



ALFA BITS

Published by the Alfa Romeo Owners of Oregon

MAY 2016



2016 Old Spider Tour
Photo George Kraus

A NOTE FROM THE EDITOR

ALFA BITS is the official newsletter 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 submissions 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 also welcome paid advertising. Contact the Advertising Manager for details.

ABOUT AROO

In the late 1950s, two Giulietta Spider Veloces came to Portland. They were featured on a local TV show to promote a sports car race, participating in a race which they dominated, winning converts in the growing sports car scene. As interest and knowledge of Alfas grew, Alfa fans – known as “Alfisti” – began to gather at Rambo Motors, the new Alfa dealer in Portland, which trained mechanics and supported a racing team. In the early 1960s, Bob Rinde, Rambo's sales manager, joined the national Alfa Romeo Owners Club and others followed. By October 1968 there was enough local interest for Bob McGill to apply to start a chapter, making AROO the sixth AROC-US chapter.

AROO MEMBERSHIP LIST

Although located in Oregon, AROO welcomes members from the Pacific Northwest and around the world. For the latest information check out our **website** page for events and published newsletters. The monthly meetings are held on the third Wednesday of the month (except June, July and August) at 7:30 p.m. at Ernesto's Italian Restaurant, 8544 SW Apple Way, Portland 97225.

NEWSLETTER SUBMISSIONS

I encourage any and all submissions of either articles or photos for future issues. It's your newsletter, and it will greatly improve with your participation. **Submissions are due by the first Wednesday of each month.** I will try to publish the *Alfa Bits* one week before the general meeting which is the third Wednesday of each month. Please join us at the next meeting!

Cheers, *George Kraus* Editor.



2016 Old Spider Tour. Photo George Kraus



About the Club.



The Board of Directors

“Track” days at PIR. Watch!

- 1. Any Experience Level**
- 2. Any Age 3. Any Car**



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From the Drivers seat Submitted by: Mark Carpenter

The Alfa Romeo Owners Club meeting at Ernesto's Restaurant was April 20, 2016. Mark Carpenter invite Sandy Bauer to talk about the former Portland Historic Races, now known at the Portland Vintage Racing Festival being held this year on July 7-10, 2016 at Portland International Raceways. She talked that is was going to be a back to back event with SOVREN the week before Portland with the Seattle Historic Races. Many of the California cars will be coming up for both events and we should see some great racing. SVRA has put a lot of resources into the event to make it a top notch attraction.

Sandy is involved in many motorsport activities. Sandy is involved in many car events including her work as the chairman of the Portland Swap Meet. She spoke briefly that PIR is going thru some good changes. PIR is hosting an open house of sorts on June 26, 2016. That is a very important event with commitments of some of the local racers to bring out some seldom seen race cars.

In any event, remember, PIR is a fun place to be. Thanks Sandy for sharing the events with us.

To order tickets go to: <http://www.svra.com/events/2016-portland-vintage-racing-festival/>



2016 Old Spider Tour
Photo George Kraus



2016 Old Spider Tour
Photo George Kraus



2016 Old Spider Tour
Photo George Kraus

AROO Board of Directors meeting Minutes - April 6, 2016

Directors Present:

David Fish
Doug Zaitz
Bob Stewart
[Yulia Smolyansky](#)

Directors Present via Zoom

Cindy Banzer - (Hawaii)
David Beach - Arizona
Bill Gillham - In his shop in Jefferson

Directors Represented by a proxy

Diane Sommers - (Doug Z)

AROO Members Present:

Neil d'Autremont

Meeting started at 7:10 PM

Liaison Reports:

1. March Minutes:

Approved as read With one correction and submitted to the Alfa Bits

2. Treasures Report:

Submitted via email - We have sufficient funds currently

3. Past Events Report:

a. First Mini Rally was great, won by Roger Dilts.

4. Upcoming Events:

a. Old Spider Tour - April 16 and 17:

b. Track Day - April 24:

1. Turn out so far is 35 registrants - 60 or so expected
2. We are thin on Volunteers and Instructors
3. Trailer must be moved and find a new home by track day.
4. Doug Z will contact Patrick Iaboni to see if he has the title

and registration for the trailer.

c. Swap Meet - April 30 at Side Draught City:

1. Doug Z reported that information on up coming events has been up dated on the website, and on the AROC web site.
2. Doug Z has been helping to fix problems with the AROC web site, he has become one of 4 "Super Users".

5. MSNWCR Report:

- a. Advertising Bills will be sent before the end of April
- b. Dave B. asked about who is Registrar for the event.

c. Dave B. will handle permitting for blocking off the street with the city.

d. There has not been a committee meeting since October???

6. Calendar Review:

a. Track Day: - Sunday April 24th - See upcoming events.

b. Old Spider Tour: April 16 and 17th Eric Roe is leading a tour to Eastern Oregon with an overnight Stop at the Celilo Inn and a catered dinner at the Columbia Gorge Discovery Center in the Dalles. A new version of the "Old Spiderman" Tee shirt is available to commemorate the original McGill Spider 21st Birthday tour. The Tee shirts are \$12.00 each and are available now.

7. Membership Report:

a. No Report

8. Merchandise Report:

a. We have lots of stuff

9. Competition and Track:

a. See upcoming events.

10. Alfaclub.org:

a. Doug says the Web site is now updated. And event Blasts are being sent to members as needed.

11. AROC Report:

- a. Cindy Banzer is running for reelection to the AROC board, results of the election will be available soon. (Congratulations Cindy!)
- b. A new cover for the Alfa Owner is coming out soon.
- c. Some concern (again) about club income that is not dues related.

New and Continuing Business:

1. Alfa Club Trailer:

a. Something still needs to be done about the trailer: it needs to find a new place to park, new tires and registration. The move needs to happen on track day. Destination is still unresolved.

2. Zoom:

- a. Doug Z. reports that the cell phone hot spot for running a Zoom meeting takes about one Gigabyte per hour.
- b. Bill G. reported that the new microphone allowed all members present to be heard clearly.

Meeting adjourned at 8:00 pm

Respectfully Submitted

Bill Gillham - Assistant Secretary



Photos George Kraus



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May 18th at 7:30 pm.

**Please join us for the
AROO General Meeting at
Ernesto's Italian Restaurant,
8544 SW Apple Way, Portland, OR 97225.**

**The program for this months meeting will be
presented by Yulia Smolyansky about her win,
the first ever by a woman, of the 2016 Alcan
Winter Rally.**

Not to be missed!

ALFA ROMEO OWNERS OF OREGON 2016 SUMMER TOUR

August 25-29 (Thursday-Monday)

YOU NEED TO SIGN UP NOW IN ORDER TO SECURE A SPOT!

This will be a 5 day/4 night trip (think of it as a mini-vacation) to the Wallowa Mountains. The roads and scenery on this trip are really outstanding! If you have not been out here before, you owe it to yourself to see some of the finest offerings in Oregon and the country.

In order to make a trip like this possible, it is necessary to secure lodging *early* as once these places are full, there are no other options. Hence, I personally have reserved Wallowa Lake Lodge and will be required to pay ½ of the cost (\$3,200) in early January and the balance in late May. Any unreserved rooms will be released May 25th. It is unlikely you will be able to find lodging thereafter.

If you want to secure a space, you need to send me a deposit of \$250 asap. A subsequent billing for the balance of the Lodge cost will be sent out in late April.

DETAILS: The tour is going to depart from Government Camp on Mt. Hood on Thursday mid-morning with the destination being Baker City. We will drive towards Maupin, see White River Falls, enjoy the high desert via Bakeoven Rd as well as a spectacular section of Hwy 19 past Cathedral Rocks in the John Day Fossil Beds. Time permitting, we will take a short walk among the fossil beds as well take in the Sumner Dredge Park, an excellent exhibit telling the story of the mining in the area. Lodging will be the Always Welcome Inn (special rate of only \$76 + tax) and dinner will be at Barley Browns Tap House, a great place to enjoy a craft beer and unwind after a day's drive.

Friday, we head towards Wallowa Lake Lodge. We will follow sections of the original Oregon Trail (stopping to walk in the actual wagon ruts), take in Hells Canyon Overlook (Snake River) and drive the Wallowa

Mountain Loop road before arriving at the Lodge in the early afternoon. The lodge is located on the lake and is a classic. I still remember the last time we were there, enjoying a glass of wine and appetizers on the deck watching the sun set over the lake.

We will be able to actually unpack our suitcases as we are staying here two nights! They have given us a special price of \$100/night for lodge rooms and the cabins will run between \$180-\$225.

After enjoying a late breakfast (those that have been on my previous tours know that anything past 7:30 is unusual), those that are so inclined can join us for the short drive to Joseph to explore the shops and galleries, many of which feature world class bronze works cast in Joseph. I may try to schedule a foundry tour as well.

After lunch, we will drive back to the lake area and take the tram to the top of Mt. Howard where you can enjoy a glass of beer or wine and gaze out at the mountain tops and valleys. If you take the short hike to the mountain top, the views become *spectacular!* You can even see the Sawtooth Mtns in Idaho. Thereafter, we return to the lodge for an extended happy hour and dinner.

Continued next page.



After *another* late morning breakfast, we head over to Condon on some wide open roads through the open prairies. Once we get past LaGrande, I guarantee you will have a smile on your face as you cruse through the corners and through the vast grasslands. Once we arrive at the Condon Hotel, you will be greeted by our hosts with a complimentary glass of beer or wine. Racheal, one of the managers, will provide us with some fabulous appetizers in the Saloon and thereafter, a gourmet dinner in the formal dining room. Condon Hotel has 18 rooms, all quite nice and ranging from around \$150-\$275 list price (I do not know what our discounted rate will be yet). I have also made a room block at the Condon Motel down the street for any overflow. Their rooms will only be \$62 a night if you want to save a few bucks or the hotel is full.

Monday morning, you will have the option of following me on some more back-roads to Salem, including the very fun Hwy 293 out of Antelope to Hwy 97, the Old McKenzie Pass Hwy and a lunch stop. If you are short on time, you could conceivably follow us to Condon, then split for I-84 and be home Sunday evening. Or, you can stay Sunday night and drive directly home Monday morning. Condon to I-84 will put you in Portland in about 2.4 hours and Salem in 3.4 hours, plenty of time to make an appearance at work.

While officially an Alfa Romeo Car Club tour, past Club participation has been light. Hence, I have opened the tour to the Alfa Wannabe Car Club and friends. There is only room for 12 more couples although I will maintain an alternate list in case of cancellations.

Let me know you are coming via e-mail and 2) Send me a check c/o Tom McGirr, 3420 Dogwood Dr S, Salem OR 97302. Once I get your RSVP, I will send you the lodging contact and room block info from which you will make your own reservations in Baker City and Condon. Hope to hear from you soon. Questions? Give me a call at 503-983-3656 or e-mail c/o mcgirrt@columbiabank.com.

PS. The 2016 Alfa Wannabe Tour is going to the Grand Tetons and Yellowstone National Park May 29-June 5th. I have 20 couples signed up so as of now, the tour is full. However, there inevitable will be a cancellation or two so *if you are interested I will put you on the alternate list*. Think of this as more a guided vacation. In addition to grand lodges, good food, fabulous scenery and some very nice roads, the tour instructions include all the key viewpoints and geyser basin trails. What a way to start the driving season!

Let me know you are coming via e-mail & send me a check c/o Tom McGirr, 3420 Dogwood Dr S, Salem OR 97302. Once I get your RSVP, I will send you the lodging contact and room block info from which you will make your own reservations in Baker City and Condon.

Hope to hear from you soon.

Questions? Give me a call at 503-983-3656 or e-mail c/o mcgirrt@columbiabank.com



Keith first joined the Alfa Romeo Owners of Oregon club in 1969

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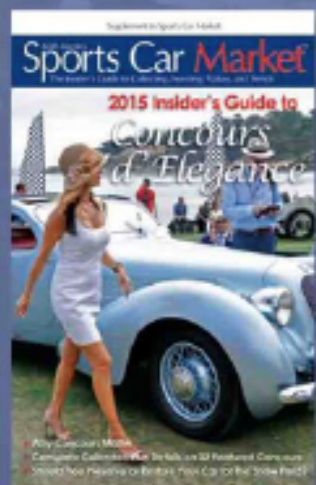
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Duetto

Aria per Due!

This year marks the 50th anniversary of the Alfa Romeo "Duetto" Spider. Keith Martin, of Sports Car Market magazine fame, is sponsoring the Duetto Celebration at Concorso this summer. Keith has asked if there is any interest in organizing an unsponsored (unless we can con-vince him to do otherwise) caravan/tour from Seattle / Portland to Monterey for Concorso Italiano (On Saturday, August 20).

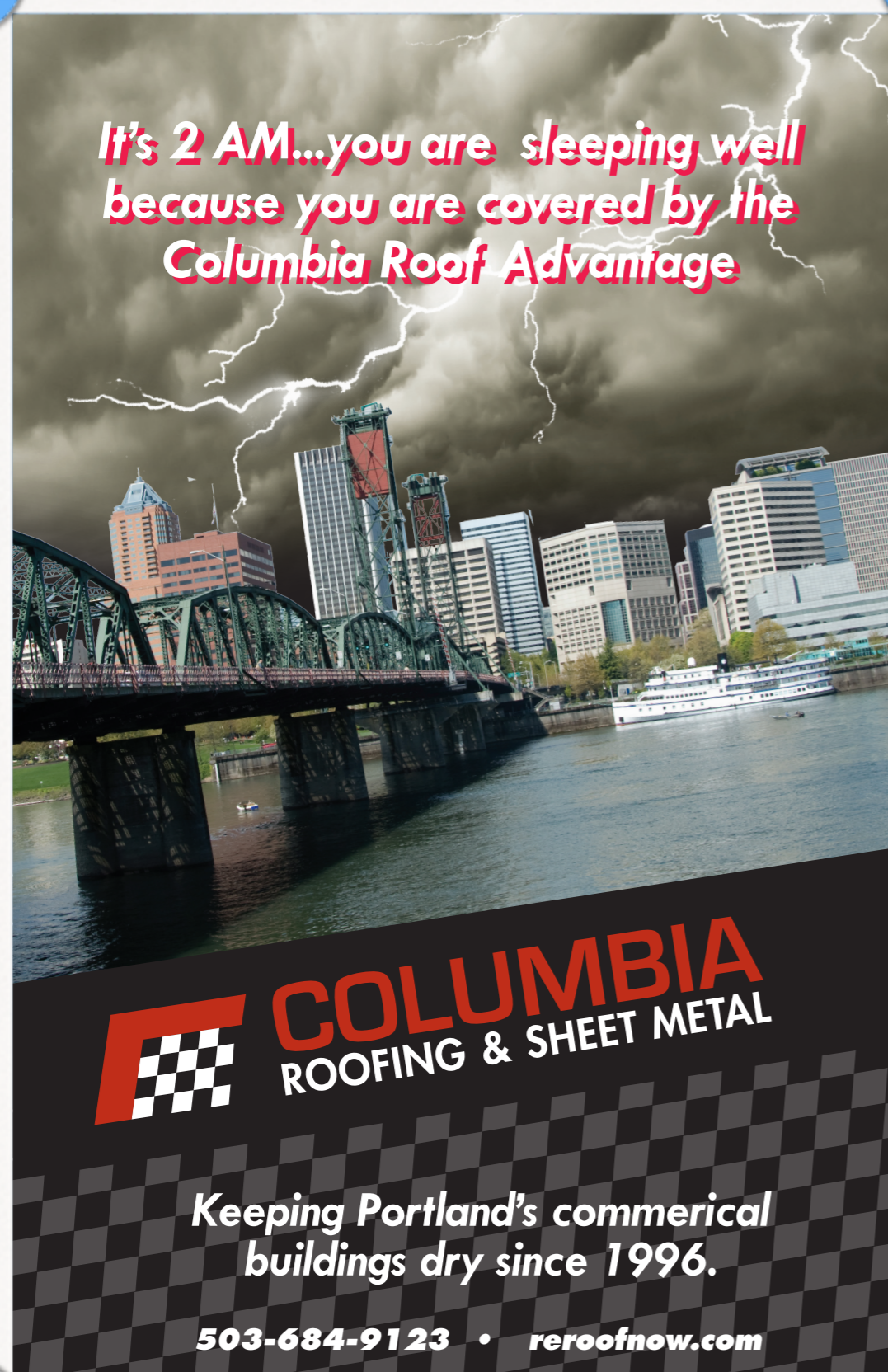
Also... calling any/all volunteers to help plan this event. Please contact Doug Zaitz at webmaster@alfaclub.org soon! NWARC / AROO Doug Zaitz

Never content fading into history, though they've certainly earned the right after become a legend in the car design world, Carrozzeria Touring has created another outstanding design. Three years ago they launched coupe version of the Alfa Romeo Disco Vo-lante, and now they have launched the open top, Spyder. They will only make 7 of these Disco Volante Spyders, based on the 8cCompetizione chassis, suspension, brakes, 4.7 Ltr engine, transmission, dashboard, and more... The body is made from both hand shaped alloy and carbon fibre parts. Would be nice to see one of these in the area... it was displayed at the 2016 Geneva Motor Show.



Thanks to *Iniezione*, The newsletter of the Northwest Alfa Romeo Club.

Alfa Romeo



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EVERY FIRST WEDNESDAY:

Board Meeting at Buster's Barbecue in Tigard at 7 PM.

THIRD WEDNESDAY OF EACH MONTH:

Monthly Meeting at Ernesto's 7:30 PM — September through June. Evening tours — July and August. Check the complete AROO calendar [HERE](#).

January

6th Board Meeting, Buster's Barbecue, 7 PM Tigard.
20th AROO monthly meeting at Ernesto's 7:30 PM.

February

3rd Board Meeting, Buster's Barbecue, 7 PM Tigard.
17th AROO monthly meeting at Ernesto's 7:30 PM.
21st* AROO Valentine's Tour.

March

2nd Board Meeting, Buster's Barbecue, 7 PM Tigard.
12th AROO Rally School.
13th AROO Cup Rally 1.
16th AROO monthly meeting at Ernesto's 7:30 PM.

April

3rd AROO Cup Rally 2.
6th Board Meeting, Buster's Barbecue, 7 PM Tigard.
16-17th Old Spider Tour.
20th AROO monthly meeting at Ernesto's 7:30 PM.
24th AROO Track Day.
30th AROO Swap Meet at Sidedraft City.

May

1st AROO Cup Rally 3.
4th Board Meeting, Buster's Barbecue, 7 PM Tigard.
18th AROO monthly meeting at Ernesto's 7:30 PM.
29th 2016 Alfa Wannabe Tour.

June

1st Board Meeting, Buster's Barbecue, 7 PM Tigard.
12th AROO Cup Rally 4.
15th AROO Evening Tour.
15-19th AROC National Convention.
24-26th AROO Summer Tour.

July

1st Board Meeting, Buster's Barbecue, 7 PM Tigard.
7-10th* Portland Historic Races.
16th AROO Summer Picnic.
20th MSNWC Pre-Rally Party.
28-31st AROO Monti Shelton NW Classic Rally.

August

3rd Board Meeting, Buster's Barbecue, 7 PM Tigard.
7th* Columbia River Concours d'Elegance.
17th AROO Evening Tour.
25-29th McGirr AROO 2016 Summer Tour.

September

7th Board Meeting, Buster's Barbecue, 7 PM Tigard
17th* AROO Fall Tour.
21st AROO monthly meeting at Ernesto's 7:30 PM
25th President's Tour

October

5th Board Meeting, Buster's Barbecue, 7 PM Tigard.
8th AROO Track Day.
16th AROO Volunteer Appreciation Dinner.
19th AROO monthly meeting at Ernesto's 7:30 PM.

November

2nd Board Meeting, Buster's Barbecue, 7 PM Tigard.
16th AROO monthly meeting at Ernesto's 7:30 PM.

December

2nd AROO Holiday Party.
7th Board Meeting, Buster's Barbecue, 7 PM Tigard.

[Click HERE to see all AROO and non AROO activities.](#)

*Final dates to be announced.

The Monte Shelton NORTHWEST CLASSIC RALLY

Presented By

THE ALFA ROMEO OWNERS OF OREGON

To: All AROO Members
Re: Volunteers for 2016

As we prepare for the 2016 rally at the Oregon Gardens it is time to assemble the teams and leaders to perform the duties needed to present a successful event. The club has, in the past, provided many of those people needed to fill various positions and we hope to be able to do the same for the 2016 rally.

Two important lead positions are Volunteer Coordinator and Food Coordinator. The volunteer coordinator will work with the chairman and Rally Master to provide qualified personnel and help with the training of new volunteers in performing their assigned duties. The Food Coordinator will arrange menus and food budget as well as service requirements between the field caterer, the hotel and the rally committee.

A new position added by our group for 2016 will be an individual to coordinate promotional materials. These would include clothing, entrant awards and collateral materials from sponsors. These would need to be assembled early on in our organizational period.

Still needed are the following positions:

- ◆ Registration
- ◆ Car Wash
- ◆ Checkpoint
- ◆ Scoring
- ◆ Entrant packet preparation
- ◆ Pre rally route review
- ◆ Hotel greeters
- ◆ Traffic control and layout
- ◆ City of Portland requirement coordinator

If you are interested in helping us this year please let me know as soon as possible. If you are experienced in any of the listed positions that information is also helpful. Until we have a volunteer coordinator you may e-mail me at jgunter22@comcast.net. You can also call me at 501-701-2980.

Thanks in advance for your interest.

Jim Gunter



Photos George Kraus

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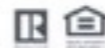
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Giulietta

"spoken here"

by Bill Gillham

Restoration Tech, Tools and Talk

Restoration Carts

Photos and text By Bill Gillham

Restoring Rusty Alfas: As many of you know or may have guessed I have been restoring Alfa Romeos for a long time. My shop specializes in what we like to call "rust up" restorations. "Rust up" because Alfa bodies are a monocoque structure and do not have a separate frame. When rust compromises the structure; carefully invasive reconstruction is the only sure way to save the car. Which brings us to the heart of the problem, How do you support the good part of the structure of the body while you replace the rust. [Picture #1](#) and [Picture #2](#)

There are a lot of options:
Some more realistic than others.

1. A Chassis Jig: In the days when Giuliettias were new some large dealerships, especially in Europe, had factory chassis jigs built especially for various Alfa models. They were attached to very heavy steel frame racks that were both flat and level. I do not believe any of these jigs exist any more. But the measurements for the Jigs do exist exist in the Alfa archives if a person really wanted to build one. It would take a dedicated bay in a shop to install this several ton apparatus.



[Picture #1](#)



[Picture #2](#)

Continued next page

2. A Rotisserie: Basically an apparatus that allow the body to be rolled on a horizontal axis. At first glance a Rotisserie seems like the perfect solution, It allows easy access for cleaning and welding and can actually allow a work space and a car in a small space if the car is rolled on to it's side. That is until you get back to the Monocot Structure aspect of an Alfa Body. Structures are designed to transfer force and stress to chosen points; (think of a suspension bridge, they are very strong when sitting on their piers,; capable of supporting many times the weight of the bridge it's self. Rotate the bridge 90 degrees and the story changes, the weight of the bridge members would likely cause the bridge to fail.)

Alfa Monocot bodies are designed to transfer the force in the body to the suspension points, "Keep the greasy side down" is old racer wisdom that is relevant here. Turning Alfas on their side or upside down throws the stress on the structure all the wrong ways. Doing so with a compromised structure is an even worse idea. **I do not recommend restoring an Alfa on a rotisserie.** Save it for roasting a pig.

I do not recommend restoring an Alfa on a rotisserie.

3. Restoration Carts: Giulietta's were born on carts, If you look near the jack points on many of them you will find a steel cup welded near the jack tube, this is where the car sat on the assembly cart. Later they were mounted directly to the jack points. These points and the suspension mounts are the areas where the monocot structure supports the car. It makes sense to me that building a restoration cart to take advantage of the bodies natural strength and structure is a good idea. Over the years I have built several restoration carts as need dictated. I currently have 6 restoration carts.



Picture #3



Picture #4

Continued next page

My basic Restoration Cart design
has evolved into two separate styles:

My basic Restoration Cart design has evolved into two separate styles:

1. The Jack Point Cart: [See Picture #3 and Picture #4](#)

An evolution of the cart that the cars were born on. I have modified my design so the cart will fit more than one Alfa wheel base. My current Jack Point Cart will fit a 750 series Spider as well as a 105 series Giulia Super. I have also incorporated a secure way of attaching the body to the cart for transport in my trailer to media blasters, paint shops etc. Jack Point Carts allow the suspension to be removed and installed while the body is sitting on the cart. This is the most utilitarian of the two types of cart.

Building the Jack Point Cart:

Materials: This cart is built from 2" x 2" x 3/32" wall square tubing, 3' of 2" x 1/4" bar stock, a set of 6" industrial casters, 4 5/16" x 10" eye bolts, 4 turn buckles and 4 chain links. "D" Rings can be added to make tying down in a trailer easier. the basic frame is a rectangle 60" long x 55 1/2" wide, the up rights are 12" tall and capped with 2" x 1/4" bar stock for the loading pads. [See detail #1.](#)

Weld It: Lay the cut frame members on a flat concrete floor and measure diagonally across opposite points of the rectangle, when you get the same measurement across both diagonals your rectangle is square. Tack weld the seams. Place the up right in position on the inside of the rectangle and use a carpenters square to make them vertical, When you are satisfied they are square to the frame tack them in place. Tack the bar stock upright caps in place next. (if an end on the caps will make you feel more secure fabricate one up and tack it on, When the frame is securely tack welded, carefully weld it all together. Weld the casters on last. (Note Casters are Zinc Plated wear a breathing apparatus while welding plated pieces). I weld a chain link onto the frame about a foot to the center of each corner to attach the turn buckle to the frame.

Mount the car to the cart: Use a floor Jack and raise the car until it will sit on jack stands with about 18" of clearance between the jack point tubes and the ground, place the jack stands under the front suspension spring cups and on the differential tubes, Slide the cart into place under the jack points and lower the car onto it one end at a time, removing the jack stands as you go. Put the eyebolts into the jack point tubes and screw the nut on the back so they don't pull out. Hook the turn buckles into the eyebolts and tighten them until the body is securely mounted to the cart. [See detail #2.](#)

2. The Suspension Point Cart: [See picture #5](#)

I designed this cart specifically for working on early Sprints and Sprint Speciales. On these Alfas the jack points are incorporated into the rockers, making the Jack Point Cart difficult to use. The Suspension Point cart has also proven to be very useful on cars where the jack points are too compromised to support the cars weight. These carts are very secure for transporting bare bodies over long distances.

Suspension Point Carts do have some disadvantages because part of the cart is mounted to the trailing arm mount, the cart must be removed before the rear axel can be installed. If you have access to a two point lift this is fairly easy, if not it requires several strong friends (and beer).

Continued next page



[Picture #5](#)



Picture #6



Detail #1

Building the Suspension Point Cart:

Materials: This cart is built from 2" x 2" x 3/32" wall square tubing, 20" of 4" x 1/4" bar stock, 4' of 2" x 1" x 3/32" rectangular tubing, 3" of 1/2" ID Steel pipe, 4" of 1" x 1" x 3/16" square tubing, and a set of 6" industrial casters, again "D" Rings can be added to make tying down in a trailer easier. The basic frame is a rectangle 60" long x 56" wide, the up rights are 12" tall. the front ones are capped with a 4" x 1/4" piece of bar stock that can be drilled to match the holes in the engine cradle where the front cross-member mounts. The rear up rights have the 1/2" ID pipe welded on so they fit into the mounts for the trailing arms using a 10 mm bolt. [See detail #3 and detail #4.](#)

Weld it: The basic rectangular frame is constructed the same way as the Jack point frame, with the exception of how the uprights are attached. After Welding up the rectangle go ahead and weld on the casters, the front up rights are squared up and welded to the frame 22" from each corner, center the 4" x 20" on the up rights and tack it on. Make up some 1" x 1" tube angle braces and tack them on. After the front upright is tacked down weld it solid. Weld the pipe to the top of each of rear up right. Tack the rear up right 7" from each rear corner (these tacks may have to be adjusted later so don't get carried away.

Mount the car to the cart: Put the car up on jack stands then remove the suspension. When you are ready to mount the cart, jack up the front of the chassis and move the front jack stands to the front of the engine cradle., set them as high as they will go. Mount 2 eye bolts into the rear bumper mounts, then use a chain attached to the eye bolts and an engine crane to lift the rear of the body until it is a bit higher in the rear than in the front. Roll the cart under the body and position the rear uprights so that the trailing arm mounts line up. Carefully lower the body onto to the up rights until 10 mm bolts can be pushed into the mount holes and through the upright pipe. If every thing fits set the body down onto the cart and finish welding the uprights then add the 1" x 1" tube braces. Finish the installation by drilling 2 8mm holes in the front plate to correspond with the front cross member holes in the engine cradle. Install 2 8mm bolts and nuts and the car is secure. (4 sturdy friends may be substituted for the engine crane, but it may cost you substantial beer.)



Detail #2



Detail #3

Using the cart:

Using a cart for restoration adds a lot of options during every stage. During the clean up phase the cart allows media blasting the underneath by jacking one end up and supporting it on tall jack stands. When welding additional bracing can be welded from the monocoque to the cart to help support damaged areas while they are being repaired. The frame of the cart is a great place to clamp the welder ground too. During the body work stage jacking up the frame and setting it on jack stands gets the body up to a comfortable height for block sanding. My body man lifts the cart up on is 2 post lift for even better access to the lower areas. He also uses the cart to move the body into his paint booth and jacks it up for better access to the lower areas. Transporting a stripped body on a cart is quite easy.

Have some Alfa Fun today!
Bill Gillham

Using the cart.



Detail #4

This could be you!*

If you want a shot at hoisting the 2016 AROO Cup, or you'd like to improve your place in the Monte Shelton, or you'd just like to try a new way to enjoy your Alfa...

Join us
June the 12th

Start at the French Prairie Rest Area on southbound I-5 at MP 282, registration opens at 9, first car out at 10:01 \$20 per car, \$15 if preregistered by emailing arcvolcon@gmail.com

*Actually that's not the AROO Cup, that's Tazio Nuvolari with the 1936 Vanderbilt Cup. Your results may vary.

Grand Teton/Yellowstone car tour

Calling any procrastinators! If you had been kicking yourself for not signing up for the Grand Teton/Yellowstone car tour, here is your last chance. A couple cancelled today. They will wait until Wednesday morning before cancelling their rooms. You can just slip in and take their spot. If interested, let me know. **Dates: May 29-June 5.**

Thomas McGirr

.....



Oregon

**Full Weekend Event:
September 23-25, 2016**

**Festival Saturday Show:
Broken Top Club
September 24, 2016 / 10am-3pm**

FESTIVAL of CARS

THE NORTHWEST'S PREMIER CAR ENTHUSIAST WEEKEND

The poster features a vibrant, stylized illustration of a red sports car in the foreground, with a colorful, abstract landscape of mountains and a sun in the background. The text is arranged in a clear, hierarchical layout, with the event name and dates prominently displayed.

"OK AROO Alfisti: time to mark your calendars for the June 15th annual evening tour (vice general meeting). This year's tour will start at the I-5 rest area just south of Wilsonville, French Praire Baldock Rest area, and will occupy about 1-1/3hrs down pleasant Willamette Valley roads to a grill/steakhouse in N.E. Salem. I promise great tops-down weather..really!

Tour Meister, Dave Beach"



1976 Alfa Romeo 2000 Spider Veloce for Sale

76,700 original miles

New:

- Brakes, front and back
- Clutch
- Clutch Slave Cylinder
- Exhaust System
- Motor Mounts
- Transmission Mount
- Driveline Flex Disk
- Fuel Pump
- Wheels and Tires
- Voltage Regulator
- Head Light Covers
- Side Mirror

History:

Car was built June 4th, 1976, delivered June 14th to Alfa Romeo USA, Englewood Cliffs
Body color is prototype yellow (AR 119)
Car has been lowered to pre-crash bumper height.
Converted to Webers.
Carbs were just adjusted. Interior is original and in excellent shape.
Original dash is not cracked.
Original Rims w/ tires included.
Owner's Manual
Jack
All services records
The car runs excellent and is well sorted out.

Price:
\$10,500 OBO

Call Rem Wilson
(503) 550-9286

Please notify me if your item has sold!



1978 Alfa Romeo Spider with less than 36,000 original miles.

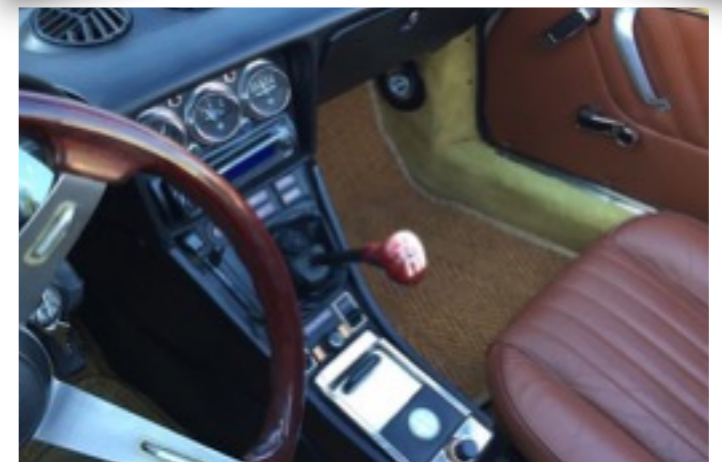
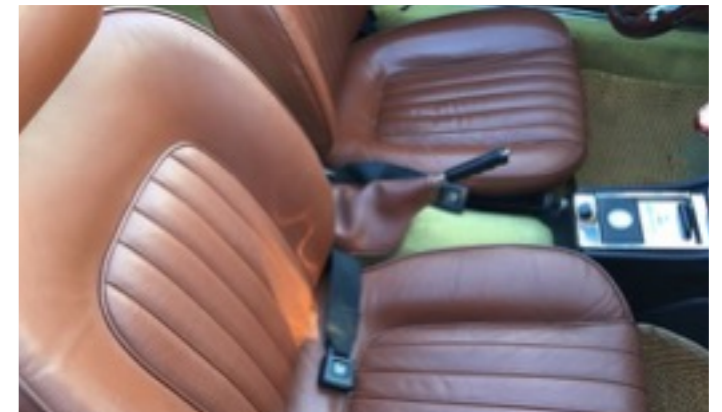
Well-maintained, always garaged, completely rust-free 1978 Alfa Romeo Spider with less than 36,000 original miles.

All original exterior and interior, except for after-market Sony stereo. Original leather seats and carpeting are intact and in excellent condition. The dash is intact without cracks or separations. Original repaint still looks great. This Alfa is equipped with the stock alloy Campagnolo Campanatura 38 wheels, even on the spare. Cloth top is in very good condition and the window is intact and unclouded. Original stock tonneau included. This car is rust-free.

This Alfa is especially fun to drive. The original 2.0 liter engine was enhanced with factory spec european cam, exhaust manifold, dual Weber carburetors and air filter assembly by Carlo Durante of Alfa of Tacoma and a high-voltage ignition system by Nasko of Nasko's Imports in Portland. The car has its original 5 speed manual transmission and transaxle. Serviced by Alfa of Tacoma or Nasko's since 1978.

In phenomenal condition inside and out.

Call (360) 607- 4276 and leave message for showing and potential test drive.



Many Alfa Spider and GTV parts for sale.

Front stainless Steel bumpers 1971, no bumps, \$500.00, Wheels, suspension parts, miscellaneous small body parts, Chassis stiffener never installed \$500.

Cal Neil at 503-781-0183

.....

Free GTV6/Alfetta Sheet Metal

81 GTV6 shell going to scrap yard around xmas. There are still lots of very useful and usable body panels. Free to anyone who wants to cut them off.

Contact scottmpope@gmail.com.

.....

One ton folding Shop Crane \$50

12 Ton Hydraulic Press \$75

Contact Dan Stanton connerstanton@q.com

.....

82 Spider Veloce for sale

Now that I have a '15 4C Spider, I need to find a good home for my '82 Spider Veloce. I've been driving it summer months every year. I bought it new from Monte Shelton in 1982, one owner. Maintenance except oil & filter and spark plugs has been dealer or Nasko. Red with tan interior, 65866 miles. Garaged, so there doesn't seem to be any rust. Original seats with some scratches but intact. Solid shift performance. New Michelin tires, maybe 3K mileage on them. New gas tank and tank fuel pump last year due to tank rust. All original equipment is included.

Upgrades: Added 2 speakers to rear deck (without drilling into the computer amplifier/equalizer under drivers seat
Security system
Fog lights
Upgrades may or may not be functional

Please notify me if your item has sold!



Needs: Original 34 year-old top should be replaced if you will be driving in rain,
A/C upgrade (original Freon no longer available)
Paint touch up or repaint
1982 Blaupunkt radio/cassette player should be upgraded

Extras: Hard top

Asking price: \$14,900. I am considering doing the upgrades but I would be happy to sell to an AROO member at this price and spend the summer on the road in the 4C. ;)

William Kirkham

503-583-2783 (work). wkirkha@gmail.com

The Back Seat

