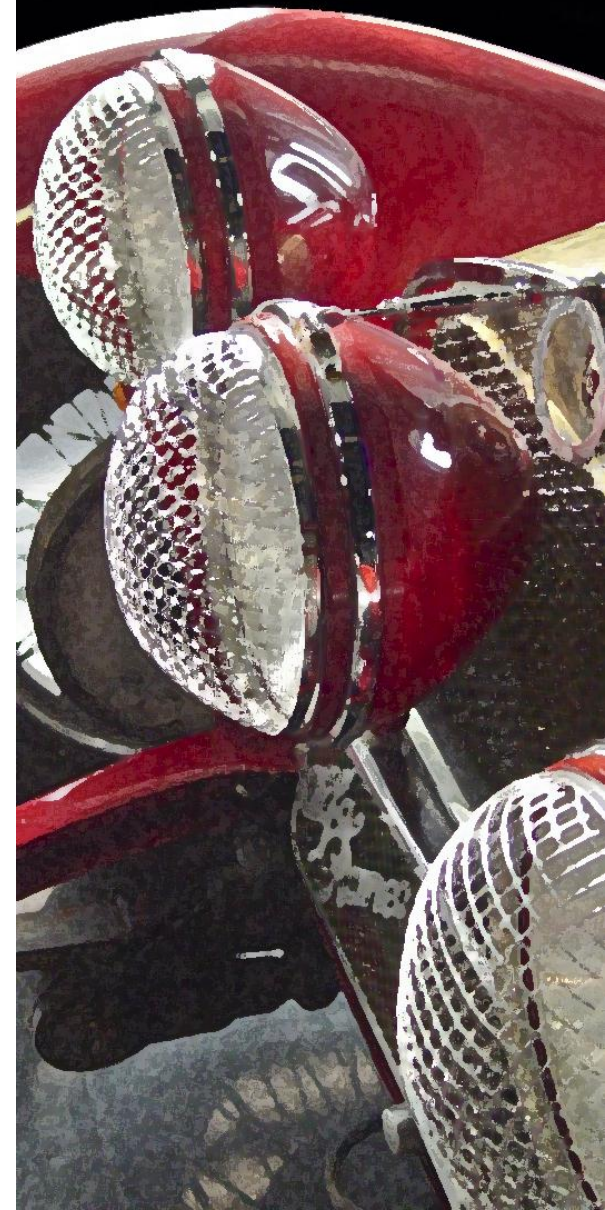
But the year is not over. No way. Some great events are coming your way this month. First off, this month's membership meeting on the 19th features Keith Martin as our guest speaker. As the publisher of *Sports Car Market* magazine, Keith has his finger on the pulse of the international classic car world, and this month he'll be sharing his insights on Alfas as investments. As an extra bonus, Keith tells me he'll have autographed copies of his book, *Collecting Alfa Romeo*, available at a deep discount. Be sure to note that the location for our monthly membership meetings has changed (yes, again). We'll be at the Lucky Lab Brew Pub at 915 SE Hawthorne, as always starting at 7:30 pm, although you are free to arrive early for dinner. (Sorry, no bingo.)

Then on the 29th is the Second Annual President's Tour. This will be a blast! If you love driving your Alfa on backcountry roads, this is the tour for you. As last year, there are a couple of sections of gravel road, so if you freak out at that, be warned. But George Kraus had his 100 point Giulietta Spider on the tour last year and he didn't stop grinning the whole time. We have our lunch stop at the McMenamin's Grand Lodge in Forest Grove where we'll have a drawing for a nice bottle of wine and some Griot's Garage goodies from Sidedraught City. Then back on the road for the afternoon section, which ends with dinner at the Golden Valley Brewery in McMinnville, featuring another prize drawing, including jewelry from Snow Owl Designs, courtesy of Rick Martin. You can find full details elsewhere in this month's *Bits*.

October's membership meeting, hosted by Yulia Smolyansky, promises to be an interesting program, and the month will wind up with Track Day on the 21st. Expect more info on these events in future *Bits*. As traditional, November's meeting will feature the annual AROO auction with auctioneer Patrick Iaboni, so start clearing out the garage or library and squirrelling away some cash to benefit AROO.

The November meeting is also Election Night for AROO. As every year, five Board seats will be in contention. At this point not all current Board members intend to seek reelection. If you've never served your club on the Board, or if it's been a while, I'd like you to consider this opportunity for service. A club can only stay vibrant if lots of members are engaged and active.

So don't let the year slip away entirely. Come to a membership meeting, come on the President's Tour, and buy something at the auction. And give some serious thought to running for a seat on the Board. See you out there!



Board of Directors Meeting, August 1, 2012

Meeting called to order at 7:27 p.m. at Busters Barbeque Restaurant in Tigard.

Those in attendance: Roger, Reid, Mark, Ed, Steve, Cindy and Neil.

1. Old Business:

A. Minutes review – June - the minutes were reviewed. A motion by Steve and seconded by Neil. The vote was to approve the minutes as published with no dissenting votes. Note: no meeting was held in July as the first Wednesday was Independence Day.

B. Treasurer's report-Cindy presented the treasurers report. It was reviewed and moved by Mark and seconded by Reid, vote was to approve as stated.

C. Past events report.

1. McGirr summer tour set for June 8-10-no comment.

2. June 20 is the annual summer evening tour leaving from High Rocks Pub with Patrick being the tour guide. Roger said it was a good fun event.

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. Unfortunately the 10,000 naked bike riders did not show up. It was a nice event and about 40 people showed up for the event. Neil is to schedule a date next year.

4. June 24 is the final AROO Cup Rally with Yulia and Teresa Davenport being the rally masters. We had 13 cars participate.

5. July 26-29 was the Monte Shelton Northwest Classic Rally with the end in Bend, Oregon. Over 100 cars registered. All agreed it was the best event ever. (Note-since I have been to most of these and helped start the event 24 years ago I agree, it was great and a lot better than the events I put on... so there you go Reid, thanks for taking it to the next level). Also, 85 teams are already signed up at the event for next year.

6. The AROC Convention was reported on by Cindy. A special time was held for Char Sommers who passed away just before the Convention. Char touched many people, including me. Thanks Char, you are missed already.

D. New events to happen.

1. August 5 is the upcoming Columbia River Concours with AROO sponsorship. Reid is one of the organizers and asks for a good presence of Alfas from the club.

2. August 15 is the membership meeting hosted by Ed.

3. August 19 is the Lake Oswego Historical Society Car and Boat Show.

4. August 25 is the second annual AROO President's Tour by Roger.

5. The Oregon Festival of Cars is September 15 and 16.

6. Calendar review – Steve - it is now current and is always being updated by Steve.

E. Calendar review-SOVREN Maryhill Hill Climb is October 7 at Maryhill near Goldendale, Washington. The Northwest Alfa chapter is going to be there to honor Alfa Romeo as the marque of the event. Come all and see.

F. Membership report-Erik-no report.

G. Merchandising-Yulia is looking into club clothing.

H. Alfa Bits/website-Reid is working on it and getting notices and information out-first issue is out and looks great!

I. Track and competition-Ken Hart has agreed to take responsibility over for this event. Ken is ready to have a great event.

J. Promotion and advertising-Reid and Bill Haines are working on *Alfa Bits* advertising.

K. Northwest Classic Rally-Reid-was very well attended and everyone had a great time. 85 teams reported to have signed up for 2013.

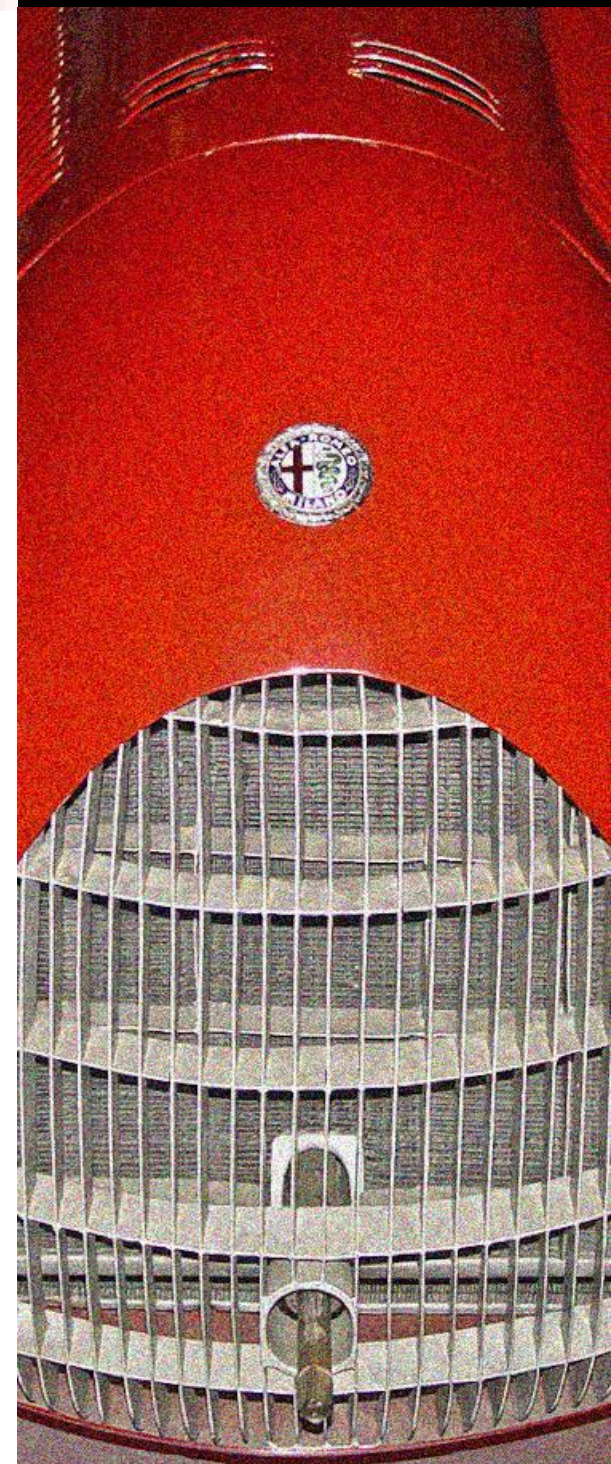
2. New business:

A. Cindy is working with Ken Ivey on keeping us away from the IRS.

B. Looking for a new site for the general membership meeting. A motion was made by Cindy to move the meeting to the Lucky Lab Brew Pub on S.E. Hawthorne and 9th Street in the heart of bicycle land! Steve seconded the motion. The motion passed and the first meeting in our new digs will be in September. Come one, come all to support AROO!

Meeting adjourned with motion from Steve and a second from Reid at 8:35 p.m.

CLUB BUSINESS



Submitted by Mark Carpenter, Secretary.

The word “vintage” has been left out of the name of this article; however, it’s important that we study the word a bit. Does “vintage” bring up an image of a particular car or the driver? When fellow drivers (and possibly race fans) see the car that says “Pillarized” on it, do they shudder while thinking, “Oh no, is that old guy really going to go out on the track?” or are they thinking, “Wow, that’s a neat vintage car – I remember seeing that car on the track when I was in high school.”

Of course, we’re talking about the red Alfa Romeo Giulia #27 driven by Dennis Pillar. This car has been in the family for many years and is loved by everyone (especially a grandson who was hoping to receive it as a high school graduation gift – not quite yet!). The car’s history goes back to when Anne McNabb bought it in the spring of 1963. Fred made it a race car for the 1968 SCCA season. Sadly, the #002 SCCA Log Book that was issued in 1972 (the first year log books existed) has been lost for several years.

This Alfa has run numerous races at various courses and seems to complete a good number of them without problems or “incidents,” which is a good thing because of the vintage of the driver! The favorite race (of course) is the Portland Historics. Not only is it a fun race (lots of track time) but the very best of social events. We make the most of every minute from the initial setting up of the tent; getting the motorhome settled in its designated spot and the race car unloaded and dusted off; enjoying the Friday noon strawberry shortcake (directly across from our pit – guess who’s near the front of the line?); getting the vintage racer into his never-ending “gear” and buckled in and to pre-grid in time to make the pace lap (plus a short tap on the helmet to make sure he’s awake before heading out!).

At this year’s Historics it seemed the scoring people lost all evidence of the car, the number and the driver! During the three days there were a total of six sessions for his race group. Of those sessions he was “urged” to go to the



Photos by Reid

back-of-the-pack for the first five because they didn't see where he finished in the previous session(s)! They had a variety of reasons, such as they didn't get his time, they didn't get his number, and it seems they had no idea the car was on the track. All this was after receiving his entry before the deadline, assigning him a number and cashing his check immediately. Who says it pays to "grease a few palms"?

Anyway, to make a long story short, he found it quite fun to have to make his way through the pack figuring that he could end up near the front (for the next session – ha!). At one point I – and remember, I'm "the wife" – offered to spend a little time with the scoring people; however, several people urged Dennis to do it himself. By the last race he was able to start and finish in about sixth place and to this day we don't know if they just wanted him off their backs or they were told that his wife would pay them a visit. Whatever the reason it seems that the threat actually worked and they decided he really WAS on the track!

In between race sessions we visited with the competitors and friends who managed to stop by our pit. Some of the people we see are there just for the Historics (it's their favorite event too). The "old racers" who come out like to reminisce about the past. As usual, the stories are long, the speeds are probably quite a bit faster than they actually were at the time, and the excitement of the "telling" is a thing to behold. One of the best parts is being with the good friends who share the pits under the tent. There's something to be said about "bench-racing," borrowing parts, and catching up on families that we see or hear about only once a year.

As you may have guessed, the Portland Historic Races are the highlight of our year. Another Historics race is over and in the history books, but we're again looking forward to the next one in 2013. By the way, Dennis says it may be his last race (again)! That's a statement that's been made the past few years and I'll believe it when it actually happens. Be sure to stop by our pit next season – we look forward to seeing you there. You see how much I believe his statement!



Above: Denny's steering wheel with a well-worn Alfa Romeo badge and a badge from the 1992 Northwest Classic Rally... there must be a story to tell in there somewhere...

This year's edition of HMSA's Portland Historic Race was a diminished field from previous years due to the economy, a lot of high-quality events, and just the stars not lining up as they have in past years. It was still a great event with car corrals, vendor stuff to buy, a hot rod display and the fabulous strawberry shortcake served in the pits on Friday by Ernie Spada. This was the 36th running of the event, and the Alfa Romeo Owners of Oregon had a couple of representatives in it.

David Rugh, long-time Alfa racer and national SCCA license holder, was racing. Both David and his wife, Colleen, raced a Giulia Spider in the 1970s and 1980s to great success. Both won SCCA regional championships in the car. Today David runs a 1982 Ralt RT5 Super Vee. This series of cars runs close to vintage Formula Atlantic series cars. The Super Vee cars were feeder cars into several classes and series including CART, and a number of today's legends went through the Super Vee series. Colleen helps with the car as do several other people. The yellow car is hard to miss. The cars are very fast and David is a very fast driver, needless to say to anyone who has seen him on the track.

David has run in the CSRG series in California where he placed 5th last year at the Charity Challenge with Formula 5000, Formula 1 three-liter cars and some Atlantic cars. In Portland, David ran well against several Formula 1 cars and Atlantic cars this weekend. Needless to say, David's car is well prepared, by him, and well driven. David has been a great help to me in my racing adventure. David did not start the final races. His car was greatly rebuilt this spring after an issue with another car in SCCA. He is a great racer and has wonderfully prepared cars. It is a joy to race with him as he is always helpful with observations and good advice. His advice to me is go faster... sort of like pushing a rope. David, thanks for all your help.

Denny Pillar raced the number 27 Red Alfa Giulia Spider. The car has passed thru several drivers. Fred McNabb won the SCCA Regional Championship in 1968 with this car. Today, Denny still runs the car hard and with a great deal of success. His ability to continue to upgrade the car and improve his driving skill is top of the heap.

Denny Pillar finished 8th in his group and had a bit of close racing with Grandma Norlin in her Spitfire. That Spitfire has been fully developed and raced successfully in SCCA Vintage class in Portland and other areas. Denny still has it going on and is a great competitor. In addition to Fred McNabb winning the SCCA regional championship in 1968, Denny won the COWPAC (Canada-Oregon-Washington-Pacific Amateur Championship Series) in it in 1970. Denny has raced at a very high level for more years than I can remember. Denny also helped build my car and supports me with encouragement and advice: Go faster!

Frank Anderson campaigned a 1957 Spider Veloce this year again. He is a club member who lives in Kennewick, Washington, about four hours of towing to go racing here with us in Portland. Frank also participates in the SOVREN series in Seattle. I race with Frank and he had new steam or ability or both this year. In past events I was able to motor on by him at will. This year his main wrench, Dan Sommers, seemed to work on the car and Frank. He was a great deal harder to pass as he was much quicker. Frank, cut that out! It is always a joy to race with Frank, in Portland or at Sears Point, California. Frank finished 16th in Group 1. Frank also has participated many times in the Monte Shelton Northwest Classic Rally, as he did this year. Thanks for letting me feel good about passing you!



Photos by Reid

Bob Ames, long-time racer, National License holder in SCCA and vintage racer, had a new ride last year. He brought it out in several SCCA events this year and for the Historics. His 1982 Lola T598 Sport 2000 was a beautiful car. Bob drives very well and has been a great supporter of this event. Bob had a bit of a problem on Saturday and was unable to race on Sunday. He will be back next year. The S2000 cars are getting very popular in Europe and the really good cars are difficult to find and purchase. Bob's is very well done just as all of his cars are ready for presentation. Bob is a great supporter of many events and was one of the reasons that "The Allure of the Automobile" exhibit came to the Portland Art Museum after Atlanta and then that finished the two-town tour. Thanks Bob for your support of all of the events and your racing. You too have helped me a great deal in vintage racing... yeah... go faster!



Ben Baldwin raced his Lola Sports 2000 also. Ben is a long time participant in the Monte Shelton Northwest Classic Rally and is a great vintage racer. Ben drove his Lola to a second place in Group 4 with little thought of being the last car. Ben's car is wonderfully prepared. Ben has had a bit of low track time this year, but placing second was a great score. Great to see you out at the track and bring your kids by anytime for cookies.



I ran my 1957 Alfa Spider again this year. The car works pretty good again this year. It has a new engine rebuild over the winter and the gears are a bit improved. The grid I am in has sports racers from the 1950s and they are 400 pounds lighter and have 50 more horsepower, so never going to catch them, but against the production cars I do quite well. I ran third with that part of the grid and finally had the chance to pass a Devin from Seattle driven by Jim Hart with about three laps to go. It seems he made a mistake in a corner and whoops!, the little gray Alfa became an opportunist. I had the cornering ability on him, but on the straights he was just too fast to stay with the full length.

A couple of laps later he finally got close in corners at 10, 11 and 12. I missed a shift coming out of 12 and he got me. So, I was going to re-take on the next set of corners but the checkered flag came out. It was a great race, and I had someone to race with the whole time. I went over to Jim afterwards and congratulated him. We both giggled and had fun.

So, that was the track part. For a good deal of the drivers that is only half of the event. Hopefully, thrashing on the car at the track is not part of the weekend. The other 50 percent of the weekend is relaxing in the pits, visiting with friends, wandering around talking to other drivers and looking at cars. But the real treat is to see some kids want to sit in your car while the parents take pictures.

I feel fortunate to participate in motorsport events such as the Portland Historic Races. A lot of you know I grew up in Portland. My brother and I would go out to the Rose Cup Races as high school kids and watch Monte Shelton, Denny Pillar and the rest race. I wanted a Bugeye Sprite to race back then. While I grew up going to Tigard High School we had the stud single English teacher who had a four-year old Giulia Spider that we all lusted over and that started the slippery slope to Alfa ownership. I have had a lot of these cars over the years, but racing one and seeing the enjoyment of the spectators has brought me a great deal of satisfaction.

So when you come to the track, remember I am sometimes busy getting ready to run and focused on the next hour of events, so don't worry if I don't talk much as I am getting ready to be on track or going to the bathroom just before the track. Come back after the track time and enjoy the fun. Thanks all, you have been great to allow me to be associated with you at the track. See you next year.

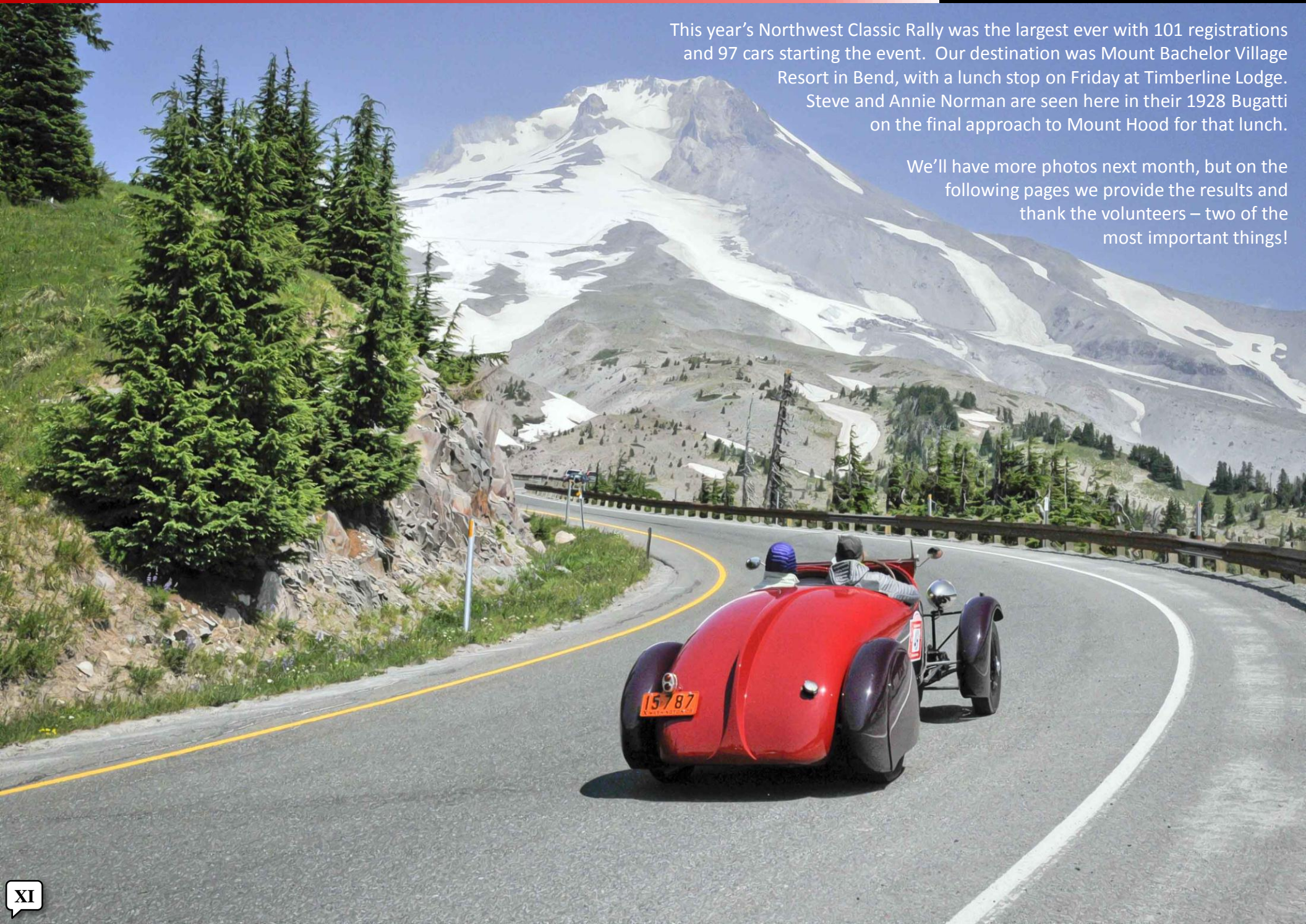


Frank Anderson



This year's Northwest Classic Rally was the largest ever with 101 registrations and 97 cars starting the event. Our destination was Mount Bachelor Village Resort in Bend, with a lunch stop on Friday at Timberline Lodge. Steve and Annie Norman are seen here in their 1928 Bugatti on the final approach to Mount Hood for that lunch.

We'll have more photos next month, but on the following pages we provide the results and thank the volunteers – two of the most important things!



The Volunteer Spirit

Many people have little idea how many volunteers are needed to prepare and present the rally, or how much planning and coordination are needed to get them all organized. There are 50 names listed here, and there were still more folks who pitched in briefly where and when needed. Many thanks to each of them and to **Roger Dilts, Volunteer Coordinator.**

- | | |
|------------------|--------------------|
| Mike Allison | Duncan Levear |
| Mark Batz | Karen Levear |
| Dave Beach | Bob McNabb |
| Jerry Chase | Donna McNabb |
| Bill Colisch | Steve Meunier |
| Sue Colisch | Shirley Moss |
| Diane Cook | Mary Olmstead |
| Neil d'Autremont | Rich Olmstead |
| Connie Dilts | Carol Paine |
| Bill Ferber | Russ Paine |
| Bruce Fogerty | Steve Perret |
| Nick Frezza | Kevin Poirier |
| Dan Fuger | Rhonda Ringering |
| Bob Gordon | Tracy Ringering |
| Gayle Gordon | Allen Rossman |
| Bill Haines | David Rossman |
| Chris Hale | Debra-Ann Rossman |
| Kathryn Hansen | Penny Rossman |
| Bob Hoffman | Dave Salvador |
| Vern Kleinman | Marcus Song |
| Alice Koker | Mark Tabor |
| George Kraus | Bob Willis |
| Diana Labrum | Jerry Wynkoop |
| Rob Labrum | Ruth Wynkoop Levin |
| Dick Larsen | Jeff Zurschmeide |



2012 Monte Shelton Northwest Classic Rally *Continued...*

PAST EVENTS

Overall	Place in Class	Car #	Driver	Navigator	Class	Friday Total	Saturday Total	Event Total
1	1	16	Kraushaar	Russ	Kraushaar	Katy	S	00:18 00:14 0:00:32
2	2	8	Lefebvre	Larry	Harer	Brandon	S	00:22 00:16 0:00:38
3	3	12	Kreger	Tom	Bushell	Cynthia	S	00:22 00:16 0:00:38
4	4	26	Davenport	Teresa	Smolyansky	Yulia	S	00:18 00:26 0:00:44
5	1	37	Blount	Kevin	Brewer	Paul	V	00:37 00:31 0:01:08
6	5	1	Eklund	Paul	Kraushaar	R. Dale	S	00:51 00:40 0:01:31
7	6	7	Damm	Marinus	Damm	Renee	S	01:01 00:38 0:01:39
8	7	21	Inman	Ralph	Cameron	Bryce	S	01:25 00:42 0:02:07
9	8	43	Draneas	John	North	Jim	S	00:34 01:55 0:02:29
10	2	30	Krieske	Darla	Casey	Win	V	01:15 01:18 0:02:33
11	9	9	Kemp	Dorothy	Kemp	Havlin	S	01:19 01:21 0:02:40
12	10	40	Reingold	Jeff	Song	April	S	01:45 01:06 0:02:51
13	11	6	Dimond	Nic	Altman	Gregory	S	02:22 00:30 0:02:52
14	3	66	Moss	Stu	Eastman	Bill	V	01:30 01:25 0:02:55
15	12	32	d'Autremont	Neil	Huckabay	Darrel	S	01:13 02:09 0:03:22
16	13	47	Ellis	Kathleen	Ellis	Bob	S	02:11 01:14 0:03:25
17	14	50	Banzer	Cindy	Sommers	Dan	S	02:40 00:49 0:03:29
18	4	24	Reich	David	Reich	Lila	V	01:03 02:36 0:03:39
19	5	39	Ivey	Ken	Nagle	Mike	V	02:35 01:05 0:03:40
20	15	14	Anderson	Frank	Knepp	Tony	S	02:29 01:42 0:04:11
21	16	64	Gibner	Lynn	Guthrie	Linda	S	02:36 01:37 0:04:13
22	6	20	Shelton	Neil	Shelton	Cathie	V	02:10 02:05 0:04:15
23	7	28	Rand	Michelle	Rand	Jon	V	02:38 01:41 0:04:19
24	17	3	McNabb	Fred	McNabb	Lisa	S	02:12 02:32 0:04:44
25	18	27	Smalley	Jim	Smalley	Gail	S	03:17 01:31 0:04:48
26	8	60	Auburg	Dave	Auburg	Wendy	V	01:19 03:32 0:04:51
27	19	17	Chambers	Maynard	Bohnenkamp	Sarah	S	02:30 02:44 0:05:14
28	20	41	Carpenter	Mark	Ekerson	Kendall	S	03:33 01:44 0:05:17
29	9	54	Chockie	Alan	Slavich	Antoinette	V	04:00 01:25 0:05:25
30	10	69	Cherrick	David	Cherrick	Kyle	V	03:54 02:23 0:06:17
31	11	15	Helzer	Bill	Torgeson	Dennis	V	02:22 03:57 0:06:19
32	12	56	Zorich	Al	Stearns	Clayton	V	01:47 04:35 0:06:22
33	13	38	Berthiez	Ralf	Berthiez	William	V	03:10 03:33 0:06:43

34	21	42	Barofsky	Doug	Barofsky	Lilo	S	04:23 02:26 0:06:49
35	14	10	Shelton	Monte	Shelton	Sue	V	03:03 03:52 0:06:55
36	22	31	Krieske	Brad	Cusma	Mat	S	06:26 01:07 0:07:33
37	23	22	Cameron	Kim	Cameron	Jim	S	03:17 04:23 0:07:40
38	15	53	Nonnenberg	Randy	Nonnenberg	Alan	V	06:21 01:43 0:08:04
39	24	36	Aragon	Paul	Cohen	Stan	S	05:23 03:01 0:08:24
40	16	58	Wooley	Roger	Barless	Jim	V	07:16 02:10 0:09:26
41	17	48	Lambert	Michael	Best	Don	V	04:21 05:40 0:10:01
42	18	49	Norman	Steve	Norman	Annie	V	05:32 04:35 0:10:07
43	19	35	Schroeder	David	Schroeder	Becky	V	05:48 04:38 0:10:26
44	25	77	Leong	Robert	Leong	Trevor	S	09:18 01:43 0:11:01
45	20	33	Sowle	Eric	Sowle	Dave	V	06:32 04:54 0:11:26
46	21	51	Hegstad	Chuck	Yalch	Dennis	V	04:43 06:46 0:11:29
47	22	72	Cohen	David	Cohen	Adele	V	07:41 03:52 0:11:33
48	23	25	Shelton	Montgomery	Murphy	Brenna	V	09:58 02:18 0:12:16
49	24	61	Rone	Ken	Rone	Linda	V	05:05 07:42 0:12:47
50	25	18	Turney	Richard	Pollock	Shirley	V	06:33 08:33 0:15:06
51	26	44	Giese	George	Noel	Gaila	V	10:55 04:53 0:15:48
52	27	29	Dicus	Lonnie	Grant	Zack	V	13:36 02:31 0:16:07
53	28	57	Gretz	Jeff	Grayson	Ed	V	12:20 04:19 0:16:39
54	26	74	Bashforth	Mark	Bashforth	Spencer	S	13:14 04:19 0:17:33
55	29	76	Mattei	Geoffrey	Drejet	Rebecca	V	15:18 03:48 0:19:06
56	27	11	Jaffe	Lou	Jaffe	Kathy	S	02:31 16:50 0:19:21
57	30	59	Putney	Chuck	Putney	Jim	V	14:34 06:49 0:21:23
58	31	52	Lucurell	Bob	Lucurell	Lynn	V	08:33 16:36 0:25:09
59	32	73	Cadell	Harry	Govea	Larry	V	11:21 13:52 0:25:13
60	33	19	Pollock	Dylan	Pollock	Liz	V	03:47 28:27 0:32:14
61	34	71	Kranz	Dennis	Kranz	Terri	V	08:13 32:17 0:40:30
62	35	70	Barksdale	W. Malcolm	Jay	Darryl	V	31:49 10:40 0:42:29
63	28	5	Zaman	Atif	Fanning	Shane	S	40:00 03:59 0:43:59
64	36	75	Mattei	Richard	Agriopolus	Ashley	V	13:20 30:45 0:44:05
65	37	46	Cohen	Raymond	Cohen	Roslyn	V	21:07 30:50 0:51:57
66	29	23	Sigler	Tim	Rhoton	Clifford	S	03:28 55:00 0:58:28
67	38	67	Frazer	Charlie	Rooney	Bruce	V	39:06 30:40 1:09:46

Note: While 97 cars started the event, cars that did not finish are not shown, and "Touring Class" cars were not scored and are also not shown.

The next 30 days or so...

September 19, Monthly Meeting, 7:30 p.m.

Lucky Lab Brew Pub
915 SE Hawthorne Blvd
Portland 97214
(503) 236-3555

Presentation: Keith Martin speaking on "Collector Cars as Investments."

September 29, President's Tour

Second Annual! Still time to get in on (or near) the ground floor of this new tradition...
More info on page XVI.

October 3, Board Meeting, 7:00 p.m.

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

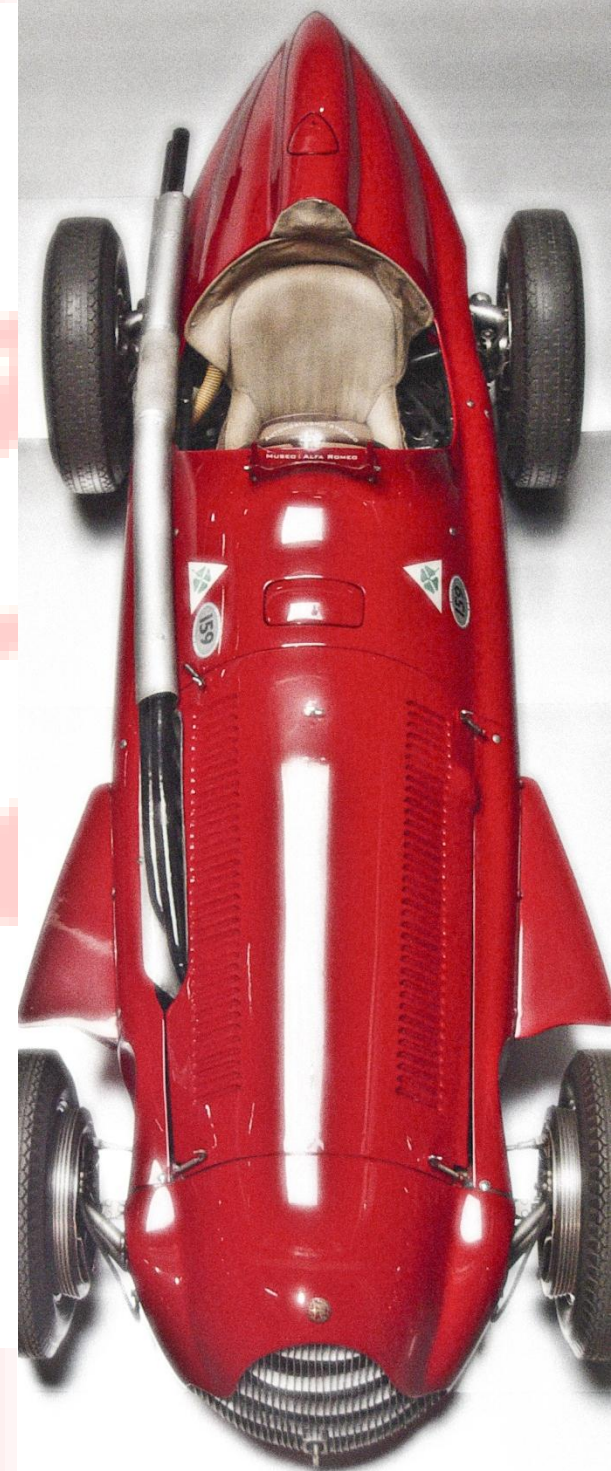
October 6-7, Maryhill Loops Hill Climb & Car Show

Alfa Romeo is the featured marque!
More info on page XVII.

October 21, AROO Track Day

Nobody does it better. Be a part of it: register, volunteer, spectate.
More info on page XVIII.

FUTURE EVENTS



Club President Roger Dilts is the host of this month's meeting. Roger has invited member Keith Martin, publisher of *Sports Car Market* and *American Car Collector* magazines, to speak on the subject of "Collector Cars as Investments."

Keith is uniquely qualified to address this subject of direct or indirect importance to us all, so join your fellow club members for Keith's insights at our new monthly meeting location.

Keith will also have copies of his book, *Collecting Alfa Romeo*, available for sale at the meeting for \$10, autographed. This book is offered at [\\$223 on Amazon.com](https://www.amazon.com), and used copies are well over \$20, plus shipping, so grab a new copy at just \$10 at the meeting!

We look forward to seeing you there.

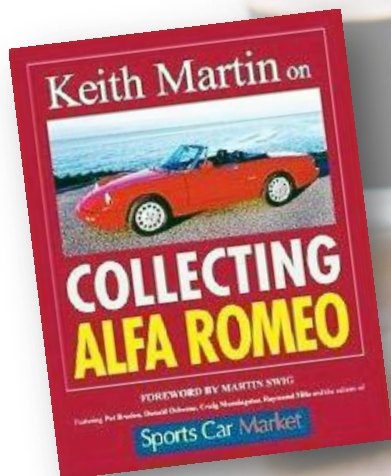
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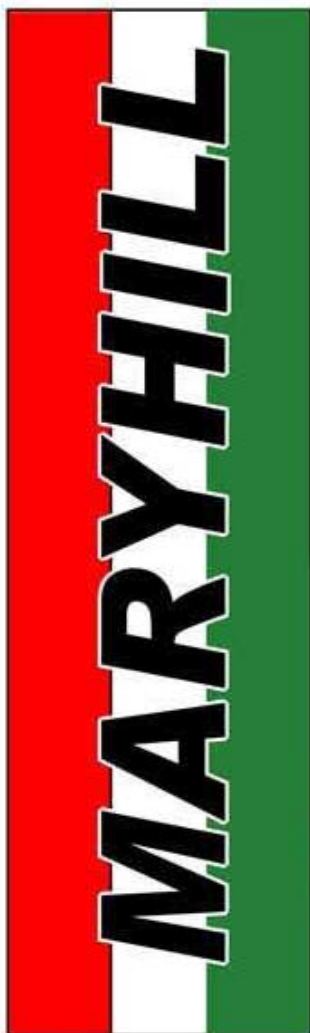
Wednesday, September 19, beginning at 7:30 p.m.

YOU DON'T HAVE TO BE A **PRESIDENT** TO **ENJOY** THE AROO PRESIDENT'S TOUR!

Come along and join us for a full day of spirited driving on a fantastic tour of Oregon back roads. Here are the details:



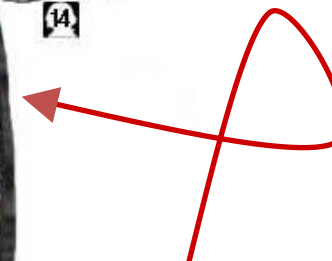
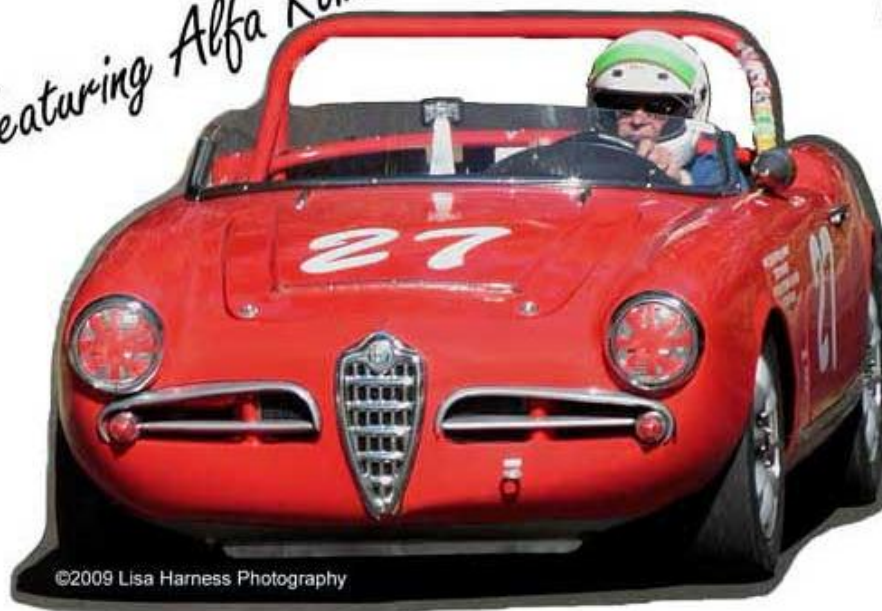
- ❖ Date is September 29th.
- ❖ Be there by 8:45 a.m. for announcements; departure at 9 a.m.
- ❖ Start is at Sylvan Steakhouse (US26, Sylvan exit, right on Westgate, right on Canyon Ct).
- ❖ 235 miles of scenic Oregon mountain and valley back roads, including about four miles of gravel.
- ❖ Frequent rest breaks!
- ❖ Lunch at Grand Lodge in Forest Grove (for a half day option, join us for lunch at 1:00 p.m.).
- ❖ Dinner at Golden Valley Brewery in McMinnville.
- ❖ Drawings for wine, jewelry from Snow Owl Designs, and Griot's Garage products from Sidedraught City.
- ❖ Dash plaques for the first 20 cars. Flawless instructions and treats for all.
- ❖ RSVP to arcvolcon@gmail.com



Maryhill Loops Hill Climb and Car Show

Goldendale, Washington
October 6 and 7, 2012

Featuring Alfa Romeo



**AROO's own
Denny Pillar**

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

Your AROO Track Team is standing by to present another outstanding Track Day. Drive any car (that passes the tech inspection) on the track, at speed, at Portland International Raceway. Lots of track time. Very reasonable fee. Reputed to be one of the best-run track days at PIR. Experienced drivers available to ride with you, if you desire. [More information here.](#) [You can register here.](#) [Contact Track Day Chair Ed Slavin.](#) See Nuvolari in your rear view mirror, metaphorically speaking, that is.





Be like Mark Carpenter and stay ahead of the competition

The 2013 AROC Convention will be held in California next July. It is expected to be big – really, really big. Rooms at the host hotel are already filling fast, and if you plan to go, NOW is the time to make your hotel reservation. [Check the website for details](#), and make your hotel reservation now.

Alfa Romeo and Mazda appear to be growing quite cozy. A contingent of Mazda brass was spotted recently at Fiat's production facilities in Turin, Italy. This is due, in part, to the fact that Mazda is the only major Japanese manufacturer without a European production facility and Fiat just happens to have some production space that's not being used. Oh, and did we mention that Alfa is developing a roadster, which we believe will be called Duetto, based on the next-gen Miata? That could have something to do with the meeting, too.

Our sources tell us that the next Duetto will be powered by the 1750-cc TBi direct-injected turbo four-cylinder; this engine can produce up to 250 hp. It is long of connecting rod, but very short of stroke—thus, very Alfa. Delivering power to the rear wheels will be a six-speed manual or an available seven-speed dual-clutch automatic with steering-wheel-mounted paddle shifters.

Mazda and Alfa both are saying that each company will have unique engines and gearboxes, but we understand that the Italians are trying to sell their seven-speed dual-clutch auto to Mazda. Fear not, the Mazda's perfect short-throw manual shifter will stay. But with that in mind, it's possible that Mazda could incorporate much of the other driveline addenda that will be found in the Duetto.

The use of variable-gauge, high-strength steels in a platform that is stronger and more rigid than any previous architecture from either company could result in a curb weight below 2300 pounds. This, of course, would be remarkable bait to the sports-car enthused. All suspension bits are set to be made from aluminum, so reduced unsprung weight is a given. The creator of the original Duetto, Pininfarina, will not be involved in the new project's design. Look for the Alfa-styled, largely Mazda-engineered Duetto to debut sometime in 2014.



2015 Alfa Romeo Duetto (artist's wild guess)



2015 Alfa Romeo Duetto (artist's wild guess)

Alfa Romeo is developing a new MX-5 based Spider roadster that will go on sale in the next few years and feature an all-new rear-wheel-drive chassis – thanks to a joint venture with Mazda.

The deal will allow Alfa to use the chassis that will underpin the next generation of the world's best-selling sports car: the Mazda MX-5. Both versions will be built at Mazda's home in Hiroshima, Japan, although they will get different bodies, engines, interiors and gearboxes.

The two companies won't reveal exact details, but *Auto Express* has learned that Alfa Romeo will make its model a spiritual successor to the much-loved Duetto Spider, which first appeared in 1966 and played a starring role in the 1967 Dustin Hoffman movie, "The Graduate."

We've produced these illustrations to give you the best idea of how the two-seater will look. Its curves reference the original Duetto Spider, and it features rounded headlights plus a lower Alfa grille mounted between a pair of front vents. The rear-drive chassis will be incredibly light, making use of Mazda's advanced SKYACTIV technology, so expect the Spider to weigh less than 1,000kg. And the front-mounted engine will be positioned as close to the centre of the car as possible to ensure great handling.

Thanks to that low weight, the Spider won't need a huge engine, and in keeping with the back-to-basics philosophy of the MX-5, the car is expected to feature a 1.4-litre four-cylinder turbo, with power ranging from 135bhp to 175bhp. However, it's possible that any high-performance Cloverleaf version would have the upcoming 4C coupé's 1.75-litre turbo, with well over 230bhp.

There's no word on cost just yet, but the Alfa Spider is expected to sit slightly above the new MX-5, with a starting price of around £20,000. A soft-top and folding hard-top are likely to be available. Production of the new sports car will start in 2015.

The tie-up between Alfa Romeo and Mazda is great news – it revives one of the most-loved cars in the history of the Italian company and ensures it won't cost a fortune to buy. The move should also mean Mazda has more money to develop the MX-5. It's a win-win. Fiat boss Sergio Marchionne is a master at this, having already brought the company together with Chrysler, then teaming up with General Motors. And the growth of Alfa is key to this latest deal – a new Spider will be crucial when it comes to re-entering the North American market.



This year, Alfa Romeo celebrates the 50th anniversary of the “Giulia”, a car which is particularly significant in the hundred-year history of the Milanese brand; it is a model that has successfully represented the technical and creative talent of Alfa Romeo during a time of exceptional growth for the company. Style, technical content, performance levels, reliability and innovation are just some of the features which made the “Giulia” a worldwide success: with a million models sold between 1962 and 1977 in all its bodywork variants and engine versions, the “Giulia” achieved global distribution and became part of the collective imagination, taking its place as one of Alfa Romeo’s iconic cars. The very same team who contributed to the phenomenon of the Giulia came up with the official logo for the 50th anniversary of the “Giulia TI”, which was presented on 27 June 1962

at the Monza racetrack, a venue which saw the official return of Alfa Romeo to competitions three years later, with the “Giulia Sprint GTA”, another extraordinary car from the Giulia range. The logo originates from a very famous advertisement, the slogan of which, “designed by the wind”, underscores the aerodynamic quality of the Giulia saloon, which had a cX of 0.34 – still an impressive value today – also resulting from its “revolutionary” and highly personal design, which has always differentiated the sporty Milanese saloon amid the competition. Alfa Romeo clubs, enthusiasts and automotive fans will be paying tribute to the Giulia all over the world.

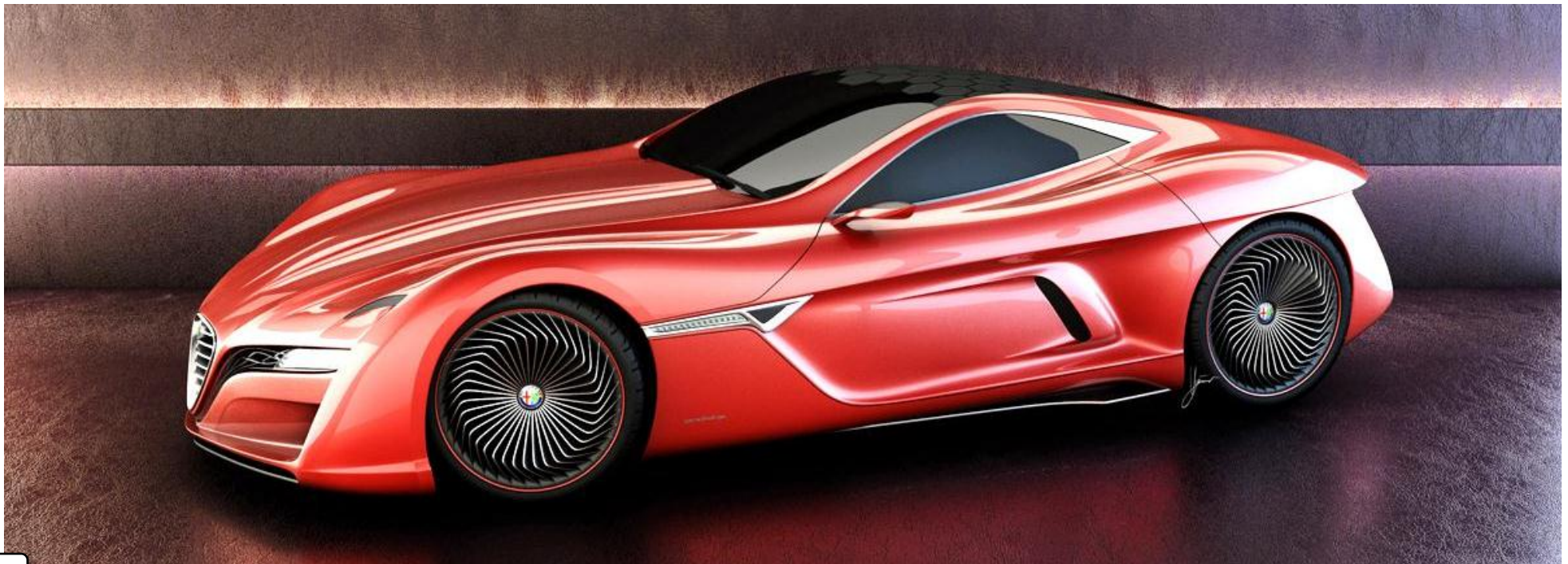


Turns out the Batmobile is available in cherry red. This menacing concept car comes from Dutch design firm Ugur Sahin. Called the Alfa Romeo C12 GTS, the concept is for a twelve-cylinder front-engine supercar. It's a vision of sharp lines, killer curves and huge horsepower.

"One of the main features of the design is the way its stance is shaped," the company says in a press release. As a whole it gives you the impression of 'forward-movement' even while standing still. The iconic Alfa Romeo grille hosts the center of the organic lines which flow towards the back and around the car with minimum distraction and maximum visual impact. The way the front is designed consists of two different shape compositions to make the face of the car sporty and aggressive, yet so appealing."

Ugur Sahin is a Turkish designer who has been making waves ever since Top Marques Monaco, a luxury car show, where his design firm unveiled the Soleil Anadi - another high-concept speed machine that will actually see production.

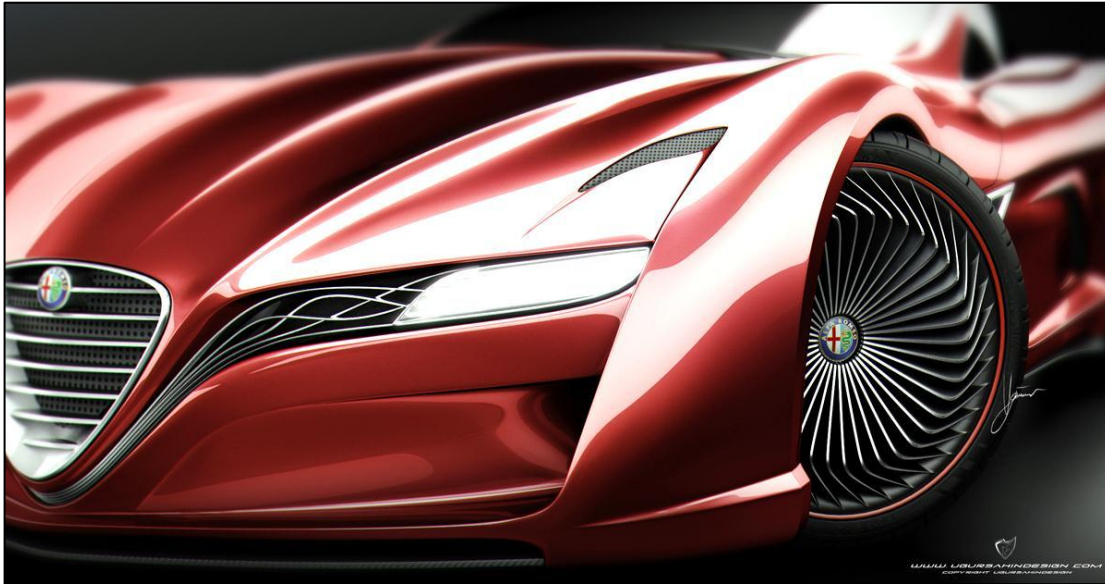
The C12 is not likely to get such a release. But we can dream. Or at least check out the gorgeous pictures.



No, you still can't buy one

NEWS

Click
[HERE](#) [HERE](#) & [HERE](#)
for videos of this concept



From www.cbsnews.com

The American auto market has been tragically Alfa Romeo free for years. But that's all about to change when the upcoming 4C sees production later this year. In an industry often marred by production delays, it is exciting to announce that the Italian automaker's newest model will actually be coming out ahead of schedule.

The carbon fiber 4C was originally going to be unveiled at the 2014 Detroit Auto Show, but sources have told [British car blog Autocar](#) that the Italian speedster will be revealed in production form this summer. A concept of the 4C, seen above, was shown at the Geneva Motor Show in 2011.

According to reports, Alfa Romeo hopes that the 4C's turbocharged 1750cc engine could come in other Fiat Group models. The engine may find itself, in a more economical form, in Dodge, Chrysler and even Jeep models.

It seems likely that not only will the 4C be for sale in the United States, it may be built here as well. Alfa Romeo's boast of having two new "global production sites" - hinting that America's first taste of Alfa Romeo horsepower may be built in the U.S.A. as well.



From www.autocar.co.uk

The Alfa Romeo 4C will be officially unveiled in production form next summer (2013), months earlier than the January 2014 Detroit show, where it had been tipped to take its public bow.

Insiders have also confirmed that development of the 159-replacing Giulia saloon is on track and will be built at "two global production sites", which hints at North America as well as Europe.

The 850kg, carbonfibre-bodied 4C and Giulia are vital cars in Alfa Romeo's relaunch, which will focus primarily on success in North America. The 4C sports car will be the halo car for the brand.

Other Fiat sources also revealed that the 4C's new 296bhp turbocharged 1750cc engine is destined for other Fiat Group models. The aluminium-block engine will be launched in the new Spider, confirmed last week for 2015, and find its way into Dodge, Chrysler/Lancia and Jeep models in a lower state of tune to boost economies of scale.

Fiat chief Sergio Marchionne confirmed last week that he wanted to launch a high-performance SRT version of the new Dodge Dart saloon, and the potent Alfa engine would be a natural fit.

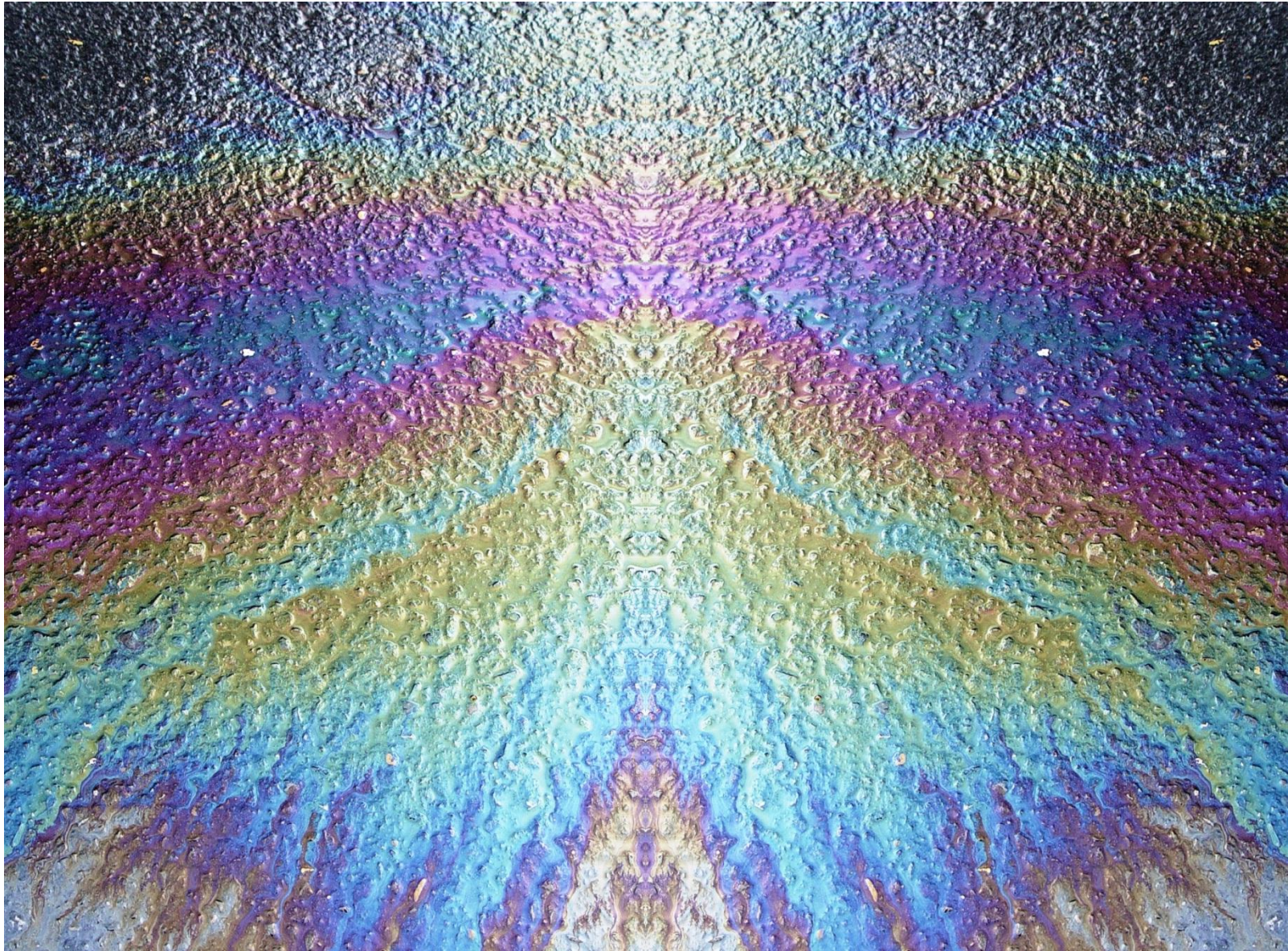


Subliminal suggestion page (view for no more than 0.2 seconds)



"I see a Startrooper, or maybe just an oil leak"

GALLERY



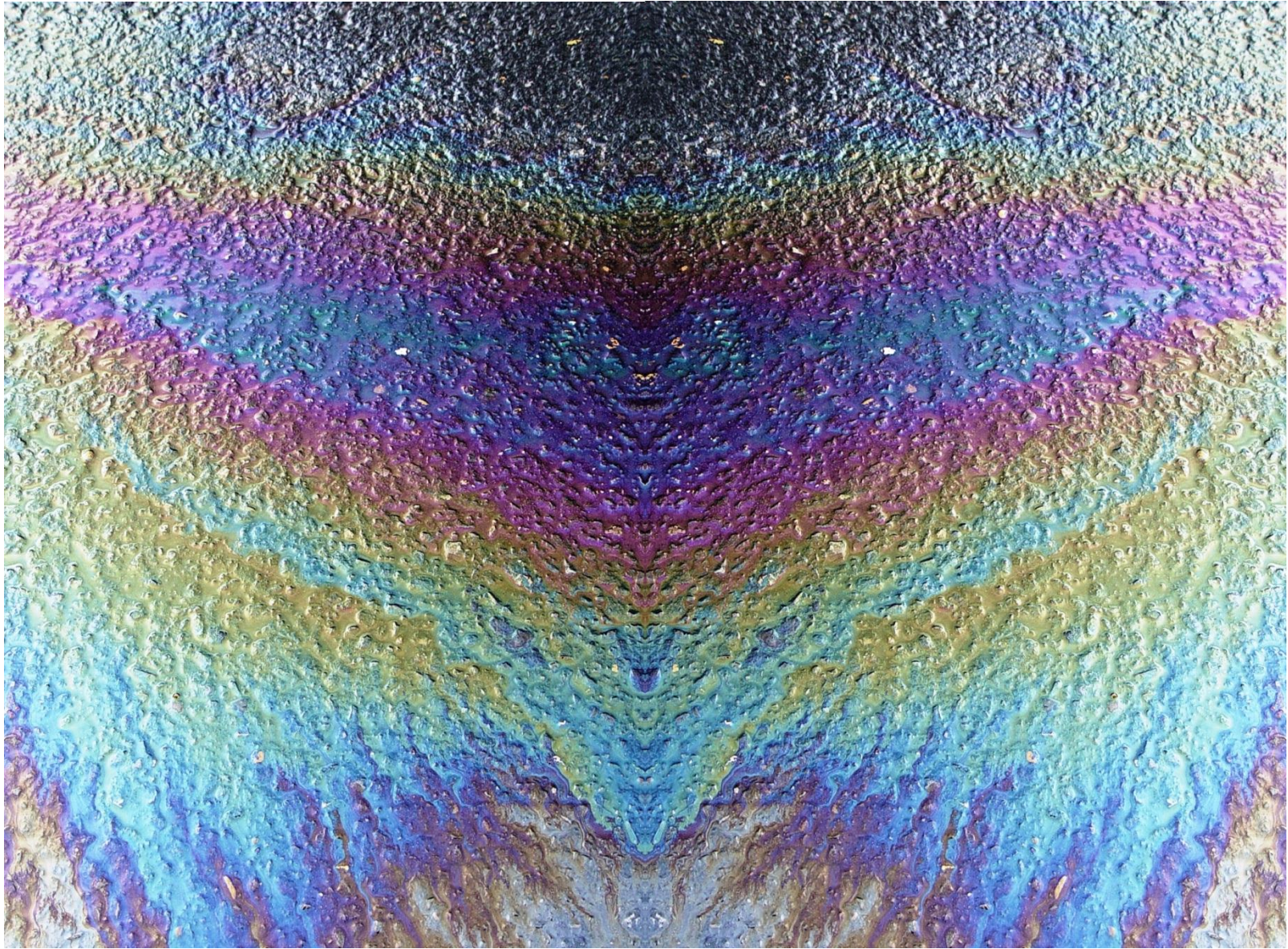
1/1

"Rorschach test for Oregon mechanics 1"

R Trummel
2012

"I see a bat flying toward me, or maybe just an oil leak"

GALLERY



1/1

"Rorschach test for Oregon mechanics 2"

R Trummel

2012



AROO member Gary Williams of Washougal, Washington, sent these photos of his 1967 step-nose Giulia Sprint GT in the snow last March.

Gary is also a founder of *Scuderia Non Originale*, and you can learn more about that elsewhere in this newsletter.



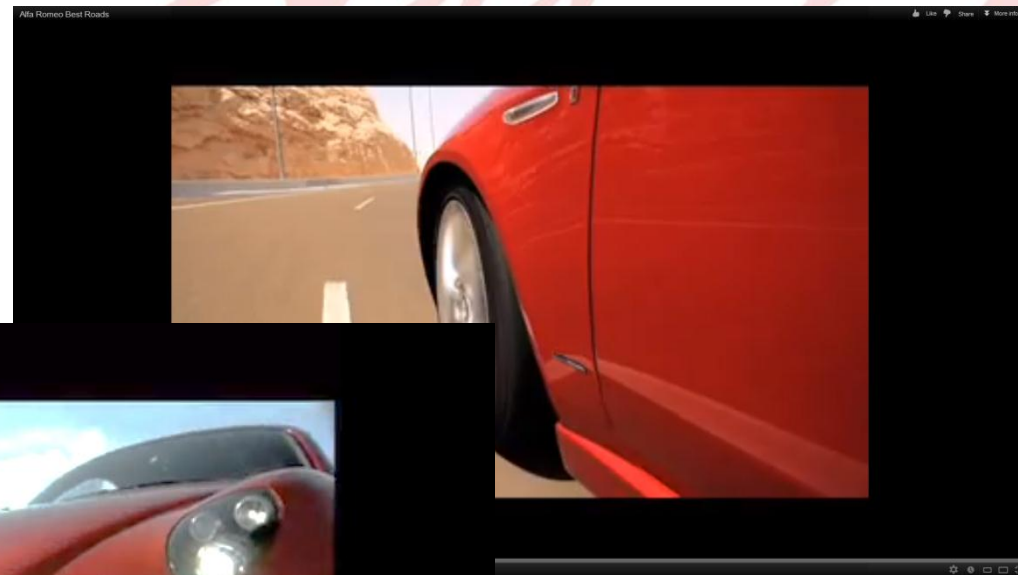
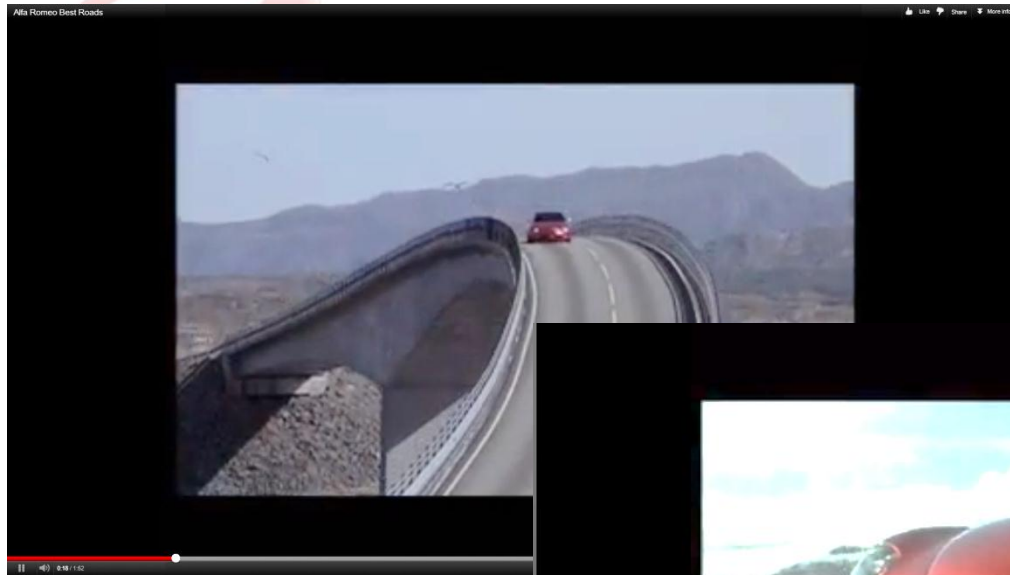
AROO member [John Spetter](#) is the artist of this painting of a 1932 Alfa Romeo P3

GALLERY



Great cars, great roads, great music... I'm there

YOUTUBE PICK



Thanks to member Tom Fawkes for directing us to this fun vid.

Click on the center image above to see it on YouTube. It's 1:52 well spent. *-Editor*



Whenever a group of Alfisti gets together in the Pacific Northwest or elsewhere around the country, there's a good chance at least one car will be sporting a *Scuderia Non Originale* sticker. Someone usually points to it and asks, "Who are these guys?" The answer is that *Scuderia Non Originale* – more commonly known as *SNO* – is a loosely knit association of men and women who enjoy Italian sports cars and motorcycles, not all of which are strictly as they left the factory.

The group was started in 2008 after a day at Concorso Italiano, by Gary Williams, Tom Sahines (who won two awards at Concorso this year for the originality and perfection of his restorations), Steve Smith, Ted Williams and Richard Lane. Gary posted a simple web page and the word began to spread, thanks mainly to the Alfa Bulletin Board and word of mouth. Then a California newspaper columnist picked up the story. That was followed by mentions in several web blogs and online publications. Soon, men and women from all over the world were asking to join.

Why do people become members when *SNO* offers no meetings, no activities, and no newsletter? The answer may be on the group's website: "*SNO* offers... friendly acceptance of all Italian car and motorcycle enthusiasts, especially those who modify their vehicles. And, did we mention, no dues?"

If you want to learn more about *SNO*, including who's on the membership list and how you can add your name, check out: http://gwandr.com/Scuderia_Non_Originale.htm . There you'll find all you need to know.

Needs TLC (Time and Loads of Cash)

RAN WHEN PARKED



“Whatsamattayou?!?”

Steve has noticed that you haven't been to an AROO event lately.

Steve notices these things. You don't want to cross Steve.

See you soon. Wednesday would be good. See the Activities Calendar in this issue. We'll let Steve know that you'll be there. I wouldn't disappoint him...



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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.*



XL



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 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 for more information.

1954 Bertone Alfa Romeo Giulietta Sprint

REAR VIEW MIRROR

