

ALFA BITS



PUBLISHED CON BRIO BY THE
ALFA ROMEO OWNERS OF OREGON
JANUARY 2015





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 is 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 [George Kraus](#) 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



AROO member Neil d'Autremont as the starter at the Fall Track Day. We're highlighting some track day volunteers in this issue. See more photos in the PAST EVENTS section.

Photo by Editor

MAY CONTAIN NUTS

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"All the veloce
that's fit to print"

The days are getting longer, but we still have a long way to go until summer. However, your club never sleeps and the activities schedule is already filled with great opportunities, beginning with the year's first monthly meeting. We have a new location and we really hope you'll come to Ernesto's on the traditional third Wednesday of the month (that's January 21 in case you don't have your AROO Wall Calendar handy). Ernesto's is next to Jesuit High School and so it should be much more convenient for those of you who live on the west side. Speaking as an east-sider myself, I still wound't miss it. There are more details on [page 46](#).

Speaking of page 46, by now you have noticed that this is a big edition of the newsletter/e-zine (I can't make up my mind which name I like better) - maybe the biggest ever at more than 60 pages. For that reason we had to save it at low resolution in order to make it manageable for email attachment. The downside of that is that the photos go soft, looking slightly out of focus. However, I'd encourage you to take a look at the version on the [club website](#) where you'll find a better, higher resolution version. It will take a few moments to open, but if you appreciate the photography, it's worth the wait.

Speaking of being worth the wait, our first driving event of the year is but days away, and it's unique in being an *indoor* driving event. I ask ya, how many car clubs go to such lengths to keep you entertained in the winter months? Details are on [page 47](#).

Recent new members:

Joseph Potter, Eugene, OR
infuriarsi@gmail.com

Daniel Hones, Beaverton, OR
dan@cv2020.com1
1976 Spider

Ed Godshalk, Newberg, OR
ed.godshalk@maxim-ic.com

Speaking of keeping you entertained, don't overlook some of the best entertainment opportunities - none of which are specifically mentioned on the activities list - and that is volunteering. We're highlighting some of the volunteers elsewhere in this issue (beginning on [page 34](#), to be precise) and these volunteer jobs represent a great way to contribute to your club and meet other great people in our common interest in Alfa Romeos. Contact any Board member for details.

Avanti!

[Reid Trummel, Editor](#)



I've just come from the AROO Board meeting where we passed the budget for 2015. Agreeing on a budget is much more than just a rote process of allocation, deciding where to spend money and how much. Since money is not unlimited, the budgeting process becomes a statement of our priorities as a club: what will we support with the time and effort of our Board and volunteers and our hard-earned resources? What will we subsidize completely or partially or not at all? How much will event participants be expected to defray costs? How much risk can we tolerate? How do we support various groups within our club (very active, occasionally active, "everybody else"). How do our actions encourage or discourage membership and participation? These decisions reflect our values as a club: what is important to us? what is our purpose? how do we honor those who built this club without unduly constraining the present?

Like any political process ("deciding who gets what, when and how"), it's not always pretty and not everyone goes away happy. But we ended with a framework that meets our financial policy of gradually deficit spending down to a prudent reserve. While the approved budget is not overly generous, we preserve our flexibility to increase or decrease support for events over the year depending on resources.

I'm excited to say that we are looking at a full, active calendar for the year, starting right away with the January General Membership Meeting on the 21st. The big news is our move to a new location: Ernesto's in Beaverton. While their official address is 8544 SW Apple Way in Portland, you'll actually find them on Beaverton-Hillsdale Highway, just east of Jesuit High School. This is where we had our Volunteer Appreciation Dinner; the food is great, the facilities pleasant and the staff friendly and helpful. The meeting starts at 7:30 p.m. as always, but you are welcome to show up early to enjoy dinner with your AROO friends beforehand. One change you'll notice is an end to "have a beer on us."

Not only are we celebrating a new location, we will be kicking off the year with an excellent program. Dale LaFollette will be giving us a presentation of his experiences at the Beaulieu Autojumble (swap meet) in England. Dale is a highly respected Portland "car guy," having been manager of PIR and one of the founders of the Northwest Classic Rally. Since January meeting attendance can be light with our snowbirds having flown south, I want to encourage everyone to come out for what will be an interesting and informative event. Let's honor our special guest with a large and lively audience!

The rest of the year is packed with great events, starting with the Karting Challenge on January 25th, then we jump right in to touring, rallying and social events. Check your beautiful new AROO wall calendar and keep an eye on your email for updates. It's gonna be a great year and I hope to see you out there.

[Roger Dilts, Club President](#)



Location: Buster's Texas Style Barbecue in Tigard.

Time: 7 pm. Attending: Mark, Dennis, Lee Anne, Reid, Roger, George, Roger, Russ. Neil D'Autremont

Old Business, Upcoming events, and Liaison reports 7:00 – 8:00

1. Minutes review – Russ Paine. Lee Anne moved, Mark seconded. Approved.
2. Treasurer's Report - Cindy Banzer – no changes.
3. Past events reports:
 - a. Oct 5 Track Day – one shunt to wall, added charges from PIR? Track required much cleanup to start event – possible credit towards 2015. No mixed classes, wristband dictates class. Neil D. volunteered to be 2015 Track Chair. 2015 objectives – increased driver's education and a certification process for instructors. Motorsport Reg has database on drivers, classes. Hooked on Driving or other local club instructors - TBD.
 - b. Oct 18 Monte Shelton and Bob Ames collections – Fabulous and generous event. Send a thank you and flowers to both hosts/hostesses.
 - c. Oct 19 Volunteer Appreciation Dinner - Lee Anne – Another fabulous event at a great venue.
4. Upcoming events.
 - d. Nov election and auction – Bob (absent) – Need ballot sent digitally or with holiday card.
 - e. December Holiday Party – Cindy at MAC – Send holiday card with details and email blast soon requested.
5. Reid's report: MSNCR, Bits and website – 138 rally entries.
6. Calendar Review – Bob – absent. Reid reviewed 2015 calendar draft.
7. Membership Report - Lee Anne – no new members.
8. Merchandise/Apparel – Yulia – no report.
9. Competition and track – Mark – see previous Track Day discussion.
10. Advertising/Promotion – George – Facebook posts effective.
11. AROC report – Pres. Cindy – new AROC Admin. position announced. Step by step improvements in process.

Continuing and New Business 8:00 – 8:30

1. Dennis updates on tour with NWARC – Need a 10 car minimum from AROO. May 16-18 covering E. WA. Promotion needed. Poll at next general meeting.
2. Finding a new meeting location – Ernesto's and Migrations – leading sites based on Dennis T. site visits.
3. Others? – Discussed funding level from MSNCR to AROO. Also extensive discussion on AROO insurance coverage – catastrophic loss, Board liability, AROC umbrella coverage – what is currently covered? What insurance needs do we have? Where are holes in existing coverage? Roger to review existing policy. Reid will solicit advice from John Draneas.

Adjourned 9:12 pm

Submitted by Russ Paine, Secretary



Location: Buster's Texas Style Barbecue in Tigard.

Time: 7 pm. Attending: Yulia, Cindy, LeeAnne, David Fish, Reid, George, Mark, Roger, Russ, Dennis, Bob. Neil D., Ken H., Erik R.

Upcoming events and Liaison reports 7:00 – 7:30

1. Minutes review – Russ Paine - Approved.
2. Treasurer's Report - Cindy Banzer – no items.
3. Past events reports:
 - a. November auction – raised ~ \$850, well done!
4. Upcoming events.
 - a. December Holiday Party – Cindy – 58 to attend.
5. Reid's report: MSNCR, Bits and website – 140 reg for MSNCR.
6. Calendar Review – Bob.
7. Membership Report - Lee Anne – 164.
8. Merchandise/Apparel – Yulia – New hats!
9. Competition and track – Mark – Historic Races – new operator SVRA.
10. Advertising/Promotion – George
11. AROC report – Pres. Cindy – provided sample of AROC membership card, AROC website changes, Admin job recruiting

Ratification of election results and election of officers – Reid moved, LeeAnne seconded. Approved.

The four Board candidates with the highest vote counts in the election were Russ, Bob, Cindy and Mark. The highest number of write-in votes was received by Denny Torgeson, who declined. The next highest number was received by David Fish, who agreed to serve on the Board.

Election of officers: Pres. - Roger, V.P. – David; Treas. – Cindy; Sec'y - Russ.

New and Continuing Business

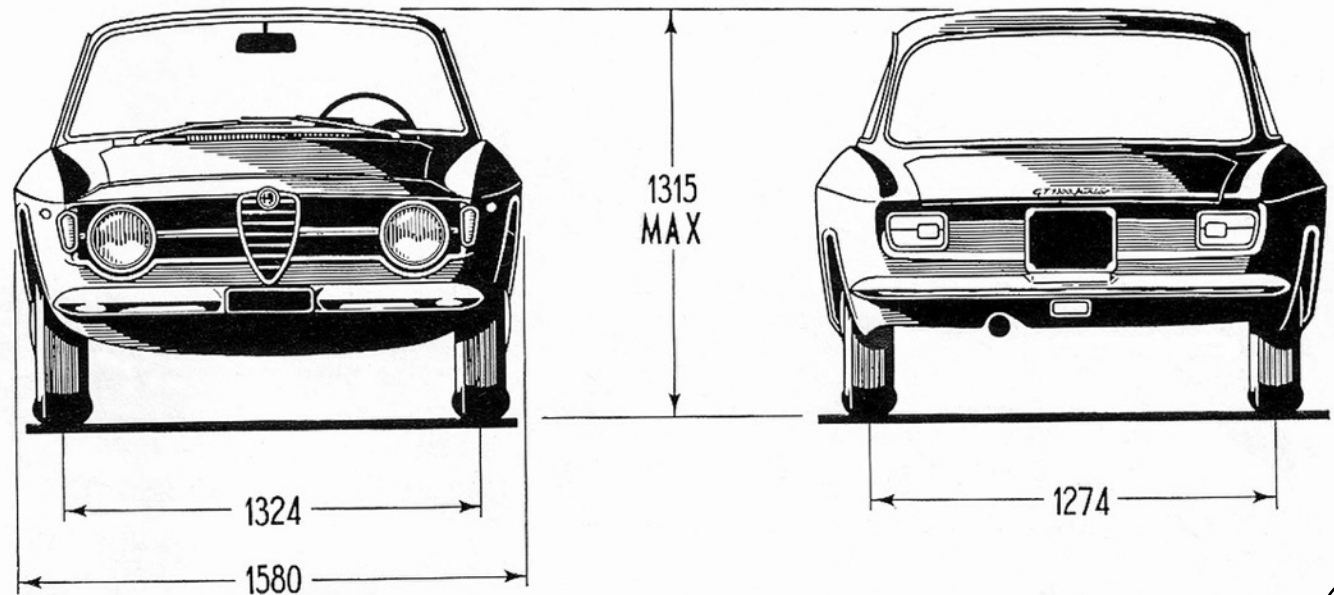
1. Selection of Board liaison positions, currently:
 - a. Calendar - Bob.
 - b. Membership - Yulia.
 - c. Merchandise/Apparel - LeeAnne.
 - d. Competition and track (*consider changing to Track Day only?) - Mark.
 - e. Advertising and promotion - George.
 - f. Alfa Bits editor - Reid.
2. Selection of membership meeting responsibility (please remember to do insurance waivers for driving events):
 - January – Roger (Dale LaFollette).
 - February – Reid (Collector Car Values).
 - March – Mark (Historics).
 - April - Open.



- May - LeeAnne.
- June (Evening Tour) - David.
- July (Picnic) - Russ.
- August (Evening Tour) - David (tentative).
- September - Yulia.
- October - George.
- November (Auction) - Bob.
- December (Holiday Party) - Cindy.
- 3. Dennis update on tour with NWARC - May 15, 16, 17.
- 4. Board retreat - Jan. schedule possible?
- 5. Finding a new meeting location - Ernesto's unless parking can be resolved for Migrations. LeeAnne to check on church parking.
- 6. Concerns about adequacy of AROC insurance coverage- discussed findings to date; no conclusions reached; requires further discussion. Action: Letter by Roger with outstanding questions for Cindy to forward to National Club attorney.

Adjourned 9:12 pm

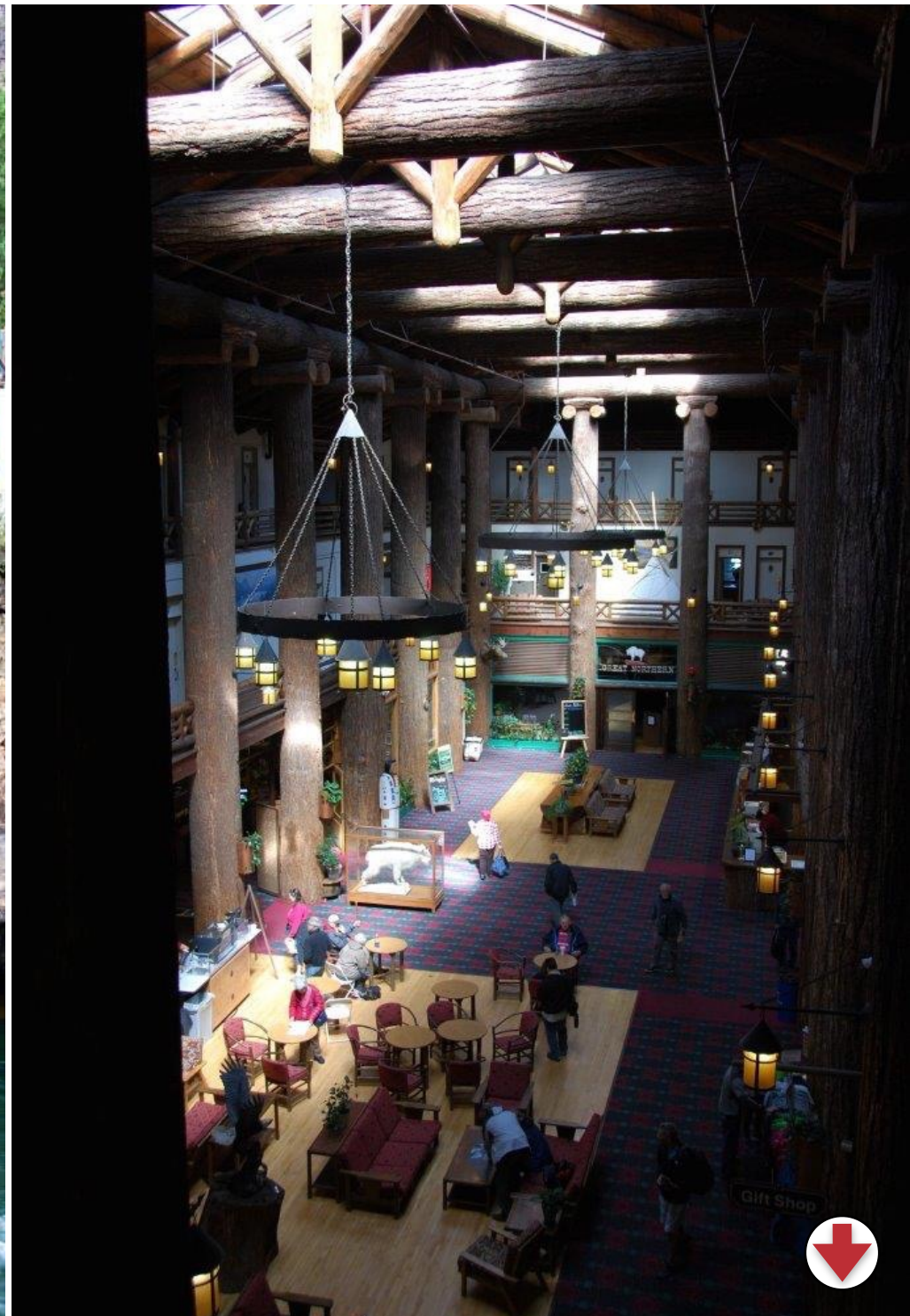
Submitted by [Russ Paine, Secretary](#)



Tom McGirr, Tour Leader

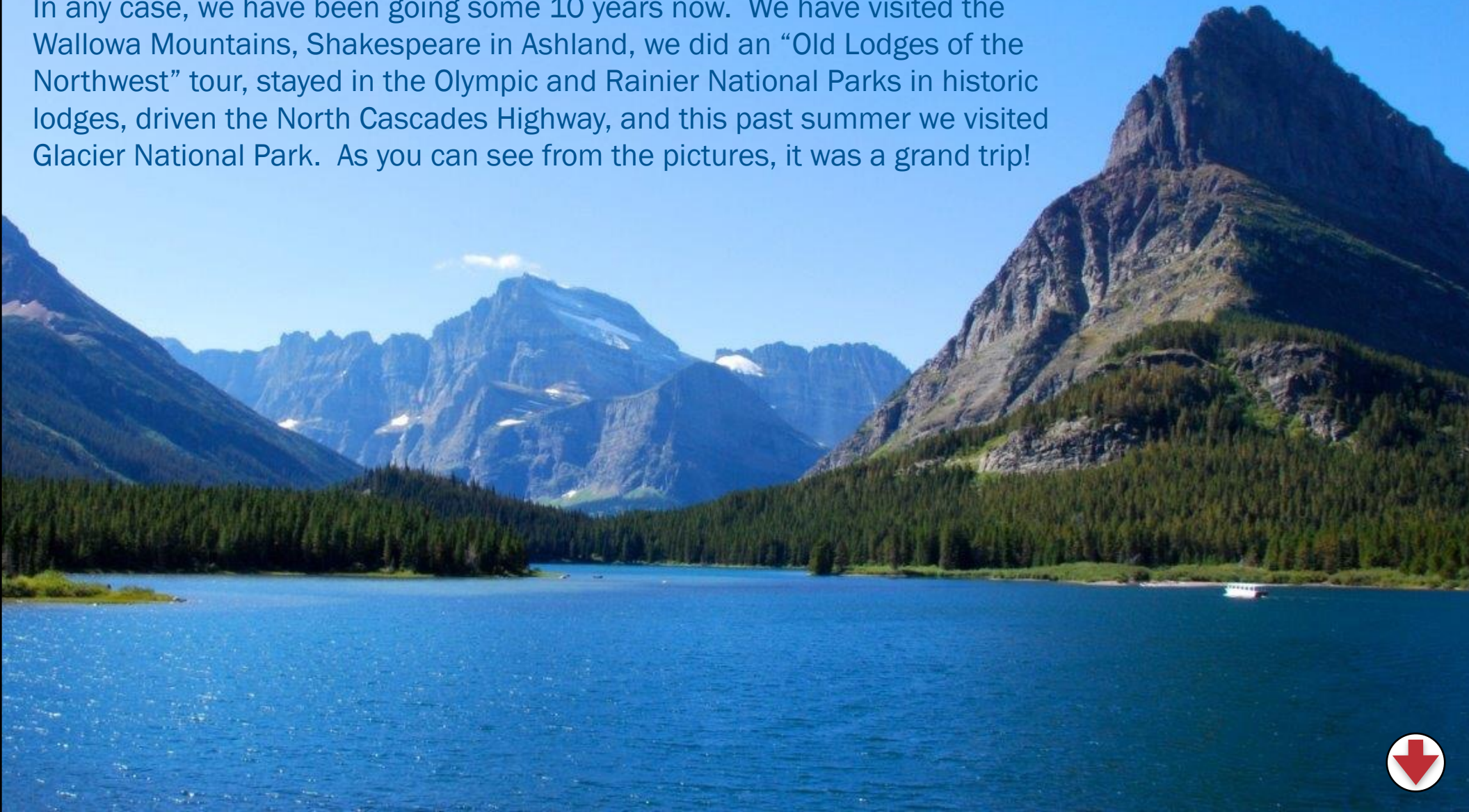
A few AROO folks know the answer to that question, but most do not. Many moons ago, I led a group of Rotary Club members on a back-roads tour to Crater Lake. It was a mixed group of sports cars, but it also included a few Buicks and vans. One couple in the Buick (age 80+?) kept missing the turns and a volunteer would chase after him to turn him around. The van actually got in front of the tour leader (ahead of me – can you imagine that?) coming out of Crater Lake. It had a big V-8 and the driver stomped on it in the straightaways, but he also took the turns at posted minus 20 leading to a great deal of frustration by the true sports car drivers. I finally managed to wind up my 2000 cc Alfa and got around the van as did the rest of the group. What was really funny is that the van driver actually got a speeding ticket later in the day.





At the conclusion of the tour, a delegation of the fast drivers asked me to do another tour the next year but only if it could be limited to true sports cars, and that was the birth of Alfa Wannabe Car Club. The name? A pun on the Lamborghini and other testosterone-filled car owners who readily consent to follow my little Alfa spider, hence the name Alfa Wannabe!

In any case, we have been going some 10 years now. We have visited the Wallowa Mountains, Shakespeare in Ashland, we did an "Old Lodges of the Northwest" tour, stayed in the Olympic and Rainier National Parks in historic lodges, driven the North Cascades Highway, and this past summer we visited Glacier National Park. As you can see from the pictures, it was a grand trip!



We stayed in Spokane the first night at the *elegant* Davenport Hotel and dined at Anthony's over the Spokane Falls. After arriving at Lake McDonald Lodge in Glacier National Park, we boarded three 1936 "Jammer" busses and had our own private tour of the park, which was wonderful for picture taking.



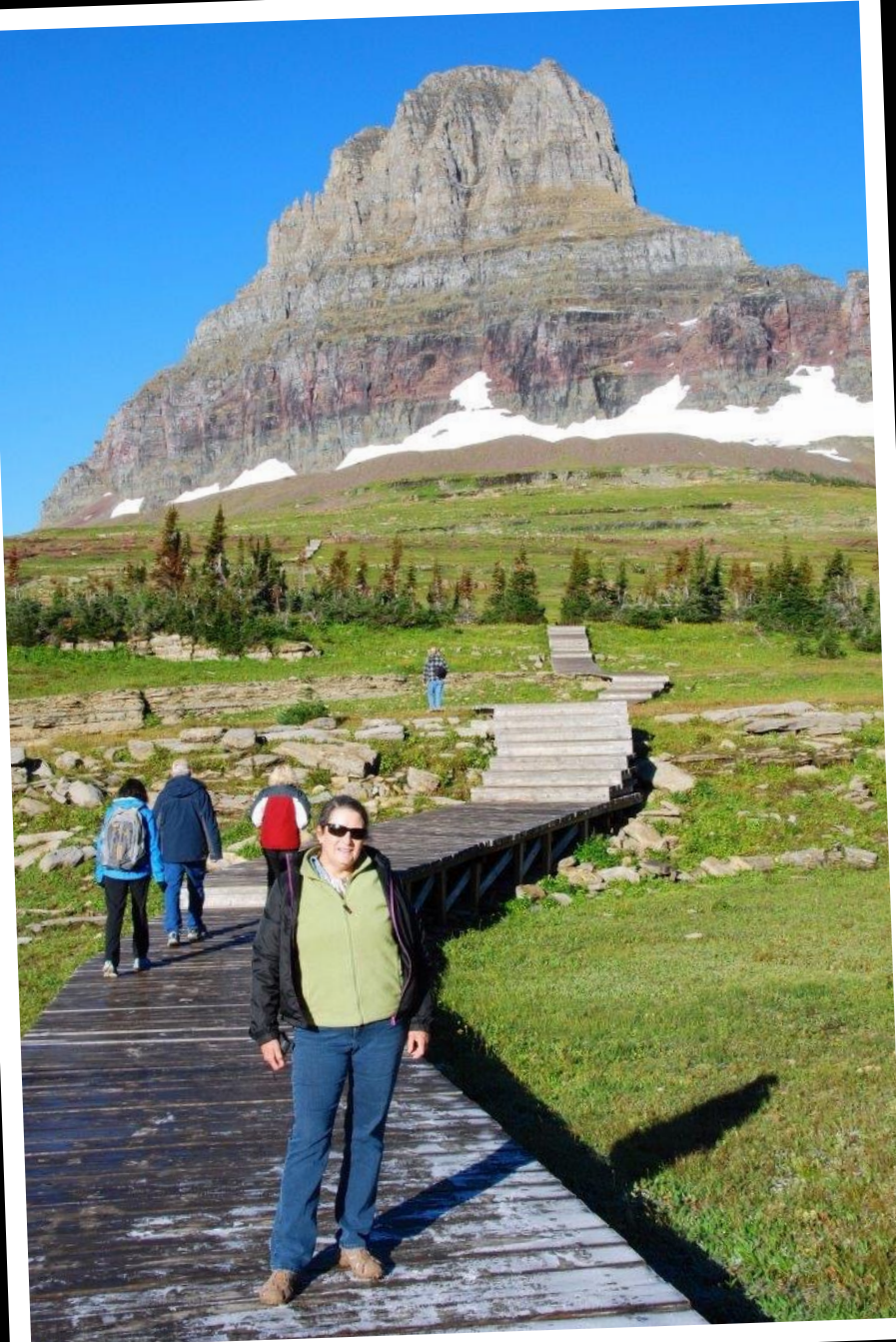
Subsequently, we got to drive the "Road to the Sun" on our own as we headed to our next destination, the Many Glacier Lodge, also in Glacier National Park. The last stay was at the Coeur d'Alene Resort in Idaho. A private charter boat picked us up at the resort and took us to a floating restaurant followed by a lake cruise after dinner. Wow!



The view from your room at the Coeur d'Alene Resort in Idaho.

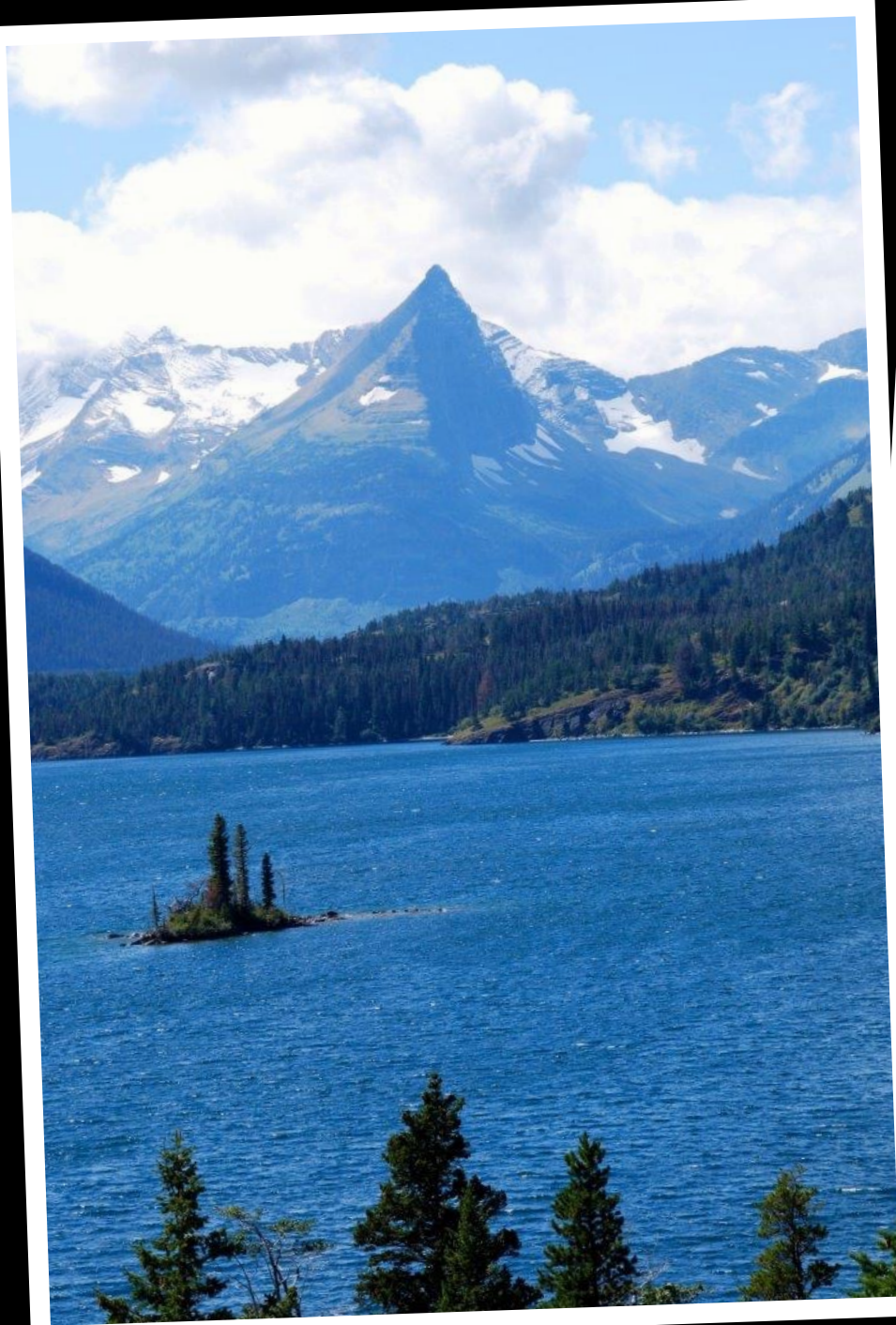






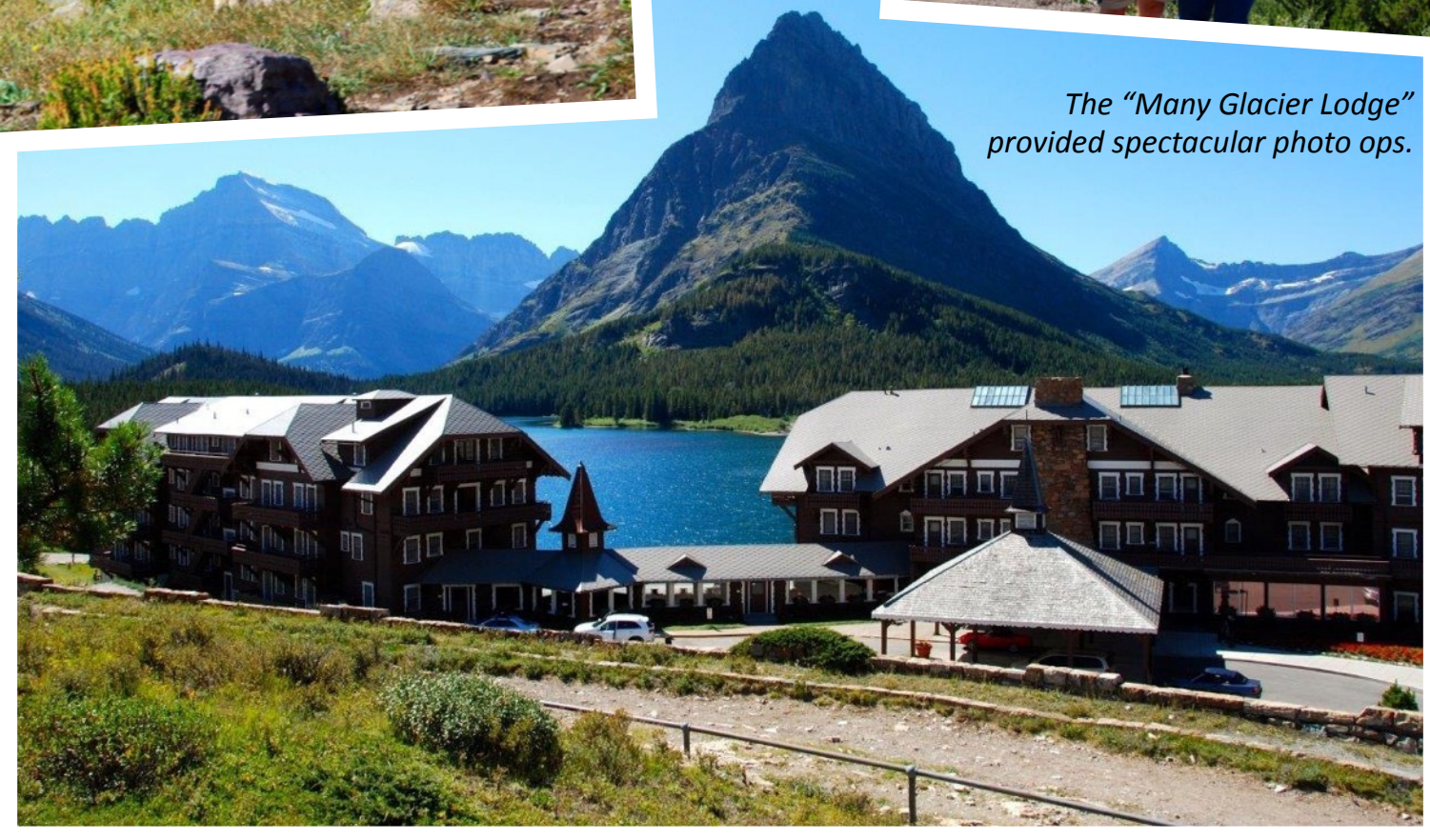
These trips are a challenge to put together. In order to secure group lodging at these destination resorts, reservations are often made a year in advance. I arrange all the lodging and meals, collect for and pre-pay all tour costs and even pre-assign gas stations so we can get in and out quickly. Pretty sick, huh? Actually, I love the pre-planning and introducing folks to some of the most beautiful places in the Pacific Northwest and also to as many back roads I can find.





Touring by Red Bus. The drivers of the Red Bus fleet are known as "Jammers."

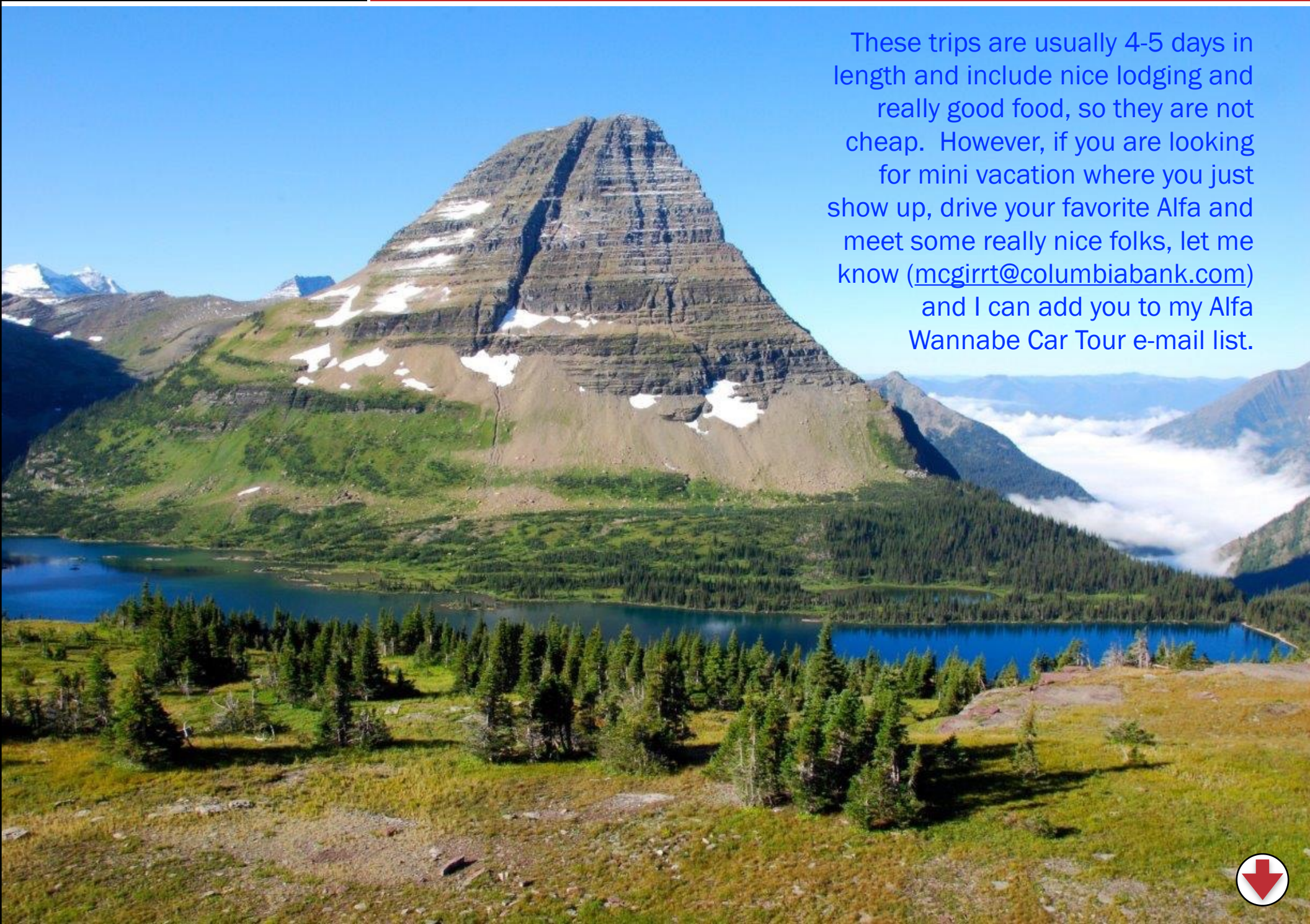




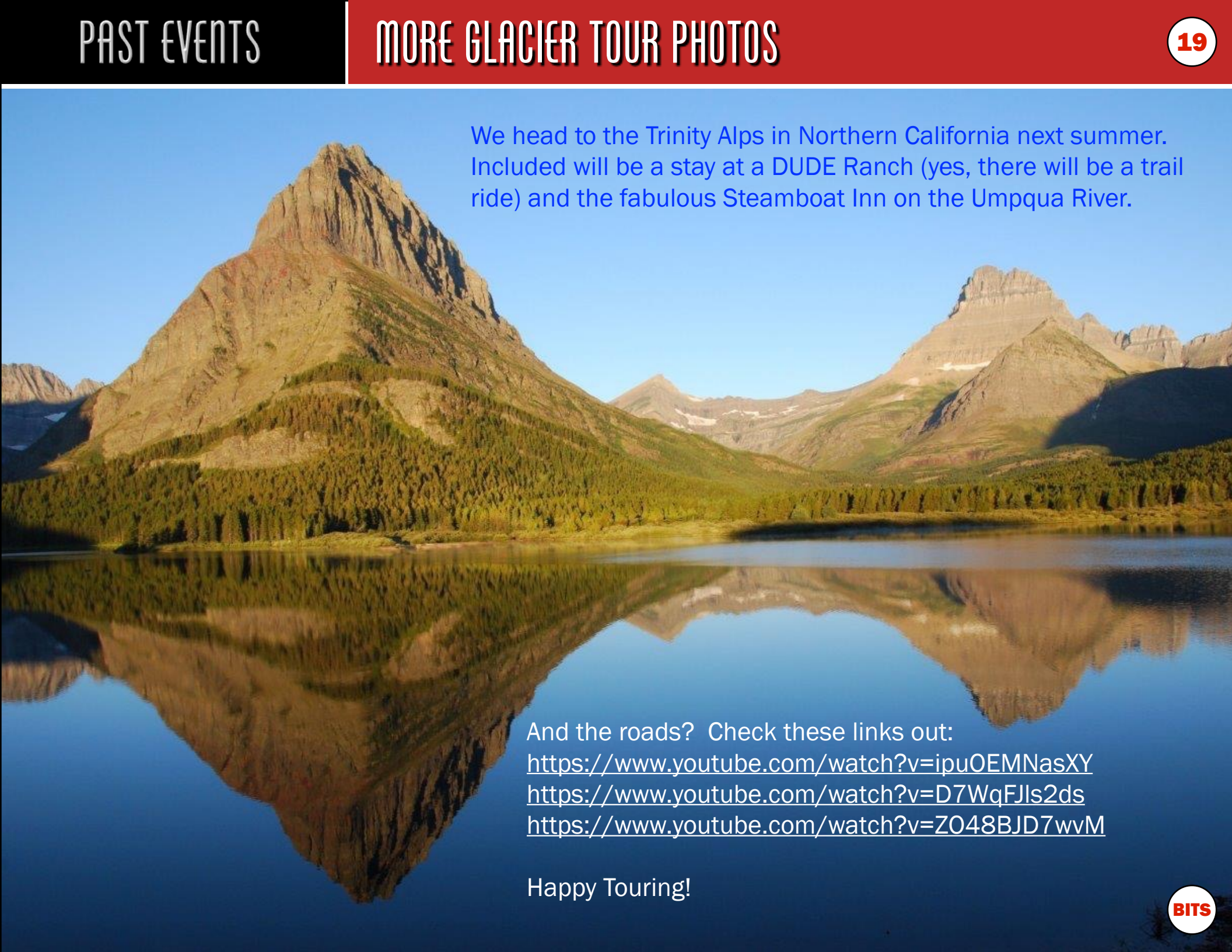
The "Many Glacier Lodge" provided spectacular photo ops.



These trips are usually 4-5 days in length and include nice lodging and really good food, so they are not cheap. However, if you are looking for mini vacation where you just show up, drive your favorite Alfa and meet some really nice folks, let me know (mcgirrt@columbiabank.com) and I can add you to my Alfa Wannabe Car Tour e-mail list.







We head to the Trinity Alps in Northern California next summer. Included will be a stay at a DUDE Ranch (yes, there will be a trail ride) and the fabulous Steamboat Inn on the Umpqua River.

And the roads? Check these links out:

<https://www.youtube.com/watch?v=ipuOEMNasXY>

<https://www.youtube.com/watch?v=D7WqFJIs2ds>

<https://www.youtube.com/watch?v=Z048BJD7wvM>

Happy Touring!



Well, since we're showing slides of the tour to Glacier National Park, I'm going to indulge myself and show a few of my own. No Alfas here, but if you take your laptop out to your Alfa, get in and look at these photos, it's a kind of Alfa connection.

Editor



The red tour buses are pretty photogenic in dramatic bright red and black against the blues and greens of the landscape and the grays of the roads.





Like I said, the red tour buses are pretty photogenic in dramatic bright red and black against the grays and ...





No coverage of the tour buses would be complete without a look at the view of the landscape from inside one.





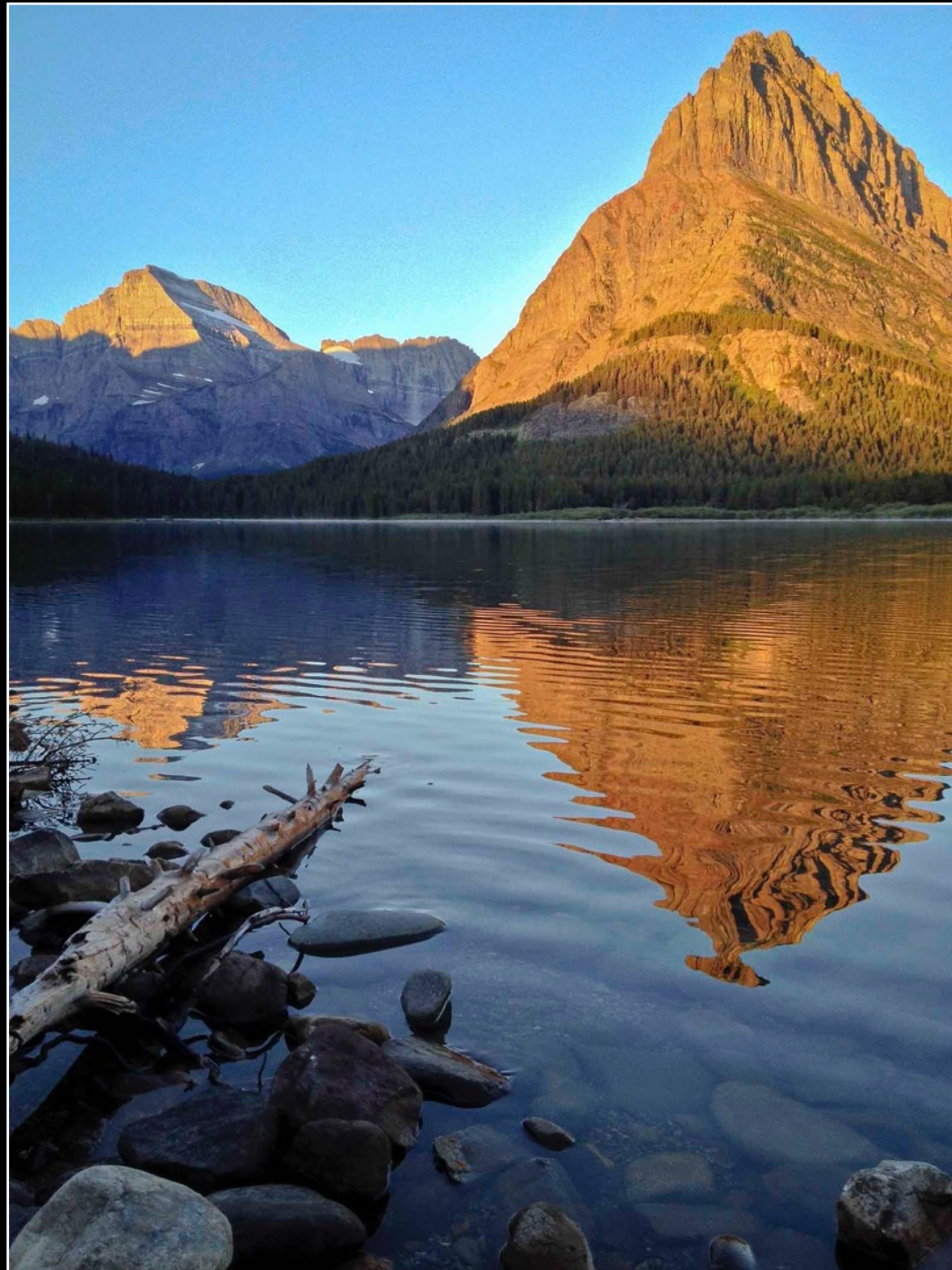
I call this one, "Epic landscape photo of epic landscape photographer recording the epic landscape" (that's Tom McGirr).





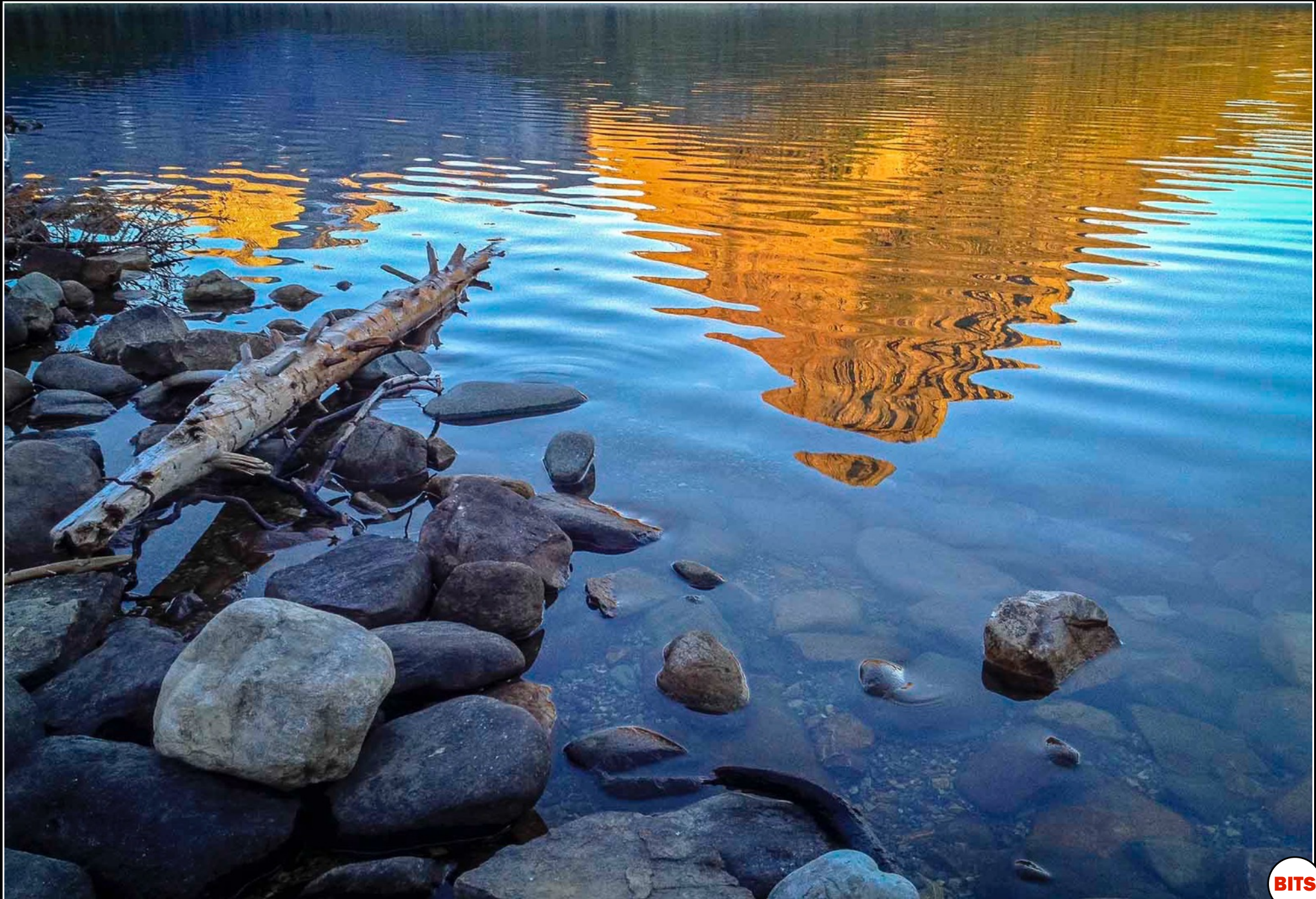
An epic number of epic landscape photographers all agreed that the landscape was epic and should be photographed, epically.





I succumbed to taking a few landscape photos myself, such as those here and on the next page. These were taken just outside the Many Glacier Lodge at sunrise.







The Stantons' GTV.

Tom McGirr, Tour Leader

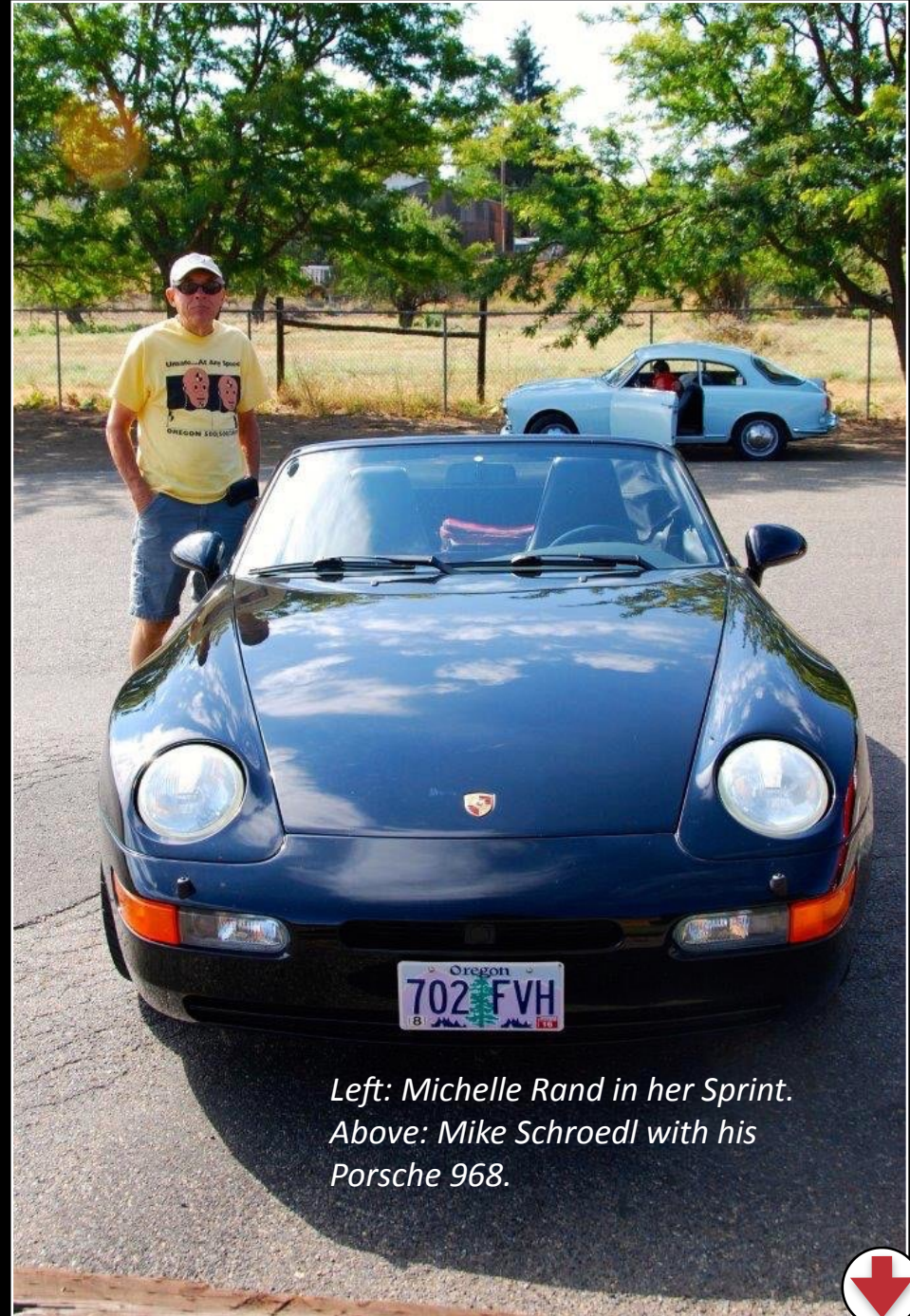
Sorry for the delay in sharing this trip info. Having too much fun traveling! This three-day tour to Pendleton was a blast. We had a nice mix of Alfas and non-Alfas.

Michelle Rand brought her beautiful aqua-colored Giulietta Sprint that ran pretty well considering it had who knows how many years old gas in the tank. That is what happens when you just grab a car out of the "collection" at the last minute. Mike and Marilyn Schroedl brought their Porsche 968 ... a particularly fine car for what they stole it for. Russ and Tammy Colgan (Alfa Wannabe members) brought an original Sunbeam Tiger that looked and sounded gorgeous. The Stantons had the GTV, and of course we know who brought the Ferrari [Editor's note: That would be Rick Martin].

The trip departed from Lewis and Clark Park and stopped at the Bickleton Tavern for lunch. Food was great as always. After a stop at Hat Rock State Park, the Tiger (which has a notoriously small gas tank and a ferocious appetite for fuel) headed off to find a gas station concerned they would not make the final few miles to Pendleton despite having an "emergency" gallon of gas in the trunk. It was a very fortuitous that they were carrying that extra gallow, too, as the Stantons elected to try to "make it," but did not. However, a few minutes later the Tiger came by and the "emergency" gallon of gas was put to use in the Alfa.



Another Alfa Wannabe member with a Porsche Boxster overheated just out of town. Water pump failed and they had to be towed back to Portland the next day. Again, a fortuitous event as they joined me on the Glacier National Park tour a week later. They could have just as well broken down out in the hinterlands on the tour to Glacier. As it was, the car was repaired and they made the Glacier trip with no problems.



Left: Michelle Rand in her Sprint.
Above: Mike Schroedl with his Porsche 968.



The next morning we all did the Pendleton Underground tour. If you have not done this, it is worth the time. Leaving our “guns” outside, we journeyed down to the bar where we ratted out an unscrupulous card player called “Shady Rick.” After dinner, we visited the Tamastlikt Cultural Institute, again, another treasure that many overlook. “Shady” Rick continued to clown around while Reid Trummel took a nap under the institute’s sign.





The Colgans (below) and their black Tiger (left) with Keith Martin's counterintuitive choice of cars for the AROO Summer Tour: a Volvo 122. A very nice Volvo 122, but not as fast as the Tiger.



Left: Rick Martin's Ferrari. Well, the one he brought on the tour. He had to leave several at home.



True to form, we used back roads to get to the Condon Hotel. However, one was a little “too rural” for the Tiger. The bumps in the road (granted they were pushing it a little too much) ended up dislodging something to do with their carburetor. However, as always, an Alfa owner had brought bailing wire, duct tape and other handy tools that keep our cars running in an emergency, and quickly put the Tiger back into running shape.

As always, the Condon Hotel pulled out all the stops. We had complimentary appetizers, wine and beer before enjoying a spectacular dinner. Those folks are the best!



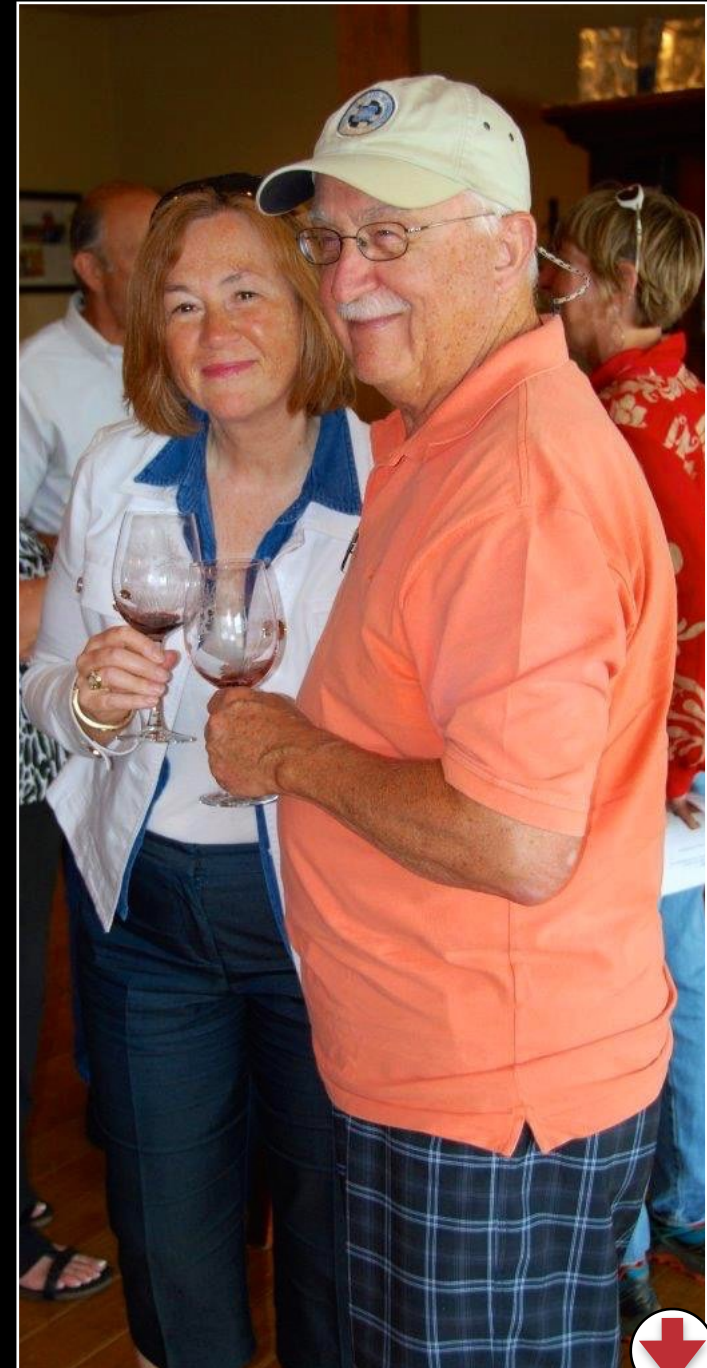
Left: Lisa McNabb and Rick Martin enjoying the hospitality at the Condon Hotel.



Below: Mike Schroedl polishes off the hors d'oeuvres tray at the Condon Hotel while Marilyn Schroedl and Paula McGirr are just thankful that they got there first.



By the time the tour finished, I knew I was NOT going to be driving my Alfa to Glacier (a real bummer). Turns out that the “Fiat Virus” had finally won out and the engine was becoming increasingly unbalanced resulting in “bad vibrations.” It is now in the shop for a total engine rebuild and will definitely be better than new.



Right: Fred and Lisa McNabb enjoying the en route wine tasting.

Above: Ditto for everyone else too.





On the Pendleton Underground Tour:

Upper right: It really is underground.

Above: Rick Martin found a really slow-moving poker game.

Right: No underground would be complete without a full bar.



If you have not been on one of my tours for awhile (or ever), consider one in 2015. I am heading up to Leavenworth and Lake Chelan for the summer tour. For those who would like to participate in a longer, more 'luxurious' tour, you might want to get on my Alfa Wannabe Car Tour e-mail list. We went to Glacier National Park last year and am heading down to the Trinity Alps Wilderness area in Northern California next time, including stays in Grants Pass, a dude ranch in Northern California (yes, there will be a trail ride!), the Running Y Ranch near Klamath, and finally a stay at the Steamboat Inn on the Umpqua River after a swing through Crater Lake. That's in August. The AROO Fall Tour destination is still on the drawing board.



Here is another look at our last Fall Track Day, with an emphasis on some of the many volunteers who make them possible.

Neil d'Autremont working as starter in the grid. Duties include counseling drivers on the finer points of track day etiquette.





Safely releasing the cars onto the track requires positive control, and Neil d'Autremont obviously means business.





Bob Stewart enjoys an ah-ha moment while chatting with Bill Helzer (left) and George Kraus (center) in pre-grid.





We got your automotive diversity right here, babe. For example, this is not an Alfa.





On the other hand, this one is an Alfa (Patrick Iaboni).



Bob Stewart, working in pre-grid, gives a friendly wave as he directs a car back to the pits at the conclusion of its track session.



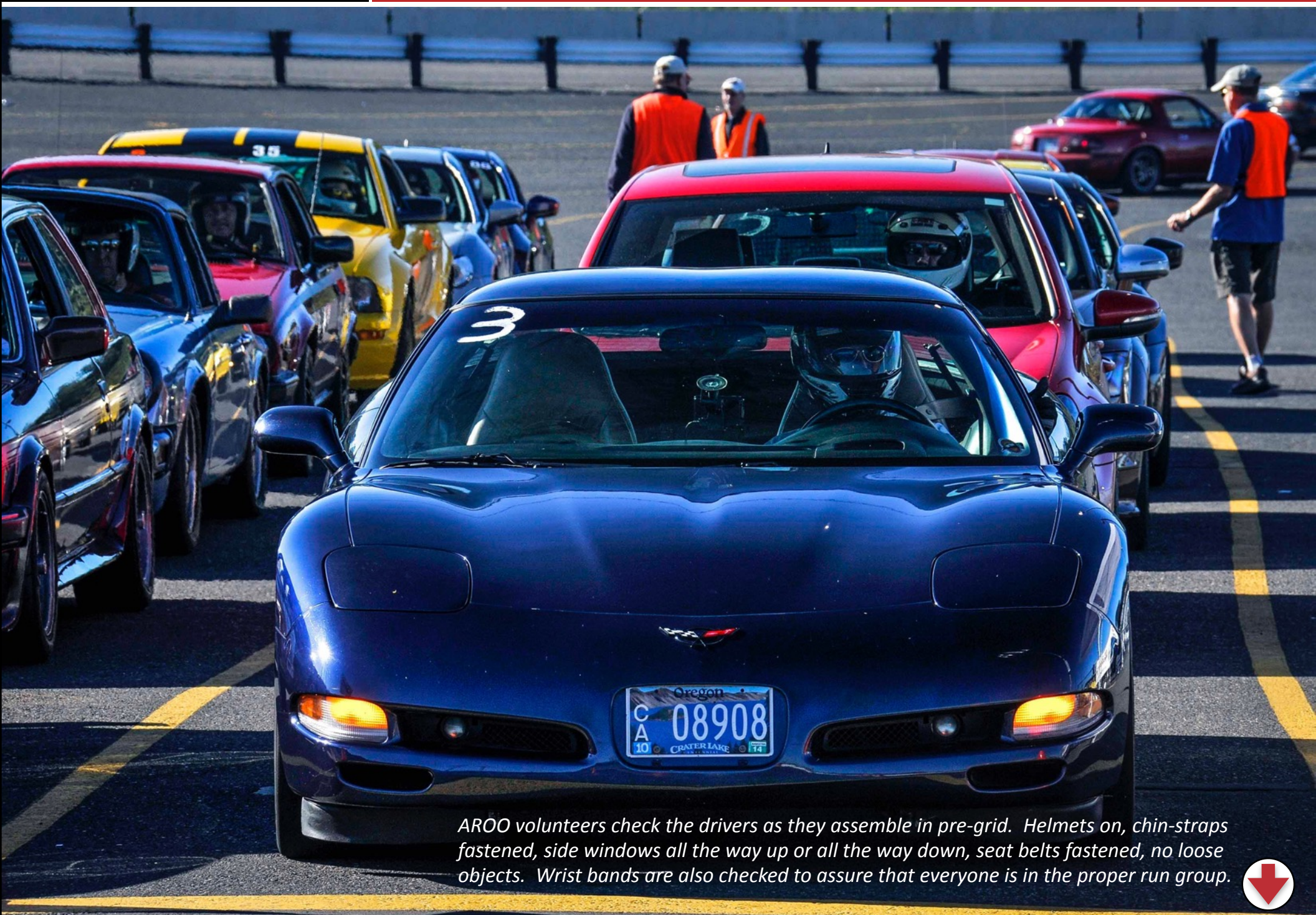


Another Alfa at the Fall Track Day. This is AROO member Randy Johnson.



Roger Dilts with the headset and Bob Stewart in pre-grid. The “headset guy” in pre-grid maintains contact with the track marshal at “the point” (next to the grid and opposite the beginning of the front straight) and the tower to organize the run groups and make the final safety check before the cars go to the grid where they are released out onto the track.





AROO volunteers check the drivers as they assemble in pre-grid. Helmets on, chin-straps fastened, side windows all the way up or all the way down, seat belts fastened, no loose objects. Wrist bands are also checked to assure that everyone is in the proper run group.





A rare form of dance, "The Starter" as performed by Neil d'Autremont.





Yes, this photo was also in last month's ALFA BITS, but it bears repeating as we highlight AROO volunteers. This is AROO President Roger Dilts at the Fall Track Day watching the cars from pre-grid as they pass through Turns 11 and 12.



January 21, AROO Monthly Meeting

New Year! New Location! Please attend and order from the special AROO Menu of cheap eats! Hurry before we run out of exclamation marks! 7:30 p.m., as usual. More info on next page.

January 25, AROO Karting Challenge



Still a few spaces left - entries are limited, so don't delay contacting [Bob Stewart](#) to reserve your place in this unique form of entertainment: indoor racing!

February 4, AROO Board of Directors Meeting

Join us at Buster's Texas Style Barbecue in Tigard in our own private room in the back. 7 p.m. Good seating always available. Ask about our monthly specials on motions and seconds!

February 18, AROO Monthly Meeting

Ernesto's is calling...

February 22, AROO Valentine's Tour



Save the date. More details next month.



We have our own private room at our NEW LOCATION: Ernesto's Italian Restaurant.
It's like our very own clubhouse.
Order from the special "AROO Menu" of light-to-medium fare!

JANUARY MEETING WITH GUEST DALE LAFOLLETTE

We are fortunate to have Dale Lafollette as our guest speaker for our 2015 kick-off meeting at our new location, Ernesto's Italian Restaurant. Dale has led, to say the least, a very active life around motor sports. Most of us knew Dale as the Manager of PIR from the get-go and his involvement with all the great race series we have had such as IMSA and CART (the Indy car series name at that time) and was very instrumental in their success. He was also a long-time Alfa owner and club member. One of his most significant achievements directly affecting our Alfa club was his involvement in the creation of the Northwest Classic Rally, our most important event of the year. Dale has been able, through his vintage automobile photo business, to travel to many auto events throughout the world. One of the most significant swap meets in Europe is the International Autojumble in Beaulieu, England. Dale has put together a show for us with highlights of four years of his attendance there. You do not want to miss it, and you will want to put this massive "autojumble" (British term for swap meet) on your bucket list!

Check Dale's website at www.vintagemotorphoto.com courtesy of author Satch Carlson.

We look forward to seeing you there!

[Ernesto's Italian Restaurant](#)

8544 SW Apple Way
Portland 97225
(503) 292-0119

Wednesday, January 21,
beginning at 7:30 p.m.,
but feel free to come early and
have dinner before or during the meeting.





Limited openings still available for the AROO Karting Challenge!

**Enzo says, "You don't want to miss this!"
Fangio says, "Trust me! It's fun!"**

Where: Sykart Indoor Racing Center, 8205 SW Hunziker St, Tigard

When: Sunday, January 25, 12:30 PM

What: Each driver will compete in two ten-minute races

\$: 25 dollars, American

After: Max's Fanno Creek Brew Pub, 12562 SW Main St, Tigard

Further details:

1. Karts are equipped with transponders linked to an automatic timing system. Each driver gets a printout of his/her lap times at the completion of the heat.
2. Full face helmets must be worn. They have them available free of charge. One may also use one's personal helmet. Auto or motorcycle helmets are acceptable. Motorcycle helmets must be DOT approved; dirt bike helmets are not acceptable. If you've got a good helmet you like, bring it along.
3. No open-toed shoes or sandals allowed.
4. Drivers must possess a valid driver's license.
5. Expect it to be cool on the track. Running internal combustion engines indoors requires a great deal of ventilation.

Please Reserve Your Entry NOW

Entries are limited - reserve yours by emailing Bob Stewart at Bob.Stewart@AlfaClub.org

**Buster's Texas Style Barbecue
in Tigard at 7 p.m.**
**A board meeting isn't all fun and games,
*but some of it is!***





RM Auctions will sell this car at their Paris sale on February 4. It is offered without reserve and with a pre-auction estimate of €15,000 - €20,000.

89 bhp, 1,290 cc DOHC four-cylinder engine with two twin-choke carburetors, five-speed manual transmission, independent front suspension with an anti-roll bar, live rear axle suspension with telescopic dampers and coil springs, and four-wheel disc brakes. Wheelbase: 2,510 mm.

- Recreation of the Italian Carabinieri Giulia Super
- Full working accessories, including sirens and lights

The Alfa Romeo Giulia was one of the most successful and influential sports saloons, as it combined straightforward styling with careful attention to detail. Between 1962 and 1978, Alfa Romeo produced two series of the range, including the incredibly popular Giulia Super models, which further married racing technology with road comfort.

Underneath its boxy exterior, the Giulia Super hides a twin camshaft engine, a five-speed manual transmission, and updated suspension. The Super is rather svelte as well, registering at just 1,000 kilograms, and it has one of the lowest drag coefficients for cars of its period. This particular model is equipped with the Alfa Romeo 1300 twin-cam engine, which had been perfected in the Giulietta, and it is topped with dual Weber carburetors.

Unsurprisingly, due to the car's quick engine and easy handling, the Italian police used a similar model of the Super for their patrols. The Carabinieri Gazzella were much flashier than the brown-green livery of the Polizia, as they were finished in a striking dark blue with bright white roofs and red stripes. The bold, modern look of the Giulia Super created and enforced the respect and no-nonsense attitude of the men who drove them.

This particular 1971 Giulia 1300 Super has been restored in Italian Carabinieri livery, complete with working lights and sirens. It is painted in the classic dark blue with a white roof, and its interior, which is capable of accommodating up to five people, is trimmed in dark leather. The attention to detail is exquisite and includes proper heraldic symbols of the Carabinieri and a license plate that marks the car's use by the Esercito Italiano.

This Alfa Romeo Giulia Super would be a great addition to any eccentric collection or the perfect car for anyone looking for a fun and sporty classic. It is sure to catch the most discerning eye.











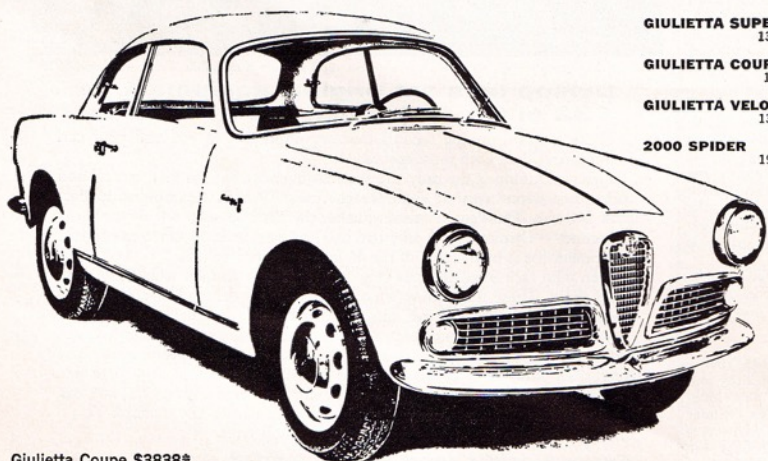


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So recently I was in Longview, Washington, killing time - long story - and I drop in at a Wendy's restaurant for lunch. They have one of these fancy new drink dispensers, and on the way out I notice the brand name on the thing.

I guess that not everyone who goes to work for Pinin Farina gets to design the next Alfa Romeo.



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