

ALFA BITS



PUBLISHED CON BRIO BY THE
ALFA ROMEO OWNERS OF OREGON

NOVEMBER 2012



ALFA BITS



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

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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



Patrick Iaboni in Turn 12 at Portland International Raceway during our Fall Track Day, October 21.

Photo by Reid

CONTENTS

Editor's Column, "Con Brio"	III
President's Column, "Driver's Seat"	IV
Club Business	
<i>October Board Meeting Minutes (or was it hours?)</i>	V
Past Events	
<i>AROO Cup Rally Series Wrap-Up</i>	VI-VIII
<i>Monte Shelton Northwest Classic Rally</i>	IX-XI
<i>Maryhill Hillclimb</i>	XII-XVI
<i>Fall Track Day</i>	XVII-XXV
Future Events	XXVI
<i>Monthly Meeting</i>	XXVII
<i>AROC Convention</i>	XXVIII
Alfas in the Movies	XXIX-XXXIV
Some Other Stuff	XXXV-XXXVIII
Rally Sponsors (<i>we love these people!</i>)	XXXIX
Our Advertisers (<i>we love everybody!</i>)	XL-XLII
Buy-Sell-Trade	XLIII-XLIX
Rear View Mirror	L

Gosh, I'm turning all Rosso Corsa...

CON BRIO

To the Editor,

I've always preferred my car magazines in print, and have a basement full of "reference" material to prove it. I feel that e magazines like "Winding Road" etc. just miss the target by a mile. Aside from click-through ads, they don't take anywhere near full advantage of what the web has to offer.

As a former Duetto owner (665007, anyone know where it is today?), I was web-browsing and chanced upon your club's e newsletter, and was blown away. The content, photo quality, ingenious photo layouts and sprinkling of historical photos left me wanting for much more.

Your AROO newsletter is by far the best of "cars on the web" done right. Any car club that is still spending for print and postage should take a long, hard look at the high standard you have set!

Congrats and best wishes for continued excellence,

[Mike Joy](#)

FOX Sports / Speed

Thanks very much indeed Mike. I'll get that check in the mail to you Monday. Glad to count you among our readers. In addition to providing the members with information, here at Newsletter HQ we also try to make the newsletter nice to look at while we also have some fun along the way, and it's gratifying to know that we're succeeding. With that in mind, here's a brief intro to this month's offerings:

Roger Dilts has all the stats on the AROO Cup Rally Series.

We continue featuring photos of the Alfas in the last Monte Shelton Northwest Classic Rally; more next time, too.

Mark Carpenter brings us his perspective on the Maryhill Hillclimb, which I have to say was about the most photogenic motorsports event I have ever covered. We'll also have more photos next time – lots more.

Ken Hart, Ed Slavin and Mark Carpenter each relate their experiences at the Fall Track Day. This is also a very photogenic event, and we'll also have more photos from it next time.

Please remember that the monthly meeting for November is postponed one week to November 28.

Please also note that we have the details on the Holiday Party (on page XXVI) and please get your check in the mail to Cindy Banzer soon. It is sure to be a fun and enjoyable evening, as always.

I've run out of room, so it's time so say Happy Thanksgiving and we hope you enjoy the newsletter and the many fun events that your club organizes for you. *Avanti, con brio!*

[Reid Trummel, Editor](#)



"All the veloce
that's fit to print"

Rather than publishing a December issue of the *Alfa Bits*, our editor has a special project in store, so this will be my last column as AROO president. As the year winds down, I'd like to thank all the great folks who have contributed so much to AROO's continued success this year.

Our driving season kicked off as usual with the Valentine Tour, organized by Neil d'Autremont. Neil set out a great route and picked an interesting restaurant to get the year off to a good start. The AROO Rally School in March got everyone excited about the rally season, thanks to Reid Trummel, Simon Levear and Yulia Smolyansky sharing the teaching burden. These same folks also served as rally masters for one rally each during the AROO Cup Rally Series, relieving the series director of a lot of headaches. They also worked timing controls, along with Neil d'Autremont and Bill Haines, during the season.

We officially thanked our volunteers with the Volunteer Appreciation Dinner in March, organized by Lisa McNabb. Spring Track Day was the last for Ed Slavin, as he started the process of transitioning Ken Hart into the lead position, which he took over for the fall outing. Both the spring and fall track days require a lot of volunteers to put on, and local Alfisti came through again. This fall, Kim Lindstrand and Tami Iaboni staffed the registration table while Bruce Fogerty was running tech with help from Erik Roe, Bill Eastman and many others. Pre-grid had a full crew all day with Denny Torgeson, Bill Haines, George Kraus among those giving a final check in. Fred McNabb was working "the point," providing helpful guidance to confused drivers ("What about that black flag did you not understand?"). It seemed like Lisa McNabb and Gayle Gordon spent all day in the tower making sure everything ran on schedule.

In May, Erik Roe put on another fabulous Old Spider Tour, reacquainting many of us with the back roads of central Oregon. Patrick Iaboni crafted a great summer evening tour that sure had me smiling. This year's AROO Picnic became a street party, courtesy of Neil's hosting at *Sidedraught City*.

Reid and the rest of the Monte Shelton Northwest Classic Rally committee and a host of volunteers presented another wonderful, world-class event. Next year's silver anniversary is overbooked already and everyone is looking forward to a memorable time.

Of course I need to thank Ruth Hall for carrying on as *Alfa Bits* editor until the end of the paper age and Reid Trummel for taking over the web-based Bits. Thanks to their efforts, the Bits lives and will continue to thrive.

I'd also like to thank the members of the AROO Board, each of whom is responsible for hosting a membership meeting during the year. Through their efforts this year we learned about Alfas in movies, new old tires, speedometer calibration, car museums, Alfas as investments, and cars of the Soviet Union. Still to come are the AROO auction, hosted by Patrick Iaboni, and the Holiday Party, organized by Cindy Banzer.

Speaking of the Auction, be sure to note that the November meeting will be on the 28th, rather than the 21st. So that gives you an extra week to dig through your garage, library, and closet to find some valuable items to donate. And an extra week to find your checkbook or scare up some cash so you can buy more valuable stuff to replace the stuff you donated.

And lastly, I need to thank all of you who participated in AROO events throughout the year. Without you, the whole thing would be pointless. Our club exists so we can have fun together with our Alfas, to learn about and appreciate them. Based on that standard, I think we had a great year.

Board of Directors Meeting, October 3, 2012

CLUB BUSINESS

MEETING CALLED TO ORDER: 7:04 P.M. AT BUSTERS BARBEQUE RESTAURANT IN TIGARD

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

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 was not present, no Treasurers report.

c. MSNWCR, or as some call it, "The Rally": Reid reported that he has 102 registrations.

d. Past events report:

1. AROO Fall Tour went to Condon with 17 cars and all was reported as a good tour.

2. AROO President's Tour by Roger was well attended with some cars taking part as time allowed. 18 total cars participated.

e. Upcoming events:

1. Maryhill Loops Hillclimb and Car Show featured Alfa Romeo. The Northwest Chapter from Seattle will be stopping on their half lap of Washington. Denny Pillar's is going to be the featured car. Frank Anderson, Monte Shelton and Mark Carpenter are expected to race in the event along with several other Alfa Romeos from the Northwest.

2. October 17 is the General Membership Meeting with Yulia hosting the meeting.

3. October 21 is Track Day with new track marshal, Ken Hart. Ed Slavin is helping in the transition.

4. November 28 is the General Membership Meeting with Patrick doing the annual auction and we will have our Board of Directors election.

5. December 9 is our annual Christmas Dinner, or Holiday Dinner as some suggested, that is hosted by Cindy and again it will be at Bugatti's in West Linn.

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

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

g. Membership Report-Eric-no report.

h. Merchandising -Yulia-no report.

B. NEW BUSINESS:

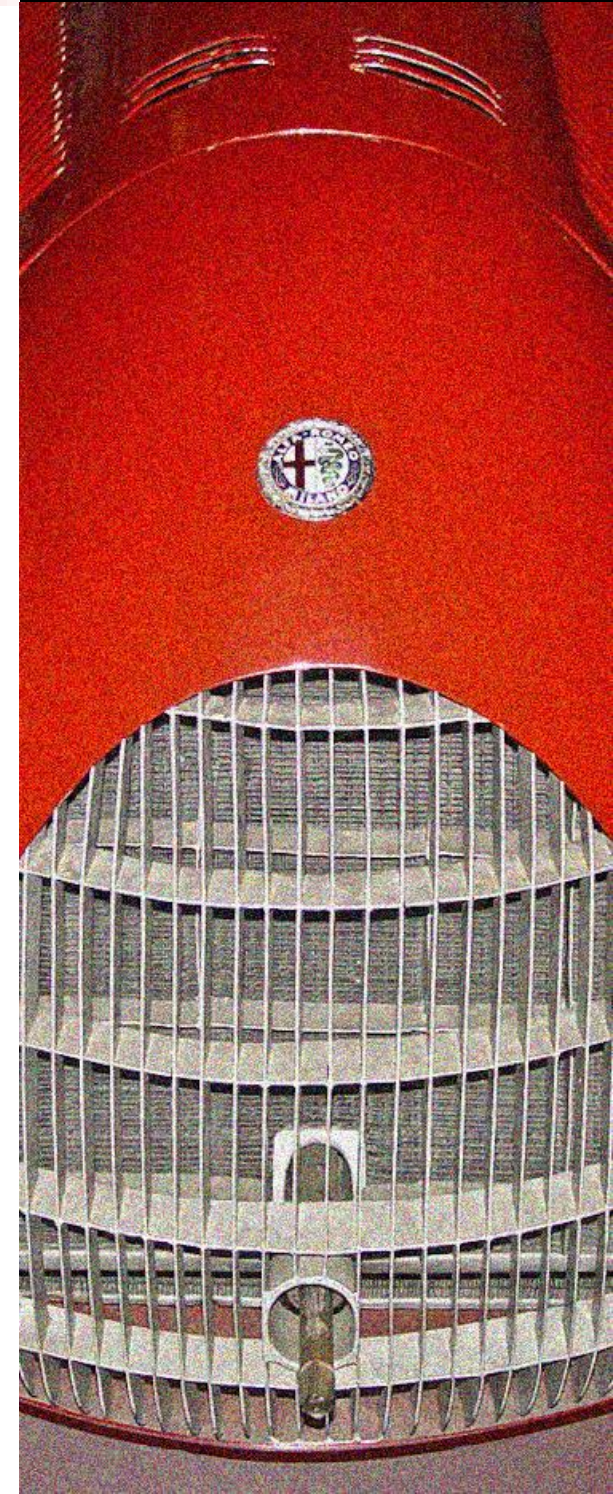
1. Board elections are coming up. Ending terms: Ed Slavin-not running, Cindy Banzer-running, Mark Carpenter-running, Patrick laboni-not running, and Steve Meunier-running.

2. We discussed new member packets to welcome new members. This has been done in the past. Roger to work with Eric to work on this issue.

3. Convention next year in California has been approved to have an AROO hospitality room. Budget and details to follow. Cindy was assigned to work on this issue, but she was not at the meeting. So, see what happens when you miss a meeting?

C. ADJOURNED at 7:54 p.m. as Steve moved and Neil seconded the motion.

[Mark Carpenter, Secretary.](#)



The AROO Cup Rally Series wound up another successful year in June. We kicked off the season with a well-attended rally school in March, followed the next day by the first rally, penned by Simon Levear. Since this was the first of the season, Simon spared the tricks, traps and bum steers he's famous for, and the 18 teams got to start off pretty much in the shallow end of the pool. Teresa Davenport and Yulia Smolyansky came in first with only seven penalty points, Vlad Valuev and Galina Kadryrova were second with 13 points, and Marcus and April Song rounded out the podium with 15 points.

Reid Trummel was the rally master on April Fool's Day and took that opportunity to throw pretty much everything at the participants in his "Karmageddon" rally. Teresa and Yulia earned first spot, Ed Godshalk and Dave Reich nabbed second, and Bob and Donna McNabb came third. The point totals are too embarrassing to print.

It was my turn for the "Hang On, Mom!" rally for Mother's Day. I sent 13 teams repeatedly up and over the west hills and most of them made it back. Simon Levear and Marcus Song took first with 24 points (Simon in the driver's seat in this outing), Teresa and Yulia were second with 44, and Gary

Eddings and Kathryn Sherrell were third with 119.

Teresa and Yulia teamed up to write the season finale in June. Top honors went to Bill Colisch (in the driver's seat for once) and Simon Levear (now back in his customary navigator's seat) scoring 15 points. Eric and Dave Sowle were second with 21 points with Gary Eddings and Kathryn Sherrell right behind with 29.

The season total results for all the drivers and navigators who participated are in the tables on the next two pages. We had 55 people participate this year, somehow switching seats and teams to make 31 drivers and 30 navigators. Proving that consistency wins out (do all the events, win most of them, and don't swap seats), last year's champs, Teresa Davenport and Yulia Smolyansky, made it a repeat with 40 series points. That makes it three in a row for Yulia. Gary Eddings and Kathryn Sherrell in their MG Midget claimed the second place trophy with a 7th, a 4th and two 3rds for 27 series points, showing that consistency can get you second place even if you never finish above third. Third place, with 20 series points went to Bob and Donna McNabb in an MGA, also claiming the McNabb Sibling Rivalry Cup by a mere two points over Fred and Lisa McNabb. Trophies will be presented at the AROO Holiday Party.

DRIVER POINTS

Name	March place	March points	April place	April points	May place	May Points	June place	June points	TOTAL points	Series place
Chambers, M	n	0	n	0	n	0	9	2	2	
Chesshir, Stan	8	3	n	0	n	0	n	0	3	
Colisch, Bill	n	0	n	0	n	0	1	12	12	7T
Colisch, Keith	n	0	n	0	5	6	n	0	6	
Colisch, Sue	6	5	10	1	n	0	n	0	6	
Curry, C.	n	0	n	0	11	0	n	0	0	
Damm, Renee	4	7	n	0	n	0	n	0	7	
Damm, Marinus	n	0	n	0	n	0	5	6	6	
Davenport, T	1	12	1	12	2	10	RM (split)	6	40	1
Eastman, Kate	12	0	n	0	n	0	n	0	0	
Eddings, Gary	7	4	4	7	3	8	3	8	27	2
Ellis, Kathleen	n	0	n	0	n	0	8	3	3	
Frazer	17	0	n	0	n	0	n	0	0	
Gibner, Lynn	11	0	7	4	7	4	10	1	9	
Godshalk, Ed	n	0	2	10	n	0	n	0	10	10
Kirkpatrick, S	15	0	n	0	n	0	n	0	0	
Levear, Simon	RM *	6	n	0	1	12	n	0	18	4T
Martin, Rick	13	0	8	3	6	5	n	0	8	
McNabb, Bob	10	1	3	8	4	7	7	4	20	3
McNabb, Fred	9	2	5	6	8	3	4	7	18	4T
Naef, Doug	14	0	n	0	12	0	n	0	0	
Niedermeyer	5	6	n	0	n	0	n	0	6	
Reus, Bill	n	0	n	0	n	0	6	5	5	
Richardson, Jeff	n	0	n	0	n	0	12	0	0	
Rugh, Dave	16	0	n	0	n	0	n	0	0	
Sigler, Tim	n	0	n	0	9	2	n	0	2	
Song, Marcus	3	8	6	5	n	0	n	0	13	6
Sowle, Eric	n	0	n	0	10	1	2	10	11	9
Valuev, Vlad	2	10	9	2	12	0	n	0	12	7T
Wooley, Roger	n	0	n	0	n	0	11	0	0	
Zorich, Al	17	0	n	0	n	0	n	0	0	

* 12 RM points split between driver and navigator series scores

NAVIGATOR POINTS

Name	March place	March points	April place	April points	May place	May Points	June place	June points	TOTAL points	Series place
Barless, Jim	n	0	n	0	n	0	11	0	0	
Bohnenkamp, S	n	0	n	0	n	0	9	2	2	
Colisch, Bill	6	5	10	1	5	6	n	0	12	8T
Chambers, M.	13	0	8	3	6	5	n	0	8	
Damm, Marinus	4	7	n	0	n	0	n	0	7	
Damm, Renee	n	0	n	0	n	0	5	6	6	
Davenport, Molly	n	0	n	0	11	0	n	0	0	
Eastman, B.	12	0	n	0	n	0	n	0	0	
Ellis, Bob	n	0	n	0	n	0	8	3	3	
Feeman, Patsy	8	3	n	0	n	0	n	0	3	
Guthrie, Linda	11	0	7	4	7	4	10	1	9	
Kadyrova, Galina	2	10	9	2	12	0	n	0	12	8T
Kirkpatrick, M	15	0	n	0	n	0	n	0	0	
Lavear, Simon	RM*	6	n	0	n	0	1	12	18	4T
Mati, Diana	n	0	n	0	9	2	n	0	2	
McNabb, Donna	10	1	3	8	4	7	7	4	20	3
McNabb, Lisa	9	2	5	6	8	3	4	7	18	4T
Mills	14	0	n	0	n	0	n	0	0	
Offer, Clare	n	0	n	0	n	0	12	0	0	
Pratt, R.	n	0	n	0	12	0	n	0	0	
Reich, D	5	6	2	10	n	0	n	0	16	6
Reus, Sherry	n	0	n	0	n	0	6	5	5	
Rooney	17	0	n	0	n	0	n	0	0	
Rugh, C.	16	0	n	0	n	0	n	0	0	
Sherrell, Kate	7	4	4	7	3	8	3	8	27	2
Song, April	3	8	6	5	n	0	n	0	13	7
Song, Marcus	n	0	n	0	1	12	n	0	12	8T
Sowle, Dave	n	0	n	0	10	1	2	9	10	
Smolyansky, Yulia	1	12	1	12	2	10	RM (split)	6	40	1
Stearns	17	0	n	0	n	0	n	0	0	

* 12 RM points were split between driver and navigator scores

Alfas in the Rally



Cindy Banzer and Dan Sommers were the 4th-highest finishing Alfa, placing 17th overall in Cindy's 1978 Spider.

Alfas in the Rally



Frank Anderson and Tony Knepp were the 5th-highest finishing Alfa, placing 20th overall in Frank's 1965 Giulia Sprint GT.



Alfas in the Rally



Fred and Lisa McNabb were the 6th-highest finishing Alfa, placing 24th overall in their 1967 Duetto.

2012 Maryhill Hillclimb *by Mark Carpenter*

PAST EVENTS

“Have you ever been Pillarized?”

October 6 and 7, 2012, was final event for the year for the Society of Vintage Racing Enthusiasts, SOVERN. This year it was a celebration of Alfa Romeo with none other than Denny Pillar in the number 27 Giulia Championship race car – the very car that Fred McNabb and Denny Pillar won the SCCA and NORPAC championships in two different years – on the program cover, the sweatshirts and the t-shirts!

I believe this was the 10th year of closing off the old highway, or better yet, opening up the historic highway, to recreate a vintage race that was held in the late

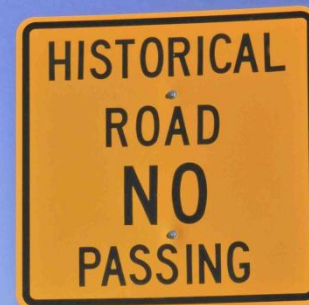
the Maryhill Museum. It is a fabulous museum if you have never seen the exhibits it is well worth the trip.

On Saturday, the race cars arrived at the lower parking area and were registered and went through tech inspection. About 1:30 p.m. we went as a group parade to the Goldendale Chamber of Commerce Rod Run at the Maryhill Museum grounds to join the hot rods and specialty cars on display there. We got premium parking in a line. Except for me, I noticed I had been Pillarized as Denny parked in the shade and out of line early, but not me, in the sun and in line. Dang! We then returned back to the hill climb pits for the evening.

continued...



1950s and the 1960s when I was a young lad. This is the first paved road in the northwest and perhaps the whole west coast. This was championed by Sam Hill. This was “Hill country.” He was a newspaper publisher from Seattle and he got involved in road construction. He made a lot of test patches with different bases and aggregate, and then paved them finally paving this section. He also constructed the nearby Stonehenge replica and the famous Maryhill residence that is today



The next day was the actual hill climb. A number of Alfa folks went to watch the event from the turnouts along Highway 97 overlooking the canyon where the cars ran. The North West Alfa Club was doing their annual Half Lap of Washington and scheduled it to be at the site on Sunday to watch the hill climb.

Local AROO member Denny Pillar was smoking his tires out of the start and of all of the Alfas he recorded the best time of the day of 2:09.75, a very good time indeed. Other Alfas in time order were Kevin Shaha from Sandpoint, Idaho, in his 1972 GTV with at 2:25.06, Stark Shelby in a 1967 Alfa Romeo Giulia Super also with a 2:25.06, I was next in the 1957 gray Giulietta Spider at 2:21.76, Jim Sullivan from Spokane, Washington, had a 2:35.22 in a 1962 Giulia Spider Veloce, and Frank Anderson in his 1956 Giulietta Spider Veloce ran 2:55.60. Not in an Alfa was Monte Shelton who did two runs then went fishing after his 1964 Ginetta G4 recorded a 2:28.14. Monte was there in force with good support including the love of his life, Sue Shelton.

This is a really odd event in what we do in vintage racing. The spectators on the hills see a car about every three minutes for about 15 seconds, and then wait. The support crew sees you in line for your turn to run up the hill and then you disappear very quickly into the trees. So they don't see you very long. The drivers wait in line moving up to the start while trying to get heat into the car but without overheating. Then you take off smoking the tires to get the car moving, a

couple of gear changes and you are wondering how warm are your tires and brakes. That first turn had an old cattle loading ramp with heavy timbers with a little red tape to mark it so you don't hit it. You keep pushing up the hill and your tires warm up a bit, but not really fully even by the time you get to the top. Then you wait to go back down and talk and lie to your fellow drivers while waiting.



I had a spectator ask me if we were mean to all of the other drivers and I thought... WHAT?!? Of course we are as we are all fair game and we all laugh about each other. There were cars from as far away as Colorado with a women driver at least 70 years old in a 911 Porsche race car that was raced hard!

We also had a chance to be Pillarized. And we were! To me it just does not get any better. Thanks to a number of people including Denny and Pat for all the support, companionship, jokes and advice to Barbara and me. Yes, every time we go to the track to race we are Pillarized and that is one of my long bucket list items was to race with Dennis. Thanks Pat and Denny, you are true friends. **AB**



Mark Carpenter
had a best time of 2:21:76
in his 1956 Giulietta Spider.



Dennis Pillar
had a best time of 2:30:40
in his 1965 Giulia Spider.



Frank Anderson
had a best time of 2:55:60
in his 1957 Giulietta Spider.

Once again we had a rain-free Fall Track Day on October 21st! The morning was chilly and damp, but led to afternoon sun. We had a smaller turnout of the regulars, but also a goodly number of Chump Car drivers preparing for their season finale.

Thanks to all who helped, including Fred and Mark on the point, Lisa and Yulia in the tower, and Bruce with his great crew for tech. Special thanks go to Roger for taking over the pre-grid crew and letting me know it was all in good hands. I know there are many others that I am missing, but I will try to do better in naming them all for our 2013 spring event.

I am excited about our upcoming Track Days in 2013. Stay tuned for the dates and I hope to see many of you there!



Ken Hart, AROO's new Track Day Chair, seen here in his command post – the sweep truck at the Fall Track Day.





Ben Hockman, Chief of Controls for AROO track days, gestures approval to cars on their cool-down lap after another incident-free session at our Fall Track Day.

Photo by Reid

On Sunday, October 21, we held our Fall Track Day on what looked like a wet weekend. We had a slight drizzle for the drivers meeting, but that was the last we saw of the rain. By mid-morning we had a dry track and partly sunny skies. The turnout was good with a great mix of makes and models.

I was able to get the second of my Alfettas on the track. This is nothing short of a minor miracle considering this car first ran on the Wednesday before the event after having sat for at least four years. After a thorough checkup by Nasko and his son Brandon, the car was deemed safe for the track. Even with a “good to go” I decided to borrow Jay Wratten’s car trailer to tow the car to the track just to make sure I would have a ride home. Since I had never actually driven this car, I realized on my way to tech I had a little problem. The seat, which is bolted in place and not adjustable, was in a perfect position for fit except for a minor detail of not allowing me to shift into first or second without lifting my right leg out of the way. Those who know Alfettas know they have a rather tall gear shift lever, so with Randy Johnson’s help (another Alfetta aficionado) and a hacksaw, the problem was solved and I now have a short-throw shift lever.

This being an unfamiliar car, I joined the novice group to get a feel for the car and tiptoed around the track for the first couple of sessions. By the time the third session started the track was dry and I was comfortable enough to starting pushing the car. Little issues showed up with the car, but you could not ask to have more fun for less money in an Alfa on a Sunday. Proof again, you do not need to have the biggest or best car to have fun on an AROO track day.

Good weather and great friends equal fantastic fun. If you have not been out to one of these events or if it has been awhile since you have, you should come out to see what you have been missing and join the fun.

On another note, this was my last event as your Track Chairman and I want to thank all of you for your help and support in making these events successful. I pass the reins to Ken Hart so I can spend more time playing on the track and I ask you to support him as you have me. Without you, these events would just not be possible. Thank you again. I look forward to seeing you at the track and at other AROO functions.

It’s dark out. Really dark. The sun is an hour from being up and black clouds are soaking up whatever light manages to sneak over the horizon ahead of actual dawn. I’ve been watching the Weather Service website obsessively for the past ten days and it’s not good. As AROO president, I hope we have good weather to bring up our participant numbers so we don’t lose money. As a volunteer, I don’t want to spend the day standing in ankle-deep water. Last report was 60 percent chance of rain, thunderstorms and hail. I put an extra change of clothes (including socks, shoes, rain pants, gloves and a couple of hats) in my bag, make my traditional peanut butter and honey sandwich for lunch and head out for PIR.

As someone whose car-guy brain was formed in the late 60s and early 70s with help from archive photos from the 50s, I must subconsciously connect car races to “the airport,” because I’ve at least once mindlessly taken I-84 east to get to track day. Not today, though, and I successfully make it to PIR without a detour to PDX.

The sun is just cracking through, so I can see cars and trailers already set up in the paddock area as I swing into PIR and make my way to the AROO trailer. At least not everyone is scared off. No actual rain yet, either, so there is hope.

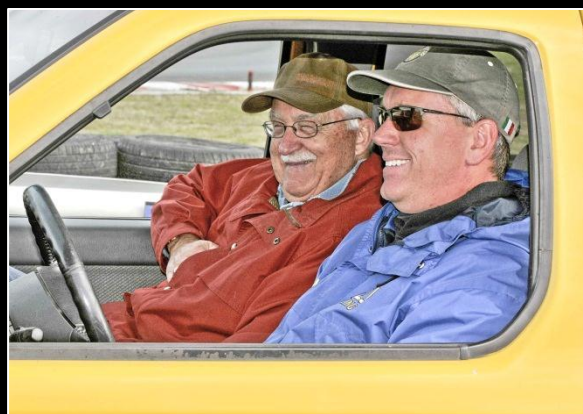
A few of us wrestle cones, boxes, and other gear out of the trailer and I head to my first assignment: tech inspection. A line of cars and their patient drivers have already formed, so the tech team jumps into action, checking helmet dates, seatbelts, rollbar height, brake lights. Right down the list. We have the full range today from Chump Cars, Alfa racers and street cars to Beemers and Porsches with a couple thousand miles on them. Our checklist makes sense for many of these, but try establishing whether there is a fuel leak on a 2012 Porsche: “Hmm, one of those lines must be a fuel line and I don’t see any leaks, so I’m signing it off.” As we start to get a few light sprinkles, our pens dig into the checklist instead of making a checkmark, and marking numbers on damp glass with shoe polish just stops working all together. Tech closes with the last of the cars done and only one failure. As the drivers head to their meeting, I jog over to set up my next assignment: pre-grid.

I’ve been doing pre-grid for a number of years, but with Ken Hart taking on the Track Day Coordinator duties, I scored the big promotion to Chief of Pre-grid. The volunteers at pre-grid are responsible for a final check of cars and drivers before they proceed to the grid and onto the track. Our assignment is to make sure that the drivers are in the right group, that their helmets and belts are buckled down and that there is no loose stuff inside the car. Actually, our main job is not getting our toes run over.



Neil d'Autremont and Fred McNabb face the morning sun while preparing the track cars for the day's first session.

Photo by Reid



Left, Roger Dilts confers with Erik Roe in pre-grid. Above, Fred McNabb and Mark Scholz look happy to have a sit-down job out of the damp; namely, sweep truck crew. Below, new Track Day Chair Ken Hart keeping things organized.

Photos by Reid



We set up the cones, raise the EZ-Up shelter (fat lot of good that will do against a lightning strike), choose assignments and wait for the announcement that will direct the first group to pre-grid. The sprinkles have stopped, but the track is quite wet and ominous black clouds are boiling up above us.

Typically, the first groups show up with some drivers without their helmets on or otherwise unprepared to go out. They are nervous and jumpy, but mostly responsive to our directions. On the track they are running under yellow for a couple of laps just to work people up slowly to speed. Even so, there is a black flag and everybody gets pulled in for some verbal tuning up.

Between groups, the pre-grid volunteers are remarking on the weather, commenting on the cars and generally just hanging out. As the morning progresses, the drivers pretty much have it figured out and mainly we are just directing traffic and watching out for our toes.

I get my turn on the headset, used to communicate with the tower and “the point” so we all know what’s up with cars going on and off the track, safety issues, etc. Years ago I thought this was the cool job, but mainly you just get a monster headache from the headset, so we take turns letting onlookers think we have the cool job. The headset does keep my ears warm, so it’s not all bad. And the clouds seem to be diverting around us. The track is drying off and it hasn’t rained all morning.

After lunch, everything gets routine. New shifts of volunteers relieve those who’ve been at it a couple of hours and things just click along. No drama on the track. No lightning. No hail. No rain. It’s turning into a nice afternoon. Somewhere in here I realize that Chief of Pre-grid is an all-day assignment, there being no Assistant Chief. I did sit down during lunch break, but the legs are getting pretty tired of standing on asphalt by mid-afternoon. Between groups, I sneak a walk through the paddock and get to chat with the owner of a stunning yellow Lotus Elite, one of the most distinctive cars out today. He pops the hood (or whatever you call the panel covering the engine on a mid-engine car) and I get a look at the turbo four. When I hear the tower call for the last group of the day, I thank him and scoot back to pre-grid.

As soon as the last car is off the track, everybody pitches in and we have pre-grid decommissioned in a few minutes, everything squared away in the trailer ready for the spring. On the way out, I check in on the tower to thank the volunteers, who have been working hard all day, wave to friends and head home, reviewing the day. The weather held for us, we had a good enough turnout to make money, nobody crashed, and I didn’t get my toes run over.

It was a great day. **AB**



Tony Parke in his GTV6 in Turn 12 at Portland International Raceway during AROO's Fall Track Day. As you see from the spray behind Tony's tires, the track was wet during the early sessions.

Photo by Reid



Track Day just wouldn't be complete without a rubber chicken-equipped two-tone Duetto. It must be Dan Sommers.

Photo by Reid



Randy Johnson waiting on the grid for the beginning of his session.

Photo by Reid



Patrick laboni in Turn 12 during an early session with the track still rain-soaked.

Photo by Reid



The next 30 days or so...

November 28, Monthly Meeting, 7:30 p.m.

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

Presentation: Patrick laboni is the auctioneer for the annual AROO Auction, and we will hold club elections for five Board positions.

ONE WEEK LATER
THAN USUAL DUE TO
THANKSGIVING

December 2, AROO Holiday Party, 5 p.m.

Please join us in celebration of a great year for AROO at the Annual Holiday Party on Sunday, December 2, at Bugatti's Ristorante in West Linn. No-host cocktails begin at 5 p.m. with complimentary appetizers, then dinner at 6 p.m. with the gratuity paid by the club. We will begin with Caesar salad and Como bread with garlic dipping oil, and each table will be served family style with the following dishes:

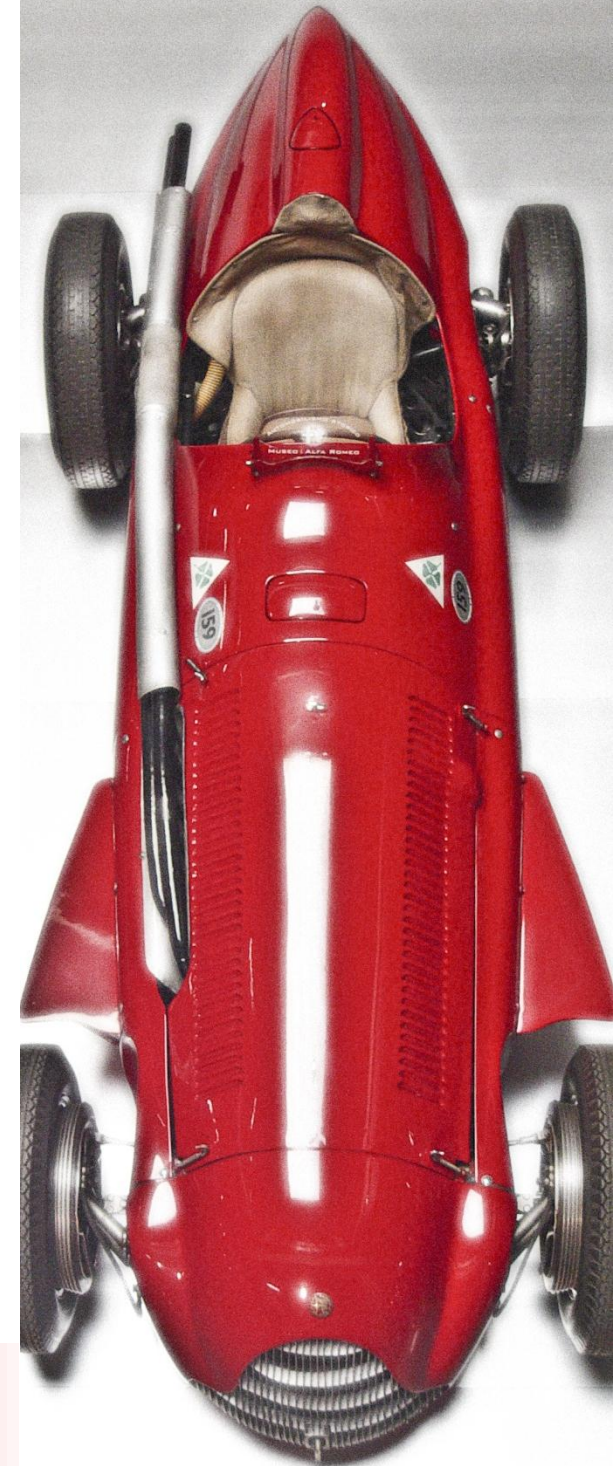
Stuffed Flank Steak and Mashed Potatoes
Angel Hair Pasta with Prawns and Pinenuts in a White Wine Sauce
Penne Prosciutto in a Cream Sauce
Semifreddo and coffee for dessert

RSVP by November 26 to Cindy Banzer cbanzer@eastpdxproperties.com, 503.709.7277.
Dinner is \$38 per person and includes two bottles of wine per table; additional bottles available at \$20 each. Please mail checks payable to AROO by Nov 26 to Cindy Banzer, 6325 SE Thorburn St, Portland 97215. Your check is your reservation. Bugatti's Ristorante is located in West Linn at 18740 Willamette Drive.

December 5, Board Meeting, 7 p.m.

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

FUTURE EVENTS



View full [Activity Calendar](#) on AROO website

Come join your friends for good food, good drink and good fun at our new meeting location when Patrick Laboni will be auctioneer for the Annual AROO Auction followed by the Annual Board Election.

We look forward to seeing you there!

[Lucky Lab Pub](#)

**915 SE Hawthorne Blvd
Portland 97214
(503) 236-3555**

**Wednesday, November 28,
beginning at 7:30 p.m.**





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 the group rate is already no longer available for some nights.* 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: MOVIE ICON



Alfa Romeo, the sporty Italian car brand owned by Fiat, made news recently with a report from The Wall Street Journal that Fiat CEO Sergio Marchionne was planning a re-launch of the brand in the United States. According to the report, Fiat's plan includes assembly, testing and distribution in the U.S. with the release of a two-seater sports car and an upscale sedan, the Giulia, in 2014. The Alfa Romeo brand has not been sold in the United States since 1995.

Indeed, while Alfa Romeo cars are sold in 59 countries and territories, the brand has no presence in the three major North American economies (U.S., Canada, Mexico), according to the company. A move into North America, therefore, represents a big potential expansion opportunity.

First released in the U.S. in the 1950s, part of Alfa Romeo's historical popularity was spurred from its role in film, helping it to become an iconic brand in the country for several decades. The following are examples of films that have included Alfa Romeo cars, bolstering the allure of the century-old Italian car.

The Graduate (1967)

Perhaps the most famous use of an Alfa Romeo in film is 1967's *The Graduate*, starring Dustin Hoffman. *The Graduate* is easily the most popular film to feature an Alfa Romeo, ranking 21st all-time in box office gross when adjusted for inflation. In the film, Dustin Hoffman drives through California in a "Duetto" Spider, which was in production between 1966-67.





Octopussy (1983)

In the 1983 film *Octopussy*, James Bond (played by Roger Moore) steals an Alfa Romeo GTV6 as he heads towards Octopussy's circus troupe on a U.S. Air Force base in West Germany. In the scene, Bond is pursued by two police BMWs and a motorcycle through German highways and side streets, roaring the iconic Alfa Romeo engine throughout the scene.

Quantum of Solace (2008)

Another James Bond film to feature Alfa Romeo models was the 2008 *Quantum of Solace*, starring Daniel Craig. In the first scene of the film, Bond, driving a gray Aston Martin in the area around Lake Garda, Italy, is chased by two black Alfa Romeo 159 Ti cars, both of which are ultimately destroyed. During the filming of the scene, Aris Comninos, a stunt man driving one of the 159's was seriously injured when the car crashed into a truck. Fortunately, he was airlifted to an Italian trauma center and as of 2011 was on the path to recovery.





The Destroyers (1974)

The Marseille Contract, which was eventually renamed *The Destroyers*, is a film about a U.S. intelligence agent who, when he was unable to bring a drug baron to justice through conventional means, hires a contract killer to finish the job. In the film, John Deray, played by Michael Caine, drives an Alfa Romeo Montreal alongside a yellow Porsche 911, in a choreographed “race” through the mountains of France. The Montreal, which was discontinued in 1977, used a 2.6L V8 and could reach top speeds of 137 mph.

The Godfather (1972)

In Francis Ford Coppola’s masterpiece *The Godfather*, Alfa Romeo makes a cameo appearance, although the notable scene does not end favorably for the car. After completing a mob hit, Michael Corleone (played by Al Pacino), takes refuge in Sicily while the five families engage in open warfare in New York. In the Alfa Romeo scene, Michael has just wed Apollonia and learned that his brother Santino had been killed. Preparing to leave his hideaway, Apollonia is killed by a car bomb meant for Michael that was planted in the couple’s Alfa Romeo 6C.



The Day of the Jackal (1973)

Another early-1970's movie that featured an Alfa Romeo was *The Day of The Jackal*, in which an British assassin known as "The Jackal" is hired to assassinate French President Charles de Gaulle. In the film, The Jackal (played by Edward Fox), crosses into France driving a white Giulietta Spider. To evade police, who are on his trail with a description of the car and his code name, he repaints the vehicle blue before crashing it and stealing a Peugeot 404.



The Pink Panther (1963)

The car brand had a comedic side as well. The 1958 Alfa Romeo 2000 Berlina and the 1960 Alfa Romeo Giulietta both made appearances in the first of the classic movie series featuring the bumbling Inspector Clouseau (Peter Sellers) on the trail of a diamond thief.



S1m0ne (2002)

In the 2002 science fiction film *S1m0ne*, movie director Viktor Taransky (played by Al Pacino) creates a computer-generated celebrity, fooling the world into believing she is a real person. Taransky is eventually charged with her murder when he erases the program. In the movie, Taransky's daughter, who helps him “revive” Simone digitally to have the charges against her father dropped, receives a black Alfa Romeo 2600 Spider as a birthday gift.

Ripley's Game (2002)

In the 2002 film *Ripley's Game*, Tom Ripley (played by John Malkovich), is a wealthy man living in France. He is approached to commit murder for hire, but eventually gets a terminally ill man, Jonathan Trevanny (Dougray Scott), to carry out two killings. After the murders, Ripley and Trevanny drive a red Alfa Romeo 156 Sport wagon, which stands idly by as Ripley destroys a Mercedes containing the body of a recently murdered mob boss.



Roman Holiday (1953)

It makes sense that a movie about a bored young princess (Audrey Hepburn) finding romance with an American newspaperman (Gregory Peck) in Rome would feature the signature Italian car, as well as a variety of Fiats. (Of course, there was a Vespa motor scooter too).



The Soldier (1982)

In the 1982 action film *The Soldier*, a Cold War-era nuclear confrontation is avoided when terrorists plot to detonate a warhead in Saudi Arabia, threatening the world's oil supply. The plot, which is backed by the Russian KGB, is eventually thwarted by an American threat to aim a warhead of its own at Moscow after they learned of Russia's involvement. At one point in the film, an Alfa Romeo Alfetta sedan is used as a getaway car when terrorists steal plutonium following a fiery car wreck.



If you can't fix it with a hammer,

you've got an electrical problem

SOME OTHER STUFF



"The revolution started so well, but then Che left the headlights on and it killed the battery, and the government forces started closing in and we had to abandon the idea of taking over the radio station . . ."



IS THIS THE NEW RUMORED
SPECIALE PROTOTIPO AERODINAMICA ZAGATO?



I think my favorite thing about this one is the baseball bat lying on the left front fender. Maybe it was used simply as a hood prop, but from the looks of the car, I would not rule out the possibility that it is the sum total of the owner's tool kit.

Jus' sayin'

— Ed.



OK, so the rain is back...

STEVE SAYS

... but that won't stop Steve from attending the monthly meeting and the Holiday Party.

Look, you like good food and drink, no? How about an auction of Alfa stuff? Ya gotta love it. This all happens at the next monthly meeting, with or without you.

And the Holiday Party. You can even call it the Christmas Party. It's at a restaurant named Bugatti's. Italian food. They know something about good food.

Why are we even having this conversation? See you there.



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Alfa Romeo promotes the responsible enjoyment of wine. And also of driving.
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Alfa Romeo



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For Sale: 1974 GTV 2000

BUY-SELL-TRADE

Great ten-foot car with racing mods. A street car with some racing mods, my beautiful little Alfa was being prepared for a racing career when the owner suffered an injury. The car can now go either way, track or street. Wes Ingram engine and suspension. Some rust, some things need to be hooked back up (heater, radio, etc.). Interior is good, no dash cracks. Reluctantly being sold by Martin Rudow for \$8500 firm, the car can be seen in Seattle at [Group 2 Motorsports](#). Call Martin for details at 360.678.3146 or email vintagedrift@eschelon.com. I have all service records. To see the car, call Group 2 at 206.378.0900



Alfa Romeo

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 and quiet. Oil use is minimal. The 5-speed transmission shifts perfectly; synchros are great. The only major rust is on the rear doors. No major rust in frame or rockers. Car was repainted at some time and prep quality was poor. Bumpers are in perfect condition, no dings or dents. Interior is in good condition, rear seat has a split seat. Bumpers are in perfect condition, no dings or dents. Interior is in good condition, rear seat has a split seat. Overall finish is driver quality. Clear title, lifetime Special Interest (SP) tags, qualifies for reduced-value insurance.



- **WORKS/WORK DONE:** Work done completed includes: New water cylinder, stainless steel lines, rotors, pads, a very good set of pads have 65% left. Steering knuckles are good. Sway bar, springs cut down to stop. Good shocks in front, rear about 1+ inch.
- New plugs and ignition coil. New battery.
- Electrical system.
- New tires.
- Euro wheels with lifetime sealable tire.
- New muffler and catalytic converter (3 way).
- New Weber carburetor.
- New seat covers.
- Lighting conversion kit, 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:

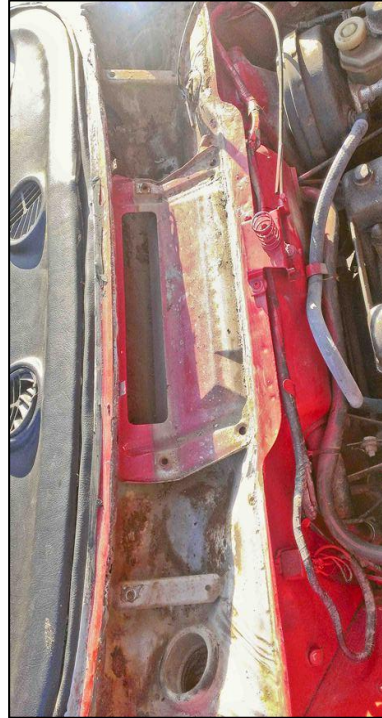
\$6500 or best + offer.

CONTACT:

George 503.XXX.XXXX

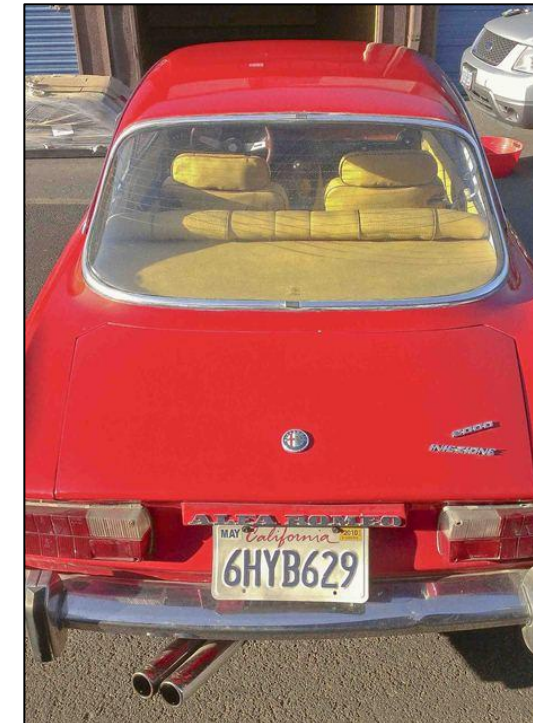
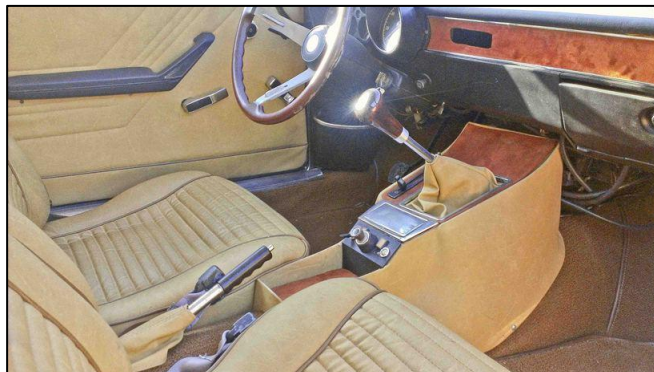
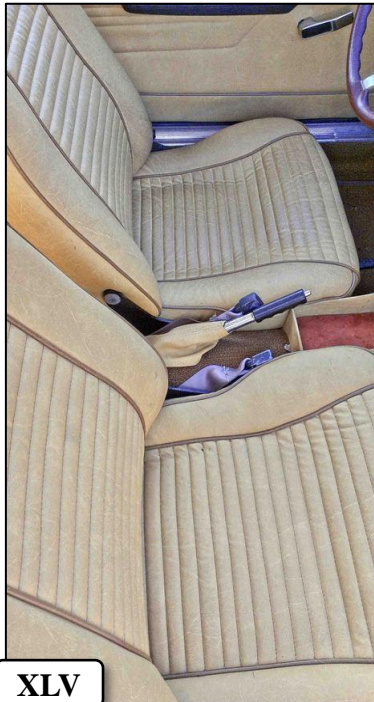
For Sale: 1974 Alfa Romeo GTV

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: 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.



XLVII



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.



Alfa Romeo Giulietta Sprint Speciale Prototipo

REAR VIEW MIRROR

