



Alfa Bits

Published by the Alfa Romeo Owners of Oregon

AUGUST 2016



In this 30 Pages issue!

- Enjoying Your Alfa
- June Evening Tour
- Girling Master Cylinder - Part 2
- Be a Hooligan
- AROO Picnic Tour
- McGirr Fall Tour
- Wannabe Car tour
- Appreciation Dinner

2016 Monte Shelton NW Classic
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**



*2016 Monte Shelton NW Classic
Photo George Kraus*

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Alfa Bits

It's your newsletter and it will greatly improve with your participation.

Greetings fellow Alfa Owners,

You may have noticed we have a new masthead for the August edition of the *Alfa Bits*. I have been the Bits Editor since the May/June 2015 issue — 14 issues ago. When I started as Editor, it was supposed to be a temporary measure to: “at least get the basic event information out” — as I suggested to Roger Dilts when I “volunteered” to take over from Reid Trummel. Being me, I found it difficult to just produce a basic event information calendar. I felt compelled to download and learn a new computer program for the newsletter production. As it turned out the program, Keynote™, was easy enough to learn and off and running I was as the new *Bits* Editor.

Because I had to get my very first issue out (May/June 2015) in under

two weeks, I designed and used a simple “type” logo. I later changed it to a different type font, but it was still just a basic font masthead logo. Now, I have actually had the time to create a specific font logo to match the official “Alfa Romeo” script font design. I am very pleased with the results and I hope you like it too. I think the design should serve us well into the future.

The future of the bits

It looks like I will continue as your *Bits* Editor for the rest of the year and probably into 2017 — unless someone else desires the position? I have to say I have enjoyed producing the newsletter and providing this needed communication tool for the club. I would like to thank all of you that have contributed each month —

Doug Zaitz, Bill Gillham, and David Beach especially come to mind.

Enjoying your Alfa

Also new to the *bits* is a section titled “Enjoying Your Alfa”. Dave Beach started us off with scanned images from his booklet “Enjoying Your Alfa”. So, I have sorted through my meager collection of Alfa paper collectibles and will be scanning or photographing and presenting them on these pages. I welcome any and all submissions for either the “Enjoying Your Alfa” section or any other part of the newsletter.

Cheers,

George Kraus
Editor

MORE SMALL PRINT FROM THE EDITOR

Alfa Bits

ALFA BITS is the official newsletter of the Alfa Romeo Owners of Oregon. It is published 11 or 12 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 Veloce's 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 at 7:30 p.m. at Ernesto's Italian Restaurant, 8544 SW Apple Way, Portland 97225. June, July and August are evening tours. Check the newsletter for details.

INFORMATION CONCERNING SUBMISSIONS TO THE AROO NEWSLETTER

Please note the following suggestions for submitting material for the newsletter:

Articles should be submitted in a common type font, MS Word (.doc), simple text format, or as text in the body of an email. Keep formatting to a minimum, no tabs, indents, etc. Bullets, numbers and letters are okay but don't indent them. Please don't use indents or tabs. Double space between paragraphs.

Photos should be in JPEG (.jpg) format. Thanks.

Cheers, *George Kraus* Editor.



Photo David Fish

AROO Tour Tales – In the Non-Pulp Fiction Style – by Russ Paine

(Yes, believe it or not, all of these vignettes occurred on one great McGirr Tour!)

To open this month's Director's letter, I want to recognize the incredible efforts and results that Tom and Paula McGirr put into and achieve with their many fine tours. They are not recognized enough!

We have been on many and they usually go flawlessly. The tour from I think 2009 or 2010 to Southern Oregon was an exception. I thought I'd share them as they are hard to believe they all occurred for Russ and Carol in the 1962 Sprint. Fortunately, not major issues or even near major issues but our 180 degree spin was a nail biter!

Chapter 1

After a fabulous meal at Callahan's, we drove back to the Ashland hotel, Westminster Inn, and as we exited the freeway, after safely passing two police cars monitoring the downhill for speed, only to coast to the stop losing all power and lights (it was still not quite dark). Miraculously my instinct kicked in and I continued to coast down the exit ramp onto the hotel access road and into the hotel parking lot! Mark Carpenter arrived shortly after us and we agreed to check things in the morning. It really is great to have skilled mechanics, very knowledgeable and willing and sure enough next morning both Mark and Fred McNabb were there to diagnose the problem. Between us we had all the tools we needed as we found the negative battery cable had broken off right at the battery terminal. Off to NAPA I went with a new cable end while Mark and Fred prepped the cable for my return. All done is short order, onto Chapter 2...

Chapter 2

We had a leisurely tour planned for that morning and proceeded to queue up and drive led by a local S. Oregon Chapter Miata. I was following him up a short rise and was accelerating to make it up the hill when a deer ran across in front of the Miata. Unfortunately, I did not see the deer but did hit the brakes hard when the Miata stopped and avoided colliding but did spin 180 degrees clockwise and

into the right side ditch...kind of teetering on the edge (left side ditch had a nice drop off which we were happy to have avoided). The whole group of drivers behind us had stopped safely and ran up and essentially had enough muscle power to lift the Sprint out of the ditch and avoid any damage, yes ZERO damage! We were happy to go to lunch and have a quieter afternoon before evening Shakespeare. Thanks Tom and Paula!

Chapter 3

On the way home Sunday on a rare stretch on I 5, we were in the middle lane buzzing along at a good clip when all of the sudden a pickup in front of us with plastic 55 gallon drums in the back somehow launched the barrels onto the freeway. Dodge Barrel at its best but no damage again!

Chapter 3.5 – just after finishing Dodge Barrel, we drove through a bee swarm on the freeway and several managed to enter the cockpit through the front cowl. No stings, no damage again! We were living right that weekend!

Closing Comments

If we can survive all of those incidents on one tour, anyone can! If you have not been on a McGirr Tour, please indulge, you will not regret it! And next time you see Tom and Paula, say thanks, they do it right!

if this isn't fast enough



take a jet!

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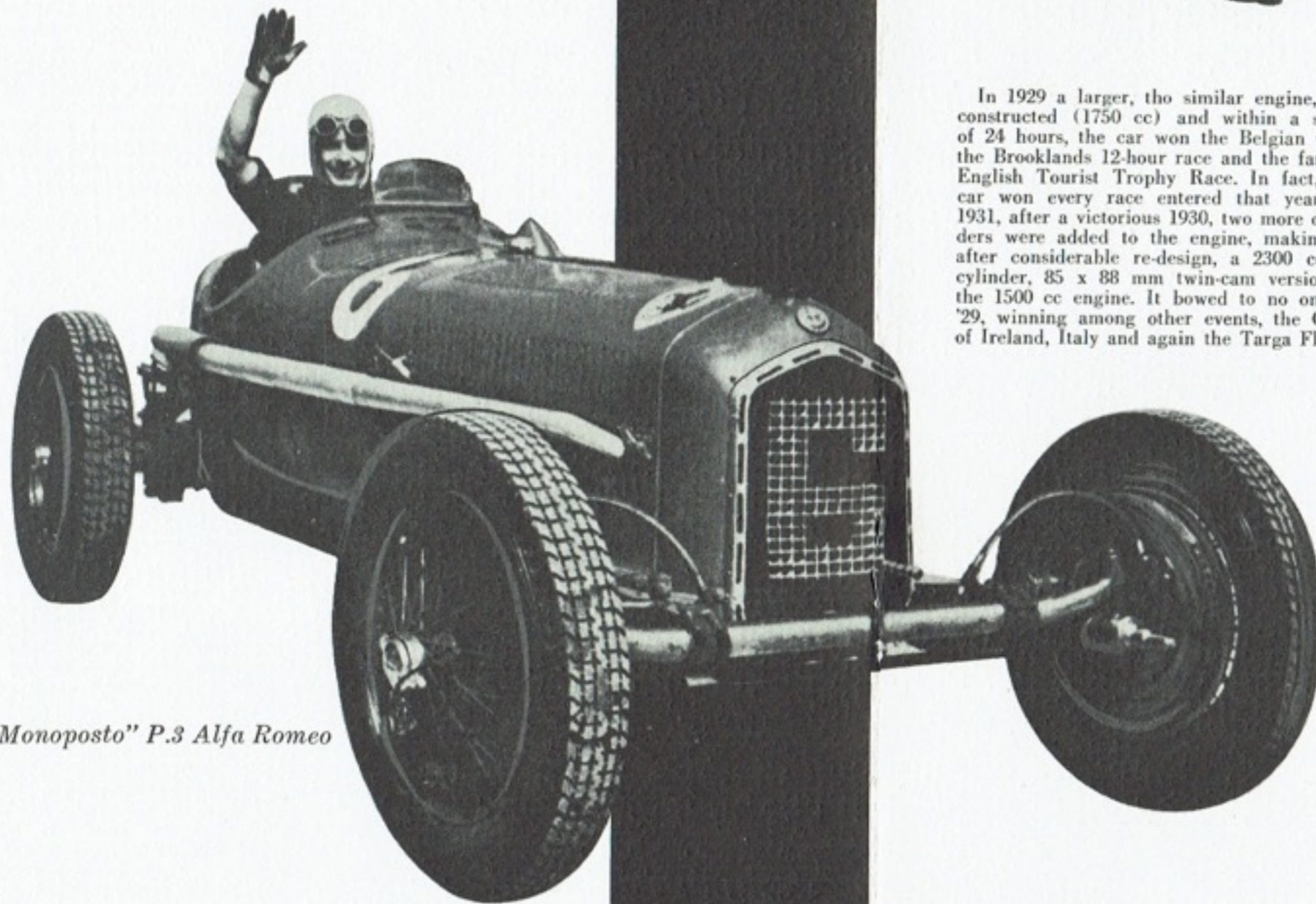
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Original factory ad scanned and provided by George Kraus

Alfa Romeo
HISTORY HIGHLIGHTS

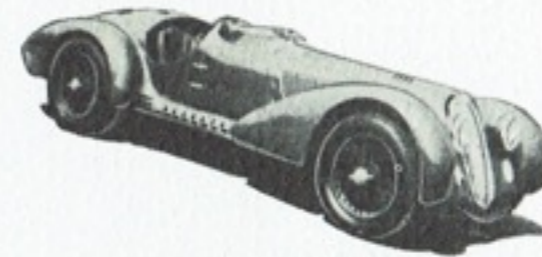


Original 12 page Alfa History booklet scanned and provided by George Kraus



"Monoposto" P.3 Alfa Romeo

2.9 Sports Alfa



In 1929 a larger, tho similar engine, was constructed (1750 cc) and within a space of 24 hours, the car won the Belgian G.P., the Brooklands 12-hour race and the famous English Tourist Trophy Race. In fact, the car won every race entered that year. In 1931, after a victorious 1930, two more cylinders were added to the engine, making it, after considerable re-design, a 2300 cc, 8-cylinder, 85 x 88 mm twin-cam version of the 1500 cc engine. It bowed to no one in '29, winning among other events, the G.P.s of Ireland, Italy and again the Targa Florio.

With Alfa expanding to ever greater size and in many directions, the factory came up with the P-III, an even greater car than its predecessors—if that is possible: A monoposto, 8-cylinder, 2.6 litre, which had a great success and vogue for two years, but was followed immediately in '34 by a new race car of 2900 cc. This car along with Alfa's 2300 cc model succeeded in taking nearly all European victories during the years around 1933. The larger car flashed brilliantly across the Grand Prix scene while the 2.3 litre absolutely dominated the sports car world—winning again and again the Mille Miglia, Targa Florio, Le Mans and other sporting events.

The 2.9 car ran off with Grand Prix as a matter of course until the introduction of the fantastic German Grand Prix cars in 1936. Even then, out-powered and often out-numbered, the little Alfas managed to squeeze out victory after victory when the omnipotent Mercedes and Auto-Union slipped a notch on occasion.

In '36 and '37 Alfa, having produced a 3.8 litre Grand Prix, wandered as far afield as South America in search of markets and Grand Prix victories.

Racing, of course, came to a dead halt with the war, but immediately after, the Grand Prix contests started up again and Alfa dominated the field with the new Alfetta—thru 1948. That year, tragedy struck Alfa Romeo quick and fast—with the deaths of the three leading Alfa drivers . . . Varzi, Trossi and Wimille. So Alfa withdrew from racing during the 1949 season. Altho it was announced that Alfa was thru with racing for some time—the Marque bounced back in 1950, challenged by the new 4½ litre Ferrari, which, of course, were built and raced by the old-time Alfa man who gave his name to these cars.

Sensing the challenge of more modern and actually more potent cars, the racing world (including *Road and Track*) predicted the end of the Alfetta as a dominating factor in Grand Prix. It certainly appeared that the new Ferrari V-12s would sweep Alfa from the circuits. However, the 1500 cc engine was increased by any and all means to a point where at the end of the 1951 season, it was turning out 440 horsepower—a fantastic power output for the size of the engine. And in this last season the Alfa engineers and drivers managed not only to withstand the Ferrari, but to actually win once again the Championship of the World thru the driving genius of Fangio.

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The June 2016 "Detour" Evening Tour

By D.C. Beach

I shoulda known that after the Tour Meister promised wonderful weather...Wednesday evening June 15th had an ominous look to the sky. Bad luck omen. Last minute calls questioning whether people in right minds would take their treasured Alfa toy out in such weather. Calls from our "driver" that they were encountering heavy traffic coming from downtown PDX (surprise??) and might be late arriving to chauffer us in their Milano. But, they make it on time, ready to go.....but then it won't start and I have to lead the annual June evening tour in a....jeep. Followed by 10Alfas, one Fiat, and one Toyota...

Hmmm. Seems like that would be enough bad luck for one nicely planned evening. So we head off down the road in good spirits, anticipating some fine Willamette Valley summer evening touring

scenery. Well, not so fast bunco.. Soon appeared the always dreaded "Road Closed Ahead" sign. Not believing that the local county would fail to provide adequate warning, we pulled up to the barricades 2 miles down the road. Sure enough, using the jeep to "test the waters", the road was closed to anything but a jeep. Sooo, 180degrees we go, using the latest in smartphone technology to detour back to the intended route.

Finally, luck shifted, and after some pleasant valley cruising, we made it to NE Salem to our intended destination, the Original Roadhouse Grill. Fine peanut-shells-on-the-floor kinda AROO place. At that point, 26 Alfisiti chowed down and all seemed to have smiles as they left to find ways home. Thinking back, perhaps it was a parallel to owning these Alfas: learn to appreciate the un-expected adventure. Really, perhaps the Tour Meister planned it this way??!

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

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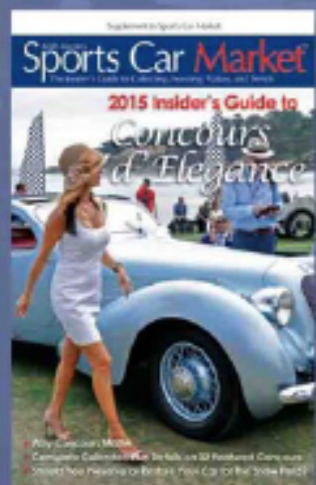
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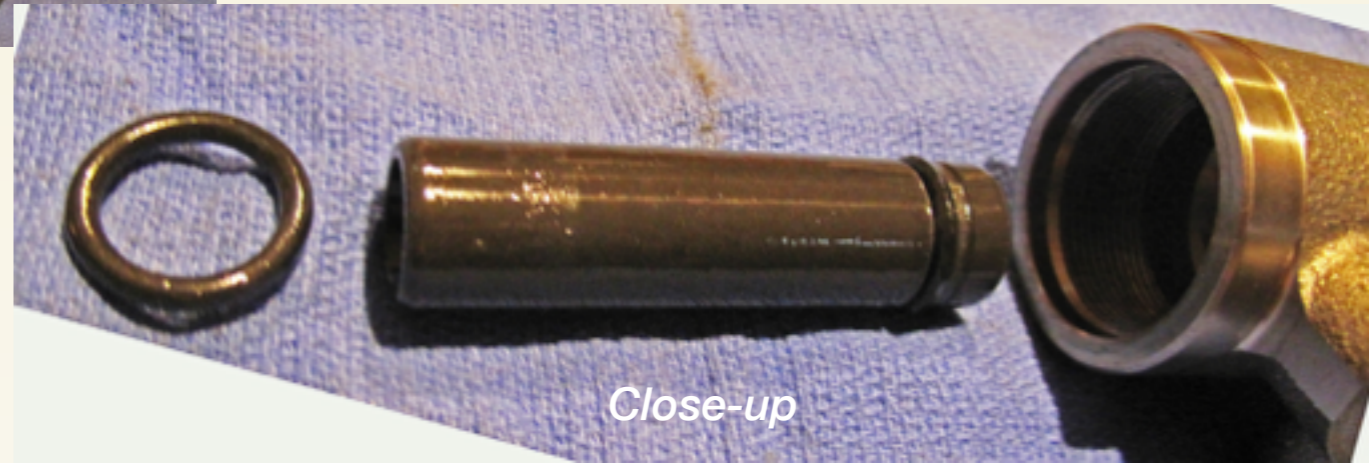
750/101 Girling Master Cylinder Lessons Part Two (Continued from July)

By Dave Beach, AROO/AROC



"Made in Italy"

This photo is of a "Made in Italy" Master cylinder (MC), currently available as a Girling replacement. **The critical lesson here is, once again, adjustment of your brake pedal clearance.** This is accomplished by threading/unthreading the saddle bracket, (attached to rod exposed at right end of MC, such that the piston, (darkish "cylinder" shown in middle of photo), is allowed to fully seat in the bore of the master cylinder. When assembled, the spring forces the piston to seat into the bottom (furthest to right of photo) of the Master Cylinder bore, provided you have allowed clearance for its full "seating".



Close-up

This is a close-up of the above photo, showing the phenolic/plastic piston which must be fully seated in the MC bore **to just clear** the larger "O-ring". The "O-ring" seats inside the bottom/right end of the "compression chamber" of the MC. The piston **must not contact** this "O-ring" when your brake pedal is fully released in order to allow incoming fluid from reservoir into the "compression chamber". Otherwise, you cannot bleed the brake system..in simplest terms, you cannot fill the brake system with fluid...you won't "have brakes"!!

Operationally, whenever you apply the brake pedal, the piston is forced forward/out of its cylinder bore, moving it's leading edge past the lip of the "O-ring" shown above, creating a closed "compression chamber" (just like when the intake valves close on your engine to beginning the compression stroke..) As the piston moves further into the "compression chamber" end of the MC, it's "increasing presence" builds pressure in the system (exactly like the engines pistons build compression as they rise in their cylinder). Consequently, the brake fluid under compression moves out (via brake lines) into your wheel cylinders/calipers, moving shoes/pads onto drums/rotors.

PS: the piston is shaped like a solid rod, except that it's left end is bored out as shown to receive the spring which is used to force the piston to seat in the bore of the MC.

PPS: the "O-ring" shown bears the brunt of the compressive force applied as you stand on your brake pedal.

PPPS: there is a second (smaller diameter o-ring) seal, at opposite end of the piston, which only serves to retain fluid coming into piston/cylinder by gravity from the reservoir...it is not under significant pressure by any means.

PPPPS: on top photo, the inlet hole closest to the rubber bellows is the cylinder inlet from reservoir, the outlet hole of MC is closest to the larger diameter capped-end of the MC.

THE END



Photo Joe Cantrell

Be a Hoolgan

The Scavenger Hunt will begin at Ernesto's Italian Restaurant (our normal monthly meeting location, 8544 SW Apple Way, Portland, OR 97226) at 7:00 pm and start after a quick orientation, driver's meeting and handout of the paperwork.

Please join us for a good Italian dinner if you like, or just a glass of fine chianti, prior to the driver's meeting -- our room will be open and available starting at 6:00 pm.

It will end at the McMenamins Oak Hills at 10:30 pm, (McMenamins Oak Hills, 14740 N.W. Cornell Road Portland, OR 97229). Join us for a nice wind-down following the tour, and compare your answers over excellent beer and food.

Participants will be divided into three competition groups based on the length of time the members of each team has belonged to AROO / AROC. To calculate the groups we will add each team members years of membership and divide by 2 which

will give us the group placement: Group A - for 5 years or less, Group B - 5 years to 15 years, Group C - 15 years or more.

To participate you will need a **Smartphone and a pen**. You will **not** be penalized if you also bring a GPS, Portland Map, clip board and children to help. If you don't have a Smartphone, no worries, a digital camera and a home PC will do nicely.

The Scavenger Hunt and Alfa and AROO Trivia Test will be fun and challenging for all, you might even accidentally learn something! Using the internet on your phone is encouraged, but may not yield answers to the questions unless you are a clever searcher, it is a Scavenger Hunt after all!

The best score from each group will receive a \$25.00 gift certificate to a local wine shop.



AROO's July Picnic Tour –

By Jeannie Gretz *Photos Jeff Gretz*

Today, my husband Jeff and I attended our first Alpha club event – a fabulous drive through the wine country including lunch and wine tastings at two wineries. We had no idea that throttle cables and wrenches were part of the club initiation but we had a wonderful time and a story to tell.

Not too far from the town of Carlton, somewhere between Fryer Road and Merchant Road on 47, Jeff let loose with a colorful exclamation as our '73 Spider refused to respond to the throttle. We were able to coast to the side of the road. With the expert diagnosis of fellow club members who pulled over to assist, we realized that our throttle cable had broken. Triple A was called. It would be close to an hour before a flatbed would arrive.

Within minutes, however, three very nice local young men came to our aid, volunteering to push us to a nearby side street, out of harm's way. This is a bad place to be stopped, they told us, and we gladly took them up on their offer.

The hood was opened and, as men will do, the three of them, and Jeff, stared down into the little Italian engine muttering possible solutions. Just then Tom Clauson, a local farmer who also was working in a nearby barn, showed up. After several trips to and from the barn to retrieve tools and a cable off of his dirt bike, our little Spider was good to go again.

These men took about 45 minutes of their time to help a couple strangers. While we (well, maybe not me) were working on the cable repair, two pickup trucks stopped to ask if we needed help or tools. What nice people live in Carlton. While we chatted a

little with our new friends we learned that we had connections with Ted who has a TR6 and a Porsche turbo, and the three younger men, who pushed us to safety, went to school with a friend of mine. It's a small world in so many ways.

Off we drove to meet up with the rest of the tour at the first winery. The entire experience was memorable and such a joy. Jeff ordered an extra throttle cable for next time, just in case.



Photos Dan Hones



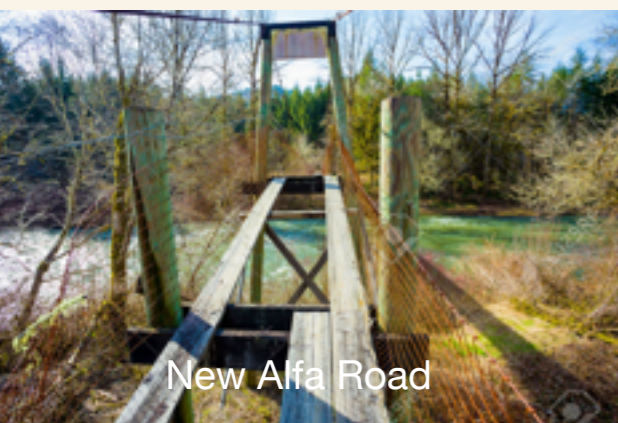
TIME TO RESERVE YOUR ROOM FOR THE FALL TOUR TO THE COAST!



Wildcat Covered Bridge

Mark your calendars for September 17-18. We (that be me and whoever wants to tag along) am heading to Yachats. I have made a room block at the Fireside Motel. Room rates range from \$100 for non-oceanfront to \$170 with fireplace. Ask for the Alfa Romeo Car Club rate. (800) 338-0507.

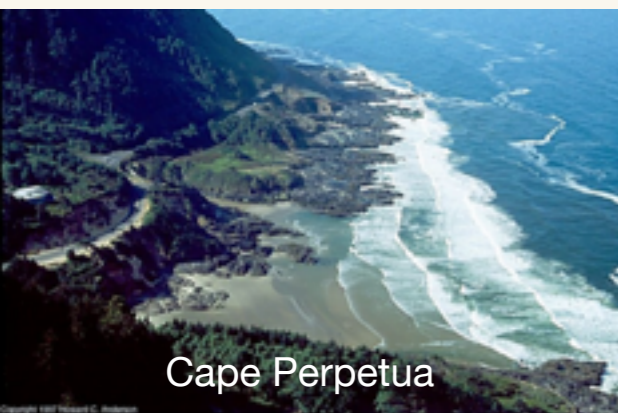
A few weeks ago I spent a day chasing a “new” route to the beach from Salem. After using my Garmin mapping program and Google Earth, I was sure I had succeeded. However, as any of you that have put together tours, it is always a good idea to test drive route. So, with some beer and sandwiches, off I went with my brother who offered to join me for the day.



New Alfa Road

After a stellar start, and multiple comments about the view and quality of the road, the ‘road’ became gravel and then two ruts leading off into the wilderness. I plan on going back sometime with my 4 x4 and seeing what lays yonder. I had already programed in Plan B into my Nuvi and we once again began to get really enthused only to have things go south once more. At least Plan C became a Jeep road in only a few minutes. Regrettably, we never reached the beach that day. As Eric Roe knows, sometimes it takes a while for the plan to come together!

The good thing is that we did find a few sections of new roads which will allow us to see a few new sights on the trip including Alsea Falls which previously had a gravel road to and from.



Cape Perpetua

I really love the route out to Lorane and the great road along the Suislaw River to Reedsport. Lots of gentle turns on a decent road canopied by the trees and great views of the river. If the weather is good, we may take in Mary’s Peak, the highest point in the coastal mountains.

I am hoping to be able to have dinner at Heidi’s Italian Restaurant. Really good food and the chef/owner studied in Italy to hone her culinary skills.

The room block EXPIRES August 15. Mid-September is actually one of the busiest times at the coast so if you fail to reserve a room, you may be out of luck.

Be sure to send me an e-mail letting me know you are coming so I can make dinner arrangements.

Tom McGirr. tmcgirr@columbiatrustcompany.com 503-983-3656.



Alsea Falls

2017 ALFA WANNABE CAR TOUR OPPORTUNITY

It is now 'OFFICIAL.' The 2017 Alfa Wannabe Car Club Tour will be going to Canada. We will be departing Monday, May 29th (Memorial Day). Lodging has been secured for 20 couples.

For those that may not be familiar with this 'club,' it is comprised of sports car enthusiasts who are willing to set aside 4-7 days so as to enjoy some of the wonders of the Northwest outside of our immediate area. We usually stay at nice resorts, enjoy good food and most importantly, enjoy meeting new friends. Alfa's are well represented in the club.

On the next page find the Itinerary as well as a number of pictures of our trip. If you are interested in joining us, please let Tom McGirr know c/o tmcgirr@columbiatrustcompany.com or 503-983-3656. A \$200 deposit is required to hold your spot (used to cover the deposits I have made to secure lodging).



Day One: Campbell's Resort
at Lake Chelan above.



Day Two-Ainsworth
Hot Springs Resort



Day Three: Halcyon Hot Springs

Itinerary:

We will head to Lake Chelan the first day, staying at Campbell's Resort on the lake. Next day we drive north crossing the Canadian border and then head east to Ainsworth Hot Springs Resort, arriving in time for a couple of hours in the pools before dinner.

Day 2 we head to Halcyon Hot Springs Resort, which features an assortment of hot pools to choose from.

Day 3, after a short ferry ride, takes us north a ways to Reblestoke National Park where we will drive up to the summit for some very impressive views. Thereafter we stop at Radium Hot Springs for a soak and then take the short drive to Big Horn Meadows Resort in the town of Radium Hot Springs.



Day Five: Prince of Wales Lodge



Day Four-Big Horn Meadows Resort in Radium Hot Springs

Day Four: Roads to Radium Hot Springs



Day 4 we drive over the Crow's Nest Summit and then head south to Waterton Lakes in the Canadian version of Glacier National Park. Prince of Wales Hotel opens the day we arrive and I was able to secure rooms! This place is just one of those places you need to stay one time. Yes, the rooms are a tad small and the some complain about thin walls, but just take a look at the setting! (pics below). We will be arriving in time to experience High Tea, another 'must do' when one is here.

Up to this point, the driving time per day is around 5 hours.

Day 5 is a little longer drive and dependent on whether the Road to the Sun is open. Odds are it will not be but last year it open in late May. With global warming in high gear, who knows. In any case, we will be heading down to Glacier Park and then east over to Coeur'd Alene Resort. We are staying in the tower overlooking the lake with great views. Dinner will be at the Cedars Floating Restaurant, where one really should try the alder planked salmon (but the prime rib and steaks are good too!).

The final day will bring us back to the world of reality but I have a nice route that minimizes I-5 as best I can.

Questions? Please contact me, Tom McGirr. tmcgirr@columbiatrustcompany.com. 503-983-3656



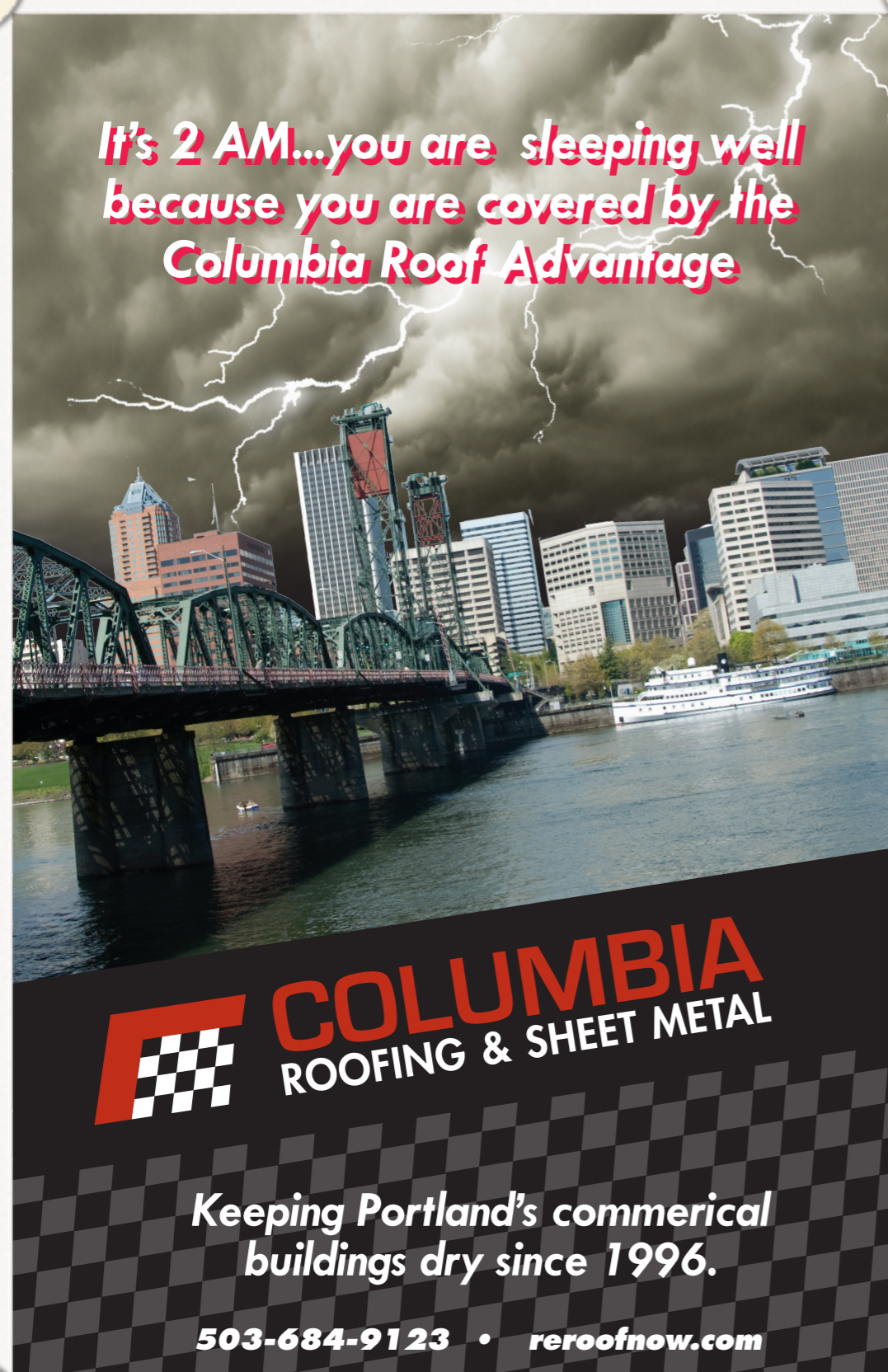
General Electric used to use the jingle "Progress is our most important product" in their advertisements. At AROO we'd morph that to "Volunteers are our most important asset."

As you've heard various folks say (many times!) none of our activities happen without folks stepping up to make them happen. This is our chance as a club to recognize and celebrate your contributions. Our rallies, picnics, track days, tours, swap meets, and all the other good stuff we do just wouldn't happen without our volunteers.

Accordingly, please mark your calendars for Sunday, October 16 for the AROO Volunteer Appreciation Dinner as our guests. This will be held at Ernesto's, 8544 SW Apple Way, Portland. Festivities will commence at 5:30. Food and a bottle of wine for each table will be provided by AROO; additional beverages will be available for purchase

So if you helped us out this year, please join us (and bring your spouse/partner/significant other/guest) to accept our gratitude and have a great time.

Contact Sue Halton (m) 503 780 0453) or Cindy Banzer (m) 503 709 7277; cbanzer@eastpdxproperties.com) to reserve your place.



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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 May. Evening tours — June, 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. This event is in place of the general meeting.
15-19th AROC National Convention.

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.
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.
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.

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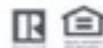
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82 Spider Veloce.

I need to find a good home for my '82 Spider Veloce. I've been driving it summers only every year. New from Monte Shelton in 1982, one owner. Maintenance except oil & filter and spark plugs has been dealer or Nasko. 65866 miles. Garaged. Original seats. Solid shift performance. New Michelin tires, gas tank and tank fuel pump. All original equipment is included. Original 34 year-old canvas top should be replaced if you will be driving in rain. Hard top included.

\$14,900 OBO. Must sell soon.

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



1994 Alfa Romeo 164LS - \$6500

I am the third owner of this California car and no expense has been spared to update and improve her during the 6 years of my ownership. This is a reliable vehicle which I would drive anywhere. It is smooth and powerful. The exterior paint and the black leather interior are very good. Cold AC. Climate control works well, but one might wish to install a rebuilt LED. Newer sound system and speakers. No drips. No rust. No oil consumption. Transmission and brakes are fine. I have receipts for expenditures much greater than asking price.

Joe Sacamano, 541 478-3545 and email joseph@gorge.net
(Mosier)



1978 Alfa Romeo Spider with less than 36,000 original miles \$8,500.

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. \$8,500

Call Fred (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

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Contact scottmpope@gmail.com.

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Contact Dan Stanton connerstanton@q.com

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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



Tazio Giorgio Nuvolari