



# Alfa Bits

Published by the Alfa Romeo Owners of Oregon

FEBRUARY 2017



## FOR THE FEBRUARY BITS

- Updated Activities Calendar
- Valentine's Day Tour & Brunch
- Welcome New Members
- 2016 Car Guy Tour to Italy  
Enjoying Your Alfa
- 2017 Cup Series Kick-Off
- Tom's Summer Tour 2017
- Giulietta Spoken Here
- Buy and Sell
- And Much, Much More....

Sears Point Vintage Racing  
Photo G Kraus





About the Club.



The Board of Directors

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



*Engine testing stand. Photo Bill Gillham. See page20*

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Photo G. Kraus

# Alfa Bits

## FROM THE EDITOR

Hello all. Welcome to the February Bits! Lots of great upcoming AROO events are scheduled for this summer. See the Activities Calendar (page 5) of this issue for more information. I hope you can join us in the months ahead.

As always I am looking for content to fill these pages 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](http://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 – February 2017 – Doug Zaitz



*Pagani Automobile Factory.*

**W**hile I was unable to attend last month's general membership meeting, I have heard nothing but good about it. I want to thank our VP Chris Bright for helping coordinate our guest speaker, David Schaeffer, Executive Director of the World of Speed. If you ventured out into the miserable weather that evening, thank you! If you missed the meeting, as I did, well, what can I say -- hope to see you this month!

As stated last month, your board and VIPs have been busy behind the scenes coordinating another year of many interesting activities. This month we plan to have our annual Valentine's Day Tour and Brunch – with details to follow very shortly. We begin the AROO Cup Rally season in March with Rally School on Saturday March

11<sup>th</sup>, and the first Rally on Sunday March 12<sup>th</sup>. This year's series is brought to you again by Roger Dilts – thank you again for your efforts to make this series happen again this year!

Be sure to follow both the AROO website calendar (downloadable PDF) and the Chapter Events listings on the national AROC-USA website. And if you are traveling outside our area, be sure to check the Chapter Events listings for the area you are visiting. I was able to attend a Porsche club event while I was in Dallas, Texas last week, due to contacting a local Alfista who invited me to attend. I met several Lone Star Alfisti at the Porsche club event, and am looking forward to attending other Alfa events during my travels.

**As stated last month, your board and VIPs have been busy behind the scenes coordinating another year of many interesting activities.**

We continue this month in the AlfaBits with a third 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 Pagani Automobile Factory.

And lastly, please join us on Wednesday the 15<sup>th</sup> for an evening of friends, food and beverage, and an interesting program at Ernesto's in Beaverton -- see you there!



## **EVERY FIRST WEDNESDAY:**

Board Meeting at Buster's Barbecue in Tigard at 7 PM  
Contact Doug Zaitz at [doug.zaitz@alfaclub.org](mailto: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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# AROO Annual Valentine's Day Tour and Brunch

Please join us Sunday morning, February 12th for  
the AROO Annual Valentine's Day  
Tour and Brunch

## Departure:

9:30 a. m. Meet at Southbound French Prairie Rest Stop on I-5 just south of Wilsonville, in the back parking lot. We will have a mandatory driver's meeting and then we will depart from parking lot promptly thereafter.

## Arrival:

About 11:45 a.m. at the Stone Cliff Inn at 17900 S Clackamas River Dr, Oregon City, OR 97045, 503 631-7900. For menu and more info, visit [www.stonecliffinn.com](http://www.stonecliffinn.com).

Join us for a fantastic brunch if you would like!  
For more information, please contact David Fish  
at [david.fish@alfaclub.org](mailto:david.fish@alfaclub.org) or 503-475-2599.





**AROO would like to welcome all new members and congratulate everyone with an anniversary in January and February. You make the club. Thank**

### **New AROO Members in 2016**

Joseph Angel  
 Donald Bouma  
 Stephen Brown and Natasha Seeley  
 Glenn Dolphin  
 Joe Elwell  
 John Englehart  
 Brian and Beverly Esler  
 Ron Gotcher  
 Juli Gough  
 Alex Haugland  
 William Kirkham  
 Richard Kruse  
 William Lloyd  
 Jerry Lomas  
 Jame McCusker  
 Orville Millsap  
 Eric Seeder  
 Jeff and Carol Slater  
 Clayton Stearns  
 Jeffrey Tunick

### **Member Anniversaries**

#### **JANUARY**

Remo Bresciani	15 Years
Lawrence Burnett	30 Years
Ron Gotcher	1 Year
Doug Klein	30 years
Tom Kreger	2 Years
Dick Larsen	12 Years
Larry Marks	2 Years
Clayton Stearns	1 Year
Robert Stewart	5 Years
Doug Zaitz	29 Years

#### **FEBRUARY**

Doug Buchner	6 Years
Barbara Clark	2 Years
John D'Anna	2 Years
Brian and Beverly Esler	1 Year
Juli Gough	1 Year
Bob Hui	31 Years
Patrick and Tami Iaboni	18 Years
Tom and Paula McGirr	18 Years
Fred and Lisa McNabb	22 Years
Gregory and Toni Miller	18 Years
David Rugh	49 Years
David Salvador	34 Years
Jon Wagner	9 Years



## Pagani Factory By Doug Zaitz



*Pagani Gate:  
Exterior of the new Pagani Automobili facility.*

***This article outlines the Car Guy Tour visit to the Pagani Automobili facility near Modena, Italy.***

Arriving at the front gate of the new Pagani Automobili factory in San Cesario sul Panaro, near Modena, is an experience in itself. The first thing you notice is clean, purposeful intent in the design and appearance of the structure: thin structural steel beams and rods, covered with sheets of green-hued glass. The showroom and reception area look like a sculpture, but with intent and purpose.

Visiting the Pagani factory is every bit as dramatic as observing the design details of a Zonda. The attention to detail is phenomenal, whether it be the structure of the building, or the body of the car. Consider this - even the

structural bolts used in the building have the "Pagani" name engraved on their heads!

Horatio Pagani, now in his early-sixties, is the patriarch of the Pagani family; both of his sons are also involved in the family business. He immigrated to Italy from Argentina, returning to the country of his great grandparents. He worked for Renault, redesigning the body of their Formula 3 racecar. The results of the redesign were significant, and that success was met with an opportunity to work at Lamborghini. He redesigned the Countach, creating the Evoluzione variant.

During his time at Lamborghini, he attempted to convince their management to construct an autoclave to allow production of carbon fibre parts for the Countach Evoluzione. Lamborghini management did not agree, stating that Ferrari did not need an autoclave, and nor did they.



*Pagani Showroom:  
Pagani showroom with exposition of Pagani Zonda automobiles.*

He left Lamborghini and started his own business with borrowed capital, purchasing an autoclave. His Modena Design business began making carbon fibre parts for various Formula 1 manufacturers. The business grew, and Modena Design became a leader in carbon fibre manufacturing.



*RacerF3:  
Pagani designed this Formula 3 race car.*

In 1992 Pagani founded Pagani Automobili, and he began the seven year-long development of his first automobile. The Zonda debuted in 1999 at the Geneva Auto Show. It was powered with a Mercedes V12 engine, and all Pagani automobiles have been powered with various Mercedes and AMG-derived engines. This is due to a favor asked by Juan Manuel Fangio, the fellow Argentinian Formula 1 Mercedes driver, who asked Mercedes to supply his friend Pagani with engines. On display in the showroom is the original letter written and signed by Fangio requesting Mercedes to supply engines to Pagani Automobili.

**All photos Doug Zaitz**

*(Continued next page)*



## Pagani Factory By Doug Zaitz *(Continued)*



*These wall posters demonstrate the development of the Countach Evoluzione, redesigned by Pagani*

Pagani placed the Zonda in production, and has sold nearly 200 of them in various configurations and series. The Zonda is no longer in production, having been replaced by the Huayra, which uses a twin turbo-charged 6.0 liter AMG engine and carbon-titanium fibre tub and body. Pagani only builds 3-4 per month with a staff of 55 technicians and mechanics.

Unfortunately we were unable to take photographs in the vehicle assembly area. It is a tiled-floored very open space with hanging plants and lots of indirect outdoor sunlight. It is a spotlessly clean work area, much more reminiscent of an personal shop rather than a factory. There were several cars in the assembly process, and a number of cars present for aftermarket service or repairs.

The carbon fibre laydown area and autoclave are located upstairs, as well as the sub-assembly shop and trim shop. The engines and drivetrains come pre-assembled from Mercedes and other suppliers, and only require installation and testing.



**CarbonFibre:**  
Zonda R – One of fifteen produced

A visit to the showroom and a tour of the facility is highly recommend for any true gearhead, and provides a window into the world of very high-end supercars.

The Pagani showroom is open to the public at a cost of 15 euro. A tour of the factory, including the assembly floor and a visit to the composites facility is also open to the public (no photographs) at a cost of 35 euro, however reservations are required, and visit reservation must be made their

internet site. Contact info follows in the website info below.



**ABOVE: AMG-engine:**  
Mercedes AMG V12 6.0 liter engine, 740 hp at 7500 rpm

**RIGHT: TriColore-Interior.**

**TOP: Zonda R – detail of mirror and its mounting – right down to the screws and layering of the carbon fibre fabric.**

### Websites of Interest:

**Pagani Automobili (English)**

<http://www.pagani.com/en/default.aspx>

**Pagani (company)**

[https://en.wikipedia.org/wiki/Pagani\\_\(company\)](https://en.wikipedia.org/wiki/Pagani_(company))

**Horacio Pagani (auto executive)**

[https://en.wikipedia.org/wiki/Horacio\\_Pagani\\_\(auto\\_executive\)](https://en.wikipedia.org/wiki/Horacio_Pagani_(auto_executive))

**Pagani Zonda**

[https://en.wikipedia.org/wiki/Pagani\\_Zonda](https://en.wikipedia.org/wiki/Pagani_Zonda)

**Pagani Huayra**

[https://en.wikipedia.org/wiki/Pagani\\_Huayra](https://en.wikipedia.org/wiki/Pagani_Huayra)



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

Click me for more info.

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ITALY 1954-PRESENT

## Alfa Romeo GTs & SPIDERS

Timeline • Timeline • Timeline



SINCE THE 1950s, Alfa Romeo's small coupes and Spiders shared several vital ingredients: superb twin-cam engines, unmatched style from Italy's greatest designers, and pure driving pleasure. They were equally at home in the European Touring Car Championship or cruising on the street. The new Spider and GTV introduced in 1995 are worthy heirs to this long and proud tradition.

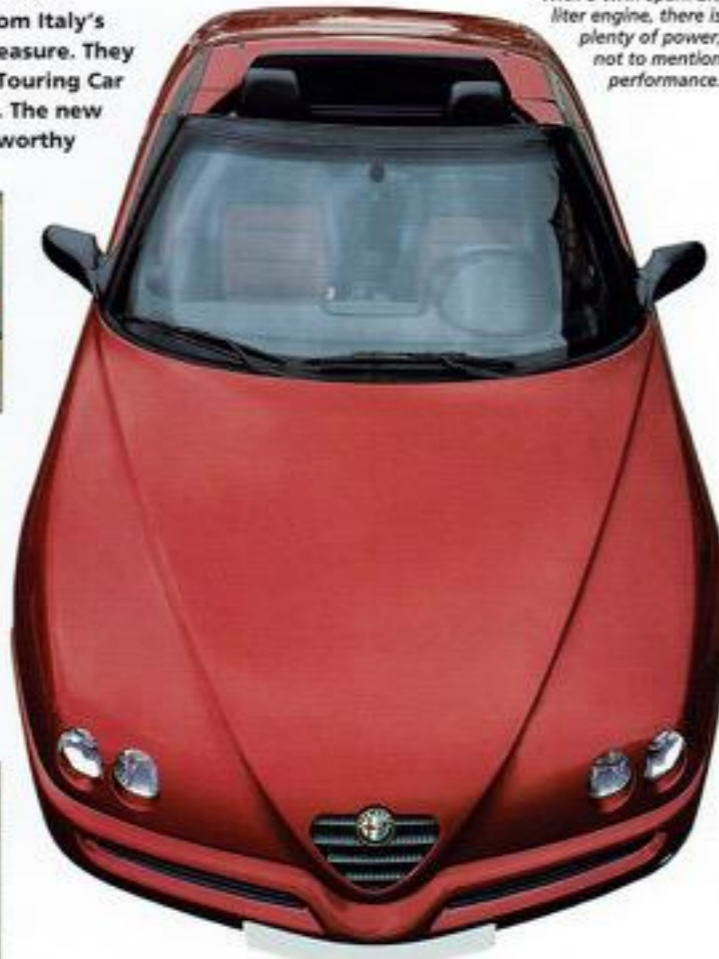


Above: The 1965 racer Tubolare Zagato uses a twin-cam 170 bhp twin-spark engine in a tubular chassis.

Right: Giorgetto Giugiaro designed the Sprint GT while at Bertone and then the Alfetta GT.



Below: The beginning of Alfa Romeo's famous Spider line was the 1955 Giulietta Spider.



Produced by Alfa Romeo S.p.A., Milan, Italy

Alfa's new Spider has all the style and charisma of the early convertibles. With a twin spark 2.0 liter engine, there is plenty of power, not to mention performance.

## Alfa Romeo GTs & Spiders Timeline

1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997

### THE PEDIGREE (CONTINUED)

1971

#### 2000 SPIDER VELOCE

The previous year the 1750 Spider Veloce was given a square Kamm tail, a change that carries over for the 2000 version which stays in production until 1982. It has 132 bhp, a limited-slip diff and a top speed of 116 mph.



1980

#### SPIDER 1.6/2.0

Final versions of the classic Spider (which from 1982 on have been available only in 1.6 and 2.0 forms) have new front and rear styling as well as body colored bumpers. The 2.0 has 120 bhp, giving 0-60 mph in 10.5 seconds.



1974

#### ALFETTA GT

New Giugiaro-designed coupe with its rear-mounted trans-axle is introduced alongside the existing 2000 GTV Bertone coupe with a 1.8-liter twin cam giving 122 bhp and a 117 mph top speed. 1.6- and 2-liter models soon follow. The 2-liter stays in production until 1987.



1995

#### SPIDER & GTV

Mechanically identical, a redesigned front-wheel drive generation car is launched. Alfa Romeo/Pininfarina designed the car. Although the 2-liter 150-bhp engine is still a twin cam, it's now based on a Fiat engine that uses a twin-spark Alfa head.



### HIGH PERFORMERS (CONTINUED)

1979

#### ALFETTA GTV6

Top of the Alfetta range above the 130-bhp GTV 2000 is the GTV6 with Alfa's fuel-injected single overhead cam per bank V6 engine, originally in 160-bhp form giving a 130 mph top speed and 0-60 mph in 9.1 seconds. A 3-liter version is produced later.



1996

#### GTV 3.0 V6 24V

A year after it first appears the new GTV Coupe is given the engine it deserves, the quad-cam 24-valve 220-bhp V6. That is enough to give a top speed of over 150 mph, with 0-60 mph in 6.5 sec. Both the Spider and GTV continue with a 150-bhp four-cylinder engine.



### RACERS (CONTINUED)

1970

#### 1750 GTAm

The 'm' is for 'maggiorate.' In effect, it's a 1750, only bigger, with dramatically bulging wheel arches and a true engine capacity of 1,985 cc. It produces 220 bhp and wins the ETC championship for Alfa, in 1970 and 1971.



1979

#### ALFETTA TURBODELTA

A turbocharged 2-liter Alfetta GTV is sold as a road car on the German market and inspires the 175-bhp Bell and Colvill engine conversion in England. It's built as a 'works' race and rally car with wider wheels and flared arches. Production is short and it's soon replaced by the GTV6.



Timeline © Alfa Romeo S.p.A., Milan, Italy.  
Original publication Scanned and provided  
by George Kraus



## AROO Board of Directors Meeting Minutes - January 4, 2017

Buster's Tigard

### Directors Present:

Bob Stevens 2017/18 (membership)  
 Pres. Doug Zaitz 2015/18  
 Treas. Cindy Banzer 2015/18  
 V.P. Chris Bright 2017  
 Sue Halton 2016/17  
 Tom Burnett 2017/18  
 Jim Gunter 2017/18 (NWCR Chair)

### Directors Present via Zoom (ID: 821708448)

Sec. Dave Beach 2016/17  
 Assist Sec Bill Gillham 2016/17

### Directors Represented via Proxy

none

### AROO Members Present

Roger Dilts (Past Pres.; AROO Rally Series Chair)

### Meeting started at 7:10 PM by Pres Zaitz

1. **December 2016 Minutes** (submitted by **D. Beach** Email) BOD approved; **D. Beach** will forward to ALFABITS editor **G. Kraus**
2. **Treasurers Report:** (submitted by Cindy Banzer Email) 2016 Budget vs Actual: **C. Banzer** narrated a summary; actuals will be available shortly after this BOD; no BOD action taken this meeting
3. **Past Events Report:** none
4. **Upcoming Events:**
  - a. **C. Bright** host Jan; perhaps World of Speed speaks?
  - b. "Go-Carting" event: lack of interest; postponed until Fall or 2018
  - c. Valentine's Tour: **D. Fish** may lead, but not currently set up;
  - d. Feb meeting -no topic; no BOD host identified
  - e. AROO Rally school: **R. Dilts:** Max's Tigard location; will get Insurance papers; has adequate volunteers; dates already posted;
  - f. Old Spider Tour: **E. Roe** agrees to stage; Apr29/30th proposed; needs assistance
  - g. Garage Tour/Swap Meet: **S. Halton** is BOD host: At Mosses in Canby, May 13th
5. **ALFABITS:** **D. Zaitz** has scanned 1980/81&2012/13(last "paper copy" ABs) as long term project for website archive
6. **MSNWCR Report:** **J. Gunter:** ongoing negotiations 2017, Resort-at-the-Mountain now a Best Western

7. **Membership Report:** Pres **D. Zaitz** outlined duties of Chair; will add **B. Stevens** to monthly distribution from AROC; **C. Bright** presented good ideas welcoming new members at meetings; **C. Banzer** notes ~\$1600 annual from AROC sharing
8. **Merchandise Report:** **C. Banzer** not yet transferred inventory to **J. Lomas**
9. **Advertising** (currently in ABs): **C. Banzer** has "tracking spreadsheet", however club has no "Sales Coordinator"; **B. Stevens** voiced ideas for targeting potential advertisers
10. **AROC Report:** **C. Banzer** (AROC President): mid-winter retreat conference scheduled in Palm Desert, CA Jan14th;

### New Business:

1. **T. Burnett** has connected with motorcycle group for potential June Tour route.
2. **C. Banzer** quickly reviewed draft 2017 budget; no hand-outs; will provide draft *before* next BOD meeting for adoption
3. Pres **D. Zaitz** will review BOD assignments and availability 2017 and re-send to BOD in Jan.
4. BOD discussed necessity for a "POBox"; decided to continue
5. Pres **D. Zaitz** discussed a potential concern; contact the owner of Ernesto's, and confirm that AROO is meeting the expectations of Ernesto's with regard to advance booking, number of attendees, room size, payment for room (currently \$100 per night) and number of meals and drinks ordered (confirm if there is a requirement).
6. **R. Dilts:** will "renew" effort to edit current AROO bylaws with stipulation that he acts as editor, enlisting BOD for revisions; BOD discussed keeping required Bylaws to minimum, using newly prepared "Policies & Practices" document for detailed info.

### Continuing Business for 2017:

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; current chairmen will step down after 2018.

Meeting adjourned at 9:10pm;

Respectfully Submitted, Dave Beach/Bill Gillham



## 2017 AROO CUP RALLIES & RALLY SCHOOL

*By Roger Dilts, Series Director*

**H**i Rally fans,  
The 2017 AROO rally season starts in just over a month and I really hope you'll join us. Last year we welcomed many new rallyists and enjoyed some spirited competition. This series is a great way to break into rallying or sharpen your skills so you'll have more fun.

First off is the Rally School. We will again be at Max's Fanno Creek Brew Pub at 12562 SW Main St. in Tigard, on Saturday March 11. Max's opens at 9:00 a.m., registration starts at 9:30 and we'll start the school at 10:00 and go until 1 or 2 in the afternoon. Cost is \$10 per person and includes a printout of the 2017 General Instructions, the Test, the good old table top rally with full explanation, and a laminated card of the Default Route Instructions. Please RSVP back to [aroo.cup.rallies@alfaclub.org](mailto:aroo.cup.rallies@alfaclub.org), or call me at 503.330.4715 to let me know that you will be coming to the Rally School.

Same format as in the past: I'll run through the basic definitions and rules with example photos, and then show a "rally by powerpoint" taking you turn by turn through a rally with explanations as you follow along with the instructions. Then we'll hear from local rally aces sharing their tips on driving and navigating to win, or rallying just for fun.

The AROO Cup Rally Series starts the next morning, March 12. We'll again start at the French Prairie Rest Area on SOUTHBOUND I-5, exit at milepost 282. Registration opens at 9 at the farthest back parking area; rallyists meeting at 9:45 and first car out at 10:01. Yet again this rally falls on the first day of the time change (spring forward...) so adjust your timepieces accordingly or be embarrassed. Cost is still an incredibly reasonable \$20 per car, and is reduced to a mere \$15 if you email me before 10 pm the night before

letting me know you are coming. There will be cookies for all, with dash plaques awarded to the top 3 cars. Finish is at lunch, rally master's choice. Please note there is a 20 car limit for each rally, so be sure to let me know in advance that you are going to be there, but no more than a month ahead of time.

There will again be two competitive classes: Vintage, which allows NO calculating devices or rally tables (and that applies as soon as you get the route instructions), and Standard, which allows calculating devices. Both classes allow only non-programmable time pieces, original equipment speedometers and odometers and NO programmable calculators, laptops, tablets, phone apps, etc. We will also have an Open class, which is timed but not scored. In this class you can use anything you want. The Rally Series is not limited to classic cars.

The rest of the Series is as follows: Sunday April 2, Sunday May 7, and Sunday June 11, all with the same starting specs as above.

So... if you'd like to move up in the pack on the Monte Shelton, or are ready to try this challenging motor sport for the first time, please join us. All are welcome.

Rally on,  
**Roger Dilts, Director**  
AROO Cup Rally Series

Click me for  
more info.

### 2017 Schedule

<b>Rally School</b>	<b>March 11, 9:am (Max's Fanno Creek Brew Pub)</b>
<b>Rally #1</b>	<b>March 12, 9:am (French Prairie Rest Area)</b>
<b>Rally #2</b>	<b>April 2, 9:am (French Prairie Rest Area)</b>
<b>Rally #3</b>	<b>May 7, 9:am (French Prairie Rest Area)</b>
<b>Rally #4</b>	<b>June 11, 9:am (French Prairie Rest Area)</b>

*Read article above or click on link for more information.*  
SUNDAY April 2, SUNDAY May 7, and SUNDAY June 11



**ACTION REQUIRED NOW!**  
**WINE/CULTURE/GOURMET FOOD/  
 MICRO BEER/GREAT ROADS?**

**TOM NEEDS TO MAKE ADVANCED  
 DEPOSITS TO RETAIN LODGING AT  
 STEAMBOAT INN AND CALLAHANS.  
 \$500 DEPOSIT NEEDED BY MARCH 1  
 TO SECURE A PLACE.**



**‘Fun awaits the brave!’**

**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)*







## 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](mailto: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 29<sup>th</sup> (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](mailto: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*

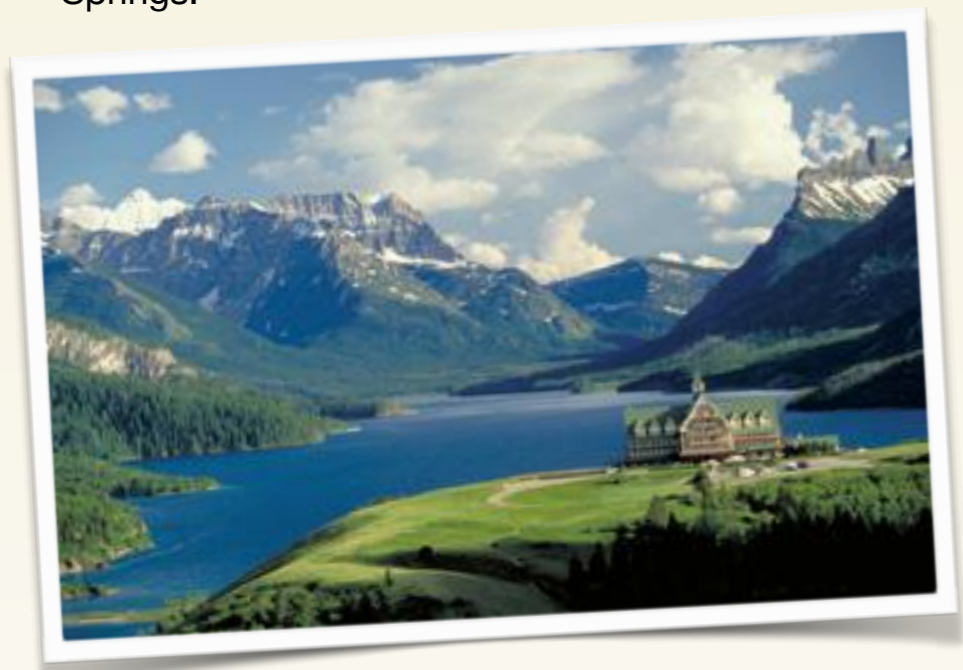


## Itinerary:

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](mailto:tmcgirr@columbiatrustcompany.com). 503-983-3656**



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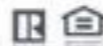
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## Self Contained Alfa Engine Test Stand A Tech-Toon by Bill Gillham



### My first Toon:

My very first Tech Toon for the Alfa Bits was published in 1979, it was a new take on an Alfa only engine stand. It involved using a Bell housing as an adapter for the traditional "small block Chevy style" triangulated engine stand, (The style still sold by Eastwood and others).

I have graduated to an engine stand resembling the ones the factory used to assemble new engines. These stands mount to both sides of the block using the motor mount studs. It is a much more secure system. The engine can pivot around the mount points to be either right side up or up side down or any angle between, allowing great access. My Bell housing stand didn't allow easy access to

*Giulietta*  
"spoken here"  
by Bill Gillham

### Restoration Tech, Tools and Talk

install the flywheel. The beauty of these stands is if you make them out of sturdy materials an engine can be run in place using the stand as a test cradle. All you need to do is drill the pivot tubes for a lock bolt to keep the engine level.

#### Why run an engine outside the car?

For the past 40+ years I have installed engines into freshly restored cars and then brought them to life. Any oil or water leaks were dealt with the engine in place in the chassis. There are places on Giuliettas that this process is nearly impossible.

A recent Giulietta Spider Veloce engine broke my patience. The head on the car had been cut to true it and to clean off some corrosion, it was cut just enough that bottom of the the intake manifold just hit the block before it sealed against the head, the gap was only a few 1000ths, not enough to see but enough that water leaked out under the manifold, we discovered the leak while turning the engine over for oil pressure. We had to pull the carbs, air box and manifold to fix the leak. Pulling a DCO3 manifold out of a finished restoration

is time consuming and nerve wracking. It was time for a new plan. I needed a test stand.

When I set out to build my test stand, I first went to the Alfa BB to see what other gear heads were building. Many of the "test cradles" I found on the BB were temporary devices nailed together from 2"x4" lumber. None of the cradles I saw looked very user friendly, easy to store or would meet my needs.



(Continued next page)



## Alfa Engine Test Stand (Continued)



### **B**uilding the test stand / trial and error:

A trip to my used parts room yielded most of the parts required; radiator, fuel pump, gas can, used coil and various used radiator hoses and tubes. After a quick set of measurements for the height and width required to to mount the radiator we drew a sketch that sent us off to the welding shop to build a frame of 2" x 1" rectangular tubing. After we finished the test frame I designed a simple wiring schematic for a test harness that would start and run the engine. The idea was to mount all of the components required on an easy to store stand that requires simple hookups and minimal fuss to use. To accomplish this, I used a piece of 18 gauge galvanized sheet metal to make a simple mounting "Dash" for the various components. The "Dash" is bolted to the stand below the radiator. The whole stand foot print is about 24" x 24". It fits right up against the motor stand so we can use the engine fan to move air through the radiator.

When testing we attach the headers and front

exhaust pipe to the engine, then use a piece of 2" rubber exhaust tubing to route the exhaust to the outside. I plumbed in a small valve and drain pipe on the bottom of the radiator where the petcock was. We use it to drain the system. We re-use the 50/50 Antifreeze mix by draining it into gallon jugs.

### **Improving a good Idea:**

After the first run on the stand we added a toggle switch to the fuel pump circuit so we could turn the engine over without the pump running, It is handy to be able to check point timing and to achieve oil pressure with out pumping fuel.

My next improvement to the stand will be to add a mount for the actual instruments that will be used in the car. it will allow testing of the trigauge, tachometer, oil pressure gauge and engine temperature senders. So far we have found that all the Giulietta oil pressure gauges we have tested read from 10 to 15 lb. low against the aftermarket mechanical gauge. Nice to know. - **Good Luck!**

**Bill Gillham**



### **Stand materials:**

1. 2" x 1" rectangular tubing. (you will need to calculate the length required which will depend on the height of your engine stand and the width of the radiator you use. The legs for the stand should be about 24" each.
2. Material for the "Dash" this could be either sheet metal or plywood it needs to be big enough to mount the fuel pump, coil, fuse block, ignition switch, oil pressure gauge and toggle switch and the associated wiring and plumbing involved.
3. Misc. fasteners to attach the Radiator, dash and components to the stand.



(Continued next page)



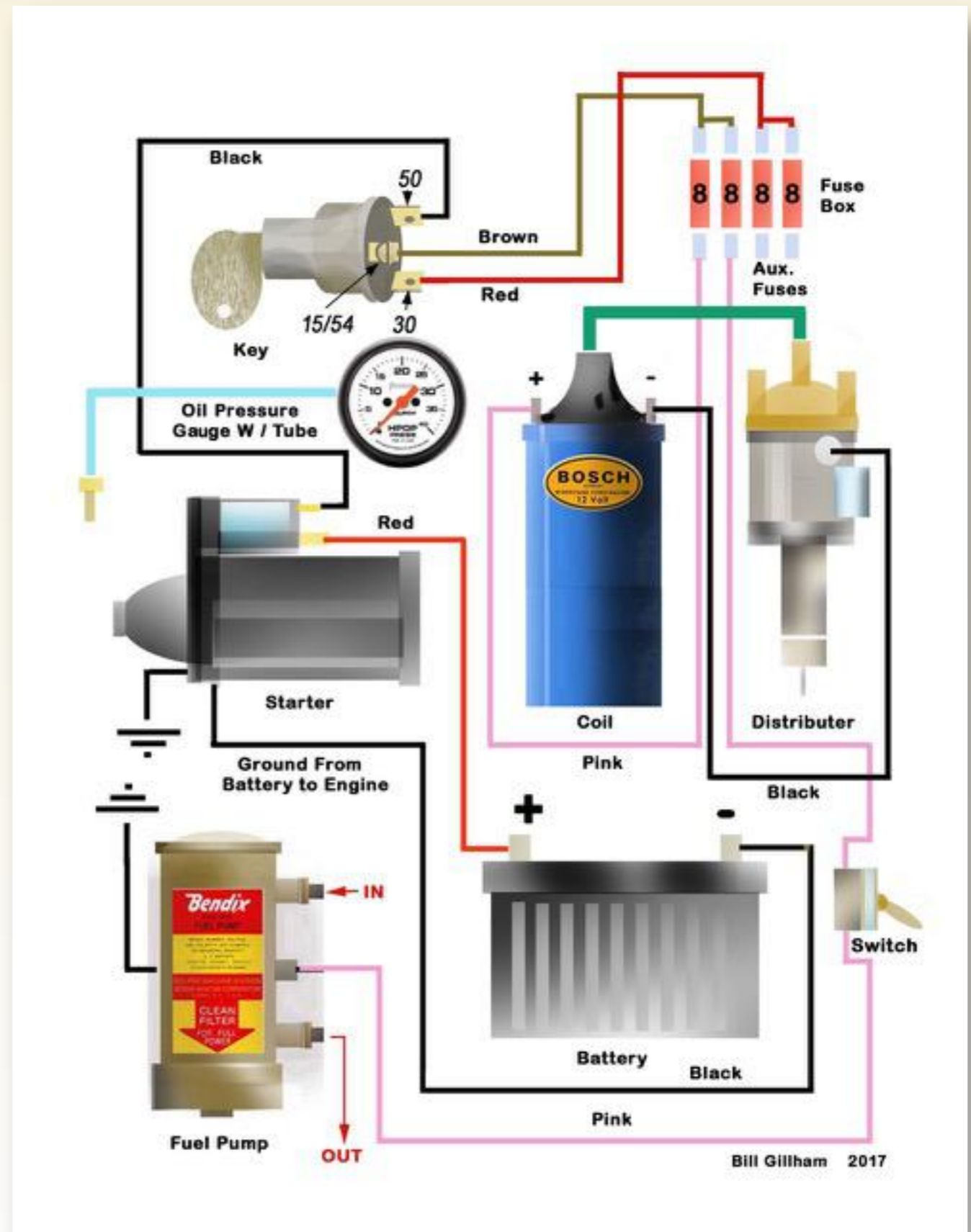
## Alfa Engine Test Stand

(Continued)

### Test Stand Parts List:

#### Testing equipment:

1. A serviceable (but not necessarily pretty), Alfa Radiator with mount rubbers.
2. An electric fuel pump - (I used an old but serviceable Bendix Veloce pump).
3. A 12 volt Coil.
4. A keyed ignition switch
5. A fuse block with 3 or 4 circuits with 8 amp fuses.
6. An aftermarket mechanical oil pressure gauge with tube and adapter to fit the oil pressure port on the engine you are testing.
7. An on and off toggle switch for the fuel pump circuit.
8. Various lengths of fuel line, and heater hose to plumb the various systems.
9. A box of radiator hoses to fit the various engines you may be testing.
10. 14 gauge automotive wire and fittings to wire the stand.
11. Positive and Negative Battery cables 24" or longer.
12. A small fuel can with a special lid to allow a tube to slide in for fuel pick up.
13. A 12 volt battery.
14. Miscellaneous sizes of hose clamps for plumbing.
15. 2" x 12' or longer rubber exhaust tube to run the exhaust outside.





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# 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**

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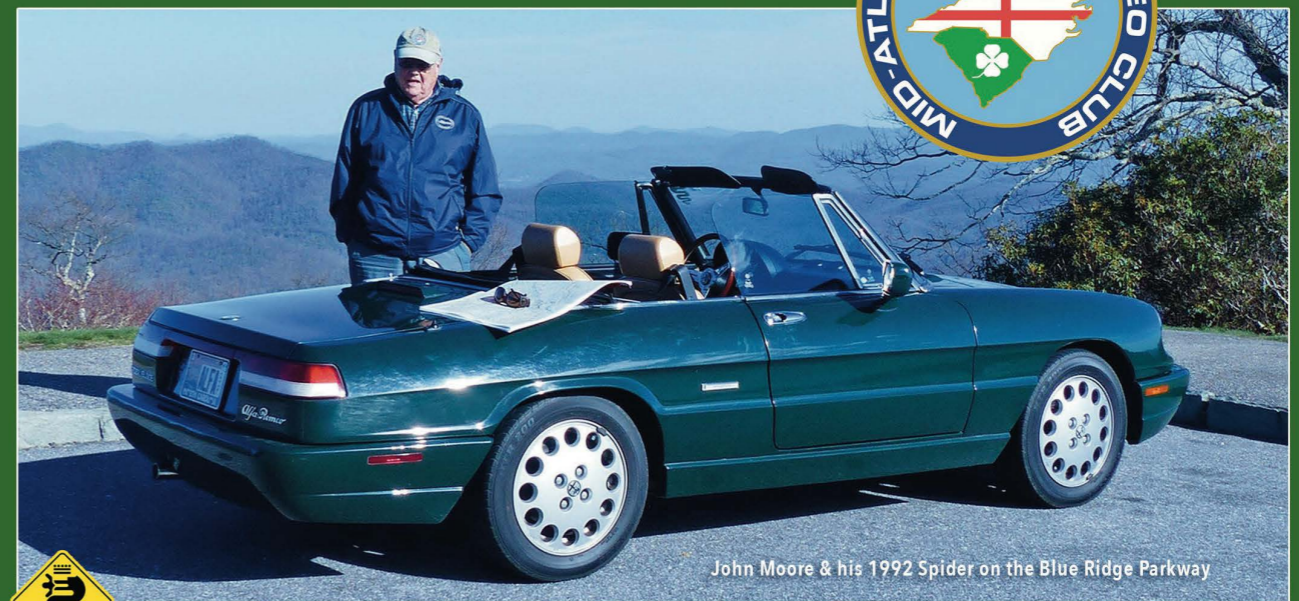
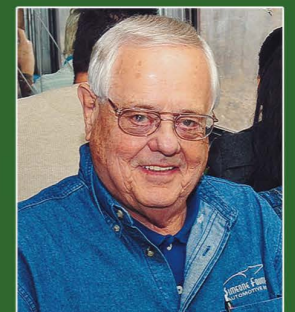
Ask for Alfa Romeo Club group rate. Room block held until March 23, 2017. Cancellation with no penalty by April 3, 2017.

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](mailto:maveety@charter.net) / 828-628-0840.



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## ALFA ROMEO P3 1933

