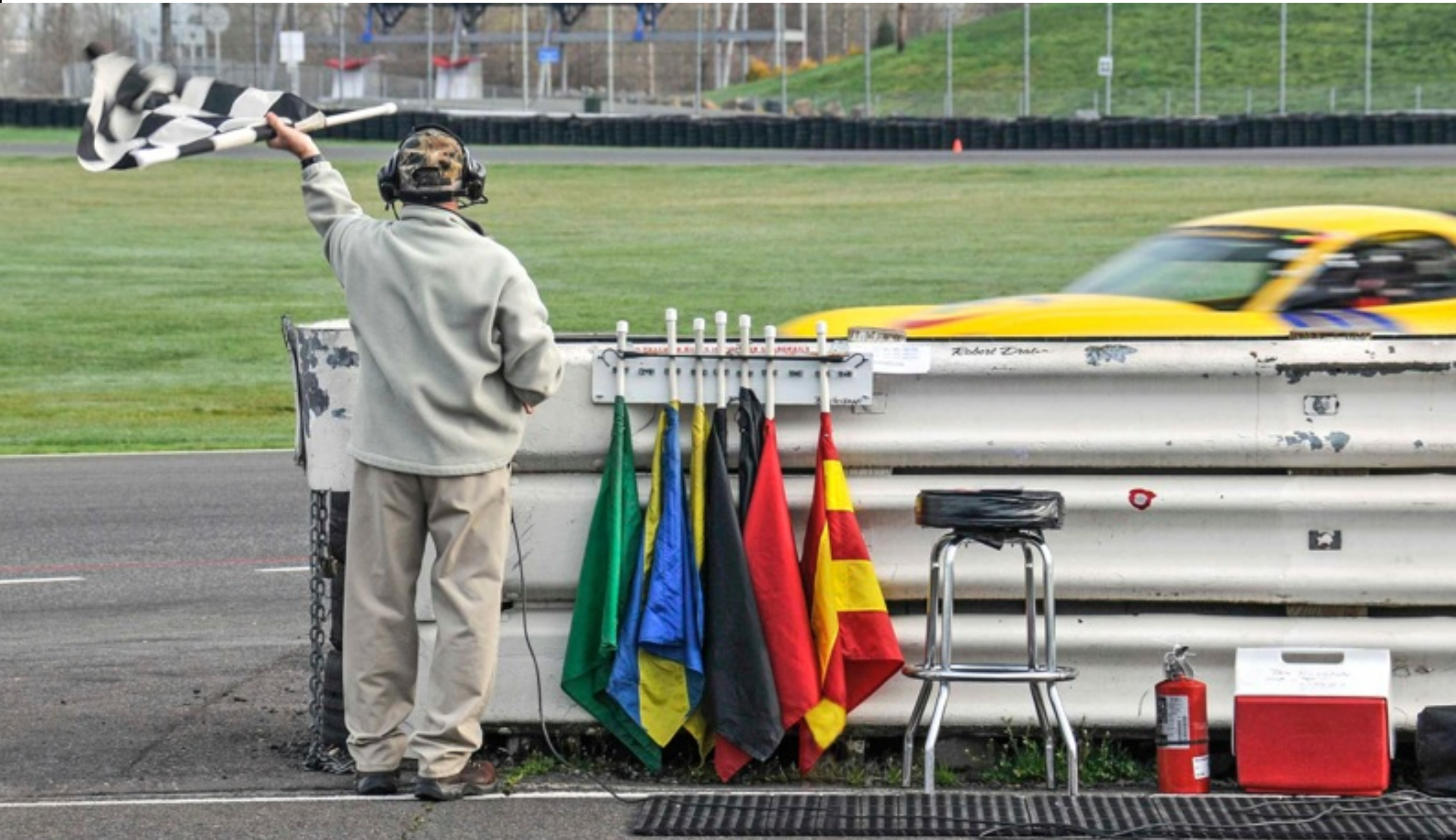


ALFA BITS



PUBLISHED CON BRIO BY THE
ALFA ROMEO OWNERS OF OREGON
APRIL 2014





ALFA BITS

is the official newsletter (and the only one we know of) of the Alfa Romeo Owners of Oregon. It is published 10 or 11 times per year in PDF format and downloadable from the club's website, www.alfaclub.org.

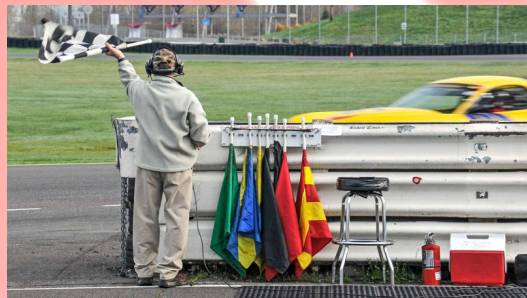
We welcome submission of topical editorial material, and non-commercial buy-sell-trade Alfa-related ads are free for members. Contact [the editor](#) for details, or better yet, just send your ad and we'll let you know if there's a problem. We're really flexible.

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



Ben Hockman, track marshal at our track days, signals the end of a session with the checkered flag as Nick Frezza drives by in his race-prepared Panoz for a cool-down lap before exiting the track.

Photo by Editor.

MAY CONTAIN NUTS

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"All the veloce
that's fit to print"

If you've read this far, let me just mention that ALFA BITS is now being created with new-to-me software which has necessitated rebuilding it - not that there was a lot of structure there before; I've tried to keep it pretty clean. In any case, while starting from scratch I made some subtle changes to the look since that suffices for entertainment on rainy days when going for a drive doesn't look appealing. For me one of the most important rewards of this job is putting all of these graphics, images, words, occasional humor (at least to me) and general info into a package that I hope the reader-viewers will find useful and enjoyable.

For the benefit of our newer members and as I explained when first becoming editor already almost two years ago, I see the newsletter as having four main missions:

Job One is informing members about upcoming events. The club revolves around the activities schedule. Everything else serves the activities. As a car club, we're focused on the cars, and since these are mobile devices we want to drive them. So the most important purpose that a club newsletter/e-zine can fulfill is to inform members of the opportunities created by their club for enjoying their cars.

We also report on past events to one degree or another. These reports can be useful to motivate members to come out to experience all the fun, and they also help to bind us together in our common admiration of fun with Alfa Romeos. However, these reports require reporters to create and/or organize the reports and submit them to the editor.

Another role is to provide some entertainment. This can be in the form of interesting Alfa-related material from elsewhere. Feel free to submit things that you think other members may enjoy. With our format we are not limited to a certain number of pages, and up to a point there is always room for more. So far the size of the digital ALFA BITS has ranged from 30 to 50 pages - more than many national car club publications.

And then there are the ads. Our commercial advertisers support the club and we really hope that you'll peruse their ads near the back of each issue. Most of them are members themselves, and if you have a need for the products and services that they provide, well, it's a win-win deal all around when you buy from them or engage their services. In that regard, please don't forget our rally sponsors, also listed near the back of each issue.

So then, my formula for enhancing the benefit that you derive from the club is to encourage you to read the newsletter and see what events are coming up that you might want to join, and then schedule them and do it! AROO is truly one of the most active car clubs in the region and we put on a variety of events with few equals. "Drive your Alfa. It will like it and so will you."

If your Alfa is off the road for any reason, remember that you don't have to drive an Alfa to participate in club events. And don't forget volunteering, another great way to get involved and enjoy your club's activities. We on the Board do our best to present activities that we think you'll like. If we're missing the mark, tell us via email or phone call, or better yet, come to a Board meeting and give us your thoughts.

Ciao for now.

[Reid Trummel, Editor](#)



You know the drawer(s) in the shop, office or kitchen where all the dead batteries, dried up glue bottles, and tangled lengths of string end up? Well, that's what this month's column is. Just make sure you read each one before you put it back. Never know when you might need it.

Membership meetings. We are on a roll with great programs for our monthly meetings this year! Last month Tom Kreger and Cynthia Bushell shared their experiences preparing for and running La Carrera Panamericana. This month Ed Godshalk will be our guest speaker. Ed has encyclopedic knowledge of a wide range of topics automotive and is always an interesting and engaging speaker. Plus the monthly meetings give you a chance to hear about past and future events, hang out with old friends and meet new ones. And maybe win a tee shirt, hat, book or other Alfa-related item. Plus there's free beer. So be sure to attend.

Tours. We have two tours coming up: one established, one new. The annual Old Spider Tour goes back decades. Erik Roe didn't even have his driver's license on his first one! This tour began as the celebration of AROO founder Bob McGill's purchase of his blue spider and it continues today as a celebration of Alfas old and new, spiders and not. This year it's set for April 26-27 and is being put together by Erik Roe and Dennis Torgeson. It promises to be a great event, as always. So check elsewhere in this issue for details and sign up. When you're out on the road with the eastern Oregon sun in your face and the twin cam winding out, you'll be glad you did.

Then over Memorial Day weekend we are hosting our first inter-chapter event, a tour of southern Oregon with the Delta Sierra chapter and folks from ARA in the Bay Area. This will be a great opportunity to drive roads we've never driven, see sights we've never seen, and get to know fellow Alfisti from beyond our borders. Dennis Torgeson has put a ton of work into making this a fantastic event and it will be a shame if you miss it. So check elsewhere in this issue and sign up now!

Lots of other events. AROO is one of the most active AROC chapters and you are really missing out if you don't participate. In the coming months we have two more AROO Cup rallies, the May meeting, the Summer Evening Tour, the Summer Picnic, the Portland Historics and the Monte Shelton Northwest Classic Rally. I know these are already on your calendar, since we gave you your calendar for Christmas. So don't just read about how much fun the rest of us are having, show up and have the fun yourself.

[*Roger Dilts, Club President*](#)



Location: Home of Cindy Banzer

Time: 7 pm; Called to Order: 7:37pm

In attendance: Roger, Russ, George, Cindy, Dennis, Reid, Yulia, Mark, Bob; Guests: Don Best, Bill Eastman, Ken Hart

Old Business, Upcoming events, and Liaison reports

1. Minutes review – Russ Paine - Dennis moved, Bob seconded, approved.
2. Treasurer's Report - Cindy Banzer – Reviewed Jan and Feb Actuals and forward projections.
3. Past events reports:
 - a. Feb 16 Valentine tour – Roger – 4 cars only, poor weather forecast.
 - b. Feb 28 through Mar 2 AROO Ski trip- Yulia – no participants with Yulia.
4. Upcoming events:
 - a. March 8 AROO Rally School – Roger – 12 signed up so far. At Lucky Lab – 11-3pm
 - b. March 9 AROO Cup Rally #1- Roger – Good attendance historically.
 - c. March 15 AROO Track Day - Erik/Ken – 20 drivers to date. 40 is breakeven. Fire Extinguishers recharged. Discussed session time length, 20 minutes, 15 minutes or combination.
 - d. March 19 Monthly membership meeting – Dennis – Tom Kreger and Cynthia Bushell speaking on the 2006 Carrera Panamericana event.
 - e. March 22 AROO Swap meet – Dennis – 10-2pm at Bill Eastman's Shop on SE Foster Rd.
 - f. April 6 AROO Cup Rally #2 – Roger – Reid is Rally Master.
 - g. April 26-27 Old Spider Tour – Erik/ Dennis – All set, see email blast for details.
 - h. May 22-24 S. Oregon Tour with Delta-Sierra – Dennis- in full swing, 25 car target attendance from AROO.
5. Reid's report: Bits, website and MSNWCR – Invoices to be mailed March 31st. 126 cars.
6. Calendar Review – Bob – Bob will be adding AROO events to AROC calendar.
7. Membership Report - Lee Anne (absent)
8. Merchandise/Apparel –Yulia – new items ordered. One is AROO hats and will be at general meeting.
9. Competition and track – Mark
10. Advertising/Promotion – George – George will distribute AROO business cards at general meeting.
11. AROC report – Cindy – Leadership change pending/potentially. Lengthy discussion on benefits of AROC and interrelationship with AROO and other local chapters. Bill Eastman raised key question – What is conduit for local chapters back to AROC, the national chapter. One solid suggestion by Reid is to provide for formal representation by local chapters with AROC via a delegate panel representing as many chapters as are able/willing.

Continuing and New Business

1. Re-electing Cindy to AROC Board - discussed importance of completing ballots and discussion on candidates familiar to board members.
2. Ideas for building participation: are we offering what members want? – this question tabled, time limit.

Meeting Adjourned 9:45pm

[Submitted by Russ Paine, Secretary](#)



By Ken Hart
Track Day Chair

Photography by editor

YEAH! We had an incredible Track Day event! We had 65+ registered! Thank you to all the volunteers that I will try to name.

The main thing in this is that the club made \$ on this event. First, thanks go to Erik Roe for his work on the MotorSportReg website and creating the registration packets. My next thanks are for Fred McNabb for his help with setting up and clearing the track. After that I'll go to Bruce Fogerty for being there so early for tech inspection. His team included Bill Helzer, Ian Lomax, Roger Dilts, and Neil d'Autremont. The pre-grid area was led by Roger Dilts and included Dennis Torgeson, Bill Haines, Bob Stewart, Chris Heald, George Kraus, and Ian McNabb. More thanks go to the tower volunteers who keep every thing running on time! Those are Lisa McNabb, Yulia Smolyansky, Lee Anne Barham, and Cindy Hart.

I know that there were many other members that filled in during the event, I'm sorry if I forgot you! Just know that all you help is appreciated and it created a profitable event for our club!





Nick Frezza on the grid, awaiting the start of a session in his race-prepared Panoz.





Patrick laboni in his track-prepared - but still street-legal - Spider.















A rare "all-Alfa grid" at Track Day.



A "road-kill view" down the front straight.



Fred McNabb leads the "Fast Tours" group onto the track during the midday break.



Fred McNabb leading the "Fast Tours" through Turn 12 onto the front straight.



By Dennis Torgeson
AROO Vice President

Wow, what a day we had for the AROO Swap Meet at Bill Eastman's shop. Great weather, the perfect place to display your swap and for-sale parts, delicious "Good Dog Bad Dog" brand Italian sausages cooked up by Diane Eastman, and plenty of good things to go along with the dogs to eat and drink. I think everyone ate two of them!

The collection of used and new parts available for our Alfas was very impressive. Dave Salvador's display table looked like he worked for International Auto Parts! Shiny, shiny chrome and plastic parts you really needed for your GTV and Spider. Bill's shop was superbly cleaned and arranged for all of us to enjoy. Just looking at Bill's collection of Alfa parts was amazing, and there were a few motorcycles too.

Thanks for the hard work in helping clean up Bill's shop prior to the meet goes to Greg Byes, Bill Haines and George Kraus. And of course Bill's direction as overseer was something to behold! Good job by all to make this a very successful club event. It was great to see fellow Alfisti after the hibernating season and we can talk Alfas again and make plans for the fun driving events coming up in April and May.

Hopefully we can continue this event every year. Thanks Bill for your great hospitality, opening up your shop for our club.



Dave Salvador's swap meet tables: quality, clean items that were bagged, tagged, and ready for retail. (But sold at wholesale!)





Fred McNabb, left, enjoys Mike Schroedl's commentary on Fred's merchandise. At last report, the prices still hadn't been slashed.

Upper right: Mike Allison's parts trailer wasn't as neatly presented as Dave Salvador's retail-ready tables, but the prices were right.

At right: Every box contained several potential treasures. The challenge was separating them from the just plain old stuff.





Left: George Kraus, standing, and Bill Haines and Bill Helzer, seated, enjoying some swap meet cuisine and conversation between shopping opportunities.

Below: Diane Eastman, tongs at the ready, handled the food preparation while Bill Eastman, Jerry Weincoop and Cindy Banzer rendered valuable advice.



Bill Eastman's enviable shop included an equally enviable collection of Alfa parts. Although they're not necessarily for sale, Bill says, "Make me an offer!" Bill's shop also made a great location for the swap meet.



By Reid Trummel

Rally Mullah, AROO Cup Rally 2

I like to do things differently, so in that spirit I'm going to write this story about the April 6 AROO Cup rally before it happens. Obviously this involves predicting the future – and as I've often said, there's nothing more difficult to predict than the future – and so after the event I'll go back over this story and insert corrections and comments in red. Here goes...

Ten intrepid teams of rallyists **[actually it turned out to be 14 teams]** arrived at the southbound Baldock Rest Area on I-5 on Sunday morning, April 6, for the second of the four-rally series to compete for the coveted AROO Cup. The gray skies and on-and-off light rain kept the size of the turnout down somewhat **[not really; 14 teams is a big turn-out for these rallies, and we got to 14 even with several regulars absent; plus, the weather was seasonably mild but included no memorable rain]**, but those who gathered seemed in high spirits, obviously unaware or simply not remembering the type of rally that I usually present. **[OK, actually several folks were looking a bit leery.]**

After Rally Series Chairman Roger Dilts received their registrations and issued goodie bags (just bags, no goodies in them; we're on a budget here folks) and cookies, Rally Mullah Reid (yours truly) conducted the participants' meeting and issued written meeting notes, Supplementary Instructions and helpful information to better orient the competitors on the challenges that lay ahead.

This rally also saw a new feature for the AROO Cup series – and this will make sense only to those of you steeped in rally culture – I added a fifth Default Route Instruction, “leftmost.” This gave the competitors something else to think about it, and as we rally masters (or mullahs) know, you increase the challenge of a rally by increasing the requirement for multi-tasking. Of course in so doing you also increase the chances of inducing competitors to commit errors, but that's what separates the pack. If anyone could do this, it would be just a game, and as we know, rallying is life-and-death.

Just before that participants' meeting, three checkpoint workers departed to take up their stations along the route **[OK, so they left after the meeting; who cares?]**, ready to record the passage times of the teams. Larry LeFebvre led the mini-convoy that included Roger and Rick Martin. Rick was the man at CP2, Roger took CP3, and Larry staffed CP4. Just after the meeting I also departed, leading Dan Fuger to a Route Control location (yes, a dreaded “Route Control”) where he was to shag any errant teams who fell for an early trap. After positioning Dan, I relocated to staff CP1 myself. The trap had been, as they say, well set.

At CP 1, sometime later I was relieved to see that eight of the ten cars came through in order! **[Hey, I can dream, can't I? Actually, cars 2 through 6 came by in order – pretty good – but then things got kinda ragged]** This is a good indication that they had stayed on course and also that they had stayed pretty close to the correct time. However, two cars apparently encountered “irregularities” with one coming through quite late and the other not appearing before my checkpoint was scheduled to close. **[OK, so I was optimistic. Four teams never did show at my checkpoint, and one came through so late that they got a maximum penalty anyway – but they were first-timers and they were on course – not bad at all!]**



From there I proceeded to the location of CP3, joining Roger there, just to enjoy the beaming smiles and waves of participants as they passed by, confirming that they were having a grand time. **[Yes, yes, call me a dreamer. I had intended to do that, but I waited extra time at my checkpoint since there were so many missing cars, and by the time I departed I needed to go straight to the restaurant to make sure everything was squared away there.]**

However, soon it was time to me to depart for the rally's ending location to make sure that all was prepared for us there. We ended at the Viewpoint Restaurant & Lounge on Springwater Road just north of Estacada. We had our own private dining room upstairs, overlooking the parking lot and – on nice days – a great view of Mount Hood. **[As it turned out it was too cloudy to see Mount Hood on rally day.]**

PLACE	CAR#	DRIVER / NAVIGATOR	OC	REG 1	REG 2	REG 3	REG 4	SCORE
1	3	April Song / Marcus Song	0	0	3	2	1	6
N/A ⁵	2	Sue Colisch / Bill Colisch	0	8	7	1	0	16
2	5	Paul Eklund / Dave Haworth	0	8	5	24	3	40
3	6	Zack Grant / Devin McKenna	0	9	8	33	10	60
4	1	Simon Levear / Karen Levear	0	16	5	36	4	61
5	10	Gary Eddings / Kate Sherrell	0	44	6	11	27	88
6	12	Bob McNabb / Donna McNabb	0	79	15	8	21	123
7	9	Fred McNabb / Bill Eastman	0	8	122	26	25	181
8	4	Lynn Gibner / Linda Guthrie	60	39	14	89	35	237
9	13	Eric Sowle / Dustin	60	300	300	22	110	792
10*	7	Richard DeWolf / Dennis Hall	60	300	300	300	300	1260
10*	8	Lee Anne Barham / Jonah Zupan	60	300	300	300	300	1260
10*	11	Doug Naef / Christine Merris	60	300	300	300	300	1260
10*	14	Erinn Sowle / Megan Jaksich	60	300	300	300	300	1260

⁵ Last year's champions have elected not to compete for series points this year.
 * Ties are not resolved for placements lower than 3rd.

[The first trap was unusual in that it caught about half the pack (6 of 14 fell for it), and a “good trap” that is done correctly by about half the field and incorrectly by about half could be said to be “not too hard, not too easy” – however, if you’re one of the teams that fell for it, you’re more likely to say something that we don’t want to print in this family publication; don’t worry, I get it, I’ve been there.]

The wide range of scores is emblematic of the wide range of rally experience in the event **[nailed that one!]**, and congratulations to the top finishers as this rally was “above average” difficulty.



April 16, 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 attractions are on the next page.

April 26-27, Old Spider Tour



A great olde AROO tradition. This is the kick-off of the long-range touring season. You'll like it. See details on a following page, and **make your reservations now**. This tour is VERY popular.

May 4, AROO Cup Rally #3



REMEMBER THE NEW STARTING LOCATION: [Baldock Southbound Rest Area](#). Yes, we'll be rallying in a heretofore little-used and lightly traveled quadrant southeast of Portland.

May 7, Board of Directors Meeting

Open to all members. Location varies. Contact Club President Roger Dilts to confirm the location of the next meeting if you would like to attend.

May 21, Monthly Meeting

Starts at 7:30 p.m. in our private room at the Lucky Lab Pub, 915 SE Hawthorne Blvd, Portland 97214.

May 23-25, Southern Oregon Tour



Possibly a great new AROO tradition, and you can get in on the ground floor! We're headed to Ashland where we'll meet some club members from northern California. New roads, new cars, new friends. *Don't miss it!*

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

This month, AROO Member Ed Godshalk will speak on the subject of
“Automotive Adventures in South Australia”

Ed will describe participating in the “Tour de Fleurieu” – an event for pre-1939 French cars that that toured the Fleurieu peninsula in South Australia near Adelaide. There were over 40 cars featuring marques such as Amilcar, Hispano Suiza, Bugatti, and Sizaire Naudin ranging from 1909 to the late 1930s. Aside from the interesting cars and roads, there was an equally noteworthy collection of amusing characters who own and drive them. Plenty of photos and stories will be presented for your entertainment. Questions and discussion will be encouraged in this presentation. If you have an interest in old sports cars, please join us.

We look forward to seeing you there!

[Lucky Lab Pub](#)

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

Wednesday, April 16,
beginning at 7:30 p.m.



Ed Godshalk has studied sports cars since he was 12 years old. Small-displacement high-performance European sports cars are his primary interest, and over the last 25 years he has restored many examples of Amilcar, Lancia, Bugatti, Cisitalia and Alfa Romeo. He enjoys competing in vintage rallies and has won the Monte Shelton Northwest Classic Rally five times since 1990, and ran his Amilcar in the Mille Miglia in Italy in 2004. He has shown cars at Pebble Beach, placing 3rd in class in 2009 with a Type 13 Brescia Bugatti which he restored himself. He has contributed several articles to *Sports Car Market* magazine and is a recognized expert in Cisitalia and Amilcar automobiles.

QUESTIONS?

Erik Roe

(503) 706-8304

erikroe@mac.com

Just about two weeks until we travel the back roads of Oregon to John Day!

Please join us for the annual AROO Old Spider Tour, celebrating the original purchase of “Old Blue,” Bob McGill’s 1958 Giulietta Spider, from Rambo Motors. This tour will go east on some of the smoothest and least-used roads Oregon has to offer.

Scenery on this route is fantastic with a wide range of Oregon’s landscape.

We especially encourage all of the club’s old Spiders to get out and join us, but we welcome you to drive your Alfa of any vintage or type! And although the date is in April, top-down weather is expected (but bring a warm coat and a hat anyway).

Get your Alfa out of hibernation now.

Drive it at least 100 miles to make sure all systems are *AVANTI!*

And get your room reserved now.

Dates: April 26-27 (day trippers also welcome).

Departure: 8:15 a.m., April 26.

Departure point: Steamboat Landing Park, Washougal WA.

(Highway 14 and Washougal River Road).

Lunch: Condon – you can purchase there or BYO.

Destination: John Day, Oregon.

Lodging: Best Western, John Day

315 W Main St, John Day OR 97845

(541) 575-1700

Special rate of \$103 (tax included)

Be sure to identify yourself as with the Alfa Romeo Owners of Oregon.

Block of only 20 rooms held, so hurry and make your reservation.

Group dinner at the Outpost Restaurant Saturday night.

Sunday – another great route!

Depart John Day about 9 a.m.

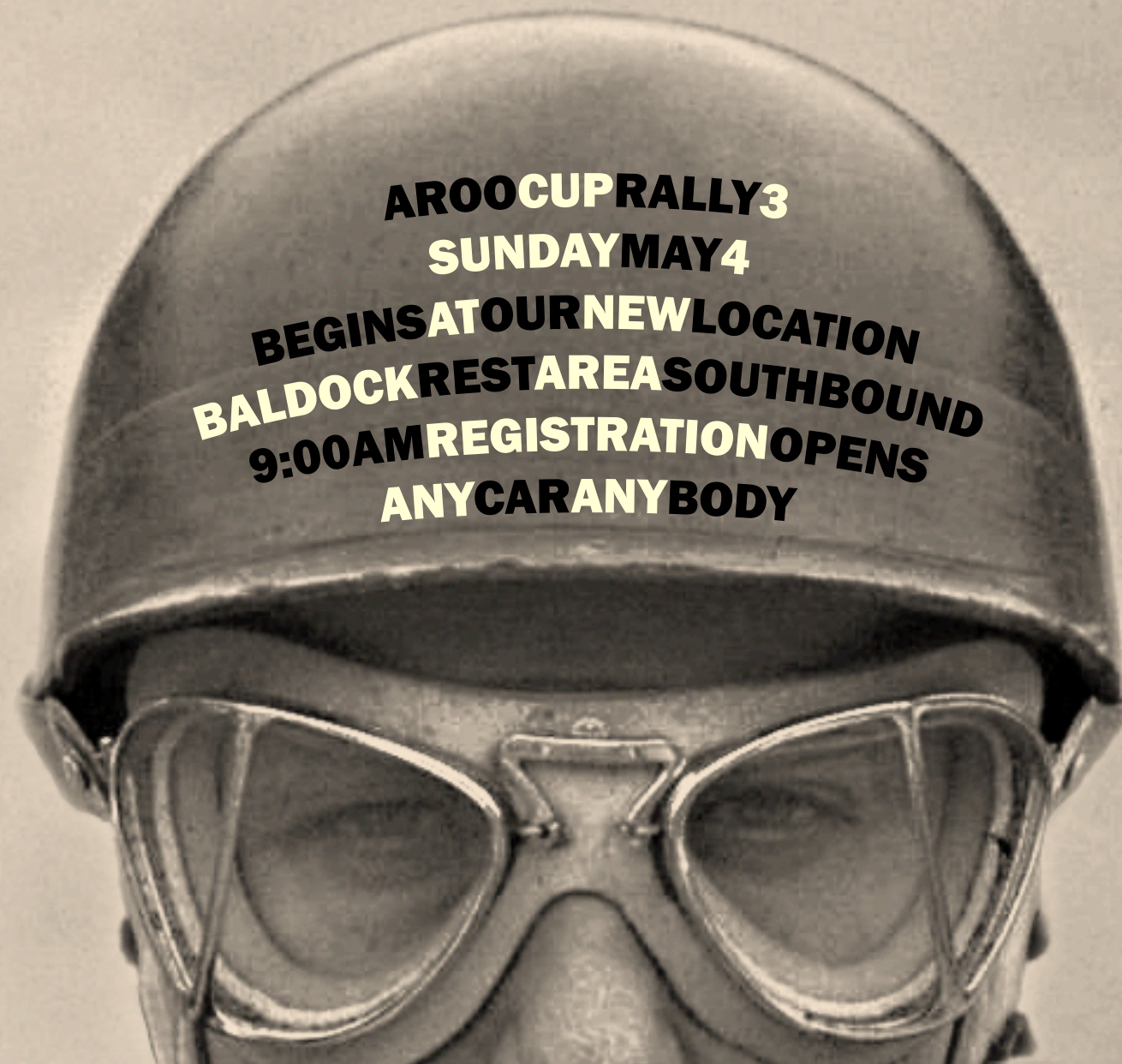
Lunch at Imperial River Lodge, Maupin OR

Back in Portland for dinner.



A scene from last year's
Old Spider Tour.





**AROOCUP RALLY 3
SUNDAY MAY 4**

**BEGINS AT OUR NEW LOCATION
BALDOCK REST AREA SOUTHBOUND
9:00AM REGISTRATION OPENS
ANY CAR ANY BODY**

The AROO Board meets on the first Wednesday of the month, most months, and all members are invited to attend. Contact Club President [Roger Dilts](#) to confirm the location if you would like to attend the meeting.





A First-Time AROO Event



We are planning a joint club tour in Southern Oregon with the Delta Sierra Alfa Club of Sacramento and the Alfa Romeo Association from the Bay Area.

We will arrive in Ashland on Thursday, May 22, and tour Friday and Saturday and until noon on Sunday. Monday is the Memorial Day holiday so you can stay longer if you wish.

You can also take in one of the many Shakespearian plays that are being held in Ashland at that time. As an added treat we will have lunch Saturday at the Historic Rogue River Lodge www.therogueriverlodge.com on the Rogue River. This will be a special gourmet lunch prepared for us.

This will also be a great opportunity for our Southern Oregon members to participate in an AROO event, and in fact Lars and Traci Svendsgaard, AROO members in Ashland, have been hard at work finding the best touring roads for us in Southern Oregon.

Dates: May 22-25

Location: Ashland, Oregon, base for entire tour

Lodging: The Flagship Inn of Ashland 541.482.2641 www.ashlandflagshipinn.com
The "Alfa Romeo" rate is approximately \$86, tax included. We have a block of 25 rooms.

Please join us for this new adventure and the opportunity to meet some California Alfa owners. Call Denny Torgeson for more info: 503.704.1800



Some of the tour highlights will include a trip to Historic Jacksonville, Oregon, home of over 100 preserved historic homes. Gold was discovered here in 1851 and the town's homes that were built then still stand today. We will stop here for you to view them. Then onto the Old Stage Coach Road and follow it through Gold Hill and into the Rogue River Valley. We will stop for a gourmet lunch at the Rogue River Lodge along the Rogue River. So please come and join us on these great back roads and sites for a leisurely tour of Southern Oregon - it will be a blast!

Here's a simple upgrade that improves day and night drivability

By George Kraus

Do you have trouble seeing your indicator lights during the day? Do you have trouble seeing how fast you are going at night or how low your oil pressure is? Maybe you have trouble seeing how many RPM your engine is turning? Then perhaps your dash lights are not providing enough illumination.



The gauge set with the upgraded lighting as seen at night. All are now clearly readable, and the warning lights really stand out.

I converted the small bulbs in my Giulietta dash instruments with direct-replacement LED and Halogen bulbs. Over time the original colors of the little lights had faded so I used color LED bulbs to match the appropriate original color! For the “DIRECT. SIGNAL”, “HEATER”, “LIGHTS”, “FUEL RESERVE”, and “DYNAMO” lights (idiot lights), I installed LED bulbs. These work great and produce new bright color even in direct daylight.

For the gauges' main illumination bulbs in the speedometer and tachometer I used 5 watt Halogen bulbs, and for the tri-gauge I used a 10 watt Halogen. All the LED and the Halogen replacement bulbs have a BA9s (miniature SC bayonet) base as original so they just slip right in. It's also a good time to clean up the bulb mounts and smear a little anti-corrosive dielectric grease to prevent future corrosion and oxidation.



I now have over 2,000 miles on the bulbs and they have worked flawlessly. Of course it does help to have clear (newer?) number rings in the gauges. If they are cloudy or darkened yellow from age it will affect the illumination from the bulbs.

I also had some concern about heat from the Halogen bulbs, but I don't see any ill effect from the conversion.



The gauge set with the upgraded lighting as seen during daylight - very clear and readable, and the warning lights stand out even in daylight.

Now I can finally see my instrument lights and it's actually fun to drive my Giulietta at night. Here are some US sources for the bulbs. I am sure there are suppliers for other parts of the world as well.

LED Bulbs:

www.superbrightleds.com/moreinfo/6/

Speedometer and Tachometer (5-watt Halogen bulb):

www.bulbconnection.com/ViewSIMItem/bcrw/simid/1819/item.htm

Tri-gauge (10-watt Halogen bulb):

www.bulbconnection.com/ViewSIMItem/bcrw/simid/3828/item.html

One Member's Preparation for the Road Ahead

Dennis Torgeson isn't taking any chances. His 1974 Spider is getting a head rebuild with new valve guides, seals, springs, surfacing and valve grind, as well as a complete rebuild of all suspension parts in both the front and rear.

What's your plan?



Alfa Romeo Leans on Ferrari Horsepower in Brand Overhaul

By Tommaso Ebhardt, www.bloomberg.com, March 27, 2014

Fiat SpA (F) is turning to the cachet and horsepower of Ferrari as part of its latest effort to transform struggling Alfa Romeo into a profit machine.

Fiat plans to develop a new line of rear-wheel-drive sedans and sport-utility vehicles to bolster Alfa Romeo and take on the likes of Bayerische Motoren Werke AG, people familiar with the matter said. The models will start to hit the market in 2016, and high-end versions will be equipped with motors developed by Ferrari, the Fiat-owned supercar maker, said the people, who asked not to be identified because the discussions are private.

Chief Executive Officer Sergio Marchionne's sought-after turnaround of Alfa Romeo has been going nowhere. Since the executive took the reins at Fiat in 2004, Alfa Romeo's annual deliveries tumbled 56 percent to 74,000 cars. In 2012, he scaled back a sales target for the Italian nameplate by 40 percent as promised models were delayed by a spending halt in Europe. With auto demand in the region recovering and Fiat armed with more resources thanks to the takeover of Chrysler, it may be now or never for the sporty brand.

"This is the last chance for Alfa Romeo," said Giuseppe Berta, a professor at Bocconi University and the former head of Fiat's archives. "Marchionne's bet is a long shot. To beat the German premium brands, he needs to make Alfa unique. His best chance is Ferrari engines and Italian design."

Ditching MiTo

Fiat is considering ditching the current versions of Alfa Romeo's MiTo and Giulietta hatchbacks, which accounted for 99 percent of sales last year, under the plan, which is still being finalized, the people said. The relaunch of the Italian brand, which became a cultural icon with the 1960s film "The Graduate," will be boosted by selling cars through Jeep's international dealer network, widening Alfa's reach, they said. Fiat declined to comment on Alfa Romeo's past performance and future development plans.

The Italian manufacturer will unveil its plans for Alfa Romeo in May as part of a Detroit presentation of the strategy for Fiat Chrysler Automobiles NV, the company being formed by the combination of the Italian carmaker and Jeep's parent.

The revival of Alfa Romeo is key to Marchionne's plans for the merged carmaker. With allure stemming from classics like the iconic Duetto spider of the 1960s, Alfa has the potential to help drive profit for the group, in the same way that Audi does at Volkswagen AG, by commanding higher prices than mass-market models bearing the Chrysler, Dodge or Fiat badges. The association with Ferrari could add an extra boost.



Six Alfas

"We want to exploit Ferrari's know-how for Alfa Romeo engines," Marchionne said at the Detroit auto show in January. "It would be foolish not to."

Audi, the BMW brand and Mercedes-Benz, which have benefited from a rebound in the U.S. and growing demand in China, have all posted global sales records in recent years, bolstering their parent companies' earnings with higher profit.



The target is to roll out at least six new Alfas in the next five years, including two SUVs, to boost sales more than fourfold to 300,000 cars over that time frame, the people said. The underpinnings of the cars will also be used in Chrysler vehicles to spread development costs, they said.

Alfa's relaunch has to some degree already started with the 4C sports car, which went on sale last year in Europe and will make its U.S. debut at the New York auto show next month. The first model in the new push will be a mid-sized sedan that may be called Giulia, reviving a model name from the 1960s.



Jeep Showrooms

"This is long overdue," said Roberto Ferrari, head of the Alfa Romeo dealer association in Italy. "We've been waiting for years for a clear and definitive strategy for the brand and a full lineup of products."

To broaden its reach, Fiat plans to sell Alfa Romeo models through Jeep's 1,700 dealers outside North America, giving it a distribution network that better competes with BMW's 3,200 sales outlets worldwide, the people said. Last year, 90 percent of Alfas were sold in Europe, where it has almost 1,200 of its 1,400 dealerships globally.

The move is based on the idea that both brands appeal to consumers seeking alternatives to mainstream competitors and can co-exist because there's little potential that Jeep SUVs and performance-oriented Alfa Romeo cars cannibalize each other.

"The strategy to mix SUVs and sporty sedans in the same showroom makes sense," said Ian Fletcher, an analyst with market researcher IHS Automotive in London. "But success can't be taken for granted."

Unused Capacity

The new models and the linkup with Jeep and Ferrari may not be quite enough. IHS forecasts Alfa Romeo sales peaking in 2017 at 243,000 cars, 19 percent below Marchionne's goal. Still, that would be triple last year's sales and the highest deliveries in more than 10 years.

The growth would help fill unused capacity at Fiat's Italian factories, a primary source of the manufacturer's losses in Europe of 520 million euros last year. Marchionne expects Alfa Romeo to anchor his strategy to build upscale cars in Italy for export worldwide to return to profit in the region.

The new Giulia will be assembled at Fiat's Cassino factory near Rome, said the people. The engines, versions of the V6 motors Ferrari developed for Fiat's exclusive Maserati brand and adapted by Fiat engineers, will likely be produced at sites in Pratola Serra or Termoli in southern Italy, said the people.

"Alfa Romeos have to be produced in Italy with an Italian powertrain," Marchionne said this month at the Geneva motor show, where the brand debuted the spider version of the 4C. "Some things belong to a place, and Alfa belongs to Italy."



Thomas Burnett, Portland OR
Martin Castillo, Portland OR, 1982 GTV6
Bob Hoye, Vancouver BC, 1967 Giulia Super
John McDonald, Hillsboro OR
Lynn Tucker, Portland OR, 1961 Giuletta Spider







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