

ALFA BITS



PUBLISHED CON BRIO BY THE
ALFA ROMEO OWNERS OF OREGON

JUNE 2013



OLD SPIDER TOUR
WRAP-UP

ALFA BITS



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JUNE 2013



AROO CUP RALLY SERIES
CONCLUDES WITH A BANG

ALFA BITS



JUNE 2013



VOLUME 45
NUMBER 6

... is the official e-zine (and the only one we know of) of the Alfa Romeo Owners of Oregon. It is published 11 or 12 times per year in PDF format and downloadable from the club's website, www.alfaclub.org.

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

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If every AROO member receiving this e-zine 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



Even George Kraus's perfect black Spider gets dusty, but it still looks good as it does here while on the Old Spider Tour. See our coverage beginning on page XII.

Photo by George Kraus

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My Spider is 41 years old. I've owned it for six of those. It was Pat Pillar's daily driver for 17 years. I barely get to drive it a few days a year.

The Berlina is also 41 years old, a one-owner, Italian-market car. I've had it for going on two years and when I get the time I'll get it roadworthy.

My granddaughter just turned one, my daughter will be 30 soon. Connie and I have been married 33 years, in Portland for 21. Twelve years before that we were in Salt Lake. A couple of weeks ago, we drove down to Humboldt State for a college reunion. We spent three days knocking around Arcata, realizing that if anyone young looked familiar, we knew not them, but their parents, decades ago.

I built some raised beds 15 years ago and they are shot now, victims of the soil they held. The new ones are steel and redwood and should go another 15. Maybe 20. They will take several weekends to finish, further delaying the Berlina.

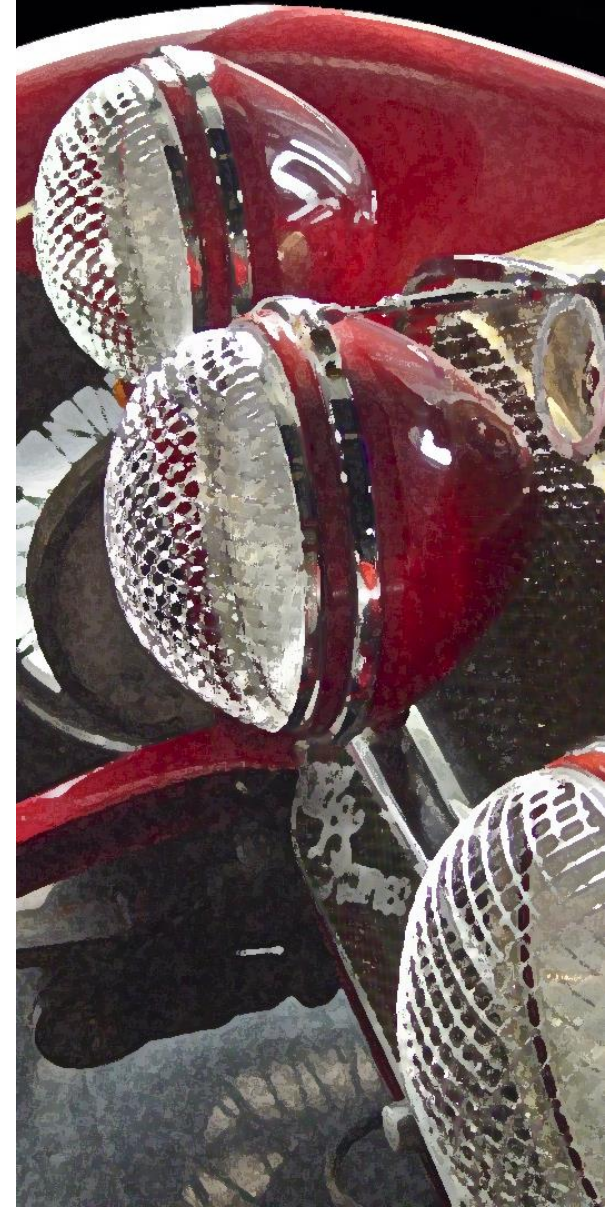
I've been in AROO six years, on the Board for four, president for three, AROO Cup Series Director for five, Monte Shelton Rally volunteer coordinator for five. I spent half of Sunday timing cars in the last AROO Cup, counting the seconds where seconds count. I didn't spend a minute on the Berlina or the raised beds.

Connie is away for the week, so I consoled myself by making asparagus risotto and grilled salmon. The risotto took an hour and a half, the salmon six minutes per side. The Sangiovese was from 2010.

Waiting for summer, I barely noticed that June is half gone. Six weeks until the Monte. A couple of weeks to make volunteer assignments. This Friday I'm driving up to Lopez for Eden's first birthday. Four hours to Anacortes, an hour on the ferry. Then do the reverse on Sunday. No time on the Berlina or the raised beds.

Next week is the AROO Summer Tour. Two days of easy driving and Oregon history. I'll be driving the Spider and having a great time.

[Roger Dilts, Club President](#)





Christine Merris, cooling a heel, and Doug Naef in Doug's Porsche 356.

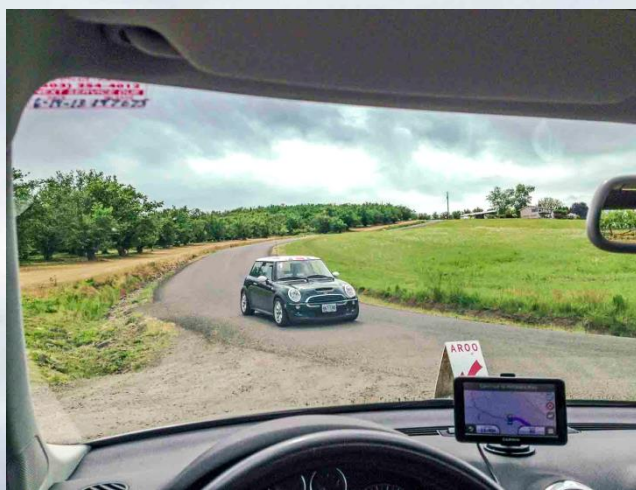
Mother's Day AROO Rally Draws a Crowd

For the second year running, an AROO Cup Rally fell on Mother's Day. While no mother/child teams showed up, several moms were in attendance, so that was good enough to qualify as a celebration. We had 10 teams participate, with vehicles ranging from a near-new Mercedes sedan, to a Lancia Fulvia Zagato, a pre-A Porsche, an Alfa Sprint Veloce, and a '65 Datsun pickup. See, everyone really is welcome.

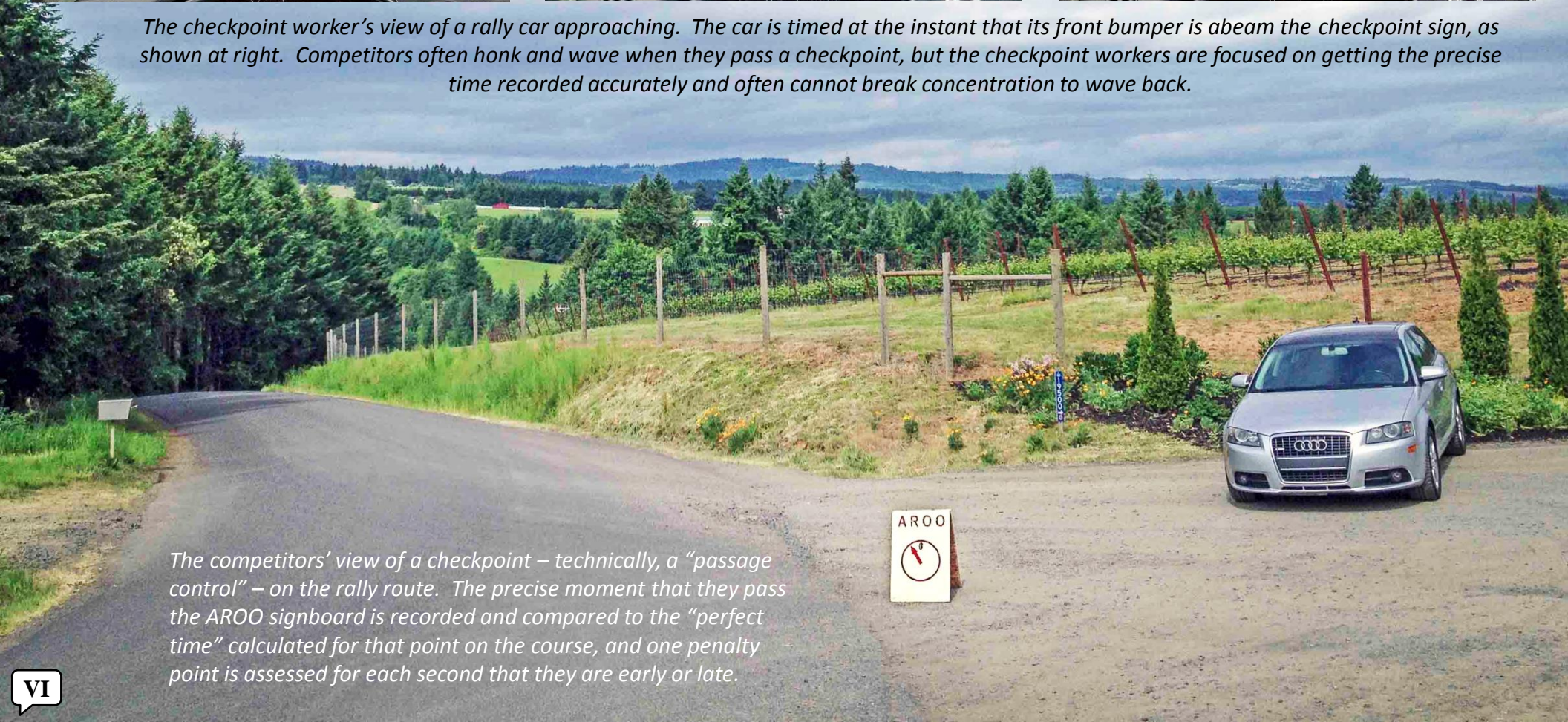
Rally Master Simon Levear guaranteed the route to be nearly trap-free and sent everyone out to see for themselves. Following the odo calibration leg and calculation break, Jim and Bonnie Trofitter opened things up in their silver VW Rabbit with a perfect zero. Five other teams were in single digits right behind, led by Bill and Sue Colisch with a 3. Bill and Sue dusted the field with a zero on the next TSD, while Rick and Debbie Warner in their Lancia and Doug Naef and Christine Merris in a stunning blue pre-A 356 Porsche each scored 1s. (Sorry, I just can't bring myself to write what Bill and Sue were driving. Maybe later.) **Continued on page XII**



Rally Master Simon Levear, left, delivers the rally instructions in Italian (get it?) while Rally Series Chairman Roger Dilts looks on.



The checkpoint worker's view of a rally car approaching. The car is timed at the instant that its front bumper is abeam the checkpoint sign, as shown at right. Competitors often honk and wave when they pass a checkpoint, but the checkpoint workers are focused on getting the precise time recorded accurately and often cannot break concentration to wave back.



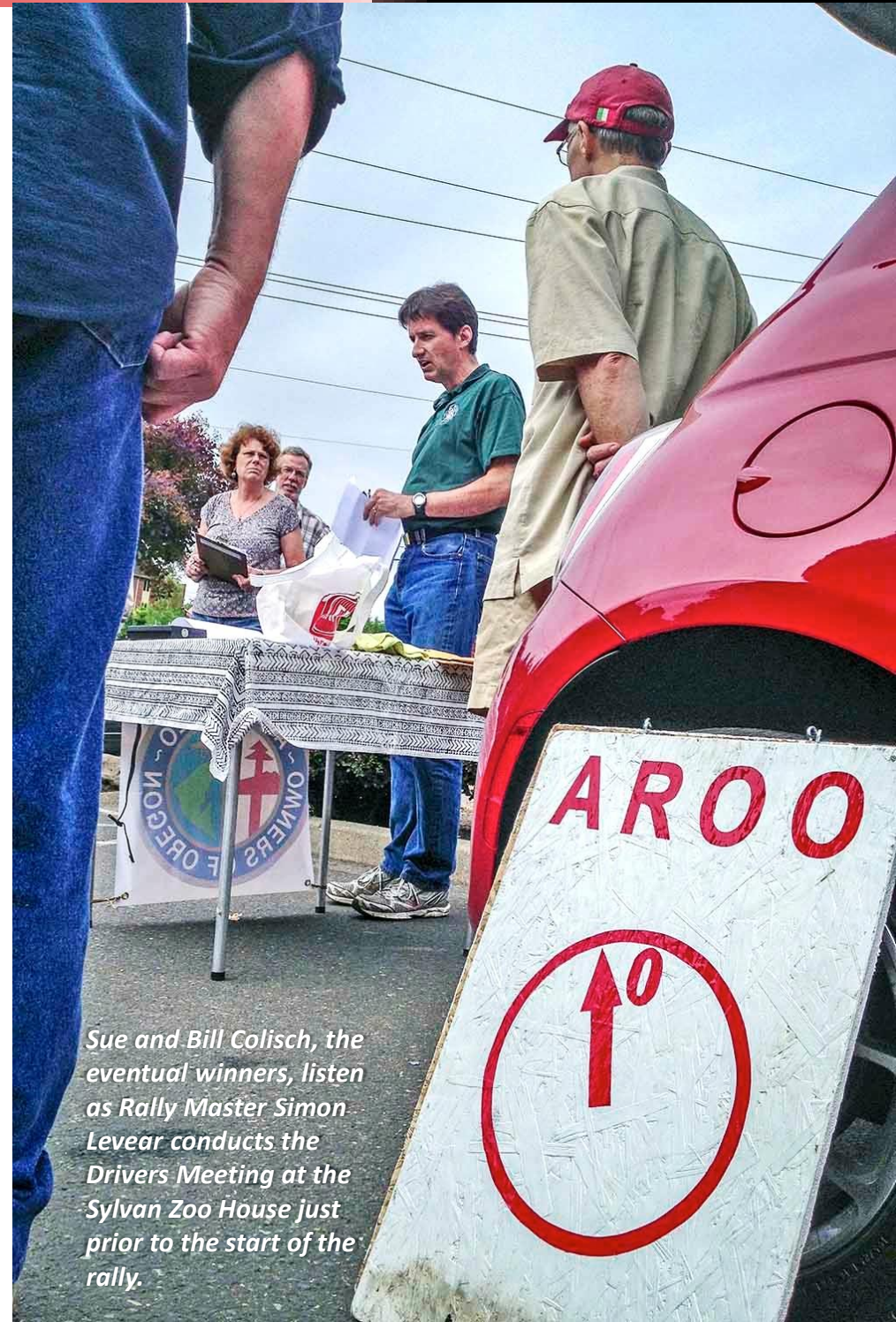
The competitors' view of a checkpoint – technically, a “passage control” – on the rally route. The precise moment that they pass the AROO signboard is recorded and compared to the “perfect time” calculated for that point on the course, and one penalty point is assessed for each second that they are early or late.

Bill and Sue ran up their lead with another zero on the next TSD, while Roger and Christine Wooley scored a 2 in their Mercedes, and Ed and Kim Godshalk in their “new” Sprint Veloce nabbed a 3. Ann Fry and Yulia Smolyansky in Yulia’s GTV along with the Warners and Bob and Donna McNabb in their MGA each got a 4.

The last TSD saw three teams suffer just a single penalty point: Colisches, Fred and Lisa McNabb, and Fry/Smolyansky. When it was all totaled up, consistency again paid off, with the Colisches (OK, OK, they drive a Nissan Altima Hybrid – geez) in the top spot with only four penalty points for the day. The apparent tie for second at 14 points each was broken at the “fives” level. To break a tie, our rules say to look to the team with the most zeroes. None here. Most ones? They each had one, so still tied. Most twos? Zip. Threes? Nope. Fours? One each, still tied. Got any fives? Yes, Ann and Yulia had one, while the Warners’ next best score was a 7. Now *that* is close.

Full results on next page.

AB



Sue and Bill Colisch, the eventual winners, listen as Rally Master Simon Levear conducts the Drivers Meeting at the Sylvan Zoo House just prior to the start of the rally.

AROO Cup Rally 3 & 4 Results

PAST EVENTS

AROO CUP RALLY 3

PLACE	Car #	TEAM	TSD #1	TSD #2	TSD #3	TSD #4	TOTAL
1	1	Colisch	3	0	0	1	4
2	3	Fry/Smolyansky	5	9	4	1	19*
3	6	Warner	7	1	4	7	19*
4	9	F&L McNabb	8	4	12	1	25
5	2	Godshalk	6	12	3	7	28
6	10	B&D McNabb	16	13	4	10	43
7	5	Trofitter	0	22	11	27	60
8	4	Eddings	30	6	14	23	73
9	8	Wooley	26	34	2	14	76
10	7	Naef/Merris	38	1	20	36	95

*The tie between 2nd and 3rd was resolved on the basis of most 5s.



AROO CUP RALLY 4

PLACE	TEAM	TSD #1	OC #1	OC #2	TSD #2	TSD #3	TSD #4	OC# 4	TOTAL
1	Colisch	1	0	0	0	n/a	33	0	34
2	Lefebvre/Harer	2	0	0	27	n/a	29	0	58
3	B&D McNabb	12	0	60	60	n/a	4	0	136
4	F&L McNabb	11	60	0	72	n/a	76	0	219
5	Fry/Smolyansky	8	0	60	53	n/a	40	60	221
6	Ellis	14	60	60	2	n/a	37	60	233
7	Eddings/Sherrell	10	0	60	205	n/a	14	0	289
8	Gibner /Guthrie	55	0	0	241	n/a	5	0	301
9	Trofitter	74	60	60	175	n/a	300	0	669
10	Naef/Merris	20	0	0	300	n/a	300	60	680

Colisches Sweep AROO Cup Rally Series!

The finale of the AROO Cup Rally Series drew ten teams to the start at the Sylvan Zoo House on a sunny June morning. Since the series is supposed to increase in difficulty, they must have guessed that they were in for it.

Getting a set of instructions titled “Three Billy Goats Gruff” with a raging troll on the cover captioned “trip, trap, trip, trap” certainly didn’t build confidence. With years of experience behind them and challenges ahead, they took off on the odd leg.

The first TSD leg featured a protection trap at the first turn, included a couple of TOWARD instructions, and an apparent “first opportunity” that turned out to be a gravel road (non-existent under our rules), with two pauses and five speed changes to keep track of. Whew. Bill and Sue Colisch in their Nissan Altima nailed it with a single penalty point, with Larry LeFebvre and Brandon Harer a second back in a borrowed Porsche 914.

The second TSD leg included two nasty traps: one based on discriminating between a Drive and a Road of the same name, and a “centerline trap” with no STOP sign to cue the rallyists to pause and look around. The first one caught only three teams, but fully half the field flew past the centerline trap and collected 60 penalty points. The Colisches time dec’d their way to a zero, Bob and Kathleen Ellis also used their math skills to score a 2 in their yellow Boxster, while everyone else was in double or triple figures. The high scores on this leg were mainly due to a

rally master (me) who misnamed a road in the instructions. (You’d think after 20 years in Oregon I could tell “Sunny” from “Shady”...)

Speaking of rally master errors, the third TSD leg had to be thrown out due to an error. Too bad; it was a cool little loop with a classic protection trap. I’m sure everyone had fun on it (except those who did it right and got handed an off-course slip for their troubles). *Continued on page XI*



Rally Master Roger Dilts conducting the Drivers Meeting.



The view from an Off-Course Route Control, ready to pounce on off-course rallyists. It's a dirty job, but somebody's gotta do it...



Bob Ellis "doin' the math" before departure on Roger's trappy rally.



The last thing competitors want to see: an Off-Course Route Control ready to record their car number (and assess 60 penalty points).



The final TSD leg had another nasty trick (disguised as a caution, which caught three teams) and another centerline trap. Bob and Donna McNabb in their MGA bested this one with a 4, while Lynn Gibner and Linda Guthrie scored a 5 in an MGB GT.

Bill and Sue Colisch ended the day at the top of the podium with 34 points. I don't know if any team has ever pulled an AROO Cup sweep before, but it hasn't happened in the years I've been the series director. Many fine teams participated in the series this year, so theirs was no easy feat. Bill and Sue are consistent, focused, know the rules and work hard. They are also fine people and a pleasure to write a rally for. Now somebody just needs to sell them an Alfa! Larry and Brandon came in second with 58 points and Bob and Donna in third with 136. Complete results are in the table on page VIII. Complete series results will be available when I get around to it, certainly before the December banquet, but Bill and Sue better make room in the house for a couple of AROO Cups.

Can't end without thanks to Bill Haines and his daughter Marissa who timed two TSD legs, and Reid Trummel and Dan Fuger who carried out the thankless job of handing out off-course slips. Great job folks, thanks for stepping up to support your club.



Left: Linda Guthrie and Lynn Gibner. Above: Brandon Harer and Larry LeFebvre in the battle-wagon 914. Right: Kathryn Sherrell with a borrowed TR8.



The weather gods looked kindly on AROO for the 2013 Old Spider Tour (OST), but I think it was the influence of Bob and Margaret McGill smiling down on us. A big Thank You to the McGills for their past AROO support!

I can only remember a few OSTs where all the Spiders left the start location with the convertible tops stowed. A glorious morning is how I would describe it. About 28 Alfas showed up, with a couple of non-Alfas rolling the total up to 30 cars. It was great to have the dependable participants there, but we also enjoyed the company of a few members who had not made the tour in a while (Cantrell, Godshalk, and others).



Bill Eastman checking his old Spider during a tour break. This is the car formerly owned by Bob and Margaret McGill, originators of the Old Spider Tour.

Ed Godshalk debuted his newly acquired Giulietta Sprint Veloce on the tour.



Peet's coffee and Helen Bernhard's donuts (Bob McGill's favorite bakery) got the group moving and shaking through the driver's meeting. The meeting was brief, but we covered the basics and made sure everyone knew when the next restroom break would occur. Given the expectation of a very warm day, Dennis Torgeson brought water for folks to take along (thanks Dennis!). Fully stocked and with the instructions handed out, we headed up the old highway along the Sandy River, enjoying a wonderfully quiet road.

After a fun run on the back roads north of Highway 26, including Marmot Road, we took Lolo Pass to our first break at Government Camp rest stop. There was still a LARGE pile of snow in the parking lot, but none to drive in (unlike some past OST runs over Mt Hood). The group parked in a nice line and the variety of Alfas was fantastic to observe. What a great collection of cars, AROO has. A small group quickly huddled around Ed Godshalk's newly acquired Giulietta Sprint Veloce. He was fastidiously checking the engine over finding it still there and running strong. The boys had lots of questions.

From Government Camp we headed east on 26, taking the forest service roads to Wamic and Tygh Valley. A quick stop at White River Falls was breathtaking. The river was very full and oh-so-scenic against the blue sky and green pastures and black volcanic rock. What a wonderful place we live in. At this stop we had a couple of repairs occur. Dennis Pillar had a couple of loose nuts (header nuts actually) that were making a racket, and Rick Martin was stabilizing the loss of an oil filler cap (very messy), but our resourceful group was back on the road with a run over Sherars Bridge and south along the Deschutes to Maupin.

After some spirited driving up Bakeoven Road, the loops south of Shaniko and a slow pace into Antelope, the group broke for lunch at the Clarno Unit John Day Fossil Beds off Highway 218. Picnics and conversation followed with a nice quiet setting. From there the route took us on a favorite bit of twisty road ending at Fossil. Old cars are great fun – you feel like you are going fast, but really you are just keeping up! Our first day was a long one with almost 300 miles on the clock as we pulled into The Dalles and the Celilo Inn. This restored 1950s motel has been redone and is a great stay. The usual post-tour social hour recounted many of

the tour highlights. Great scenery, Pillar's car almost breaking down, smooth, fast roads and NO traffic. Great fun.

About 5:30 p.m., AROO descended on Romul's Italian Restaurant for a group dinner Saturday night. Service was fine and the food tasted very good after a day of fun. The place was buzzing with laughter and stories as wine and friends enjoyed the end of a great day. A big Thank You to Dennis Torgeson for researching and arranging the dinner. This is no easy task, but Dennis did an exceptional job.

Sunday was a short tour back west, but we did climb up the Klickitat Valley on some of the best roads in the area. While the smooth and turn-after-turn route was a hoot, the view from the top was breathtaking. Again, the weather was perfect.

I hope those of you who came along had a great time. Again, a big thanks to Dennis T – my partner in this. Thanks for coming and be sure to attend all the AROO events you can! People put lots of effort into them *and all they need is for you to come out and have fun*. See you at the next event.

AB

Old Spiders (plus one old Sprint).



The next 30 days or so...

June 19, Monthly Meeting

There is no regular monthly meeting this month, but what there is, is...

In lieu of the monthly meeting, this month we have arranged a visit to the private car collection of Ron Tonkin. See the next page for details of this exclusive opportunity to see this fabulous collection of exotic cars (plus a few non-exotics). This collection is not “a museum” and it is not open to the public. Visits are by special arrangement only, and the number of visitors is limited. Don’t miss this rare opportunity.

June 22-23, AROO Summer Tour

See UPDATED details elsewhere in this issue.

June 29, NWARC “Gita e Corsa”

This event is hosted by our friends in the neighboring AROC chapter – the Northwest Alfa Romeo Club centered in western Washington. Contact Mirko Freguia at mirko@copperfin.com for more info, and see their flyer elsewhere in this issue.

July 8-12, AROC Convention

This is the national club’s big, annual meet. We’ve hosted it three times, most recently in 2009. This year it will be in northern California, so it is likely to be some time before it is this close again. Lots of AROO members are going. Check the website for all the info: alfacalifornia2013.com

July 13-15, Annual Alfawannabe Car Club Tour

See details elsewhere in this issue.

FUTURE EVENTS



Ron Tonkin Car Collection Tour, June 19

FUTURE EVENTS

Mark your calendar for June 19 for this great “garage” tour of Ron Tonkin's personal car collection. Ron was the first official Ferrari dealer in the US back in 1966, and he has been collecting exotic cars ever since.

Ron has amassed a varied collection of cars that he personally enjoys, and some with very interesting history. That said, not all of his cars are “exotic” – some have personal ties to his past that will surprise you. However, we don't want to give away any stories here, so here are the visit particulars:

When: Wednesday, June 19.

Time: 6:30 p.m. – promptly.

Where: Arrive at SE 6th & Ankeny (about a block off of E. Burnside & Grand Avenue). Since space is limited at Ron's Collection, it is important that only AROO members and their family members attend, so please do not invite non-members. This was asked of us by Ron Tonkin Grand Turismo, so we want to be sure to honor their small request. Thanks and see you there!

– [Dennis Torgeson](#)



A top-down tour *in June?*

If you are foolish enough to believe Accuweather, it will be between 75 and 78 degrees and sunny on June 22 and 23. That sure sounds like a treat to anyone that is a native Oregonian and plans to first see that yellow globe in the sky beginning July 5th.

Each day of this tour will take in some of Oregon's oldest homes, churches and some historical museums as we enjoy some nice country roads. For those who want a very relaxed day (or days) in the sun, this is for you.

Indecisive folks can just show up for either or both days. However, if you would like to join us for a GREAT Italian dinner in Albany on the 22nd, you do need to give me a call or send me an e-mail by June 18 or the morning of the 19th. This will be a special meal prepared by an Italian who attended culinary school in Italy to learn her trade. Appetizers will include Parmesan Flan, Tomato Basil and Mozzarella skewers, and Bruschetta with either caramelized onions and gorgonzola cheese or olives and roasted red peppers. Main entrée: Chicken Saltimbocca served with Fettuccine Pasta, Green salad with Balsamic vinegar dressing and desert will be Vanilla Panna Cotta served with fresh fruit and Biscotti.

Saturday is brown bag, so bring your own lunch/drink. Sunday we are planning on stopping at the Brownsville Saloon for a late lunch. If you can give me a heads up, I can try to reserve enough tables for us.

Those who wish to stay the night in Albany, I suggest the Comfort Suites but there are many motels to choose from.

JUNE 22 – SATURDAY START – 8:45 A.M. SHARP.

From Portland area, I-5 South, take exit 282A which will put you on Hwy 551/Portland-Canby Hwy toward Canby. Left onto N. Arndt. At intersection of South Arndt and S. Knights Bridge, turn Left onto S. Knights Bridge Rd. Proceed into Canby and turn Left on Holly St. Drive a mile or so to Molalla State Park. Turn Left into park and proceed to rest room parking lot.

From Salem area: I-5 North, take exit 282-Canby, Right onto Miley then quick Right onto Airport Road. Left onto N. Arndt. At intersection of South Arndt and South Knights Bridge, turn Left on S. Knights Bridge Rd. Proceed into Canby and turn Left on Holly St. Drive a mile or so to Molalla State Park. Turn Left into park and proceed to rest room parking lot.

JUNE 23 – SUNDAY START:

Tour LEAVES Monteith Riverfront Park in downtown Albany at 9 a.m. From Portland, take first Albany exit onto 99E. Turn R on Lyons St (Hwy 20) toward CORVALLIS. Turn L on 1st Street before bridge, then R on Ferry and L on Water to park.

If you do plan on attending one or both days, please shoot me an e-mail or call so I can print the appropriate number of packets.

Tom McGirr, 503.910.8719 or mcgirrt@wcb.com



NW ALFA CLUB

PRESENTS

GITA E CORSA

Saturday **JUNE 29** / 11AM - 5PM

The Ridge MOTORSPORTS PARK / SHELTON

Celebrating CARS, DRIVERS, AND ENTHUSIASTS

NWALFACLUB.COM

Gita & Track Resistration
MOTORSPORTREG.COM

*Separate registration through Turn2 Lapping for track event;
No registration needed for car show.*

- **SCENIC GUIDED TOUR** drive-in from Seattle with lunch at The Ridge
- **SHINE AND SHOW** including new models of the Fiat 500 & Abarth, and Ducati motorcycles
- **EXHIBITIONS** and displays of motorsport products and services
- **PRACTICE LAPS** and track tour to learn the line at The Ridge

AROC Convention: "Alfa California" July 8-12

FUTURE EVENTS

For advanced planning purposes, we want to let you know about the plans in development for a AROO hospitality event or two during the Alfa California National Convention. We will host a gathering for AROO members and guests on Tuesday and/or Thursday from 4:30-6:30 p.m. in two adjoining rooms at the convention hotel. One room will be Paine's and the other either Carpenter's or Banzer's (TBD). Light snacks and some beverages will be provided, and feel free to bring your own favorite beverage. We will post details on the information board at the Convention. Contact Russ Paine with any questions or suggestions,

russ.paine@alfaclub.org



Annual Alfawannabe Car Club Tour

As some of you know, I also put on tours for the “Alfawannabe Car Club.” This is a group of sports car enthusiasts that asked me to start putting on tours for them about eight years ago. Most of these folks have very fancy, high-powered cars including a few Lambos, Type 3 Porsches, and even one of those V-12 twin turbo Mercedes AMGs with way too many ponies. For some reason, they are content to follow Paula and me in our little 2000cc Spider, hence I took the liberty to come up with a fitting name for the group. They probably do not really want an Alfa. I, on the other hand, can always say I have more fun for the buck than any of them! How many Alfa’s could I buy for the price of that AMG?

Past tours have taken us to the Wallowa Mountains, Ashland with Shakespeare, Crater Lake and the Oregon Caves Monument, Paradise Lodge at Mt. Rainier, and the Olympics, among other places. Several AROO folks have joined us in the past and always felt welcomed.

We are heading off to the North Cascades this summer. Timing of the trip is not the best for Alfa owners who are heading down to the AROC Convention, but I wanted to let you know that there are a few openings should you want to join us. I would need to know no later than May 1.

This is a four-day tour. Day One swings by St. Helens then takes in the LeMay Car Museum in Tacoma. Dinner is at the Sea Star, a very upscale restaurant. Day Two takes in the major sights in the North Cascades and ends up in Winthrop with happy hour and dinner at Sun Mountain Resort. Day Three heads up to Okanogan near the Canadian border to taste some ice wine, then across the scenic Sherman Pass to Lake Roosevelt and down to Grand Coulee. Day Four will stop at Dry Falls and Desert Wind Winery and then home. As a heads-up, this group likes nice hotels, good food and fine wines, so the costs are a little more than a typical AROO tour.

If you would like more information about this tour or would like to be put on the mailing list for future tours, contact me, Tom McGirr, 503.910.8719 or mcgirrt@wcb.com



Summer Picnic, July 21, 11 a.m.-3 p.m. by Russ Paine

FUTURE EVENTS

We will meet and depart from Longbottom Coffeehouse just off of Sunset Hwy 26 at the Brookwood exit, head south taking a left off of exit ramp then watch for the 1st left turn opportunity and make that left on NW Huffman Street (it is about 3/4 mile from the exit), Coffeehouse around first corner on the right.

We will leave Longbottom at 11:30 a.m. with a brief drivers meeting at 11:15. If you have opted to order a sandwich from Longbottom, please arrive by 10:45 so all will have time to pick up your lunch order. Our tour will last for a little over one hour and we will finish at Apolloni Vineyards off of Hwy 6, about 4 miles west of Banks on Timmerman Road (on the right when heading west), arriving between 12:45 and 1 p.m. (in case you want to meet us there).

Alfredo and Laurine Apolloni own and operate their winery and offer traditional Oregon pinot gris, blanc and noir, as well as some nice Italian-style varietals. www.apolloni.com Alfredo is a car guy, loves Alfas, and is a recent new owner of a Tesla S sedan. There will be wine tasting available and wine for purchase along with water and pop to go with your lunch.

Lunch options are: You may order a sandwich from the Longbottom – see menu on their website for choices (www.longbottomcatering.com/catering/boxed-lunch-order/), then let me (Russ) know via email and you will be able to pickup your selection at the tour start, or you may opt for Fetzer's bratwursts at the winery.

Those with last names ending in A-M, please bring a picnic side dish to share. For those with last names beginning with N-Z, please bring chips, nuts, Cheetos, etc. for the picnic.

I have arranged a special treat for dessert with a gelato vendor onsite who will scoop you a dish or cone of one of his excellent flavors. Emilio & Sirena of Gelato Maestro will also sell you assorted pints @ \$9, and quarts @\$15 individually. Check their Facebook page... www.facebook.com/pages/Gelato-Maestro/127557123978677?fref=ts You will pay them directly for any take-home goodies, so don't forget your insulated bag or cooler.

We will wrap up at 3 p.m. and you are on your own for the return trip home when you would like.

Please email your Longbottom sandwich selection to me by July 17th at russ.paine@alfaclub.org

Any questions also to russ.paine@alfaclub.org or 503.866.8870.



Monte Shelton Northwest Classic Rally, July 25-28

FUTURE EVENTS

If you have been wondering why you may not have heard much about the rally this year, it is because we have been overwhelmed with registrations and volunteers and, quite simply, we have not needed to do any publicity. However, as we approach the cut-off of 110 registrations - yes, we're headed toward the biggest Northwest Classic ever - we wanted to give all AROO members a fair chance to get registered while there are still a few slots open.

The registration form is available [here](#).

This is the 25th annual event and from all indications it is going to be memorable indeed. If you want in - and we hope you do! - please do not postpone registering. We can confirm a few more registrations, but after that we will be running a wait list.

If you want to volunteer, contact Volunteer Coordinator Roger Dilts at volunteers@nwclassicrally.org

If you want to sponsor, contact Sponsor Coordinator Diane Fallstone at sponsors@nwclassicrally.org

If you are one of the many people we hear from who plans to enter the event "some year," I urge you to make this the year. But please don't delay registering.

Check the [website](#) for more details. We hope that you'll be part of this special year - 25th annual - of this special event. *It's going to be a heck of a party!*

Keep Calm & Rally On!

Reid Trummel

Chairman,

Monte Shelton Northwest Classic Rally

nwclassicrally.org



Fall Leaf Tour to Yachats

Time to make your room reservations at the Fireside in Yachats. I blocked 18 rooms in the name of the club, so call 1-800-338-0507. Block will expire in early August.

Tour will start in Salem and feature some great country roads down to Mapleton, then some BLM/Forest Service roads along the Siuslaw River to 101. This will be a GREAT driving tour. We plan on stopping at the Dunes Overlook on the coast, Darlingtonia Wayside (home to hundreds of carnivorous plants so no drinking until we get safely through!) and assuming the weather is good, Cape Perpetua, a spectacular viewpoint on the south coast.

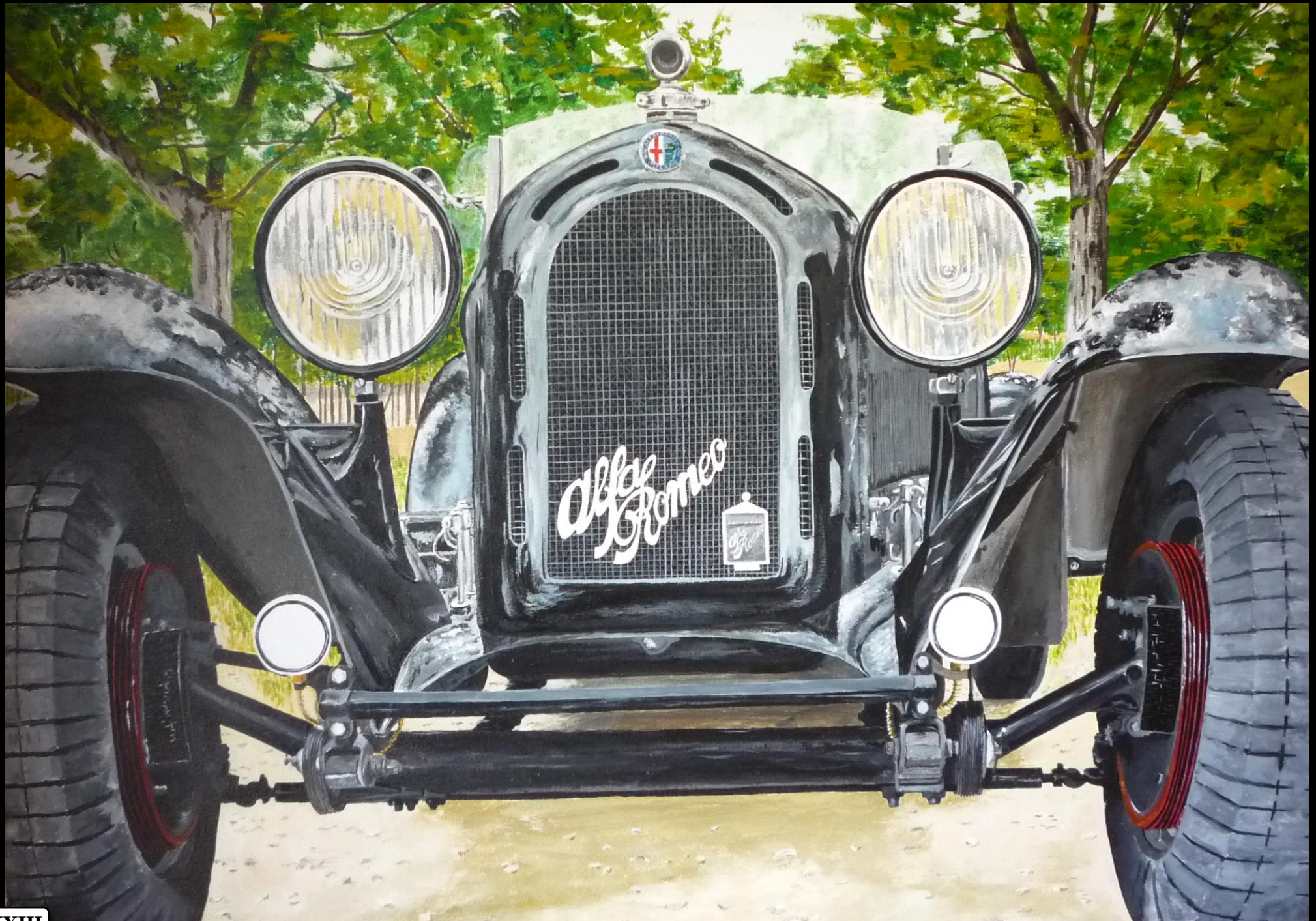
Dinner will be at Ona in Yachats. This is an upscale dinner establishment. Check out their website at www.onarestaurant.com.

Sunday will include an informal tour back to Salem area for a late lunch. We are likely to stop at two art galleries and perhaps a winery along the way.

I will need a dinner count so please let me know if you are coming.

Tom McGirr, 503.910.8719 or mcgirrt@wcb.com





Steve's been getting in shape for the touring season. For Steve, even a tour is a competitive event.

Don't believe me? Check your rear-view mirror. What do you see? That's right, nothing.

Steve's already way ahead of you.



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For Sale: 1969 Alfa Romeo Spider

BUY-SELL-TRADE

White body; black interior. This Alfa is in very good condition and drives exceptionally well. Correct with exception of suspension, tires, roll bar, electric fan, steering wheel and four-point restraint all added for track purposes. I do not track. Mileage is about 105,000. Garaged in my ownership. Paint is not perfect so you can drive without fear of "road pebbles." Maintained at Veloce Motors since 2004; reference available from Dan Sommers (503) 274-0064. I'm looking for \$17,900 and would love to see it stay in this area. Contact Bill Spencer (503) 636-1656 (h) or (503) 891-1809 (c).



For Sale: 1994 Alfa Romeo Spider

BUY-SELL-TRADE

Selling a beautiful 1994 Forest Green/black top Alfa Romeo Spider Veloce CE! The car is in good condition, runs great and will be a lot of fun in the coming summer months. While in Portland, it has been given regular maintenance at ATD, where they specialize in these and other Italian vehicles. Specifications: 2.0L dual overhead cam 4-cylinder engine, 81,280 miles, 5-speed manual transmission (good clutch), 4-wheel disc brakes, Bosch fuel injection, power windows, power side-view mirrors, the top is in good condition, with a clear rear window; it was recently replaced, clean title. There is a small dent in the front end, the speedometer does not work, the driver's seat leather upholstery has a tear in it, and there is a crack on the passenger's side of the dashboard (visible in the pictures). It is a pleasure to drive, though, and with a little work this car can be in excellent shape. Please contact me via email or phone (956) 607-5525 if you would like to see the car or test-drive it; if I cannot answer, leave a message and I will return your call as soon as possible. Will consider serious offers, as I am forced to sell this car as soon as possible.



XXX

For Sale: 1974 GTV 2000

BUY-SELL-TRADE

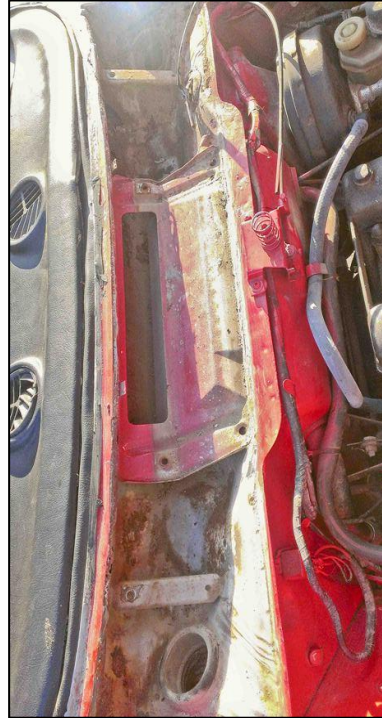
Great ten-foot car with racing mods. A street car with some racing mods, my beautiful little Alfa was being prepared for a racing career when the owner suffered an injury. The car can now go either way, track or street. Wes Ingram engine and suspension. Some rust, some things need to be hooked back up (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

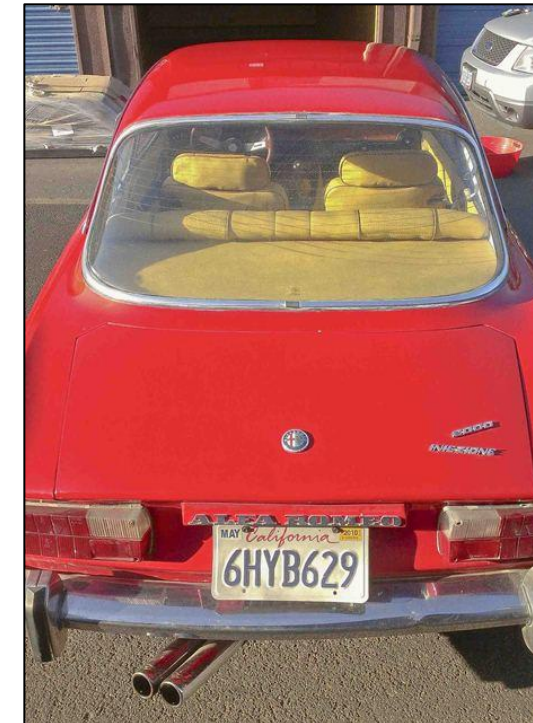
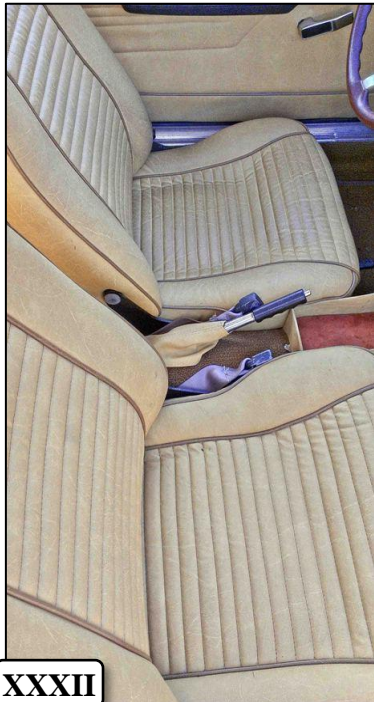
For Sale: 1974 Alfa Romeo GTV

BUY-SELL-TRADE



Brought up from Southern California to Portland in 2009.
No mileage put on since arrival.
\$5,000 spent at Nasko's (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



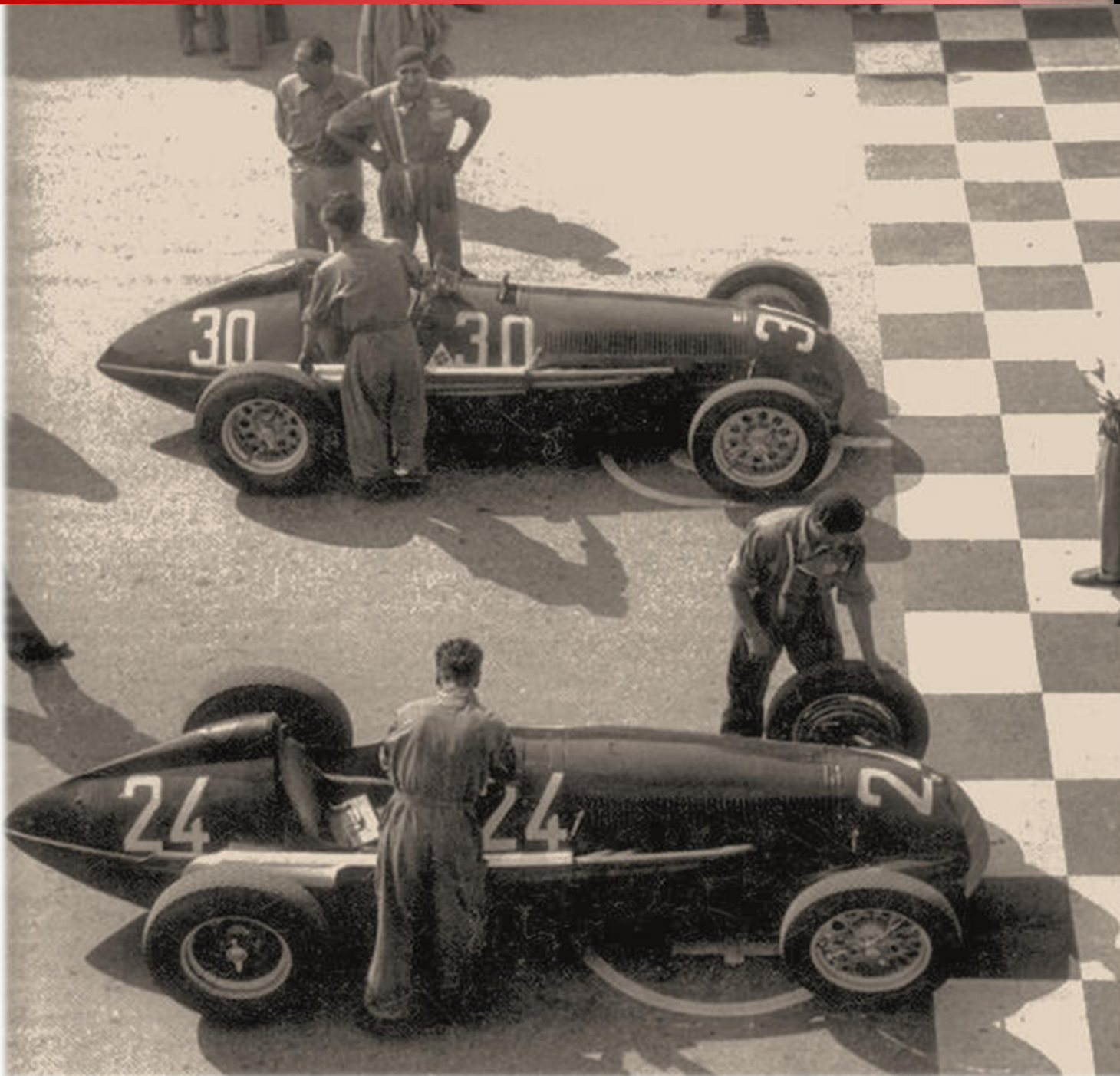
Located in Amsterdam, The Netherlands, and belonging to a Mr. Taco Joustra of a high-end men's clothing store there, this interesting Alfa Romeo collectible is available for sale at a price to be negotiated.

If interested, please contact Mr. Joustra at dominio@dominio.nl

We make no representation as to the authenticity, condition or availability of the subject item. It's availability was reported to us by a trusted friend of the editor, who examined it first hand. If you would like to contact him first, he is Lou Jaffe whom you may know as a regular Northwest Classic Rally entrant, at loujaffe@hotmail.com



Alfa Romeo



The [Alfa Romeo 158](#) with its 1.5 liter V8, although a 12-year old design by 1950, won every race in which it was entered that year with Farina and Fangio trading victories.

The 1480 cc engine produced an astounding 300+ bhp in super-charged form.

See the previous page for a collectible commemorating this spectacular racing season.

