



Alfa Bits

Published by the Alfa Romeo Owners of Oregon

JANUARY 2017

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- Enjoying Your Alfa
- AROC Palm Desert
- 2016 Cup Series Results
- Tom's Summer Tour 2017
- 2016 Car Guy Tour to Italy- Part 2
- Rebuilding a Lucas Wiper Unit
- And Much, Much More!



About the Club.



The Board of Directors

To see some videos of
past AROO track events.
CLICK HERE!



AROO October Monthly Meeting and Auction. Photo G Kraus

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2016 AROO Holiday Banquet. Photo David Beach

Alfa Bits

FROM THE EDITOR

Greetings... Welcome to the January 2017 Bits! This issue has information on upcoming events and reports on some of the past year-end happenings. I hope you find some entertaining and useful reading within these pages.

I am very honored to have been awarded the McGill award for 2016. I guess that means I am committed for the foreseeable future as your Bits editor. I hope you enjoy the newsletter as much as I have enjoyed producing it. I encourage you to participate by submitting articles, photos, want-ads and paid advertising. Your content contributions and paid advertising will greatly improve and sustain the club.

Cheers,

George Kraus
Editor

ALFA BITS

Alfa Bits is the official newsletter of the Alfa Romeo Owners of Oregon. It is published 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 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.

Alfa Bits President's Column – January 2017 – Doug Zaitz



We begin another calendar year with a strong start – we are fresh out of our first board meeting with an activity calendar full of activities and events. Our up-to-date calendar is posted on the AROO website, and all activities are posted on the AROC-USA Chapter Events listings as well.

Following our annual November election for AROO Directors, we start the New Year with some new faces on your board, as well as several very familiar ones returning for another two-year term.

I would like to extend a very warm welcome to Chris Bright, Bob Stevens and Tom Burnett., our newest Directors. They've stepped forward to volunteer with the administration and organization of your chapter, and they bring great new ideas and enthusiasm – welcome!

Returning for yet another two-year term are long-time, tireless contributors Mark Carpenter, Cindy Banzer and Jim Gunter. These three individuals have been pillars of the organization for many years, and their vision and experience provide the stability for a strong and active chapter – thank you again for your participation!

At their November Board meeting, your Directors chose their 2017 officers and VIPs. It pleases me to announce them in print: President Doug Zaitz, Vice-president Chris Bright, returning Treasurer Cindy Banzer, returning Secretary Dave Beach, returning Assistant Secretary Bill Gillham, returning Competition Chair Mark Carpenter, AROO Rally Cup Chair Roger Dilts, Membership Chair Bob Stevens, and Merchandising Chair Jerry Lomas.

Also returning are your AlfaBits Editor George Kraus (thank-you George!) and your NW Classic Rally Chair Jim Gunter (thank-you Jim!). The AROO website will continue to be attended to by Doug Zaitz.

Happy New Year from your Board of Directors!

This is an organization of volunteers – without this spirit of giving unselfishly, we wouldn't have such an excellent organization and so many great activities. Please consider stepping up to help organize an activity or contribute an article to the AlfaBits. Be a part of the fun!

We continue this month in the AlfaBits with a second photo essay from my September trip to Italy, participating in Frank Mandarano's Car Guy Tour. This month's article covers our visit to the private car collection of Mario Righini. He has amassed an incredible collection (nearly 400 automobiles) of mostly Alfa Romeos, with a few interesting other marques. We were treated to Tazio Nuvolari's 8C2300 as well as Mussolini's 6C2500 staff car, and the crown jewel of the collection, the "first Ferrari", built by Enzo following his fall-out with Alfa Romeo in 1939: the Auto Avio Costruzioni AAC Tipo 815.

And lastly, please join us on Wednesday the 18th for an evening of friends, food and beverage, and an interesting program at Ernesto's in Beaverton -- see you there!

McGill Award Presented to George Kraus



AROO Annual Banquet. Photo Bob Stewart.
L-R George Kraus, Roger Dilts, & David Fish

In 1984 AROO conferred the first McGill Award on its namesakes, Bob and Margaret McGill, to recognize their contributions to creating and sustaining AROO over the years. Since then the award has been presented annually to the member or members whose contributions and achievements have served to promote and perpetuate our club, as selected by the AROO president and the current McGill Award recipient. Although it is awarded annually, it is based on the person's contributions to the club over time. The award is represented by a plaque that is kept for the year by the recipient, whose name is engraved on it along with those of all the other members who have received the award, before being passed on to the next recipient. Those whose names are engraved on the plaque are:

1984	Bob & Margaret McGill	2003	Fred McNabb and Dennis Torgeson
1985	Dick Larsen	2004	Patrick Iaboni and Tami Iaboni
1986	Bill Gillham	2005	Jim Gunter
1987	J. Anderson, D. Larsen, B. Parry	2006	Char Sommers
1988	Ed Ng	2007	David Rossman
1989	Steve Kendall	2008	David Beach
1990	Mark Carpenter	2009	Roger Dilts and Dave Reich
1991	Bob Hui	2010	Ed Slavin
1992	Bob & Margaret McGill	2011	Neil d'Autremont
1996	Erik Roe	2012	Fred & Lisa McNabb
1997	Robert Parry	2013	Bill Haines
1998	Dan Sommers and Diane Sommers	2014	Erik Roe and Dennis Torgeson
1999	Betty Anderson	2015	Roger Dilts
2000	Lisa McNabb		
2001	Chris Finks		
2002	Lisa Jackson		

This year the McGill Award goes to George Kraus. In addition to serving as Alfa Bits editor for the past two years, George has been on the AROO Board of Directors and volunteered in numerous AROO events, including the AROO Cup Rally Series, Monte Shelton Northwest Classic Rally, and AROO Track Days. He also restored and drives one of the most beautiful Giulietta spider veloces on the planet.

Roger Dilts



Photo Doug Zaitz



Photo David Beach



Photo Doug Zaitz



Photo David Beach



Photo Bob Stewart



Photo Doug Zaitz



Photo Doug Zaitz



Photo David Beach



Photo David Beach

EVERY FIRST WEDNESDAY:

Board Meeting at Buster's Barbecue in Tigard at 7 PM
Contact Doug Zaitz at doug.zaitz@alfaclub.org or
509-768-4312.

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

4 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
18 AROO Monthly meeting at Ernesto's 7:30 PM.

February

1 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
12 AROO Valentine's Tour.
15 AROO monthly meeting at Ernesto's 7:30 PM.

March

1 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
11 AROO Rally School.
12 AROO Cup Rally 1.
15 AROO Monthly meeting at Ernesto's 7:30 PM.

April

2 AROO Cup Rally 2.
5 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
19 AROO Monthly meeting at Ernesto's 7:30 PM.
29-30 Old Spider Tour.

May

3 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
7 AROO Cup Rally 3.
13 Alfa Romeo Owners of Oregon - Annual Swap Meet & Garage Tour
17 AROO Monthly meeting at Ernesto's 7:30 PM.
29 2017 McGirr Alfa Wannabe Car Tour

June

7 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
11 AROO Cup Rally 4.
21 AROO Evening Tour. This event is in place of the general meeting.

July

5 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
15 AROO Summer Picnic.

August

3-6 AROO Monti Shelton NW Classic Rally.
4 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
16 AROO Evening Tour.
24-27 McGirr AROO 2017 Summer Tour.

September

6 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
16 AROO Old Super Tour.
20 AROO Monthly meeting at Ernesto's 7:30 PM

October

4 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
15 AROO Volunteer Appreciation Dinner.
18 AROO Monthly meeting at Ernesto's 7:30 PM.

November

1 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
15 AROO Monthly meeting at Ernesto's 7:30 PM.

December

3 AROO Holiday Party.
6 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.

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

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January 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.**

AROO is proud to welcome the World of Speed's David Schaeffer to speak at our monthly meeting on January 18.

David is the Executive Director of World of Speed, an educational motorsports museum, where historic race cars, boats, and motorcycles tell the story of America's motorsports culture. David will talk about the start of the museum, it's extraordinary collection, and its mission as a nonprofit to provide lifelong learning for enthusiasts like us and vocational programs for high schoolers. It will be a fun and educational program!



Collection By Doug Zaitz, PART TWO



*Righini AAC815 AscariMM:
1939 Auto Avio Costruzioni Tipo 815 Spider, 1.5 liter
straight eight, body by Touring. This was one of two of Enzo
Ferrari's first constructed cars.*

***This article outlines the Car Guy Tour
visit to the Righini Collection.***

Visiting the Righini Collection is every bit as dramatic as walking through the Alfa Romeo Museum, for all Alfa Romeo enthusiasts. It is a very special place, filled with incredible cars and history. It is a “must do!” on any car-centric trip to the area.

The Righini family made their fortune following World War II, as they were recyclers and junkers – with the surplus of military equipment, both damaged and operable, Axis and Allied, they were able to acquire cars, trucks, motorcycles and the like, and they saved the better examples. – more than 350 examples!

Mario, now in his mid-eighties, is the patriarch of the Righini family; he speaks of his gratitude

towards the Americans for saving his family's business following the war.

I have visited this collection three times now, and have not seen the bulk of it yet! One building houses pre-war vehicles; the other houses post-war vehicles. Most cars appear to be very original, and have not been restored.



*Righini AAC815 MM:
Mario Righini and driver participating in Mille Miglia Storico
several years ago. This car originally competed in the 1940
MM driven by Albero Ascari, did not finish.*

I've had the opportunity to translate for Mr. Righini during tours, and to wander off with just him, one-on-one, for a memorable walk through the post-war building, Alfista to Alfista – it doesn't get any better!

Speaking with and interpreting for the collection's maintenance person (who speaks very little English), Righini does not want to restore these vehicles, rather he wants to sympathetically maintain them. He wants the cars to be as original and perfect as possible, without nuts-n-bolts “Pebble Beach” restorations. The cars are original, so original...



*Righini Alfa RL:
Mario Righini posing in front of his 1925 Alfa Romeo RL SS
roadster.*



*Righini_Collection:
The post-war building with mostly Alfas on display, view from
the rear.*

All photos Doug Zaitz

(Continued next page)

Collection

By Doug Zaitz —

PART TWO (continued from November)



Righini Zagato Alfas:

In this view of the garage, Alfa Tubolare Zagato (TZ1), Alfa Giulietta Sprint Zagato (coda tonda, round tail, SZ1) and new Milano-based SZ ES-30 "Mostro", with a 1900 Boano coupe in the background.

Mr. Righini is a car guy, through and through, but foremost, he is an Alfista. This is the marque he loves, respects and has collected for over 50 years. Where can one see, other than at the AR Museum, an SZ1, a TZ1, a new SZ, an RL, a 6C1750 Zagato spider, Nuvolari's 8C2300 Monza, Mussolini's personal 6C2500, and dozens, actually dozens of other vintage Alfas? This rivals the museum on all counts!

And should you tire of Alfas, there are the others: Isotta Fraschini, Rolls Royce, Lancia Lambda, Lancia Stratos (2 of them), Fiats, Mercedes, and a couple of Ferraris.

The Crown Jewel of the Righini collection is neither Alfa nor Ferrari – rather it is THE first Ferrari built by Enzo following his separation from Alfa Romeo in 1939. This is where it all began, so to speak... Of

course, if it hadn't been for Alfa Romeo, Ferrari would have had a great career building bicycles and tractors instead.

This "first Ferrari" was built to compete in the Mille Miglia, and was not particularly reliable or spectacular. But it set the stage with a 1.5 liter straight 8 with a Touring designed and constructed body. Since Ferrari, as part of his non-competition agreement, was unable to place his name on the car, it was named the Auto Avio Costruzioni 815.



Righini Motorcycles:

The Righini Collection as a large number of unique and rare marques and models of motorcycles.

Two were built and raced, and in later years the other was lost. The surviving one was given to Alberto Ascari for his personal use by Ferrari. Though a rather lengthy and perhaps questionable acquisition, it has been part of the Righini collection for years, sympathetically restored and driven multiple times in the Mille Miglia. I've seen him drive it twice now in earlier MMs.

In addition to the cars, the Righini Collection has an impressive array of Italian motorcycles including several rare and unique marques and models. This museum is open to the public, at no cost, however reservations are required, and visit

reservation must be made their internet site. Contact info follows in the website info below.



Righini Musollini Alfa:

1929 Alfa Romeo "Speciale" roadster on a 6C1750 compressore (supercharged) chassis, belonging to Benito Mussolini.

Websites of Interest:

Righini Collection

<http://www.righiniauto.it/en/righini-collection.html>

Classic Driver, Righini Collection

<https://www.classicdriver.com/en/article/cars/saved-scrapyard-staggering-righini-collection>

Alfa Romeo Museums, Righini Collections

<https://alfaromeomuseums.com/museums/italy/collezione-mario-righini-panzano-di-castelfranco/>

Wikipedia Article on the AAC Tipo 815 Spider

https://en.wikipedia.org/wiki/Auto_Avio_Costruzioni_815

Videos of Interest:

You-Tube – Petrolicious, Righini Collection

<https://www.youtube.com/watch?v=snUc8uvFbMo>

Motor Valley, Righini Collection (Italian)

<https://www.youtube.com/watch?v=1FIVMdCfxSw>

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

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www.sportscarmarket.com/AROO



Alfa Romeo **GIULIA SPIDER**

The Giulia Spider is the definitive open-topped mid-range sports car of its day. It is civilized and sophisticated, unlike many of its rivals—particularly the British ones—which aren't as refined.

Twin-cam four-cylinder engine

Handsome and efficient, the all-alloy twin-cam started life as a 1,300-cc unit and lived on as the cornerstone of Alfa Romeo production until the 1980s.



Five-speed transmission

Early Berlins and Sprints have column-mounted gear shifters and four speeds, but the Giulia Spider has a five-speed floor shifter. The all-synchromesh Alfa transmission has a sweet action and the ratios are perfectly spaced to exploit the full power band of the engine.

Capacious trunk

Although only a two-seater, the Giulia can accommodate a sizeable amount of luggage in the trunk.

Drum brakes

Although only drum brakes were available until 1964, they are among the best you can find on any production car of the era. Triple shoes are fitted on later models but do not require a servo because the car is so light.



Pininfarina styling

The famous Italian styling house, Pininfarina, designed and built the Spider's bodywork at Turin. This is in contrast to the Sprint coupe, whose bodies were built by rival coachbuilders Bertone in Milan.



Raised hood

Unlike its predecessor, the Giulietta, the Giulia has a slight hood bulge to permit sufficient clearance for the 1,570-cc engine.



Specifications

1962 Alfa Romeo Giulia Spider Veloce

ENGINE

Type: In-line four-cylinder
Construction: Alloy block and head
Valve gear: Two valves per cylinder operated by twin overhead camshafts
Bore and stroke: 3.07 in. x 3.23 in.
Displacement: 1,570 cc
Compression ratio: 9.7:1
Induction system: Two twin-choke Weber carburetors
Maximum power: 112 bhp at 6,000 rpm
Maximum torque: 104 lb-ft at 4,500 rpm

TRANSMISSION

Five-speed manual

BODY/CHASSIS

Steel monocoque two-door convertible

SPECIAL FEATURES



Wheels, fenders, coupes and coupes feature vertically-mounted tail lights.



Twin overriders are a distinctive feature of the Giulia Spider.

RUNNING GEAR

Steering: Worm and nut
Front suspension: Wishbones with coil springs
Rear suspension: Live axle with coil springs and trailing arms
Brakes: Front alloy drums, 10-in. dia (front and rear)
Wheels: Steel disc, 15 in.
Tires: Pirelli Cinturato 155-15

DIMENSIONS

Length: 151.5 in. **Width:** 62.2 in.
Height: 52.1 in. **Wheelbase:** 86.6 in.
Track: 50.8 in. (front and rear)
Weight: 1,691 lb.

Inside spread of © International Masters Publishers.
Scanned and provided
by George Kraus

AROO Board of Directors meeting Minutes - November 2, 2017

Directors Present:

David Fish
Mark Carpenter
Cindy Banzer
Sue Halton
Dave Beach

Directors Present via Zoom

Doug Zaitz; Bill Gillham; Russ Paine

Directors Represented via Proxy

Bob Stewart (David Fish)

AROO Members Present

Jim Gunter (Chair, NWCR); Jerry Lomas; Johnny Engleheart (joining)

Meeting started at 7:15 PM by Pres Fish(ZOOM difficulties)
Reports:

1. **October Minutes** (submitted by Bill Gillham Email)
Suggested edits by Beach accepted; Beach will forward to ABITS editor
2. **Treasurers Report:** (submitted by Cindy Banzer Email)

The AROO main checking account balance

\$7942.30

The NW Rally checking account balance **\$27,220.88**

The AROO Savings account balance **\$30,238.79**

Major expenditures in AROO main account will be for the upcoming Holiday Dinner, budgeted at \$2000.

Budget vs Actuals: - Cindy provided a summary and re-assurance we were on track for 2016; board briefly discussed and approved

3. Past Events Report:

a. Oct. 19th: membership meeting (17 attendees) was excellent narrated slideshow by Director Zaitz of his participation in the 2016 Car Guys Tour in Italy

b. Oct.16th: 2016 Volunteer Banquet at Ernestos; 39 paid attendance/35 actual; well appreciated

4. Up coming Events:

a. Nov 16: General Membership Meeting: Annual auction of membership-donated items, hopefully Alfa-related, as a fund-raiser. Also, being the "Annual Membership Meeting" per bylaws, will hold annual Board of Directors election; 5 members have come forward w/biography at this time; Dir. Zaitz's email blasts produced additional interest; after discussion, Board decided to allow mail-in ballots postmarked COB 11/16.

b. Sunday December 4, 2016 Holiday Dinner - at Multnomah Athletic Club:

- Cindy Banzer will organize. Bill Gillham will create a Season's Greeting Card with following information:

No Host Cocktails 5:30 - 6:30 p.m.*

Dinner 6:30 - 9:30 p.m.

Dinner is \$40. per person, gratuity and parking included

House wine is \$24. or bring your own - corkage fee is \$18.

Please mail checks to:

(Your check written to AROO is your reservation)

Cindy Banzer

6506 SE Stark St.

Portland, Oregon 97215

Multnomah Athletic Club,

1849 SW Salmon St. - Portland

Parking at MAC parking garage across Salmon ST. from main entrance

**Please note that the MAC does not accept Credit or Debit Cards
- Cash or Checks only for your No Host Bar purchases*

(Continued next page)

AROO Board of Directors meeting Minutes - November 2, 2017

(Continued from previous page)

5. MSNWCR Report: Jim Gunter reporting:

- 78 entrants to date
- Tami Iaboni will do apparel; currently Dave Beach Volunteer Coordinator (looking for alternate given Beaches frequent absences).
- Mark re-iterated AROO needs to start looking for Chairman replacements for he and Jim, as they both will retire after the 30th Anniversary Rally.
- Donald Osborne, noted Classics authority, scheduled as Saturday eve speaker

6. Calendar Review: (not covered due to B Stewart absence)

7. Membership Report: current 155 members (down from 157 in July)

8. Merchandise Report:

- member Jerry Lomas agreed to take on the "Merchandise/Apparel" coordinator position; will contact CindyB who has current inventory stored

9. Advertising, Promotion, and website:

- Doug says the Web site is now updated; universal applaud from BOD on Doug's work, on behalf of BOD, to communicate with membership. Email Blasts bringing results.

11. AROC Report: Cindy Banzer, AROC President:

- AROC BOD quite pleased with 43% response to on-line survey, providing guidance to BOD from membership, and helping sell AROC to advertisers

- min-winter retreat conference scheduled in Palm Desert, CA Jan14th; will be advertised in ALFA OWNER and ALFA BITS

New and Continuing Business:

- Ernesto's has concerns of in-sufficient income from our monthly use of facility (we pay \$100 monthly "rental"); BOD discussed options of smaller room or other restaurants: decided small BOD committee to contact Ernesto's to gather further detail.

Meeting adjourned at 8:20 pm

(after meeting adjourned, Gunter/Banzer/Halton/Engleheart/Lomas/Beach stuffed&stamped envelopes until 9:15 for upcoming election mailings)

**Respectfully Submitted,
Dave Beach- Secretary**

AROO Board of Directors meeting Minutes - December 7, 2016

AROO Board of Directors Meeting Minutes - December 7, 2016
Buster's (shunted from meeting room into main restaurant)

Directors/Directors-Elect Present:

Pres. David Fish 2015/16
Mark Carpenter 2015/18
Bob Stevens 2017/18
Doug Zaitz 2015/18
Treas. Cindy Banzer 2015/18
Chris Bright 2017
Sue Halton 2016/17
Sec. Dave Beach 2016/17
NWCR Chair Jim Gunter 2017/18

Directors Present via Zoom

Assist Sec Bill Gillham 2016/17

Directors Represented via Proxy

none

AROO Members Present

Jeff Tunick; Johnny Engleheart

Meeting started at 7:30 PM by Pres. Fish (ZOOM & space difficulties)

1. **November Minutes** (submitted by Dave Beach Email)
minimal questions; BOD approved; Beach will forward to ABITS editor
2. **Treasurers Report:** (submitted by Cindy Banzer Email)
Major expenditure in AROO main account will be for the Holiday Dinner, budgeted at \$4000, offset by \$2100 income.
2016 Budget vs Actual: Cindy narrated a summary; while actuals will be available shortly after Jan 1st, the BOD budgeted an overall 2016 "loss" of \$5461 to "spend down" AROO resources, whereas it appears actual will be closer to \$4000; BOD discussed and approved December financial report.

Past Events Report:

- a. Nov 24 Auction/Election/Annual Meeting: Auction proceeds \$651 nicely orchestrated by member Patrick laboni. 41 total voters, via USPS, Email, and attendee votes, selected 2 returning (thank you!!) BOD members (Banzer, Carpenter), and 3 new (welcomed!!!) members (Jim Gunter, Bob Stevens, Tom Burnett) for 2017/18 terms; there were no other items requiring annual membership voting.
- b. C Banzer nominated and BOD filled vacant 2016/2017 position with unanimous selection of Chris Bright. (welcome Chris!!)
- c. Dec 4 Holiday Party was big success: 60 attendees, smiling raffle ticket-winners, Chairman Roger Dilts description and presentation of AROO Cup Rally top-finishers, AND (drum roll) President David Fish and (immediate past recipient) Roger Dilts announcement of the coveted AROO McGill Award to George Kraus for his stepping forward this past 2 years to author/edit/publish the ALFABITS. Ron Tonkin Auto Group representative, Alan Bradway ended gathering with brief description of their recent selection as Oregon's Alfa Romeo franchise and expected timing of first Alfa's in their Fiat facility on SW Canyon Road.
4. **MSNWCR Report:** Jim Gunter reports good progress with continuing applicants; ongoing negotiations with 2017 hotel, Resort-at-the-Mountain, regarding major up-front deposit requirements and meal costs. MarkC re-iterated "AROO" needs to start looking for Chairman replacements for he and Jim, as they both will retire after the 30th Anniversary Rally

5. **Membership Report:** newly-elected director Bob Stevens will be 2017 Chairman, reviving this role.
6. **Merchandise Report:** CindyB, who has current inventory stored, will contact member Jerry Lomas who has agreed to Chair. member Jeff Tunick expressed interest in assisting.
7. **AROC Report:** Cindy Banzer, AROC President: mid-winter retreat conference scheduled in Palm Desert, CA Jan14th; petitioned AROO BOD/member participation.

(Continued next page)

AROO Board of Directors meeting Minutes - December 7, 2016

AROO Board of Directors Meeting Minutes - December 7, 2016
Buster's (shunted from meeting room into main restaurant)

New Business:

1. Retiring BOD member D Fish was applauded for his past 2 year's service on BOD. (as were in their absence, Bob Stewart and Russ Paine)
2. New 2017 BOD actions: D Beach nominated, seconded C Banzer, for Doug Zaitz as 2017 President; Doug voiced his caveats and after discussion, 2017 BOD unanimously elected Doug! This was followed by selection and BOD election of Chris Bright as new Vice-Pres., Cindy B continuing as Treasurer, DaveB continuing as Secretary, BillG continuing as Assist Secretary.
3. Retiring Pres. Fish turned over the audio/video/ZOOM equipment temporarily to VP Chris B; remaining Presidential records to Pres. DougZ.
4. 2017 "AROO Calendar": DougZ has already uploaded a draft 2017 events calendar to websites (AROC, AROO), however needs more BOD planning to complete.

Continuing Business for 2017: (based upon discussions at this final 2016 meeting)

1. BOD action regarding extent of subsidizing membership attendance at Holiday Party.
2. Policy on permitting/inviting non-AROO-members to AROO (AROC chapter) events; related to expenses incurred and to AROC bylaws.
3. Specific outreach plan to recruit new MSNWCR committee membership/interns; crucial issue to AROO as it's now the only significant income source for AROO activities.

Meeting adjourned at 9:10 pm; Respectfully Submitted, Dave Beach



Join Us

AROC BOARD AT PALM DESERT

YOU ARE CORDIALLY INVITED TO JOIN YOUR AROC BOARD MEMBERS ON SATURDAY, JANUARY 14, 2017

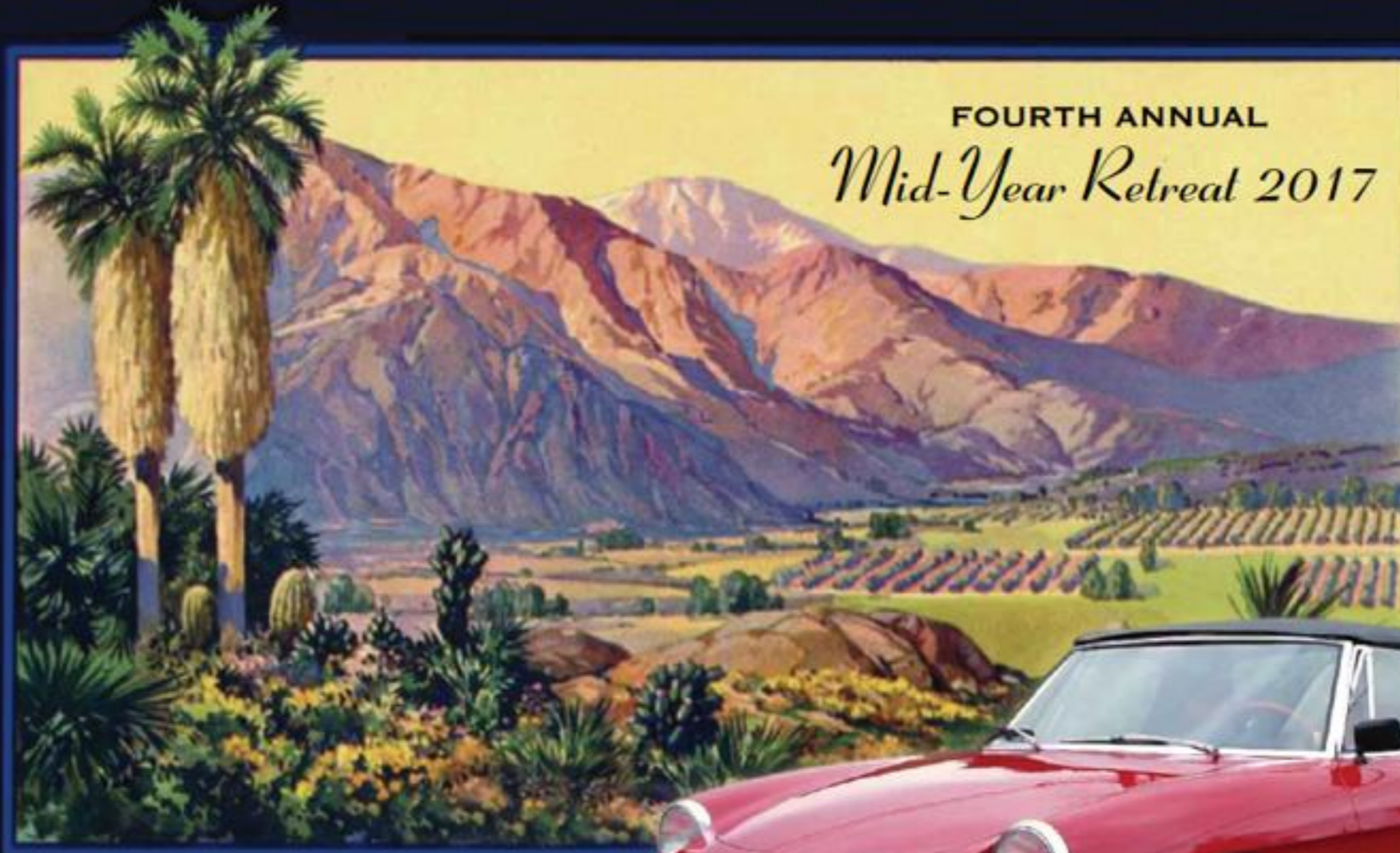
PALM DESERT

10:00 AM
Drive through
the beautiful
Coachella Valley

12:30 PM
No-host lunch,
Location TBD

4:00 PM
Pool party,
Palm Desert

6:00 PM
Cocktail reception,
Palm Desert



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AROO CUP WRAP UP AND KICK OFF

By Roger Dilts, Series Director

In the spirit of the New Year and “out with the old, in with the new,” here are the results of the 2016 AROO Cup and the schedule for 2017.

Last year got off to a great start with 20 students attending the AROO Rally School on March 12. A mix of newcomers and old hands reviewed the rules, ran through a rally by PowerPoint and heard tips and tricks from local ace drivers, navigators, and rally masters. As traditional, the rally season kicked off the next morning at French Prairie Rest Area. We continued offering competition in two classes: Standard and Vintage. Standard teams can use calculators and rally tables, while Vintage teams may not; it’s “seat of the pants” and pencil and paper for them. No one can use rally computers, laptops, or “apps,” although we do allow non-competing teams in the Open class to use anything they want. Thirteen teams entered the first rally, ten in vintage, which mirrors the preference of NW Classic teams.

Competition in Vintage was fierce this year, as reflected in the results. Nearly 50 individuals competed as either driver or navigator overall. Some folks showed up once, others contested every event; as always, consistency was rewarded. There was great improvement in teams out for their second year, showing that while practice might not make perfect, it does make it a whole lot more fun. Complete results are elsewhere in this edition, but the trophy winners were:

Vintage Driver: 1st Fred McNabb; 2nd Michael May; 3rd Kathleen Ellis

Vintage Navigator: 1st Lisa McNabb; 2nd Keith Seigfred; 3rd Bob Ellis

Standard Driver: 1st Paul Eklund; 2nd PS Sundar; 3rd Bill Ferber

Standard Navigator: 1st Yulia Smolyansky; 2nd Juergen Kritschgau; 3rd Kelly Ferber & Simon Levear (tie)

And it’s all about to start up again, soon. Yes, just three short months from now, we’ll be kicking off my ninth year as series director with the AROO rally school and AROO Cup Rally Series. If you’ve done this before, you know what it’s all about, but if you’re new in AROO or thinking about trying your hand, here’s the deal: This is Time-Speed-Distance (TSD) rallying over a predetermined road course, which you follow by applying the AROO Cup Rally Rules (same as the NW Classic). It’s run on paved public roads with assigned speeds at or below posted speed limits – it’s not a race, it’s a precision driving competition. There are penalties for being late or early at checkpoints and for getting caught off course. The Series consists of four half-day rallies, held monthly March through June. Each rally is about 80 miles and it’s all over by lunch time. First three teams in each class get dash plaques each month and series winners are awarded trophies. While these are competitive events (not tours), they are designed to be fun for all and instructive. If you attend the rally school and all the rallies you will get better at it and have more fun as you learn and improve your skills.

As we have for the past few years, all rallies in 2017 will begin at the French Prairie Rest Area on I-5 Southbound (hey, maybe this year ODOT will have fixed the restrooms!). Registration starts at 9:00 a.m. and first car departs at 10:01 (yes, again this year, we will start on the time change day, adding further confusion). The event ends at a location of the Rally Master’s choosing. Cost is \$20 per team, \$15 if you email me to preregister before 10 p.m. the night before each rally (no preregistrations will be accepted until 2 weeks prior to each rally). There is a 20 car limit, two classes as described above plus Open for the computer jockeys who want to practice. Any street legal car is welcome and you do not need to be an AROO member to rally with us. So come on out, and try this exciting and challenging motorsport.

2017 Schedule

Rally School	March 11 (location TBD)
Rally #1	March 12
Rally #2	April 2
Rally #3	May 7
Rally #4	June 11

(Continued next page)

2016 Results (Continued from previous page)

VINTAGE DRIVERS										
	Name	March	April	May	June	series total	series place			
	place	points	place	points	place	points	place	points		
Maynard Chambers			2	9	4	7			16	6
Steve Bledsoe	1	12	5	6					18	4T
Neil d'Autremont			6	5	5	6			11	7
Chris Davie							3	8	8	10
John Eastburn	5	6	7	4	6	5	8	3	18	4T
Kathleen Ellis			3	8	3	8	1	12	28	3
Brian Ellison	9	2	12	0	10	1	9	2	5	13T
Lynn Gibner	6	5							5	13T
Ed Grayson					8	3			3	16T
Dennis Howell	7	4	9	2	9	2	9	2	10	8T
Michael May	3	8	4	7	1	12	2	10	37	2
Fred McNabb	2	10	1	12	2	10	4	7	39	1
Dan Simons			9	2	7	4	7	4	10	8T
Eric Sowle							9	2	2	19
Erinn Sowle							6	5	5	13T
Vlad Valuev	4	7	11	0					7	11
Chris Wooley			8	3					3	16T
Roger Wooley	8	3							3	16T
Al Zorich							5	6	6	12

(Continued next page)

VINTAGE NAVIGATORS										
Name	March	April	May	June	series total	series place				
	place	points	place	points	place	points	place	points		
James Barless	8	3							3	16T
Kris Bledsoe	1	12	5	6					18	4T
Julie Davie							3	8	8	10
Greg DiLoretto			6	5	5	6			11	7
Angie Eastburn	5	6	7	4	6	5	8	3	18	4T
Bob Ellis			3	8	3	8	1	12	28	3
Sarah Gray			2	10	4	7			17	6
Jeff Gretz					8	3			3	16T
Galina K.			11	0					0	20
Megan Jacksich							6	5	5	13T
Herb Kirshrot	6	5							5	13T
Sonya Maul	9	2	12	0	10	1	9	2	5	13T
Lisa McNabb	2	10	1	12	2	10	4	7	39	1
Claudia Reinhaus	7	4	9	2	9	2	9	2	10	8T
Keith Seigfred	3	8	4	7	1	12	2	10	37	2
Jacleen Simons			9	2	7	4	7	4	10	8T
Dave Sowle							10	1	1	19
Stearns							5	6	6	12
Tim Valuev	4	7							7	11
Roger Wooley			8	3					3	16T

(Continued next page)

2016 Results (Continued from previous page)

STANDARD DRIVERS										
Name	March	April	May	June	series total	series place				
	place	points	place	points	place	points	place	points		
Paul Eklund	1	12	RM	12	1	12	1	12	48	1
Bill Ferber			1	12			2	10	22	3
Karen Levear			2	10					10	4T
Dan Simons	2	10							10	4T
PS Sundar	3	8			2	10	3	8	26	2

STANDARD NAVIGATORS										
Name	March	April	May	June	series total	series place				
	place	points	place	points	place	points	place	points		
Kelly Ferber			1	12			2	10	22	3T
Juergen Kritschgau	3	8			2	10	3	8	26	2
Simon Levear			2	10	RM	12			22	3T
Jacleen Simons	2	10							10	5
Yulia Smolyansky	1	12	RM	12	1	12	1	12	48	1

All rallies start at French Prairie rest area on I-5 South. Registration opens at 9, first car out at 10:01. Finish around noon. Cost is \$20 per car, \$15 if preregistered by emailing me by the night before. Classes are Vintage, Standard and Open as defined in the rules, which are available on alfaclub.org



WINE/CULTURE/GOURMET FOOD/ MICRO BEER/GREAT ROADS? MUST BE ANOTHER TOM MCGIRR AROO TOUR!

I know you probably are wondering why I am writing an article about next year's AROO SUMMER TOUR when many of us are putting our beloved Alfa's into sleep mode for the winter. Seems like advanced planning on steroids! However, in order to secure the lodging and tickets of choice, often there is no alternative.

The summer tour will take place August 24-27, Thursday-Sunday. Tour departs from Salem with the first destination being Ashland. I have reserved Callahan's Lodge which should be able to handle at least 19 couples and perhaps 23 if they get the new rooms added in time. Overflow will be at one of the motels down the hill. We will be having an early dinner at the Lodge then heading down to the Elizabethan Theatre to see Homer's epic play The Odyssey. I have secured 46 tickets so we are all set!

Friday we will enjoy some wine tasting at several nice wineries in the Applegate Valley. That evening, we will have dinner at Caldera Brewing Company, which is owned by my daughter and son-in-law. Those expecting pub food may be disappointed...this is a really nice place to eat and they set the bar, as far as I am concerned, for micro beers!

(Continued next page)



'Fun awaits the brave!'





MUST BE ANOTHER TOM MCGIRR AROO TOUR!

(Continued from previous page)

Saturday will take us on a leisurely drive to Steamboat Inn on the Umpqua River. Again, I have reserved the entire facility at this point. It is SO relaxing to sit on the decks overlooking the river and enjoying a nice glass of wine or beer! They do a fabulous job on dinner which also includes a pre-function in the library with wine and appetizers. Sunday will feature some nice back-roads back to civilization.

I have personally advanced the deposit on the tickets and will be required to pay deposits for lodging in early 2017. Hence, **I am asking those who think they will be coming to let me know as soon as possible.** I will need to ask you for a deposit (amount unknown at present) to cover the lodging deposits and my advance. A second billing will come out closer to the event.

I will be assigning rooms in accord with the date of your reservations. There are only a limited number of cabins at Steamboat that are actually on the river so you may want get on the list early. This tour will be a 'sell out' as I have a number of Alfa Wannabe members who are licking their chops to snap up any openings.

Send me an e-mail c/o tmcgirr@columbiatrustcompany.com. Questions:

Tom McGirr

503-983-3656



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 Three: Halcyon Hot Springs



*Day Two-Ainsworth
Hot Springs Resort*

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

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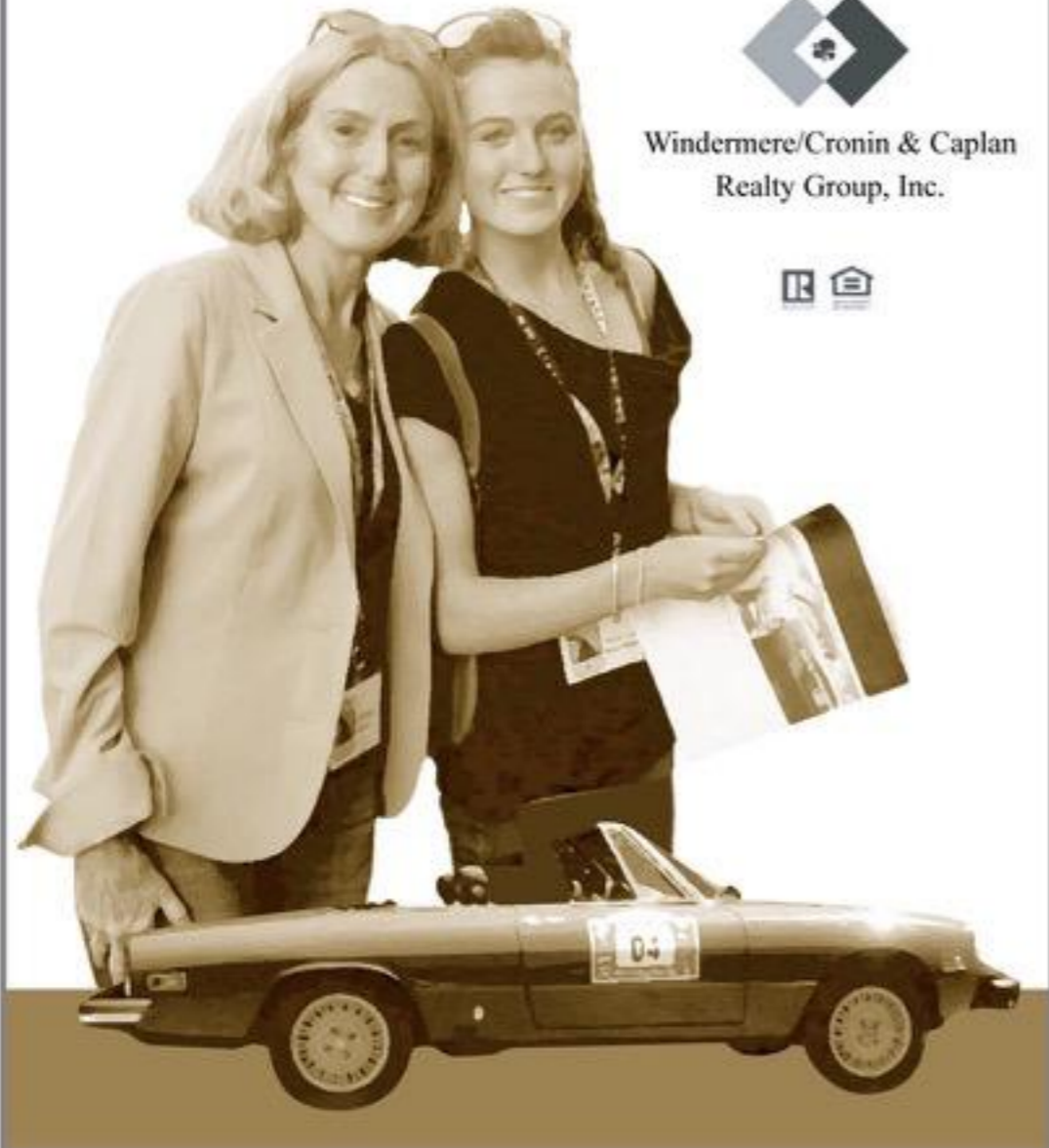
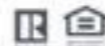
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Now that winter is upon us in full force it might be a good time to work on some of those Alfa projects we all know need attention. When I restored my Giulietta the windshield wiper mechanism was in sad shape — as were other essential components — so a complete disassembly and rebuild was in order — most of which I had to learn on my own. Recently while researching some other project online I came across this article on rebuilding the Lucas windshield wiper motor and gearbox mechanism. You may find it useful. Reprinted here with permission from MGAguru.com © Barney Gaylord.

Enjoy, George Kraus.

Giulietta and Giulia Lucas Wiper Motor Rebuild

MGAguru.com

WIPER MOTOR REBUILD – ET-217

The MGA With An Attitude

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Perquisite to this course is [removal of the wiper motor from the car](#) and [wiper wheelbox maintenance](#). With the wiper motor out of the car, take a good look at it before disassembly. Notice the round cover on the gearbox with a brown wire attached (first picture). This cover can be rotated to adjust the park position of the wiper drive. The wire is electrically isolated from the cover for feed through to the inside. It also passes through to the inside of the motor housing to connect to connection terminal 1 on the end plate. For best understanding you may want to keep the motor electrical diagram handy.

Notice also there is an external dimple on the round cover. The cover can be rotated to set the park position of the wiper arms. The arms should park on the left side for LHD car (cable



fully extended) or on the right side for RHD car (cable fully retracted). The dimple indicates general direction of the internal crank arm when parked. You may want to make a scratch on the round and flat covers to mark position of the parts before disassembly, so you can set it back to original position with later assembly.



Notice the position of the terminals on the end of the motor. The "E" (earth) terminal is simply screwed to the end plate and does not need to be detached for disassembly. Terminals 1 and 2 pass through the end plate



without contact to the case. Remove two long tie through screws to open the end plate.

Inside notice a self aligning bronze bushing in the end cover, and a thin metal thrust washer on the motor shaft (don't lose the little bits). Such bronze bushings and electric motor brushes might be found at a good local hardware store. This particular motor has been in use in my MGA for 37 years and 345,000 miles (as of this writing) in all types of weather, lots of rain and sometimes snow. This is only the second time the motor has been opened, and the bushings and brushes are still in excellent condition. If all goes well it seems to be happy with a good cleaning and re-lube every 15 or 20 years. If the vehicle is left to set for many years the wiper drive is likely to have more problems with dried out grease, slow operation, seized bearings, or dirty commutator (bad contact for the brushes).

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Giulietta and Giulia Lucas Wiper Motor Rebuild

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Here a close look inside reveals the brushes mounted on pivot arms and being pulled together with a tension spring to make contact with the commutator. The spring is electrically isolated from the arms by fiber end links. The arms are electrically connected to terminals 1 and 2 at the heel pivot point of the arms. This makes the armature electrically connected in parallel with the field coil so they both see full system voltage when running.



Tilting up a bit we can see the field coil below the armature, the heel pivot ends of the brush arms, and the wire connections to terminals 1 (on left) and 2 (on right). Notice also the thick brown wire connected to terminal 1. This is the same wire noted earlier as connected to the round cover on the gearbox. Notice also the orange fiber insulator, which will come up later.

Now you can gently tap the motor housing loose from the gearbox, and lift off the motor housing (including the brushes) while leaving the armature in place. To do this you need to pull the brown wire through the gearbox end plate. Note how the wire runs along the side of the coil. To allow sufficient length you can rotate the round cover a bit. Or you may remove the flat cover from the gearbox and tilt it to allow the face of the round cover to approach the gearbox end plate. This is a good time to replace the brown wire if it is damaged. Use the old wire for size and length reference. If the wire should short to ground on the motor housing the motor would run continuously.



Looking through the motor housing you can see the field coil and the brush arms still in place (at the far end). With the field coil powered by direct current, the curved cradle end will be north magnetic pole while the motor housing will be south magnetic pole. Change of vehicle electrical system polarity will exchange the magnetic poles, but no matter, as the armature is connected in parallel with the field coil and will also change

polarity accordingly. As such the change of vehicle electrical system polarity does not affect motor rotational direction, and no change of wiring on the wiper motor is required.

Back at the tail end of the motor housing you can extract the orange fiber insulator mentioned earlier. This allows withdrawal of the brush arms along with the connecting spring. If the carbon brushes should happen to be worn down close to the metal carrier box, the brushes should be replaced.



Suitable replacements may be found at any electric motor shop, and commonly at a good local hardware store. The only critical feature is the rectangular cross section size of the brush. If it comes with a wire attached the wire may be cut off. If the new brush is too long it may be ground to the correct length.



To open the gearbox remove four hex head screws and lift off the cover. (This picture is out of sequence, showing clean grease after it was cleaned and reassembled). The crank link

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Giulietta and Giulia Lucas Wiper Motor Rebuild

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and parking commutator contact are secured to the crank gear by a circlip in top. Removing the circlip allows you to lift off the copper contact finger and the crank link. Then lift out the slider and the cable bushing. You should also find a thin thrust washer on the crank pin below the crank link (connecting rod).



spring loaded contact arm inside the round cover. Each time the crank pin comes around it deflects the spring arm to break the grounding contact to provide the parking function. Externally it looks and works much the same, just rotate the round cover to set the park position. (Thanks to Cliff Jones in South Carolina for these pictures.)



If perchance the commutator should be scratched or grooved it can be cleaned up. Chuck the armature in an electric drill, being careful not to mar the bearing surface on the shaft. Hold the drill securely, preferably attached to a work bench or held in a vice. As the armature is turned slowly with drill power you can use a fine tooth flat file to dress the cylindrical surface of the commutator. (second photo is a heater motor armature). Remove



only enough material to achieve a smooth surface. Clean off all copper dust before reassembly, paying particular attention to removing any copper particles which may be lodged in the grooves between the segments of the commutator.



The field coil is held in the housing with a pair of self tapping screws which might be fairly tight or possibly even corroded in place. Be careful not to break the screws if you want to remove this part. Here we have a picture of the field coil removed and reunited with the armature and brushes.

On 3/21/2008, James Clark wrote:
"The lacquer was flaking off of the field windings of the motor, I sprayed clear coat on the field windings to keep the moisture at bay."



Here we have a view of the open gearbox and armature with the gear cover and motor housing behind. The crank arm, slider and cable have been removed. Where the armature shaft (with worm gear) passes into the gearbox you can see the second bronze bushing and a retainer clip. On the commutator you may note some light carbon deposits, which is perfectly normal. The copper commutator can be cleaned with a rubber pencil eraser.



Here is a different style parking commutator that you may find in these units. This has a

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Giulietta and Giulia Lucas Wiper Motor Rebuild

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Here we have a view of the gearbox being reassembled with the crank arm lifted out of place. Lift out the crank gear and slider parts, clean everything and re-lube with grease prior to reassembly. Notice on the near side of the gearbox, directly in line with the end of the worm gear shaft, there is a set screw with a locking nut. This is used to adjust end float of the armature shaft after the motor case has been reassembled to the gearbox. It will most likely not need any adjustment, having very little wear, as thrust on the shaft is in the opposite direction when running. If the armature seems to have excessive end float, investigate to be sure you didn't leave out a thrust washer.



This picture has the guts of the gearbox reassembled including the output drive cable

and connecting tubing. The crank arm is in place between the crank pin and the slider. On the top end of the crank pin is mounted a spring copper arm which makes electrical contact with the parking commutator in the round cover. The crank gear turns clockwise so the contact drags around the commutator. Order of assembly is gear wheel with crank pin, thin thrust washer on the crank pin, crank pin, crank link, copper spring contact arm and circlip.

Notice the copper disc inside of the round cover with a large pie slice gap and fiber insulator behind. It is this gap in the disk which breaks the ground connection with the copper contact to cause the motor to stop running for the park position. This is where you can control the park position by rotating the round cover. Also notice the dimple on the outside of the round cover (picture below). The dimple indicates the park position of crank pin. For LHD the cable needs to be fully extended to park the wiper arms on the left, so the dimple points toward the cable tube. For RHD the cable needs to be fully retracted to park the wiper arms on the right, so the dimple points away the cable tube. If you should choose to [relocate the wiper motor](#) to the opposite side of the car for convenience of servicing, the park position of the cable will be opposite.

Per common tradition, reassembly is the opposite of disassembly. Maybe clean the grease off before you put it back in the car. When it's back together you can test it by applying power + and - to terminals 2 and E respectively for negative earth, or + and - to E and 2 respectively for positive earth. Connect terminal 1 to E to make it run. Disconnect terminal 1 to allow it to park. Rotate round cover to set the park position. Park position

will be slightly different running free vs under load, so this may require a small re-adjustment after installation.

As a side note, the steel body of the wiper motor was not originally painted for the MGA. For concours originality you can buff the rust off of the motor case and spray it with clear lacquer. If originality is not an issue, a coat of black enamel might be nice. The gear case and motor end plate are cast alloy. The flat and round covers are stamped steel and originally galvanized (Zinc plated).

Addendum January 2010:

Since someone asked, I pulled a screw out of the gearbox cover on my wiper motor for photo and measurement. It is a #8-18x3/8 Type-B thread forming screw with 1/4" hex head, zinc plated steel. Notice the pilot diameter on the nose and the lead-in thread.



McMaster-Carr has a reasonable replacement part, not exactly the same head style. #8-18x3/8 Hex washer head slotted zinc plated, 93880A192 - \$8.65/100. Go to www.mcmaster.com. Put 93880A192 in the Search/Find box. When the highlight box comes up on the catalog page you get a full description of the part. You can also click to get a CAD drawing. To avoid malfunction and blown fuses the wiper motor must be properly connected. Given 6 ways to connect 3 individual wires, 5 ways will malfunction and 4 ways will blow a fuse.

(Continued next page)

Giulietta and Giulia Lucas Wiper Motor Rebuild

MGAguru.com

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SPECIAL NOTES ON WIPER MOTOR WIRING - ET-110

The lower diagram here is a schematic of the wiper circuit showing the internals of the motor in simple form. The coil between the 1 and 2 terminals represents the internal windings of the parallel wound motor (the armature is in parallel with the field coil, so both will see the full 12 volt supply). The split ring between the 1 and E terminals represents the parking commutator that is inside the gear case and is mechanically driven by the motor. When the motor is in any position other than parked, there is an electrical contact made between 1 and E. When the motor is in the parked position that contact is broken. Pulling the dash switch to the on (closed) position makes the motor run continuously. Pushing the switch to the off (open) position allows the motor to run until the park commutator breaks the ground circuit to stop the motor.

Results of swapping two wires:

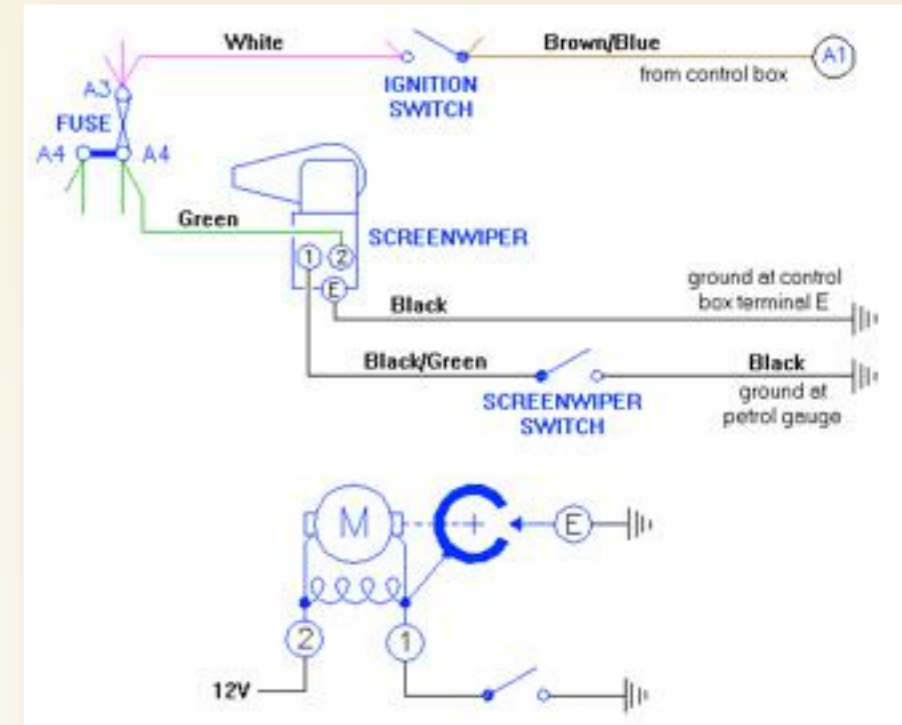
- a.) With ground on 1 and switch on E, the motor will run continuously regardless of the condition of the switch.
- b.) With ground on 2 and power on E, it will not start if in the park position and with the switch off. Otherwise it will run to the park position with the switch off, and with the switch on it will blow the fuse in any position other than parked. In fact, if there is any alternate ground path to the body, such as through a wheel box, then it would blow the fuse immediately regardless of the condition of the switch or the position of the motor.

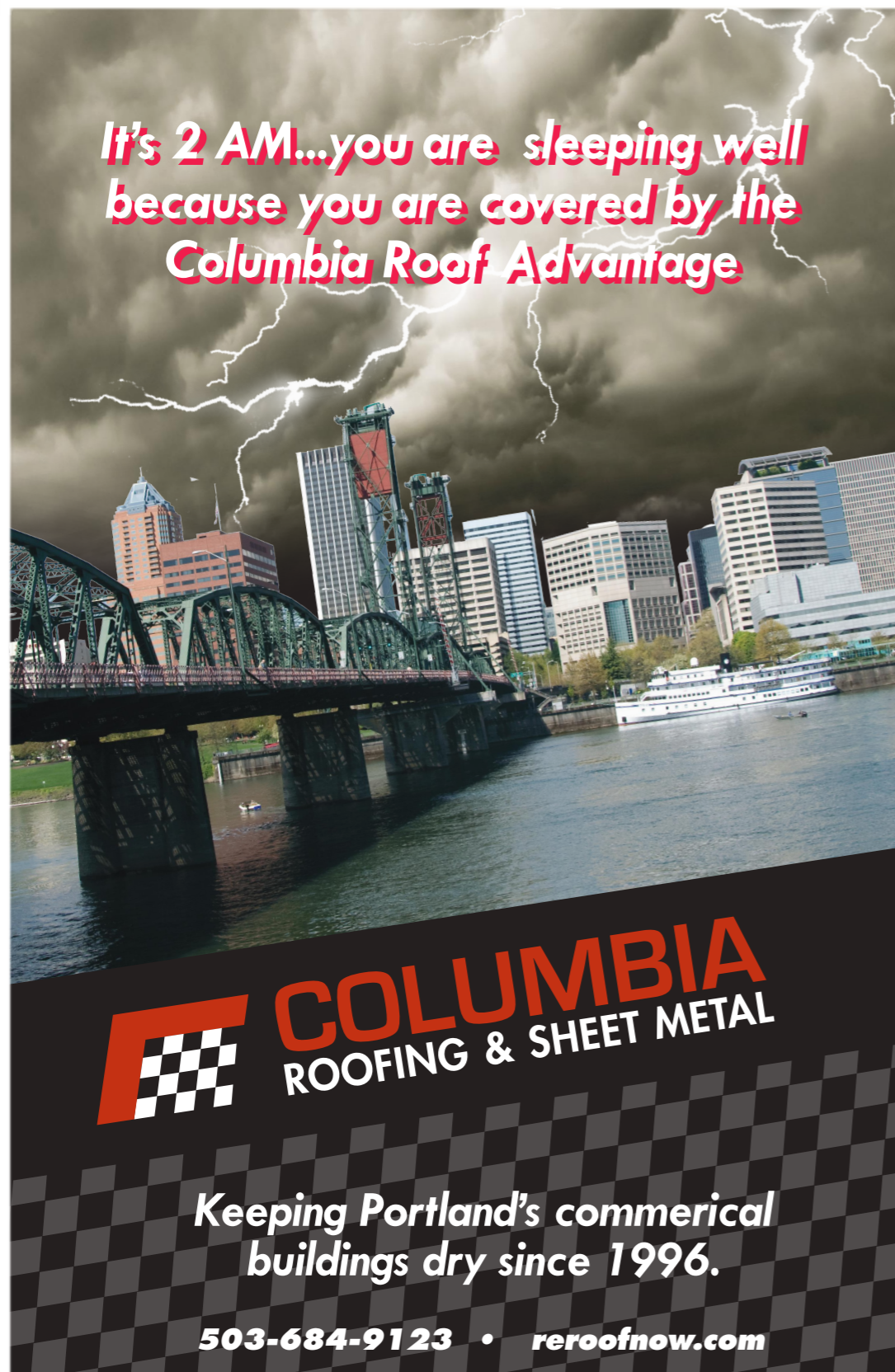
- c.) With power on 1 and switch on 2, it will stay parked as long as the switch is off. When the switch is turned on it will run just enough to make a contact in the park commutator, and then it will immediately blow the fuse.

Results of mixing three wires:

- a.) With ground on 1, the switch on 2, and power on E, it would not run if in the parked position. In any position other than parked it would immediately blow the fuse. And if there is any alternate ground path to the body, such as through a wheel box, then it would blow the fuse immediately regardless of the condition of the switch or the position of the motor.
- b.) With ground on 2, the switch on E, and power on 1, it would start immediately and run continuously (if the switch was off). If the switch is on it would blow the fuse and as soon as it left the parked position. And if there is any alternate ground path to the body, such as through a wheel box, then it would blow the fuse immediately after leaving the park position, regardless of the condition of the switch.

As none of the above are good alternatives to the proper connection, let's try to get it right the first time.





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2017 Mid-Atlantic Alfa Romeo Club Spring Tour

Giro Della Primavera John Moore Memorial

2017 MID-ATLANTIC ALFA ROMEO CLUB SPRING TOUR

Giro della Primavera *John Moore Memorial*

TOUR ITINERARY:

Our drive will be based in Asheville, NC

THU - APR 6: Afternoon meet at Host Hotel and Dinner.

FRI - APR 7: Drive to Hot Springs Resort & Spa, NC and Hot Tub soak! <https://www.nhotsprings.com>
Those not partaking of the waters can visit the town of Hot Springs. Return to Asheville for Dinner.

SAT - APR 8: Drive, return to Asheville for Catered Dinner and a Silent Auction of John's Alfa memorabilia and spare parts. All proceeds from the auction will be split between the Blue Ridge Orchestra & Mid-Atlantic AROC.

SUN - APR 9: Short Drive, Lunch and return Home.

HOST HOTEL: **Comfort Suites Outlet Center**

<https://www.choicehotels.com>

890 Brevard Rd, Asheville NC • 828 665-4000

Group Rate: \$99 Thursday / \$145 Friday & Saturday.

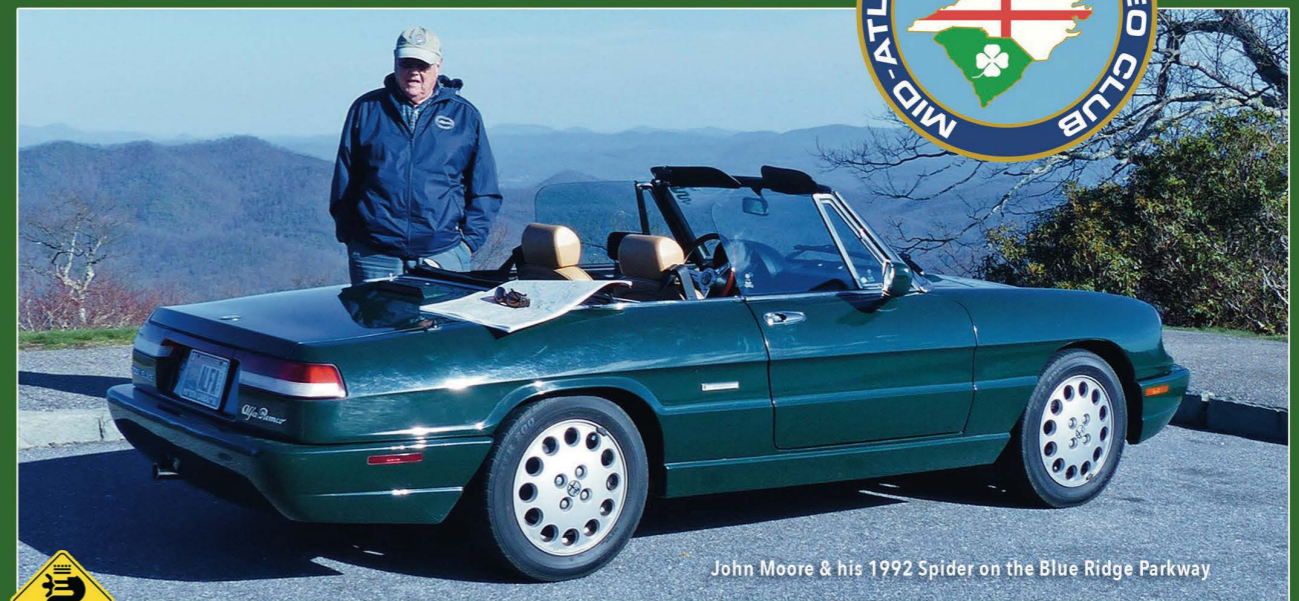
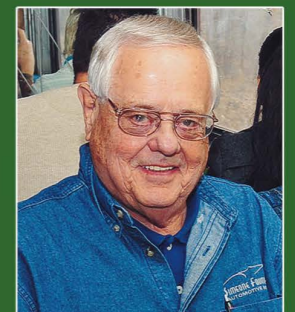
Ask for Alfa Romeo Club group rate. Room block held until March 23, 2017. Cancellation with no penalty by April 3, 2017.

This year our Spring Tour is dedicated to John Moore, our fellow Alfisto, who passed away on 9/29/2016.

Long time Alfa enthusiast John and his wife Ruth enjoyed participating in many Alfa events, especially our drives around the Asheville area in his 1992 green Spider. John & Ruth were previously very active members of AROC in Oregon before moving to Asheville in 2012. Among many other things, John was president of the Blue Ridge Orchestra. <http://www.blueridgeorchestra.org/johnmoore>



Vintage Alfa Romeo Plate
from John's Alfa memorabilia



John Moore & his 1992 Spider on the Blue Ridge Parkway



NOTIZIA! A firm head count is needed for reservations. You may join us for any day of the Tour. Please inform us of number in your party for each day's meal and drive, and for Hot Tub reservations.

Also, what car you'll be driving. No penalty points for non-Alfas!

Respond directly to Jay Maveety / maveety@charter.net / 828-628-0840.

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Amended Election Results - November 26, 2016:

Cindy Banzer - 39 votes
Tom Burnett - 39 votes
Mark Carpenter - 38 votes
Jim Gunter - 37 votes
Bob Stevens - 40 votes

Write ins:

Lisa McNabb - 1 vote
Rick Martin - 1 vote

Voting Break down:

Internet Votes - 2
Votes collected at the meeting - 5
Votes collected by Bill Gillham - 4
Mailed in votes - 31
Empty envelope - 1

Thank you included with vote - 1
Furthest Post Mark - Asheville, NC
Second Furthest Post Mark - San Diego, CA
Best Stamp - tie - Round Batman (Michael Long) and Wonder Woman
(David and Penny Rossman)

Respectfully submitted,
Bill Gillham
AROO Assistant Secretary



*AROO October monthly meeting auction, Patrick Laboni auctioneer.
Photo G Kraus*