

ALFA BITS



PUBLISHED CON BRIO BY THE
ALFA ROMEO OWNERS OF OREGON

FEBRUARY 2014



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VOLUME 46
NUMBER 2

COMPLETE & UNEXPURGATED

...is the official newsletter (and the only one we know of) of the Alfa Romeo Owners of Oregon. It is published 10 or 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.

We also welcome paid advertising when you actually pay (and you know who you are...). Contact Advertising Manager [Dennis Torgeson](#) for details and/or to repent and pay up.

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



Gary Williams's 1959 Giulietta as seen in 1967, parked at Memorex in Santa Clara, where he worked.



Another view of Gary's Giulietta, this one from 1966. Part I of his Alfa history is in this issue.

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I'll be brief (you can thank me later)

CON BRIO



HAVE A GOOD TIME AT MONTE'S
AND BUY A CAR TOO!

BUY - SELL - TRADE

Monte's Motors

"OLD RELIABLE FIRM"
637 NE BROADWAY
Portland, Oregon
Phone 287-8045



To answer your first question, the ad on the left is reproduced from a 1968 edition of the newsletter of the Oregon chapter of the SCCA. Yes, Monte's Motors used to be located on NE Broadway, before it was located on NE Sandy, and before it was located on West Burnside where it is today. Monte's been having a good time with cars for a long time!

I'm very pleased to report that we have a real, live "feature" article in this month's newsletter. AROO member Gary Williams of [Scuderia Non Originale](#) fame shares his Alfa history in this issue, and those cover photos are vintage snapshots of one of his cars. Please let this be your inspiration to submit your story for publication on these digital pages. With nearly 50 years of Alfa history to recount, we'll conclude Gary's story next month, so for now please enjoy Part I, and *thank you Gary!*

Thanks to the efforts of Denny Torgeson we have a new advertiser, [PMX Custom Alternators & Starters](#) located in Happy Valley. This is a shop about which I have heard only good reports, and we're happy to welcome them on board as a new ALFA BITS advertiser.

Speaking of advertisers, please take a moment to check the ads and consider our advertisers and rally sponsors when you're in the market for the products and services that they offer. I've personally done business with most of our advertisers and believe that you'll be just as happy with them as I have been.

This is probably the last issue with my photos from last September's Goodwood Revival, so next month we can start in on my photos from the trip to Mt. Rushmore. Just kidding.

Lots of activities are coming up soon. I can highly recommend this month's monthly meeting - please see the details elsewhere in this issue. I think you'll be very glad to catch the planned presentation.

Let's close this month with a quote from Federico Fellini:

"Life is a combination of magic and pasta!"

How often I've noticed that very thing. *Ciao!*

[Reid Trummel, Editor](#)



"All the veloce
that's fit to print"

As you probably know, your club's business is conducted by the ten-member Board of Directors. Each member serves a two-year term and five seats come up for election every year so that we maintain a mix of experience and new ideas. The Board elects the club officers from among its members, who serve one-year terms. We meet on the first Wednesday of every month at Busters Barbecue in Tigard and all AROO members are invited to attend any Board meeting.

Early in the year we set the calendar and budget, making sure that events have coordinators, a place on the calendar and funding. Throughout the year we track how things are going, make adjustments to schedules and budgets, deal with problems and issues that come up, generate new ideas and otherwise try to keep things moving along smoothly.

Unlike many organizations that have one person responsible for the whole year's meeting programs (usually the vice-president, I once found out to my horror), in AROO each Board member is responsible for creating a program for one meeting per year. Sometimes the member steps in and does their own presentation, and sometimes they find a local luminary to share his or her knowledge of some aspect of the automotive world. This saves one person from a huge responsibility and really expands our network for finding interesting speakers. Over the last year or two we've heard from Ed Godshalk on adventures in Padua and Australia, Tom Kreger on the Pikes Peak Hill Climb, Keith Martin on the Alfa market, and Bob Ames on lots of cool stuff. Board members have shared presentations on Goodwood, Pebble Beach, cars of the Soviet bloc and the Alfa 4C. In the summer we play outside, and Board members organize a Summer Evening Tour in June, the AROO Picnic in July, and the August Evening Tour in place of a monthly meeting. In December we celebrate at the Holiday Party.

Besides handling the routine business of the club and making sure we have fun and interesting meetings, the members of our Board who are not officers also fill specific posts with other duties. Bob Stewart is in charge of keeping our calendar up to date on the AROO and AROC websites. If you'd like to host or develop a new AROO event, check with Bob and he'll plug you in with the Board. Yulia Smolyansky keeps us all turned out in stylish Alfa gear as our merchandise and apparel coordinator. We're always open to obtaining new stuff to let you tell the world you're an AROO member, so if you have an idea for an AROO item, let Yulia know. Mark Carpenter is the track liaison and works with Erik Roe and Ken Hart on Track Days. If you have an idea about Track Days, be sure to contact Mark. Lee Anne Barham is our new membership coordinator and has taken on the duty of sending welcoming packets to new AROO members. Our newest Board member, George Kraus, is in charge of advertising and promotion, which involves promoting AROO to prospective members. Finally Reid Trummel edits the Alfa Bits and coordinates the website, in addition to chairing the Monte Shelton Northwest Classic Rally.

You are lucky to have this great group of dedicated, hardworking Board members making things run smoothly. Some have been club members for decades and others just joined in the last year. We bring a wealth of experience to the job including engineering, business, law, graphic arts, real estate, politics, public broadcasting, publishing, and piloting helicopters. But mostly we bring a passion for Alfas and a desire to keep AROO the best car club around. You can make it all worthwhile by participating in AROO events. And come by a Board meeting just to see how it all works.

[Roger Dilts, Club President](#)



Location: Buster's BBQ, Tigard

Called to Order: 7:00 pm with Attendees: Erik, Bob, Dennis, Reid, Roger, Russ, Cindy, Lee Anne, George.

Business, Events, and Liaison reports

1. Minutes review – Reviewed and approved. Reid moved, Bob seconded, motion carried.
2. Treasurer's Report – Cindy provided projected year end reports, reviewed and approved. Dennis will request room rate reduction from Lucky Lab.
3. Membership Report - ~180 members.
4. Past events reports:
 - a. Nov 20, AROO Auction, Bob hosted. Very successful, \$1,050 raised.
5. Upcoming Events
 - a. Dec 8, Holiday Banquet – Cindy organizing. 40 expected. AROO covering gratuity.
 - d. January Membership Meeting – Roger has arranged for Michelle Rand as speaker on the Padua (IT) auction.
 - e. Sykarting event – January 26th – Bob hosts. Post social at Fanno Creek Pub.
6. Reid's report: Bits, website and MSNWCR – Rally full and has waiting list.
7. Calendar Review – Bob – 2nd Annual AROO Calendar produced by Reid and to be sent in late December. Track dates not determined until PIR's winter meeting. Swap meet March 22nd at Eastman's shop.
8. Merchandise/Apparel – Yulia – no changes.
9. Competition and track – Good track year in 2013. Motorsportreg transaction fee is 5.2%, discussed alternatives, Erik will do preliminary research: PayPal, others.
10. Advertising/Promotion – Lee Anne ordered more business-sized promo cards.

Continuing and New Business

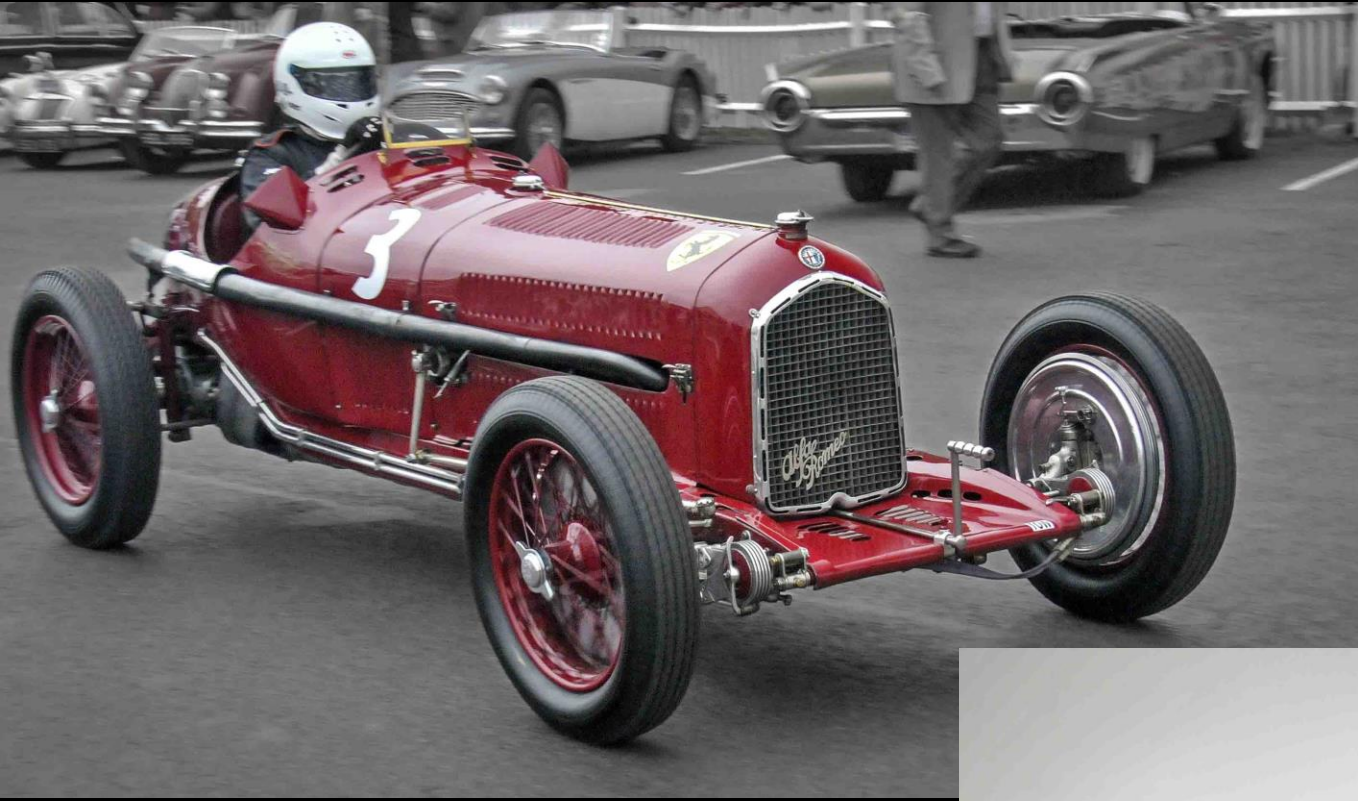
1. AROO Board – All reelected. Thanks to Erik for his service. Officers: President – Roger; VP – Dennis; Secretary – Russ; Treasurer – Cindy. Bob moved, Lee Anne seconded, motion carried.
2. Selection of liaison positions:
Activities Calendar – Bob; Membership – Lee Anne; Merchandise/apparel – Yulia (tentative); Track/competition – Mark; Advertising and promotion – George; Alfa Bits/Website – Reid.
3. Selection of general meeting hosts:
January: Roger; February: Reid; March: Dennis; April: Yulia; May: Dennis; June (Evening Tour): Roger; July (Picnic): Russ; August: Reid (2nd tour); Sept: Lee Anne; Oct: George; Volunteer Appreciation – Lee Anne; Nov (Auction): Bob; Dec (Holiday Party): Cindy, Lee Anne.
4. AROC Board nominations. Cindy is running for reelection, but Bill Gilham has bowed out. We can have two AROO members on the Board. Deadline for nominations is January 15.
5. New item – Cindy to provide an informal and periodic AROC report and update.
6. New item – Dennis proposed we create a new member Welcome Packet with: letter from president, calendar, roster, window sticker. A Welcome New Members listing to be included in Alfa Bits with name, car, hometown. Lee Anne would compile and distribute. Dennis moved, Bob seconded, motion carried.
7. New item: Combined events with Delta-Sierra (No. Cal) in May in planning stages – S. Oregon tour and a combined event with Seattle chapter (very early stages of planning). Dennis is liaison for AROO.

Meeting Adjourned – 8:35 pm.













The last thing the Messerschmitt pilot saw was a British fighter emerging from the clouds over Dover...

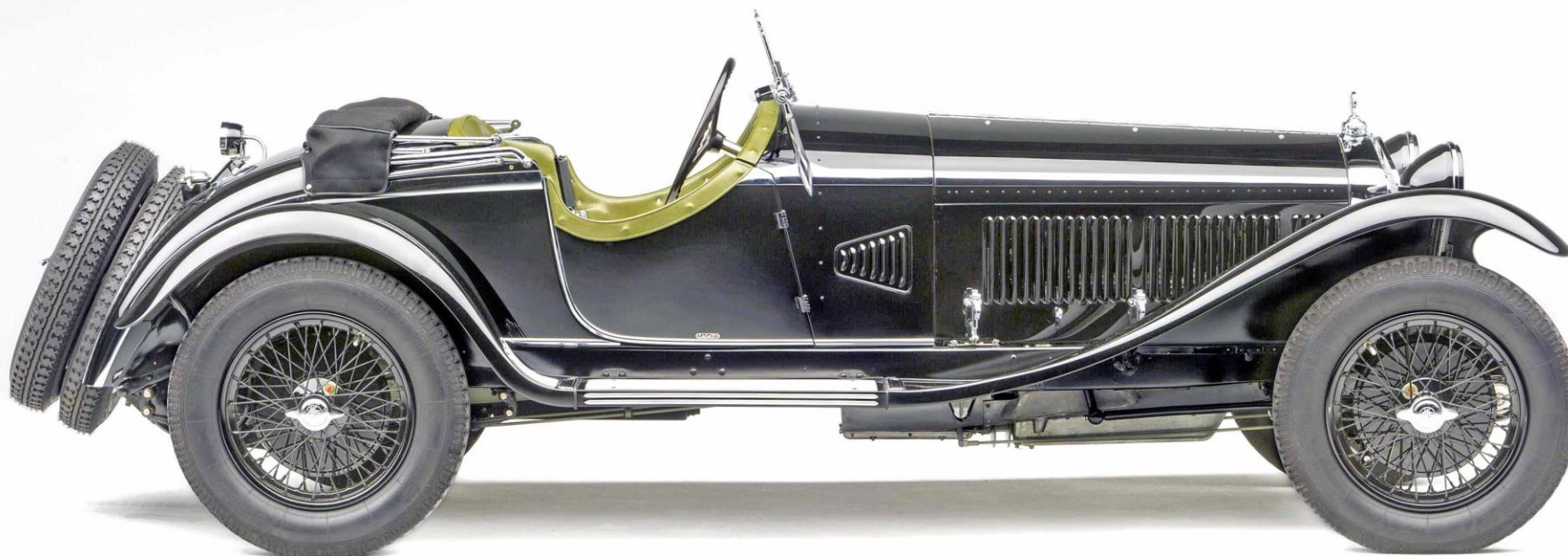








The inimitable 1931 Alfa Romeo 6C 1750 Supercharged Zagato Gran Sport Spider achieved a new world auction record for the model at £1,873,000 (\$3,080,000).



In an article written for *Sports Cars of the World* in 1971, David E. Davis Jr. had this to say about the sports car mystique: “Sports cars are supposed to be fun. They are not supposed to be sensible, practical, or even particularly useful... A sports car is also supposed to be fairly simple, and rather small... designed to carry two people on a more or less occasional basis and it imparts many of the sensory impressions of an all-out racing car while doing so... No power-assisted anything. No interior frills... and a sports car should have about as much extra weight and complexity as a Purdey ‘Best Grade’ shotgun.”

The First Annual AROO Karting Challenge was held Sunday, January 26. I'd describe the competition as jovial and enthusiastic rather than "fierce" as a good time was had by all. Although not really a competition, your humble servant decided to give you the results to minimize post-event "enhancement" by the participants. The places shown below are based on fastest time in each heat.

In the Senior Division (read into that what you may; I gotta call it something) Team Veloce Motors scored a one-two sweep.

	First Heat	Second Heat	Total
Justin Campbell	2	1	3
Dan Sommers	1	4	5
George Kraus	6	2	8
Fred McNabb	5	3	8
Fred's Nephew	3	5	8
Bob Stewart	4	6	10

In the Powder Puff Division Sarah Kraus proved to be the one to beat taking fast time in both heats.

	First Heat	Second Heat	Total
Sarah Kraus	1	1	2
Diane Sommers	2	2	4

The post-race debrief afterwards at Max's Fanno Creek Brew Pub featured beer, wine, good food, and a lot of smiling faces.

A very good time was had by all. Think about joining us next year!

The next 30 days or so...

FUTURE EVENTS

February 16, AROO Valentines Tour

This will be a re-run of the route used for the (mostly) rained out President's tour of last fall, so if you missed it, you can still do it! Starts at Brown's Ferry Park in Tualatin. Meet at 8:30 a.m. and depart at 9, tour through scenic back roads and enjoy lunch at Trees Restaurant in Sherwood. Roses and chocolates for all and holiday appropriate gifts for lucky winners. Contact [Roger Dilts](#) with any questions and plan to participate with or without an Alfa!

February 19, Monthly Meeting

Starts at 7:30 p.m. in our private room at the Lucky Lab Pub, 915 SE Hawthorne Blvd, Portland 97214. Details on this month's attraction are on the next page.

February 28-March 2, AROO Ski Trip

Come to the Monthly Meeting on February 19 for the latest information on the ski trip, or contact [Yulia Smolyansky](#) via email for details.

March 5, AROO Board of Directors Meeting

Open to all members. Held at Buster's Texas Style Barbecue - in the Meeting Room in the back - at 11419 SW Pacific Highway, Tigard OR 97223. [Free sausage-making demo every time!](#)

March 8, AROO Rally School

Rally season. It begins. But take heart, it also ends! But before it ends, begin it with the school.

March 9, AROO Cup Rally #1

NEW STARTING LOCATION: [Baldock Southbound Rest Area](#). Yes, we'll be rallying in a heretofore little-used and lightly traveled quadrant southeast of Portland. Be sure to turn around when you hear banjos.



XVIII

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

FREE BEER

And free is a good price.

We have our own private room at the Lucky Lab Pub. It's like our very own clubhouse. And there's free beer, free snacks, good friends, and fun times waiting for you there.

Reid has arranged for Craig Stegall and Richard Mayor to speak. Craig, who was involved in a very serious accident in his Austin-Healey, with his son, last September, will discuss matters involved with the accident, including dealing with the insurance company (Hagerty) and the insurance adjusters. The person who hit him no had insurance, a suspended license, and the car registration was out of date and owned by a friend of her mother's. He also has some ideas for making our cars safer to drive. Richard is a well-known Portland area vintage racer who is an attorney and who assisted Craig with the claim. It's a sobering presentation. Craig was very seriously injured and his car was a total loss. It motivated me to increase the guaranteed values of the cars I have insured with Hagerty, to buy additional liability coverage, and to make real sure that I have uninsured/underinsured motorist coverage.

We look forward to seeing you there!

[Lucky Lab Pub](#)

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

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



If you've always wanted to get into road rallying, this is your year! The AROO Cup Rally Series is the perfect way to learn this fun and challenging motor sport. The series consists of four classic Time-Speed-Distance (TSD) rallies, one morning a month, March through June. These are not the high-speed events you might have seen on TV. Neither are they "gimmick" rallies requiring you to gather answers like a scavenger hunt. They are also not races. They are precision driving competitions run at legal speeds on public roads, following written instructions. No special equipment is required and any car is welcome. If you like learning new games and looking for more ways to enjoy your classic car, TSD rallying is for you.

The best way to prepare for the series is to attend the AROO Rally School on March 8. As I said, TSD rallies are fun and challenging. If you just show up to a rally with no idea what is going on, you will be very disappointed and probably never come back. We don't want that. We want you to have fun learning something new, improve your skills, and come back for more. This year's Rally School is on Saturday, March 8, starting at 11 a.m. at the Lucky Lab, 915 SE Hawthorne.

The Rally School is taught by experienced rally writers, drivers, and navigators who will lead you through the intricacies of the instructions, take you on a "rally by PowerPoint" and offer tips and tricks for winning and having fun. You'll get a "table-top rally" to practice on and a quiz (with detailed answers) to test your knowledge. All this for only \$10 per person. ↪

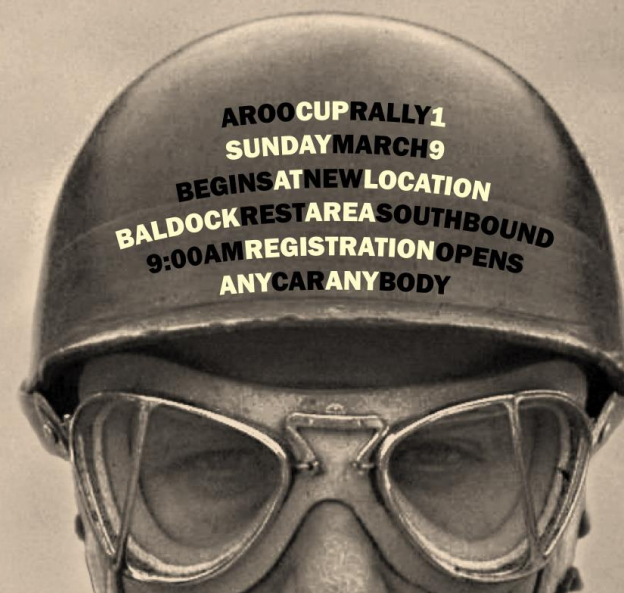


And you can apply your new knowledge the very next day as the 2014 AROO Cup Rally Series begins on March 9. If you got bored after five years on Washington County roads, believe me, so were we. This year we are heading south to rally the roads of Clackamas County, east of I-5, west of the mountains, between US 26 and Oregon 22. You could just say “around Molalla” for short. All rallies will start at the southbound rest area on I-5 (officially the Baldock Rest Area) just south of Wilsonville at milepost 282. The finish will be at a lunch spot of the rally master’s choosing. Expect to drive around 80 miles and to get lunch by 12:30 to 1 p.m. Registration will start at 9, rallyists meeting at 9:45, and the first car will depart at 10:01 a.m. As always the cost is \$20 per car, but if you email me to pre-register at arcvolcon@gmail.com, it’s only \$15.

The 2014 schedule with rally masters:

March 9, Roger Dilts
April 6, Reid Trummel
May 4, Simon Levear
June 15, Paul Eklund

Come join us and have a great time!

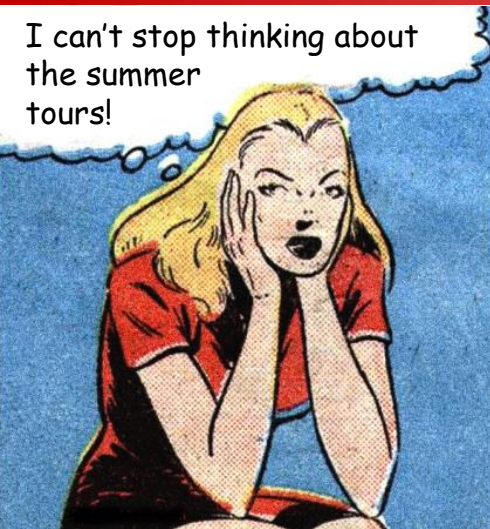


[More info here.](#)

[Register here.](#)

[See you here.](#)

**What would
Fangio do?**



WHY START THINKING ABOUT THE SUMMER TOURS?

- 1) It helps you forget about the rainy, windy weather.
- 2) You are inclined to take the car cover off your prized Alfa and admire its beauty.
- 3) In between rain showers, you touch-up that ugly rock chip and apply another layer of wax.
- 4) An AutoZone ad entices you to buy and install new spark plugs and dress the leather.
- 5) You recall the exhilarating feel of those great twisty roads out in the boonies.
- 6) A check of the tire tread reminds you to replace the tires before taking the twisty roads.
- 7) A rare sunny day leads to a top down drive despite the chilly temperature.

Yes, I am guilty of all of the above, and I also have an added excuse. I have been working on three upcoming tours, two specifically for AROO and one for the infamous "Alfa Wannabe Car Club." As I plot out the routes, secure lodging venues and make note of unique and interesting sights to be enjoyed, I cannot help myself from dreaming that I am actually on the road again.

SUMMER TOUR #1

The first tour I am doing is a three-day trip to Pendleton and Condon scheduled for August 8-10, Friday-Sunday. Our first night's destination is Pendleton. Lodging is at Knights Inn (541) 276-3231. Our group rate is only \$45! (No, you do not need to bring baseball bats to kill the roaches... this place has great reviews). Dinner will be at Virgil's At Cimmiyotti's, where some of the best steaks in the Northwest are served!

Saturday morning we will start off with the Pendleton Underground Tour. Pendleton had a very active underground community in the mid-to-late 1880s and much has been preserved. Run by a non-profit organization, you truly feel you are walking back in time. The tour ends inside the Working Girls Hotel, one of 18 bordellos that "served" the cowboys and miners of the time. It is a hoot! <http://www.pendletonundergroundtours.org/main/index.htm>

Next we will visit the Umatilla County Historical Museum. Housed in a 1909 train depot, they have assembled an outstanding collection. In addition, an 1879 one-room school and homestead have been relocated onto the grounds.

<http://www.heritagestationmuseum.org/index.html>



The final stop before we head to Condon is the Tamastslukt Cultural Institute. This museum celebrates the history of the Cayuse, Umatilla and Walla Walla tribes. They have done a wonderful job of collecting and displaying many artifacts. I have visited there before and look forward to seeing it again. <http://www.tamastslukt.org/>

Mid-afternoon, we will take the two-hour drive to Hotel Condon. Many of us have stayed there before. Check out their website if you have not been there. www.hotelcondon.com Be sure to click the "events" tab to see a great picture of our Alfas parked in front of the hotel. Rob, the manager, has enticed his lady friend, Rachael, to move to Condon to run their restaurant, which does special dinners for groups. We are working on the menu and it sounds wonderful! Room rates range from \$100 to \$199. **THE ROOM BLOCK WILL EXPIRE JUNE 8**, hence I recommend calling them to secure a room. After these 20 rooms are gone, the only alternative is the Condon Motel where you might want to bring the baseball bat to address those roaches!

SUMMER TOUR #2

The second Alfa tour will take place September 13-14. This tour will be departing from Estacada and take us to Bend. The fall colors should be nice. More details to come.

SUMMER TOUR #3

The Alfa Wannabe Tour is quite a production. 25 couples are heading to Glacier National Park. This 6-day tour begins September 2. The first day we journey to Spokane and stay at the historic Davenport Hotel. Along the way, we visit a very cool Lewis and Clark exhibit near Dayton. Dinner is at Anthony's overlooking Spokane Falls. Day 2 we enjoy scenic highways into Glacier and stay in Lake McDonald Lodge for two nights. After two days of driving, we let someone else do the driving. Three of the 1926 Ford Red Busses will take us up and over the Road to the Sun with lots of stops along the way.

Day 4 we drive the Road to the Sun ourselves, taking some short walks to various viewpoints, ending up at Many Glacier Lodge. Day 5 we head to Coeur d'Alene Lake Resort. A chartered yacht will take us to an upscale restaurant that actually IN the lake (floating last time I checked), then we will enjoy an evening lake tour.

I have a number of AROO members who are joining us. If you would like to be put on the alternate list, let me know. While the tour is currently full, no one is on the wait list so there is a reasonable chance you will be able to go.

Make your Summer Tour reservations soon and please let me know if you are coming.

Tom McGirr, mcgirrt@columbiabank.com, (503) 983-3656.

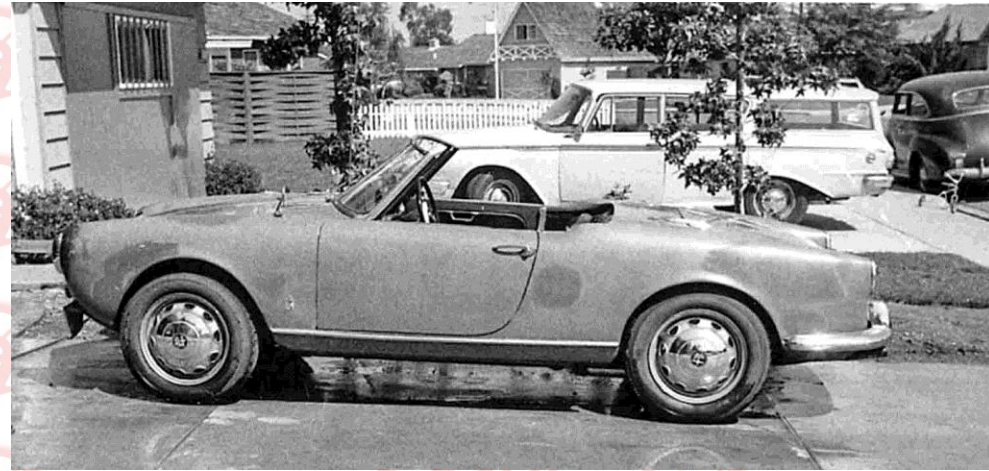
*By Gary Williams
Washougal, Washington*

The year was 1966 and it was a typical late spring day in northern California, clear blue sky and plenty of sun. As a college junior with a full load of classes and a part-time job, I knew I should use the afternoon to study. But we lived within easy reach of the Santa Cruz Mountains, a low coastal range that separates the Santa Clara Valley (a.k.a. Silicon Valley) from the Pacific Ocean. It was my favorite destination, and at age 20 I already knew every twisty road.

The call of the mountains prevailed.

I fired up my new silver 305cc Honda Scrambler and headed out for a fun run. About 20 miles south of San Jose, I rounded a tight turn and caught sight of a multi-colored, red and primer black sports car up ahead. The driver sped up as I approached, so I sped up. Then he sped up again and left me in the dust. After an exhilarating chase up the mountain, the convertible, top down of course, stopped at an intersection and I pulled alongside. What a surprise it was to find my friend Jerry Barlow at the wheel. He told me that family considerations dictated the sale of his scruffy, though much loved, 1959 Alfa Giulietta Spider, and he was taking it for one last run.

By the next day, the Alfa was sitting in my parents' driveway, and I was trying to convince Mom and Dad that I had not lost my mind. I already had the Honda, a 1956 Healey 100, and a 1957 Plymouth (don't ask). They thought the white four-door Plymouth a sensible choice, but the other two seemed to them like glaring examples of their failure as parents.



The 1959 Giulietta as purchased in 1966.



By 1968 the Giulietta had new paint.



Gary with the GTC, a work in progress.

As it turned out, three of these machines did go away, but only because the Alfa was so much fun to drive I didn't use the others enough to justify keeping them.

The Spider lasted through college and the first three years of marriage. Then came a time in our early family life, as in previous-owner Jerry's, that the Alfa had to give way. We needed a car suitable for carrying wife and new baby daughter, Hillarie. By 1983 we also had a son, Ted, but work paid well enough that I could once again indulge myself with a car that didn't have to be practical, an Italian car.

What I wanted was an Alfa GTV. Back then the newspaper was the place to look for "pre-owned" cars, and one day I found an ad that looked particularly interesting. It was for a GTC, just about 15 minutes from our house. I thought "GTC" was a newspaper typo, so I went to see the car, expecting to find what I was looking for. Wrong. It really was a Touring-bodied 1966 convertible, something I'd never heard of until that day. Like my first Spider, the "C" also sported the faded red and primer black splotches found on many a well-used Alfa. But it ran well, had no serious rust issues, and all the pieces were there.

THE RESTORATION BEGINS ... OR DOES IT?

I drove it home intending to begin a modest restoration on a young-family budget. Then Satan appeared in the form of a neighbor who owned a Ford Pantera garage queen. This was a car that rarely saw the light of day, let alone a highway. My neighbor's idea of a tune-up was to pull off the ultra-soft car cover and wash the car using a special mild soap and soft water, and then dry it with new baby diapers.



Half a Century (almost) in the Life of a typical Alfisto

SOME OTHER STUFF

I let him talk me into turning the GTC into a show-quality car! What was I thinking? A mechanic friend came over several weekends in a row and we unscrewed and unbolted everything we could pull from that poor, sad Alfa, putting everything into neatly labeled boxes and bags.

Then it sat. And sat. And sat some more.

Finally, I got the bright idea that I needed a parts car to make my restoration go more quickly. Scouring the newspaper once again, I spotted a one-owner Giulia GT Sprint Veloce, the GTV I'd wanted in the first place. The price was right (as I recall, about \$1800), so I agreed to buy the Appliance White 1967 GTV.

The seller was Brian Lamb. With the GTV, Brian gave me an Italian license plate, the original purchase papers, and receipts for all work ever done on the car. It was not a happy day in the Lamb household.

He and his wife had flown to Italy, taken delivery of the car at the factory, toured Europe, then brought it home to northern California.

When I got in the Alfa to leave, I looked out to wave goodbye and saw tears running down the faces of both Brian and his wife.

Horrors! On the one hand, I was glad I hadn't said anything about it becoming a "parts car." On the other, I immediately began to question my own sanity. (Questioning one's sanity is a common thread running through most classic car ownership stories.) The GTV was a somewhat

worn, but a well cared for, totally original car, with a documented history. Could I, should I, tear it apart to bring the GTC back to life?

By the time I got home – all of 20 minutes later – I knew the GTV was safe. In fact, *it* became the project car that very day. Over time its tired

1600cc motor was replaced with a strong 1750 engine built by a friend, Tom Sahines. The tranny was rebuilt by another friend, Steve Smith. And the GTV eventually got almost everything else it needed:

brakes, electronic ignition, hotter cams, Campagnolo wheels, and a fine new paint job – a grey-blue metallic that BMW called Baltic Blue.





The 1967 GTV as purchased in 1983.



The formerly appliance-white GTV now resplendent in Baltic Blue, 1986.

LOVING ALFAS IS A VIRAL THING - IT'S CATCHING

During this process, when my son Ted was about eight, he came out to the garage where I was fiddling with the GTV. He stood there a minute before asking, "Dad, when you die, can I have your Alfa?" I took no offense. The ownership bug already had him firmly in its grasp.

Then the Alfa-boy thing was cemented for good in 1985. That year the historic races at Monterey, California, featured Alfa Romeo. Ted went with me. We parked in the club's corral and at lunchtime we took the car onto the Laguna Seca track for a celebratory tour with several hundred other Alfas. With the pace down to a slow crawl, like rush hour in Los Angeles, I put Ted in my lap and let him steer.

During the day, the GTV's first owner came to the Alfa corral to look it over. Brian clearly did not share my enthusiasm for the "upgrades" I'd made to "his" car. He noted the non-stock color, late-model wheels and bigger engine, and walked away angry. It was my first brush with the "Originale Fever" that afflicts many in the vintage car field and probably laid a foundation for my creation of *Scuderia Non Originale* ... but that's another story.

THE VIRUS IS NOT GENDER SPECIFIC

Lest you think our daughter got left out of the Alfa madness, you should know that she was the first of our children to own her own Alfa Romeo. When I decided to drive the GTV instead of use its pieces on the GTC, I was back to needing a parts car, so I bought two 1971 Alfa Spiders from someone who initially wanted to restore one using parts from the other. One of them had a straight body, no interior, not much wiring, and worn engine, but it was rebuildable. ↴



“ Then the Alfa-boy thing was cemented for good in 1985. That year the historic races at Monterey, California, featured Alfa Romeo. Ted went with me. We parked in the club’s corral and at lunchtime we took the car onto the Laguna Seca track for a celebratory tour with several hundred other Alfas. With the pace down to a slow crawl, like rush hour in Los Angeles, I put Ted in my lap and let him steer. ”



Half a Century (almost) in the Life of a typical Alfisto

SOME OTHER STUFF

Hill was only 14 at the time. One day, still firmly in the grip of Alfa Insanity, I said I would restore it for her if she would chip in on the cost and help me with some of the work. That's how my girl learned to get her hands dirty on old cars. When she earned her driver's license at age 16, she had a newly painted, totally rebuilt red Spider. She drove it all through her high school and college years. During that time I gave up on the GTC and sold it. It went through two more owners before finally being restored to its former glory in southern California years later.

Two things Gary made for his daughter. ▶



◀ Hill and her Spider just back from paint.

And then there came a day in 1994 when it was time to sell the Spider.

From 1983 to 2001, the GTV was my preferred mode of transportation. It not only went to work and back, it also made trips up and down California's Coast Highway 1, countless fun runs over local mountain roads, and my favorite journey of all, from Santa Clara to Bishop, through Yosemite and over the Sierra Nevada Mountains.

California is one fine place to enjoy an Alfa!

I used to leave our Santa Clara home about 3 a.m., timing my trip to reach Yosemite's Tioga Pass just as the sun's golden rays begin to spill onto the Yosemite Valley's lakes and meadows. The campers are still asleep at this hour and the narrow highway is clear of tourist-filled motor homes. I got a free run through this spectacular National Park. Tioga Pass peaks at 9943 feet, then corkscrews its way down to Highway 395 and the floor of the Mojave Desert. I drove as fast as I dared, the Alfa's twin Webbers howling with pleasure in the moist, crisp morning air.



TO BE CONTINUED NEXT MONTH.

Welcome New AROO Members

SOME OTHER STUFF



Richard Slusser, Ashland, OR, 1962 Giulietta Spider



Rem and Sherrie Wilson, Vancouver, WA, 1979 Spider



Kevin McDonald, Kula, HI, 1958 Giulietta Sprint, 1973 Spider, 1985 Graduate Spider



Billy Morgan, Battleground, WA, 1963 Giulia Sprint Normale



Scott Pope, Portland, OR, 1985 GTV6



John Ross, Corbett, OR, 1965 Giulia Spider Veloce



Jeff Gretz, Hillsboro, OR, 1973 Spider





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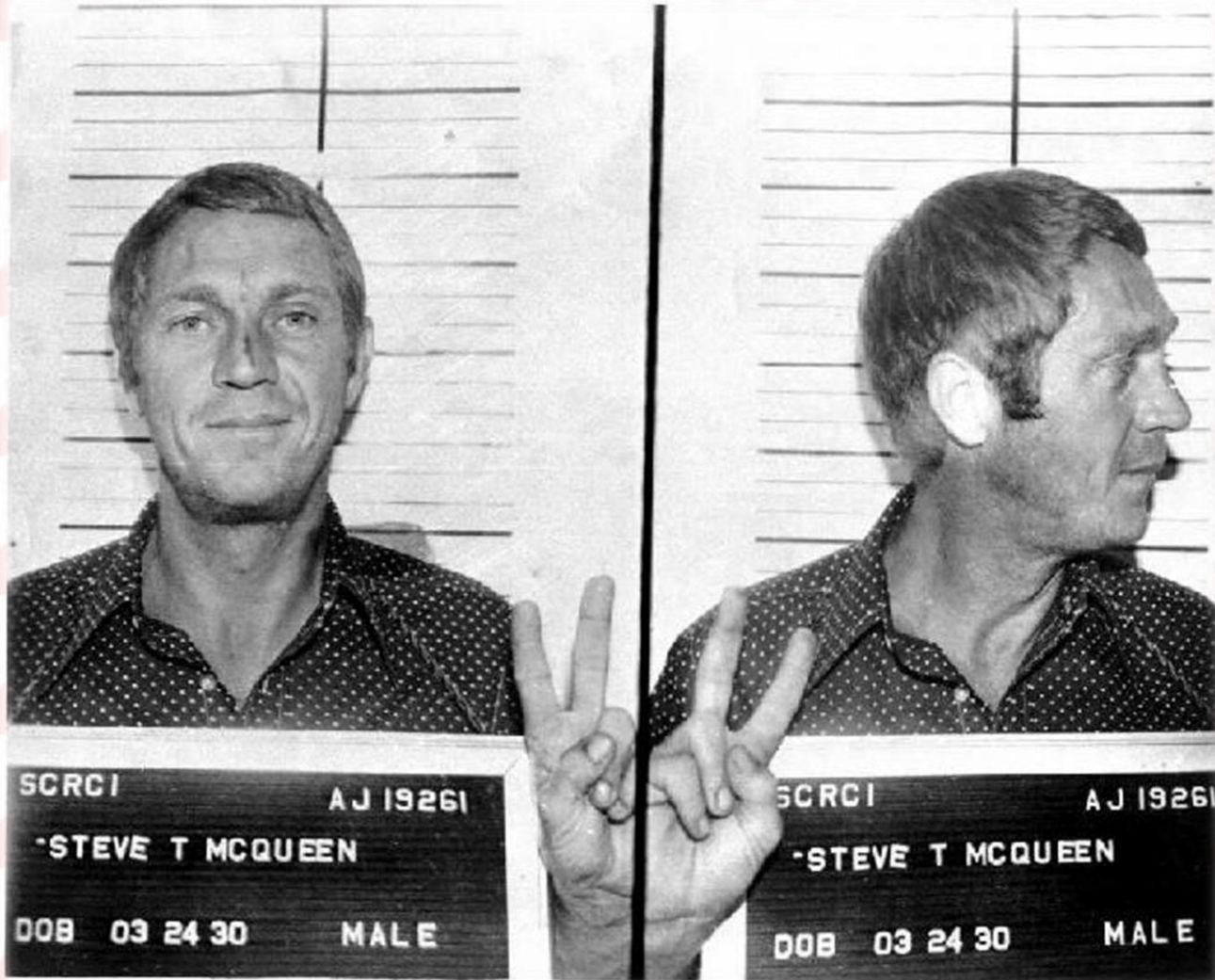
In this ten-minute, fuzzy black-and-white film, the excited voice of the English-accented narrator and the triumphal music cued at the 8:50 point combine to make this a classic. If you’re like me, a spontaneous smile will form on your face as you enjoy the sheer magnificence of a magnificent driver making a lifetime performance.

Click on Fangio’s image at left and get ready to join the post-victory chant,

“Fangio! Fangio! Fangio!”

We all have bad days

STEVE SAYS



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Alfa Romeo

Alfa Romeo, model unknown

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