

ALFA BITS



PUBLISHED CON BRIO BY THE
ALFA ROMEO OWNERS OF OREGON

OCTOBER 2012



ALFA BITS



OCTOBER 2012



VOLUME 44
NUMBER 10ish

... 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.

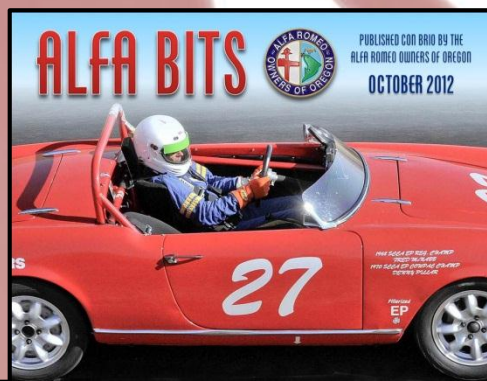
We welcome submission of topical editorial material, and non-commercial buy-sell-trade Alfa-related ads are free for members. Contact [the editor](#) for details, or better yet, just send your ad and we'll let you know if there's a problem. We're really flexible.

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



Dennis Pillar in the Maryhill Hillclimb, October 7. Denny's image was also used in the publicity poster for the event, as well as on event clothing.

Photo by Reid

CONTENTS

Editor's Column, "Con Brio"	III
President's Column, "Driver's Seat"	IV
Club Business	
<i>September Board Meeting Minutes (but seemed like hours)</i>	V
Past Events	
<i>Fall Tour Wrap-Up</i>	VI-X
<i>President's Tour</i>	XI-XIII
<i>Maryhill Hillclimb</i>	XIV
<i>Monte Shelton Northwest Classic Rally</i>	XV-XVII
Future Events	XVIII
<i>Monthly Meeting</i>	XIX
<i>AROO Track Day</i>	XX
<i>AROC Convention</i>	XXI
Light Reading	XXII-XXIII
Gallery (<i>delizia per gli occhi – "eye candy"</i>)	XXIV-XXVI
Some Other Stuff	XXVII-XXX
Rally Sponsors	XXXI
Our Advertisers	XXXII-XXXIV
Buy-Sell-Trade	XXXV-XLI
Rear View Mirror	XLII

Meet, drive, eat, smile, laugh, repeat

CON BRIO

With this, the third e-edition of the newsletter, a pattern is developing. You see, the temptation to run a lot of photos of club events, very large, could result in a 100-page newsletter with many full-page photos, but I'm trying to resist the urge. First of all it would result in a huge file and slow downloads, and secondly there are only so many hours in the month for preparing the newsletter. Therefore what I think may become the norm is to serialize coverage of major events, such as the Northwest Classic Rally. Last month we published a short feature to provide the rally results and to thank the volunteers, and this month we're featuring photos of the three highest-placing AROO members. Next month we'll publish photos of the next three, and so on.



AROO member anxiously checking for arrival of the latest e-newsletter.

Continuing on that theme, this month we have a brief introduction to the Maryhill Hillclimb that was conducted October 7, and next month we'll publish more photos and the detailed results.

I want to thank Tom McGirr for his exemplary contribution to this issue, namely the story and photos of the Fall Tour that he organized and led. As I mentioned in the first e-newsletter, I'll happily do the editing and design, and photography at events that I attend, but I'm not the reporter, and therefore I count on others to submit the stories and, for events that I don't attend, the photos. Thank you Tom!

We had a great first meeting at the Lucky Lab Brew Pub on SE Hawthorne last month. Attendance was great, the atmosphere in our private room was great, and of course we also had a great presentation by Keith Martin, publisher of [Sports Car Market](#) and also *American Car Collector* magazines. Please do yourself a favor and come out for the next monthly meeting this Wednesday, October 17. Details are elsewhere in this issue.

Lastly, let me add my voice to those urging you to participate in our Fall Track Day next Sunday, October 21. We always need volunteers and no experience is necessary. Of course if you want to drive, that's great too. If you're not sure about either of those options, just come out and take a look to see what it's all about and how it runs. You might be intrigued and we'd love to add you to the list of those who participate and volunteer for these fun days at Portland International Raceway.

Remember that the best reason to belong to the club is to meet and have fun with other members, so if you're not participating in at least some of the club activities, you're really missing out. Check the activities schedule and become one of the "active members" – you'll have more fun and so will those who are already active.

Avanti, con brio!

[Reid Trummel, Editor](#)



"All the veloce
that's fit to print"

Club election, auction, and Soviet cars. Really.

DRIVER'S SEAT

Anyone at the September AROO meeting felt that good-time feeling of a great gathering of friends. The pre-meeting event at Neil d'Autremont's nearby business, "Sidedraught City," was a great way to kick things off. Whether you were checking out the cars in progress in Curtis's part of the shop, shopping for Griot's Garage products, or just hanging out with friends over a pizza slice and a beer, it was a nice time. I had to leave early to set up for Keith Martin's talk, but I really appreciated Neil's generosity in starting the evening off right.

The meeting room at the Lucky Lab Brew Pub filled right up with new and long-time members and everyone was having a great time. The food and service were good and the setting fit for a car club meeting. After we reviewed old and new events, drew for door prizes and took a break, guest speaker Keith Martin shared some history and his opinions on collecting Alfas as investments. There were lots of questions and everyone appreciated Keith's insights. If you haven't been to an AROO meeting for a while, you are missing out. Yulia Smolyansky is hosting the October meeting and plans a presentation on automobiles of the Soviet Union, which is bound to be fascinating. Be sure to join us.

As is traditional, the November meeting will feature the annual election of members of the Board. At press time we had three people running for five open positions. Mark Carpenter, Cindy Banzer and Steve Meunier are in the running and deserve your votes. Be sure to thank Ed Slavin and Patrick Iaboni for their years of service as they conclude their terms. The ballot for the election is included in this edition of the Alfa Bits. It's important that the Board is elected by a representative number of members so that everyone knows their voices are heard. So fill out your ballot and either mail it or bring it to the November meeting. Deadline for receipt is the November meeting (November 21) – postmarks don't count.

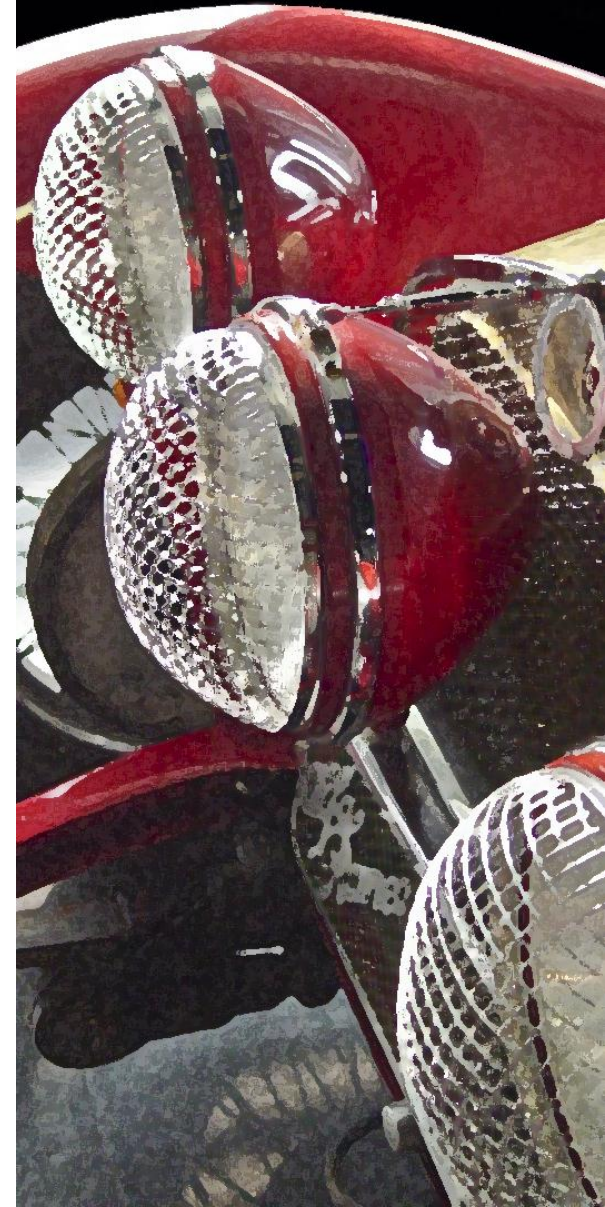
The second important feature of the November meeting is the annual AROO Auction, run again by auctioneer extraordinaire Patrick Iaboni, who has the ability to coax blood from a stone and dollars from tightwad Alfisti. The auction is a significant fundraiser for AROO, so bring some valuable and desirable items to donate and some cash to spend. It's always a lot of fun and a great way to support your club.

The challenge this year will be that the November meeting is the day before Thanksgiving, something that happens only every seven or eight years. If you can't make the meeting, be sure to mail in your ballot or send it along with a friend.

The year does feel like it's winding down, but don't forget Fall Track Day on October 21. Either drive or volunteer; we always need helpers.

See you on Wednesday at the Lucky Lab!

[Roger Dilts, Club President](#)



Board of Directors Meeting, September 5, 2012

CLUB BUSINESS

MEETING CALLED TO ORDER: 7:12 P.M. AT BUSTERS BARBEQUE RESTAURANT IN TIGARD.

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

A. OLD BUSINESS:

a. Minutes review-August-the minutes were reviewed. A motion was made and seconded, but I don't have the record of who did this. The vote was to approve the minutes as published with no dissenting votes.

b. Treasurer's Report-Cindy presented the Treasurers report. It was reviewed and moved by Steve and seconded by Neil, vote was to approve as stated.

c. Past events report.

1. August 5 was the Columbia River Concours with AROO sponsorship. Reid is one of the organizers and asked for a good presence of Alfas from the club.-Great event reported by Reid.

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

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

d. New events to happen.

1. Sunriver event is September 15 and 16.

2. General meeting at the Lucky Lab September 19th with Keith Martin being the guest speaker.

3. President's tour-September 29-Roger pitched event.

4. October 6 & 7 Maryhill Loops Hill Climb and Car Show with Alfa Romeo being the selected marque. Denny Pillar, Frank Anderson and Mark Carpenter are racing in the event.

5. October General Meeting will be on October 17th at the Lucky Lab and is hosted by Yulia and Ed Godshalk is to be the speaker.

6. October 21 is track day at PIR hosted by Ken Hart.

7. November 21 is the General Meeting with Patrick being the auctioneer as usual.

8. December 2 is the annual AROO Christmas Dinner hosted by Cindy Banzer.

9. Calendar Review-Steve-it is now current and is always being updated by Steve.

10. Maybe a late January Sunriver weekend ski trip?-Mark C.

e. Calendar review. SOVREN Maryhill Hillclimb is October 7 at Maryhill near Goldendale, Washington. The NW Alfa Chapter is going to be there to honor Alfa Romeo as the marque of the event. Come all and see.

f. Membership Report-Eric-7 new members with 183 total members at last 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 is now in charge and working it well.

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-95 cars have signed up for next year.

B. NEW BUSINESS:

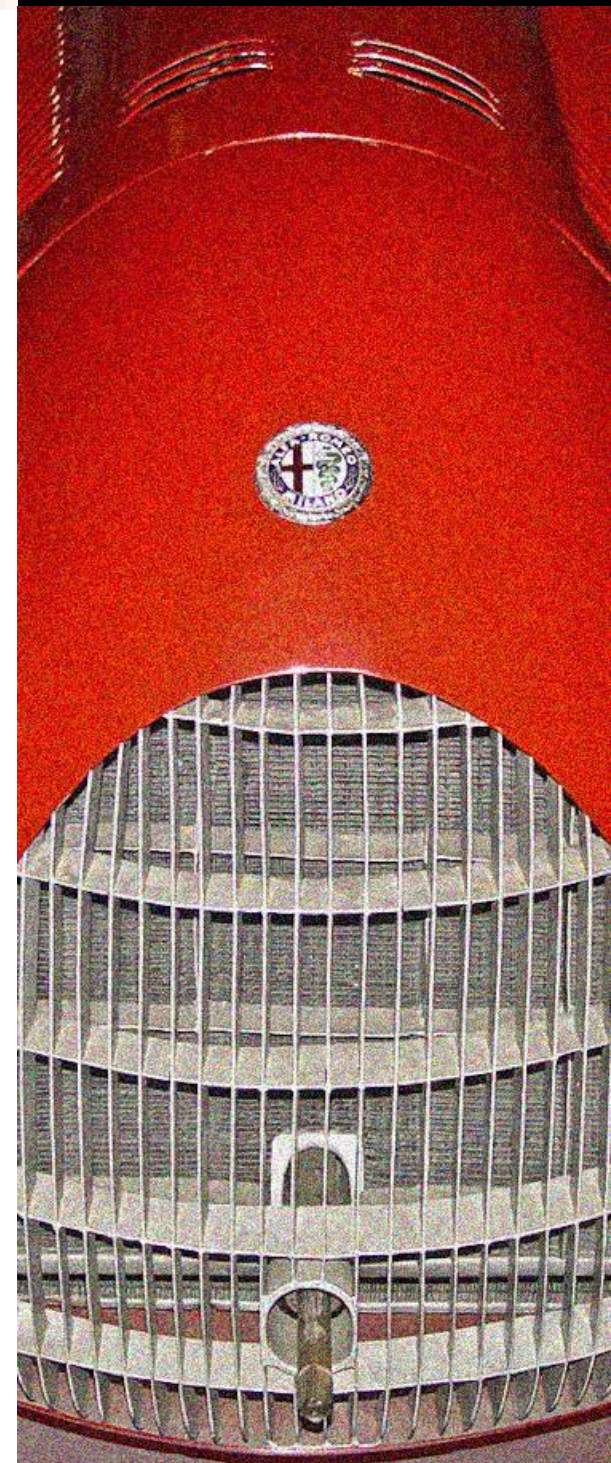
1. Board elections are coming up. Ending terms-Ed Slavin, Cindy Banzer, Mark Carpenter, Patrick laboni and Steve Meunier. So who is in for next year?

2. We discussed the low levels of participation at general meetings. Last meeting had 12 people. Hoping that the new e-newsletter will help along with new location.

3. Convention next year in California has been approved to have an AROO hospitality room. Budget and details to follow. Proposed by Neil and seconded by Cindy. Voted to approve.

C. ADJOURNED at 8:42 p.m. as Reid moved and Erik seconded the motion.

Mark Carpenter, Secretary.



We had a GREAT time! Six couples from the “hinterlands” came up to Estacada on Friday evening and enjoyed food and beer at the Fearless Brewery.

The tour started from Estacada on Saturday morning. We had some new faces and some nice newly restored Alfas. AROO member Grant Prentice partook of his first tour. Russ and Carol Paine showed up in their updated Milano, Daniel Stanton and Clara Conner had a very recently restored Duetto, Bill and Pam Haines brought their refreshed Spider, and the show-stopper was Sergio and Marie’s GTV, a very beautiful car with a de-tuned race engine. Sergio has had his Italian mechanic busily working to take the best of two cars to finish this jewel. This was its maiden voyage...unfortunately it brought back memories of the Titanic, but more on that later. Several members of the Alfa Wannabe Car Club (another tour group led by Tom McGirr) also participated, so we ended up with a total of 17 cars.

We headed east along the Clackamas River toward Timothy Lake. If you have not driven this route, I highly recommend it, especially this fall when the leaves start to turn. The river gorge is very pretty and the road in good shape. We turned onto Pinhead Road, a one-lane paved Forrest Service Road which took us to Timothy Lake. On a clear day (it was kind of smoky for us), you can have a perfect reflection of Mt. Hood on the lake surface. From there we drove over the old Barlow Trail road to White River State Park.

After filling up with NON-ethanol premium gas in Tygh Valley (the cars loved it!), we took Bakeoven Road to Shaniko for ice cream. Unfortunately, Sergio and Marie did not make it there. After some white smoke and then oil flying out of the exhaust, a very sick GTV pulled over to the side of the road. Bill Haines and a few others helped diagnose the problem: a blown head gasket. AAA was called and they headed back to Bend in the tow truck.



Bill and Pam Haines with their “refreshed” Spider.



A real chuck wagon dinner served on the sidewalk in front of the Hotel Condon.



Mark and Kathleen McGirr ready for dinner!



Dinner at the Hotel Condon - what a spread!

Next, we headed into the John Day Painted Hills and thoroughly enjoyed the great curvy roads many of us are familiar with. The newbies did a pretty good job of keeping up with the pack through the canyons, although some of the co-pilots were a little green. As we pulled into the Clarno rest area we had our second breakdown. A newer Porsche Boxster started overheating and when it pulled into the parking lot, coolant was dripping from the engine. Again, a call to AAA was attempted, but there was no cell service. Fortunately (or unfortunately if it was your car), we had another couple who had driven an SUV since their sports car was in the shop, so we put the Porsche owners into the back seat and drove them to the nearest civilization with cell service (the town of Fossil, can you believe it?) and made arrangements for another rescue.

The last part of the drive was on Rowe River Road. Eric Roe took us down this route many years ago. It is an absolutely beautiful river canyon with a wide variety of rock formations, and highly recommended it if you are ever out in the area.

Upon arriving at the Condon Hotel we were greeted with complimentary wine and beer provided by the management! After enjoying a great happy hour, an outstanding dinner was also enjoyed. Paradise Rose Catering

[story continued on page IX]



Good chow as far as the eye can see.



Nobody went hungry!



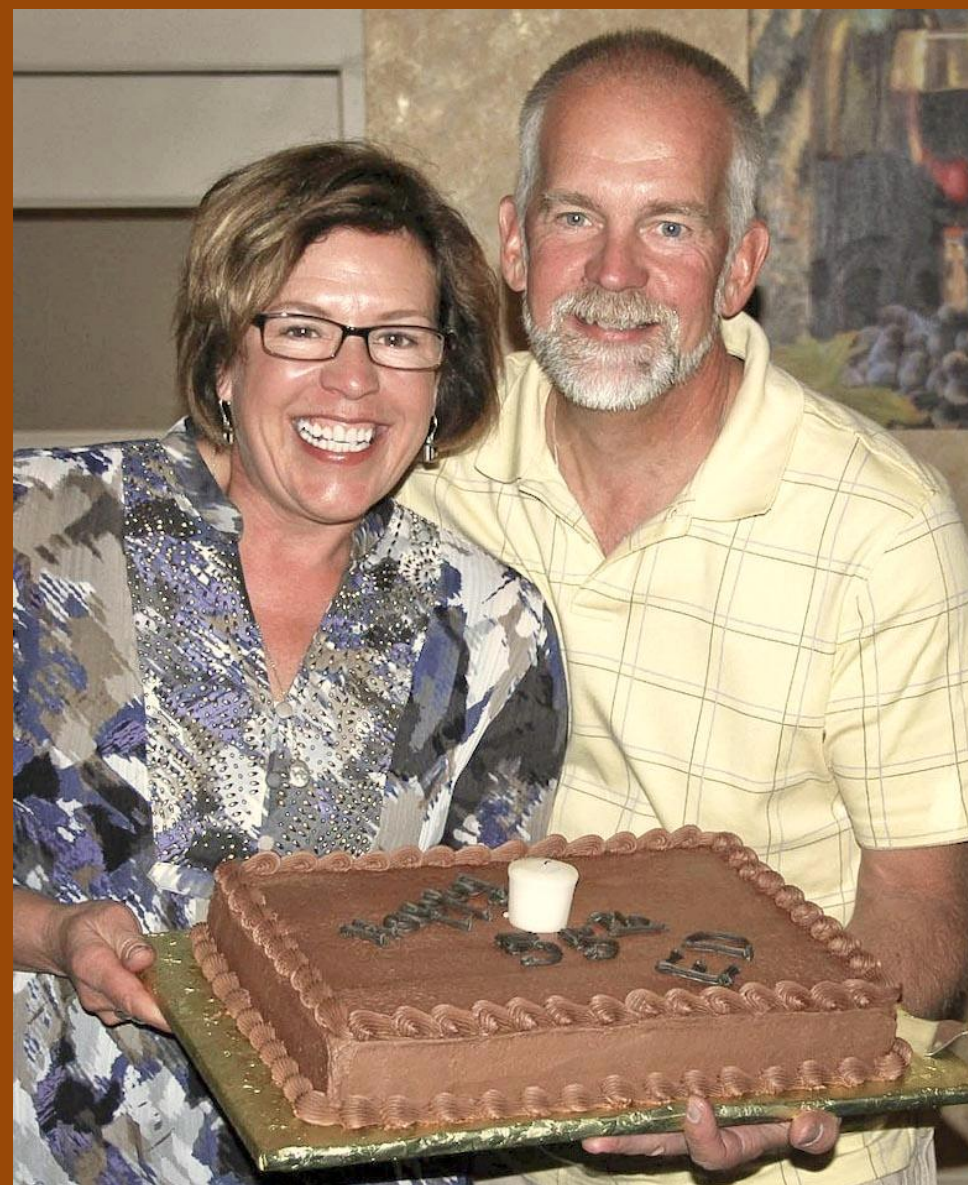
*What a view at
White River Falls State Park.*



brought down two old chuck wagons, a smoker and a barbecue for doing the prime rib and alder planked salmon. Also served were grilled vegetables, salad, a version of scalloped potatoes, homemade baked beans with sausage and French bread. Wow... you could hardly carry your plate!

The first desert was homemade berry cobbler and homemade ice cream. Next, we had a surprise birthday celebration for Ed Slavin, who turned 55 years young. Kim had made arrangements for a chocolate birthday cake, of which we felt obligated to take at least a small piece.

Sunday we headed out for a loop to Willow Creek, Lone and Lexington and back to Condon. Tom actually found a couple of NEW roads that even the old timers had never driven on before. We were all surprised by how fantastic the roads were in Gillian County! The county is reaping huge fees from the landfill and the wind turbine farms and is putting a lot of the money into infrastructure including repaving of roads. It was a great driving experience.



Above: Kim Lindstrand presents a birthday cake to Ed Slavin who celebrated his 55th birthday while on tour.

Left: Tour leader Tom McGirr, on right, Paula McGirr, and Chuck-get-him-another-beer-Essex relaxing after a enjoyable day of touring. Note multiple near-empty glasses in front of Chuck.

After a break (where we polished off the balance of the cake) we headed to The Dalles for lunch. There is a relatively new brewpub there called Clock Tower Ales. In short, great beer and food!

All in all, it was a grand weekend, and it was nice to see some new folks joining us. Tom will be putting on at least two tours for AROO next year. If you want to see some Oregon and Washington sights that are truly special, plan on signing up!

The Tour Team:

Tom and Paula McGirr
Mark and Kathleen McGirr
Russ and Carol Paine
Eric Fisher and Melanie Graves
Brad and Susie Aspell
Chuck and Denice Essex
Sergio and Marie Perticucci
Grant Prentice
George and Laura Fisher
Daniel Stanton and Clara Conner
Robert and Lori Brannigan
Bill and Pam Haines
Mark Brundage
Rick and Susie Morandi
Ed Slavin and Kim Lindstrand
Brad and Jeanette Moore



Tour Leader Tom's Spider at the mandatory stop for ice cream in Shaniko.



Dan Stanton and his freshly restored Duetto.



Team photo at Timothy Lake.



2nd Annual AROO President's Tour *By Roger Dilts*

PAST EVENTS

A good turnout of Alfisti and guests brought a great selection of cars to the start of the Second Annual AROO President's Tour. A nice group of spiders (old and "new"), GTVs and a couple of Supers made an interesting pack, with a guest's MGA rounding out the field. Weather was fine and everyone was primed for a nice day of backroad touring as we headed north on Skyline until we nearly ran out of pavement and were forced to plunge down the ski run of Rocky Point Road. After the briefest possible bit of Highway 30, we again headed for the hills, taking the longest, twistiest and most grin-inducing route to the first break just outside Rainier. Another bit of Highway 30 was followed by a long, winding blast from Clatskanie to Vernonia along the lovely Nehalem River, then through Timber, ending in Forest Grove for lunch.

I won't mention the ridiculously interminable wait for food (oops... I just did) at a famous eatery, but at least the setting was relaxing, and we had a drawing for chocolate bars (won by Donna McNabb) and a bottle of fine Italian white wine, won by Fred McNabb. There was a bit of a crew change, as some folks joined us for the afternoon, while we lost part of the morning crew to other commitments. After lunch (or waiting for lunch) we headed south on Springhill Road to Carlton, touching pinot country briefly before climbing again over the Nestucca River Scenic Byway. Fall was definitely coming to the high country and it was a bit chilly at our obligatory group photo stop. But it warmed up as we dropped altitude and found the sun again just before we passed through the farm country around Perrydale and again climbed into the Coast Range, via Muddy Creek Road. By this time the fall light was perfect for enjoying the late afternoon drive to dinner in McMinnville.

The dinner drawing for an Italian red wine was won by George Kraus and the package of Griot's Garage products was picked up by Bill Haines. We all enjoyed a nice meal, sharing stories of the day and other adventures. Everyone had a great time and this year I made it home without resorting to a tow truck, so it turned out to be fine day. And if you came on the Tour, I have a few leftover magnetic badges, so if you need one for the other side of the car or for the fridge, I'll have them at the October meeting.



Yes, they renamed it again. Big Red's became the Sylvan Steakhouse a year or two ago, and now it has changed its name again, this time to Sylvan Zoo House. One theory holds that, since we start the AROO Cup Rallies from there, it's a rally master's trap to change the name to confuse the competitors.



Part of the tour group parked at the start. Denny Torgeson debuted his blue Spider with covered headlights on the tour.



They come in colors other than red. Blue is nice. So is green.



Fred McNabb, George Kraus and Dennis Torgeson solving all the world's problems at one of the breaks. If only they'd taken notes!



Russ and Carol Paine chatting with Connie Dilts.



George Kraus's always-immaculate Giulietta Spider awaiting the tour start.

The periodic halts were appreciated by all, because a well organized tour is not just driving – it's a rolling social event. And eating event. Never forget eating.





Team photo, afternoon shift.



Dick Larsen's Alfa's engine compartment was a center of attention. Erik Roe, at left in left photo, looks positively shocked, while George Kraus, foreground, apparently contemplates lunch.

Constructed from 1909 to 1913 by Samuel Hill (1857–1931), founder of Maryhill Museum of Art, Maryhill Loops Road is located off Washington Scenic Route 14 just east of US97. As the first macadam asphalt-paved road in the Pacific Northwest, it served as the only road between the Columbia River and Goldendale, Washington, prior to the construction of US97. The historic Maryhill Loops was a part of a larger road that encompassed several miles over which seven different experimental roads were constructed.

The road itself ascends 850 feet in a series of curves with a gradient of ascent at five percent. In 1998, a 3.6-mile section of the road was completely refurbished and received the Outstanding Project of Historical Significance Award from the American Public Works Association, Washington State Chapter. It consists of 25 curves, eight of which are hairpins.

The vintage racing club, SOVERN, conducts a hillclimb race there each fall. This year the race featured Alfa Romeo and four AROO member participated. Mark Carpenter, pictured at left, was the highest-placing AROO member.

Other club members racing there were Dennis Pillar, Monte Shelton (driving a Ginetta), and Frank Anderson. More details and photos next month.



2012 Monte Shelton Northwest Classic Rally

PAST EVENTS

AROO members in the Rally



Yulia Smolyansky and Teresa Davenport were the highest-placing AROO members and the highest-placing Alfa, finishing 4th overall in Yulia's 1974 GTV.

AROO members in the Rally



John Draneas and Jim North were the second-highest finishing AROO members, placing 9th overall in John's 1957 Giulietta Spider.

AROO members in the Rally



Bill Eastman and Stu Moss were the third-highest finishing AROO members, placing 17th overall in Stu's 1967 Giulia Super.

The next 30 days or so...

October 17, Monthly Meeting, 7:30 p.m.

Lucky Lab Pub

915 SE Hawthorne Blvd

Portland 97214

(503) 236-3555

Presentation: Yulia Smolyansky speaking on the subject of "Cars of the Soviet Union."

October 21, AROO Track Day

Enter, volunteer, spectate, it's all good.

Last club driving event of the year!

Volunteers always needed.

Contact Ken Hart ckhart@comcast.net

or Ed Slavin (503) 789-3282.

More info on page XX.

November 7, Board Meeting, 7:00 p.m.

Open to all members

Buster's Texas Style Barbecue

11419 SW Pacific Highway

Tigard OR 97223

FUTURE EVENTS



Last month we had 40 people at the monthly meeting! The new location is a hit! Come join your friends for good food and drink, and good fun on Wednesday when club member Yulia Smolyansky will make a presentation on



CARS OF THE SOVIET UNION



We look forward to seeing you there.

NEW LOCATION

Lucky Lab Pub

915 SE Hawthorne Blvd
Portland 97214

(503) 236-3555

Wednesday, October 17,
beginning at 7:30 p.m.



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.

What's "Autodelta"?

HISTORY


Autodelta, directed by Carlo Chiti, was the Alfa racing team that marked the return of Alfa Romeo to the racing scene.

Autodelta SpA was the name of Alfa Romeo's competition department. Established in 1961 as Auto-Delta, the company was started by Carlo Chiti, a former Alfa Romeo and Ferrari engineer, and Ludovico Chizzola, an official Alfa Romeo dealer. The team was officially made a department of Alfa Romeo on March 5, 1963. The team was originally based in Feletto Umberto, Udine, before moving closer to Alfa Romeo's facilities in Settimo Milanese in 1964 and officially becoming Autodelta SpA. This allowed Autodelta to use the Balocco test track for new racing cars and prototypes.

The purpose of the company was bringing Alfa Romeo back to the top level of motor racing after Alfa Romeo's success in the 1950s. The first car developed together with Alfa Romeo and Autodelta was the Giulia TZ introduced in June 1962. The TZ was updated to TZ2 in 1965, with both cars taking many wins in various championships. Alfa Romeo and Autodelta would later introduce the GTA to even more success.

After success in grand tourer racing, Chiti convinced Alfa Romeo to purpose-built sportscars for the World Sportscar Championship. Alfa Romeo built a new flat-12 engine for what would become the Tipo 33 racing car. This racing program led to Alfa Romeo winning the constructors championships in 1975 and 1977.

After winning the sportscars championships, Alfa Romeo turned to supplying engines to the Brabham Formula One team and eventually returned to the sport with a factory team in 1979, run by Autodelta. The team also prepared Alfa Romeo rally cars such as the Alfetta GTVs.

Although the division was eventually phased out, Alfa Romeo used the Autodelta name again for their *AutoDelta Squadra Corse* team in the European Touring Car Championship run by N. Technology. 



For the last quarter century, many car enthusiasts in the United States were aiming high: The owner of the best-restored car would win any time. Collector cars were "restored" to a standard that could often only be described as "better than new." Cars were detailed for months on end, then trailered to prestigious shows and displayed on ramps, with mirrors underneath.

We've seen a restored Shelby GT 350 that had to make do without his lifeblood – oil, fuel, and coolant – for fear of leaks, costing valuable points come judging time. A win at the *Pebble Beach Concours d'Élégance* was the highest honor that could be bestowed on any vintage automobile (and its proud owner). Recently, however, a new philosophy, closely following the well-established British approach, has gained momentum in the US collector car scene, and that's a good thing. Suddenly acceptable, even desirable, are cars displaying paint that's worn thin, chrome parts that have lost some sheen, upholstery that has aged, and engine bays that are dusty, smelling of oil and fuel. Hands-on cars that have a story to tell, that have been driven – preferably in racing events – and whose history is not noted on a placard, but visible to even the uneducated eye.

Character is the keyword here. Creased leather, mellowed paint finish, a slightly weathered overall look is hip. Like the image of Count Trossi on a faded sepia photograph, piloting his SSK Mercedes wearing stringback gloves, a cigarette dangling from his lips, patinated vintage iron evokes nostalgia for past times of daring, carefree motoring.

Let's face it, just like Grandma's highboy dresser or Uncle George's heirloom oil painting, a vintage automobile is an artifact with a story behind it. Part of the charisma of an old automobile has to do with the fact that this inanimate family member has lived a long – and hopefully satisfactory – life and was allowed to age gracefully and with dignity. Imagine somebody stripping a wonderful old hardwood table of its original finish and "restoring" it to a high luster with a surface like liquid glass, better than it was back in 1927 when it was new. Don't shake your head; people do this all the time. Gone is what no money in the world can bring back, something that only time – a looong time – can possibly duplicate: *patina*. Funny thing, that restored table, in "better than new" condition, is worth much less than the aged, worn, *patinated* original.



The same maxim applies to classic cars and motorcycles. The original, beautifully aged example that is allowed to tell the rich story of its long life is far more desirable than the aseptically clean, restored one. While you admire a concours winner for its beauty and cleanliness, the sight of an original survivor is guaranteed to make your heart beat faster. And that's what it's all about. Your heart! **AB**

You can't improve on perfection

GALLERY



I snapped this pic of my Duetto and a couple of newish Lambos at the Sunriver Festival of Cars last year (since renamed the Oregon Festival of Cars). The Lambos are breathtaking, but so is the Duetto. — Editor



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.



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

GALLERY

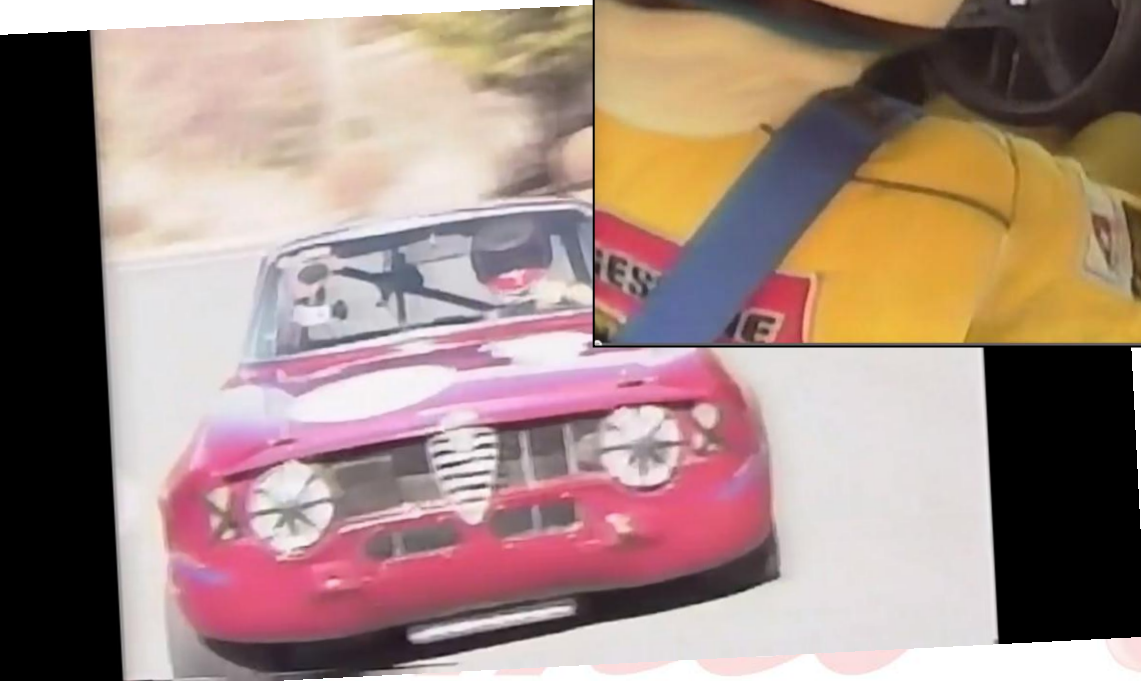


Turn up the sound. No, more. More...

YOUTUBE PICK



Anyone for a few hot laps in a GTA? Maybe in a 1750 GTV? How about a 1300 GT Junior? Click on the driver at left and away you go.



Needs TLC (Time and Loads of Cash)

RAN WHEN PARKED



Here's to us...

STEVE SAYS

We've had a great summer with lots of fun meetings, great tours, and the biggest-ever Northwest Classic Rally. As things wind down toward winter, don't forget the upcoming track day.

Track days are Steve's favorite event. Drive, volunteer to help, spectate – we've got all the opportunities.

Now all we need is you.

Details in this issue.



Postcard from Sperlonga

THE MAIL

Dear Reid:

I just got back from a trip to Italy and spent two weeks of it in the seaside town of Sperlonga. One morning I was sitting in the town plaza, which over looks the Mediterranean, having a latte when about 25 Alfas and others pulled into the plaza for a lunch break. They were the Rome Chapter of the International Alfa Club. Even with my bad Italian we had a great time exchanging email addresses and talking about our club events. I had one of our '09 tees from our Convention with me and I swapped it for one of their hats. They are going to hang the convention tee in their shop. Enclosed are some pictures, one of which Bill should get kick out as I believe it is a Giulia Super.

Sincerely,
John J. Spetter

P.S. Love the emails as I don't feel so lonely down here.

Editor's note: John lives in Columbia, Oregon, a small town up in the mountains south of Grants Pass.



XXX

Please consider our rally sponsors and advertisers when you need the goods and services they provide. Those business names in bold below are owned by AROO members, or an AROO member is an employee. Click on the business names to visit their websites (those not underlined do not have websites).

Title Sponsor

[Monte Shelton Motor Company](#)

Gold Sponsors

[Arrow Mechanical](#)

[Auto Bella](#)

[Barn Finds](#)

[Bring a Trailer](#)

Silver Sponsors

[Brand Aids](#)

[Mac's Radiator](#)

Platinum Sponsors

[Club Carrera](#)

[Columbia Roofing & Sheet Metal](#)

[Maynard Chambers](#)

[Provenance Hotels](#)

[Cascade Investment Advisors](#)

[Guy's Interior Restorations](#)

[Hagerty Collector Car Insurance](#)

[Hooked on Driving](#)

[Income Property Management](#)

[Ivey, Jacobson & Co.](#)

[Keith Martin's Sports Car Market](#)

[Minuteman Press](#)

[Valvoline](#)

Bronze Sponsors

[Linda's ATD](#)

[Lynn Gibner Auto Tops & Interiors](#)

[Speedometer Service](#)

[Tom Black's Garage](#)

GUY'S INTERIOR RESTORATIONS
AWARD WINNING INTERIOR RESTORATION

FULL SERVICE AUTO UPHOLSTERY

ORIGINAL & CUSTOM INTERIORS
 Sports, Luxury, Exotics and Classics
 Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
 DYEING & COLOR MATCHING

THE FINEST UPHOLSTERY FOR YOUR CAR

Guy Recordon
 Jim Enger

503/224-8657
 2016 NE Alberta
 Portland, Oregon
 97211

SPECIALIZING IN PROPERTIES WITH LARGE GARAGES.



CINDY BANZER, PRINCIPAL BROKER
 M) 503 709 7277
 CBANZER@EASTPDXPROPERTIES.COM




Windermere/Cronin & Caplan
 Realty Group, Inc.



Ron Tonkin Gran Turismo - Alfa Romeo - Ferrari - Maserati

"Oregon's only factory authorized Alfa-Romeo parts and service dealer"




Ron Tonkin Gran Turismo is proud to support all Alfa Romeo Owners and enthusiasts by providing outstanding service and quality parts to help maintain and preserve your special Alfa Romeo.

Ron Tonkin along with several employees at Ron Tonkin Gran Turismo own Alfa Romeos and know just how special these automobiles are.

Our ASE certified technicians are experts in the care and servicing needs of all sports and exotic automobiles. Further, we are honored to have Terry Graham, one of the few Ferrari Master Technicians in the world on our staff.

We always have a fine selection of new and pre-owned exotic, sports and luxury automobiles available including Alfa Romeos, Ferraris and Maseratis.



SALES - SERVICE & PARTS
 203 NE 122nd - 426 NE 102nd
 503.255.7560 - 503.257.9655
 Portland, Oregon 97230



**Heating and Air Conditioning Contractors
Systems Design and Installation
Service, Repair and Updating of Systems
Preplanned Preventative Maintenance
Residential and Commercial**

503-692-1565



Turn to the Experts.™

PROVEN WINNERS:

ARROW

MECHANICAL COMPANY, INC.

**NASKO'S IMPORTS
&
PORTLAND MINI**

With over 30 years in business we are Portland's oldest independent Alfa Romeo facility. We are-

*Dedicated to preventative maintenance for your Alfa Romeo.

*Attentive to customers' individual needs.

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

Our reputation is built on these things, and we thank our loyal customers whose continued support and referrals have helped us continue doing business this way.



We offer:

*Service - Alfa Romeo as well as other fine European automobiles.

*Parts - Large stock of new and used.

*Sales - Used European autos.

NASKO'S IMPORTS/ PORTLAND MINI

5409 S.E. Francis (54th & Foster))

Portland, OR 97206

(503) 771-1472



Neil d'Autremont
503-548-6334

1001 SE Main St.
Portland, OR 97214

sidedraughtcity.com



ADVERTISERS

Please note that your ads may now be all-color.

Please take advantage of this to make your ads even more attractive. And when designing new ads, please also be sure to use the new dimensions made possible by our landscape format.

Advertising Manager [Bill Haines](#) has the details.

 **new advertiser**



Alfa Romeo promotes the responsible enjoyment of wine. And also of driving.
To enjoy both, please never mix the two.

Alfa Romeo



DO ANY OF THESE SOUND FAMILIAR?

- Frustrated by repeated leak calls for the same leak?
- Annoyed by roofing contractors lack of communication?
- Scared that roofing contractors don't warranty or stand behind their work?



When you're ready to solve these types of issues, call Columbia Roofing & Sheet Metal — the commercial roofing specialists.

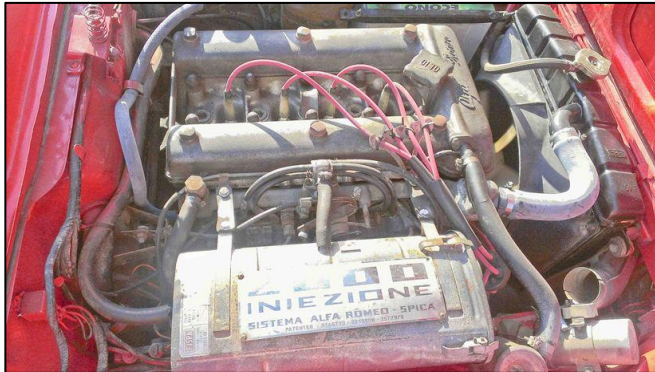
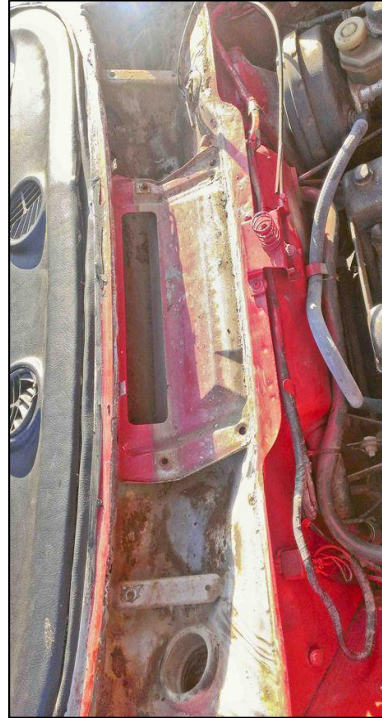
COLUMBIA
ROOFING & SHEET METAL

503-684-9123

reroofnow.com

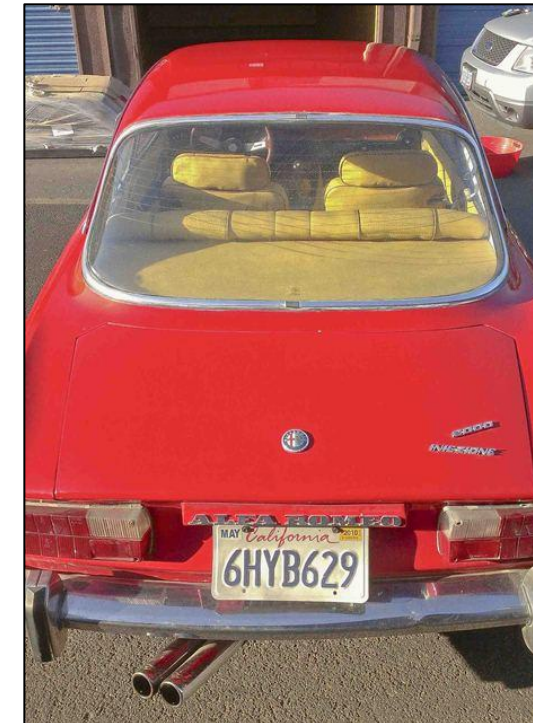
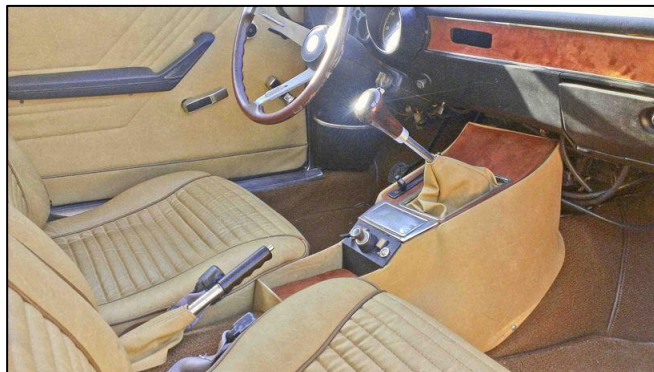
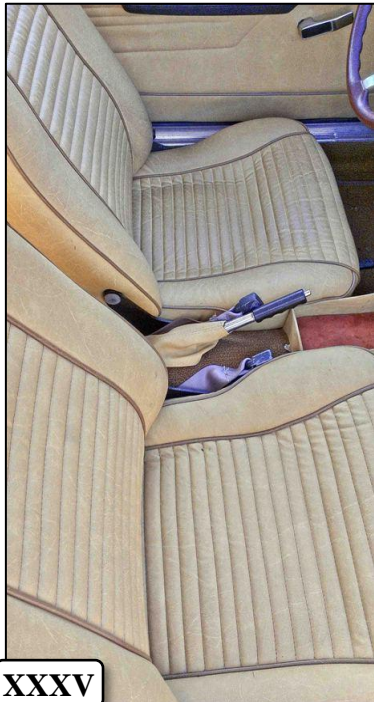
For Sale: 1974 Alfa Romeo GTV

BUY-SELL-TRADE



Brought up from Southern California to Portland in 2009.
No mileage put on since arrival.
\$5,000 spent at Nasko (all documented) on mechanicals.
Interior in decent shape.
Body has some dings and door hinges do not line up.
Windshield removed and needs rust repaired around cowlings before it can be re-installed.
Wheels in good condition and tires with no mileage since new.
Recent re-spray.
Overall nice looking car in need of detail attention.
Asking \$9,500.

Contact:
Brian 503.367.3088
brianjsc@gmail.com





It's not often we receive such a striking photo of a car for an ad, but the low-angle evening light and the contrasting blue background – plus a little time in Photoshop to bring out shadow detail, adjust the colors and such, and eliminate some distractions – made us like this one well enough to give it a full page. This is the car advertised on the previous page.

For Sale: 1973 Alfa Romeo Berlina

BUY-SELL-TRADE

OVERVIEW:

Up for sale is my 1973 Alfa Romeo Berlina. The car is in very good sound condition. It starts, runs, and drives very well. The 2 liter twin-overhead cam motor pulls strong with the dual DCOE Webers. Travels at highway – speed smooth, straight and quiet. Oil use is minimal. The 5-speed transmission shifts perfectly; synchros are great. The only major rust is in the bottom skins of the rear doors. No major rust in frame or rockers. Car was repainted at some time and prep quality was poor, but paint is presentable. Bumpers are in perfect condition, no dings or dents. Interior is in good condition, rear seat has a split seam, dash has cracks, carpet in nice condition. Overall finish is driver quality. Clear title, lifetime Special Interest (SP) tags, qualifies for agreed-value vintage insurance.



NEW PARTS/WORK DONE: *Work listed completed at ATD.*

- New master cylinder, stainless steel brake lines, rotors and pads in very good shape. Pads have 65% left. Stops on a dime.
- New 1-inch sway bar, springs cut down one loop. Good used Koni shocks installed. Lowered about 1+ inch.
- New battery. New plugs and ignition wire set. New high output coil.
- Electronic ignition.
- New fuel filter.
- Euro air cleaner with lifetime cleanable air filter.
- New exhaust – muffler and resonators (3 piece).
- New Vredestein “Sprint” tires.
- New seat belts and shoulder restraints.
- Lighting circuit converted to fuses and relays.
- All gauges work except the clock which works occasionally.
- Oregon Special Interest plates.
- Good set of extra stainless steel center hubcaps.
- Misc extra parts included.

WORK TO BE DONE:

- High beams don't work (probably the light switch).
- Wipers just stopped working. Have two other spare used wiper motors, included.

PRICE:

\$6500 or best + offer.

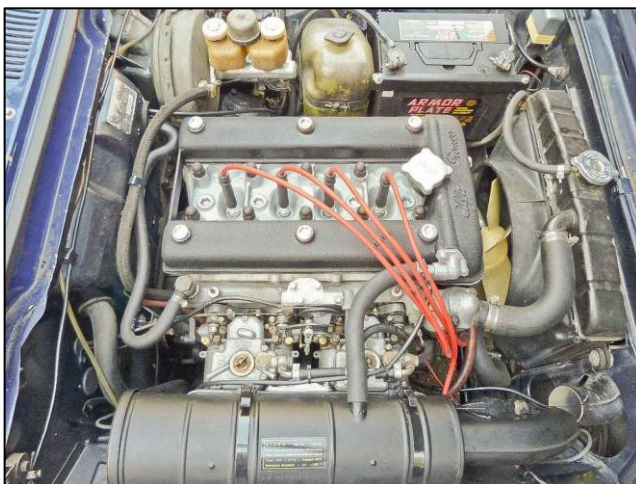
CONTACT:

George 503.880.7164

[More photos on next page...](#)

For Sale: 1973 Alfa Romeo Berlina *Continued...*

BUY-SELL-TRADE



For Sale: 1974 Alfa Romeo Spider

BUY-SELL-TRADE



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



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



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.



Original engine and transmission for 1965-66 Giulia Veloce/Sprint Speciale, serial number AR00121*02160. These were removed from a wrecked car some 30 years ago. The engine was turned over as recently as three years ago. It has the correct 121 series cam shafts, original headers, original and correct DCOE2 carbs and manifold. The only missing items are the cold air box (both pieces), dip stick and distributor. Other than those items, the engine and transmission are complete. This package is being sold as is and any inspection is welcomed. It is located near Portland, Oregon, and can be picked or strapped to a pallet and shipped at buyer's cost. For sale as a complete package only at \$6995. Email dgpalfas@gmail.com or call Denny at 503-703-7297 for pictures or more information.



Front seats from a 1969 GTV, these were professionally recovered 20+ years ago and only used for about 3 years. They are grey in color and are in perfect condition and come with the tracks and mounting rails. Can be picked up locally or shipped at buyer's cost. Located near Portland, Oregon. \$1000. Email dgpalfas@gmail.com or call Denny at 503-703-7297 for pictures or more information.



Just the wheels and tires are for sale, not the whole car

Four 14x6 Panasport wheels with 185-70-14 almost-new Michelin tires, will fit 105/115 Spiders and GTVs. Can be picked up locally or shipped at buyer's cost. Located near Portland, Oregon. \$1000. Email dgpalfas@gmail.com or call Denny at 503-703-7297 for pictures or more information.



1954 Alfa Romeo 2000 Sportiva Coupe

REAR VIEW MIRROR

