



Alpha Bits

THE OFFICIAL PUBLICATION OF THE ALFA ROMEO OWNERS OF OREGON

Volume 50, Issue 6

1968 — JUNE 2018

AROO
1968 -
2018



YEARS



About the Club.
The Board of Directors

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Photo Doug Klein

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their website or contact info. if available*

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

Alfa Bits

FROM THE EDITOR

Photo Cliff Brunk

AROO Turns 50!

Our 50th anniversary celebration was a huge success despite the weather. I think everyone had a great time, I certainly did. We all owe a big thank you to co-chairs Lisa McNabb and Roger Dilts for organizing a terrific multi-day event. Also thank you to all the other volunteers who stepped in to make it happen. Thank you all. I am sharing photos provided from several members in this issue. If you have photos of the 50th you would like to share in future *Bits*, please send them to me at George.Kraus@alfaclub.org.

If you are or have been an advertiser in the Bits, thank you. If you have not paid for your ad for this year (or the past two!!) you will notice your ad is absent from this and future issues. If your ad has expired and you wish it to continue, please contact Cindy Banzer at Cindy.Banzer@alfaclub.org.

Due to all the activities held for our 50th celebration this past week, there won't be an evening tour this month. See you next month...

Cheers,

George Kraus

Bits Editor

george.kraus@alfaclub.org

ALFA BITS

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

NEWSLETTER SUBMISSIONS

I am always looking for content to fill these pages and 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.

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

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 **The Old Spaghetti Factory**, 0715 SW Bancroft St., Portland, OR, 503-222-5375. June, July and August are evening tours. Check the newsletter for details.

In The Drivers Seat— June 2018 – Doug Zaitz



AROC's 2nd annual tour to Italy

“Pazienza!” one says in Italian – patience! The jet-lag is now in its last stages, with the 3 AM insomnia finally waning. The extra suitcase made it back unharmed and unmolested: I have a full year's supply of properly ground, vacuum packed Lavazza and Pellini coffees, Garofalo #14 buccatini pasta and Barolo grappa! And not to forget the miniature car models, Murano glass, books and clothing that I never fail to return home with.

So concludes AROC's second annual tour to Italy, and it proved to be another fabulous event! While the upcoming 2019 tour already has over 80 AROC members informally pledged, please contact Barbara Clark if you

have any interest in 2019 or 2020 tours – it sure looks like they will happen!

Huge thanks go to our Co-Chairs Lisa McNabb and Roger Dilts for their fantastic four-day party to fete AROC's Silver Anniversary last weekend. I would also like to thank Keith Martin for his participation and support. While the Saturday evening event remains but a haze for me, due to jet-lag, what I do remember is a wonderful evening filled with friends and fond memories the many characters and activities in this club over the past years.

The Monte Shelton Northwest Classic Motorcar Rally is making its 30th debut July 26-29. There are only a few remaining spots open in both the rally and the tour. Please visit www.nwclassicmotorcarrally.org for complete details and contact information. If you'd like to volunteer, please contact our Volunteer Coordinator Tom Burnett at thms.brntt@gmail.com or (503) 288-4404.

AROC's “Sempreverde2018” National Convention is to be held in Olympia, Washington August 4-12. The Pre-Convention Tours unfortunately have sold out. The convention begins on Wednesday, and runs through Sunday. All events will be hosted by the Hotel RL (Red Lion) in Olympia, Washington. Please visit www.sempreverde2018.org and register now – time is of the essence! The convention registration price goes up significantly on July 1st, and some events are now selling out. Use the hot-link to the Hotel RL Olympia (Red Lion) to make your room reservations, however note

that some nights have sold out, so again don't delay!

Please note that we are foregoing this month's General Membership Meeting, traditionally the June Evening Tour, due to the huge volunteer work effort and many activities offered last weekend – don't fret, we have a very active July and August yet awaiting us!



Alfa in the news—

750 Competizione



BALOCCO, Italy - A red roadster beckoned on an overcast afternoon in northern Italy.

What it's like to drive a famous, super-rare Alfa Romeo in Italy

By Eric D. Lawrence, Detroit Free Press

The handful of reporters and analysts from the U.S. had just finished absorbing the 108-year history of Alfa Romeo at a museum when we walked to a track just outside the building where an open-air racer was parked.

I watched as several others sidled up to the 1955 Alfa Romeo 750 Competizione, took their instructions and more or less zipped around a looping track within sight of a highway near Milan..

Only two 750s were made, both with unique specs, so this marked a rare treat.

They call the 750 a competition roadster, a five-speed, rear-wheel drive two-seater. Fiat Chrysler Automobiles says the car can deliver 145 horsepower and hit almost 137 miles per hour. Those decent numbers in 1955.

No one in our group pushed the limits, probably due to a mix of unfamiliarity and fear of breaking something close to priceless. A few were faster than the others though.

When it was my turn, I dropped my notebook on the ground and walked to the side of the car. I could not remember ever having driven a car outside of an amusement park with a right-side steering wheel, and I contemplated for just a moment the change of perspective of using my left hand to maneuver a stick shift.

That, however, wasn't the real challenge.

No, it was sliding into a car built for someone considerably smaller or maybe just more agile.

This car is low to the ground, and sliding my feet under and past the steering wheel seemed to require more joints than I have in my legs.

Once inside, it's a snug fit, but the seat forces you to meld a bit with the vehicle.

I did not hear all of the commands directed my way as I started the engine. Someone to my right motioned to push the accelerator, and I revved several times, encouraging the four-cylinder engine to produce its characteristic popping rumble.

The clutch was stiff, and I had to give my left foot some extra momentum to move the pedal down. Driving a stick should be second nature because that's how I learned, and did for many years, but I've fallen out of practice a bit. Automatic transmissions are everywhere in America now, and my own home reflects that trend.

I do occasionally get to drive a stick shift, and it's almost always a blast for me when I do. Driving a car owned by a museum, however, reminds me that in most other cases, the rule is to look but not to touch.

Now I was grasping the steering wheel, thin in my hands, and trying to ease the accelerator down without grinding the gears.

The 750 moved forward slowly, pensively. I was encouraged to take it faster, so I did gradually, around one bend, to a straightaway, around another bend. The car zipped around the curving track and back to the starting point.

Now I was a bit more confident, pushing the 750 faster around that first bend. Coming to the straightaway, there was some grinding as I hit third gear, but I was feeling the road now. Wind-whipped my head and I laughed as I approached the final curves.

This sport barchetta can corner like a cat.

Then I pulled to the side of the track and my drive with history ended.

Perhaps history will repeat one day.

AROO BoB May Meeting Minutes**Date:** May 2, 2018**Buster's BBQ, 11419 SW Pacific Hwy, Tigard, OR. 97223****Location:** Buster's BBQ (the back room), 11419 SW Pacific Hwy (99W), Tigard, OR 97223

Present: Chris Bright, Cindy Banzer, Mark Carpenter, Roger Dilts, Jim Gunter, Sue Halton, Jerry Lomas, Lisa McNabb, Fred McNabb, Bob Stevens.
 Excused absence: John Clemson, Doug Zaitz.

Vice President Chris Bright opened the meeting at 7.00 PM.

Liaison Reports

1. The Minutes of the Board of Directors' meeting were approved as emailed.

2. Treasurer's Report

Cindy Banzer reviewed the Treasurer's Report as previously emailed.

3. Past Event Reports

a. The Old Spider Tour was "great!" There were lots of new people and many positive comments about the Tour.

4. Upcoming Events

a. Mini Rally, Roger Dilts, Chair.

The next Mini Rally will be this Sunday. There has been good participation, lots of competition and fun so far. A lot of people who are not Club members also participate.

b. May General Meeting at the Old Spaghetti Factory (Neil d'Autremont)
 Chris will ask Neil to speak on preparing a car for a car show.

c. AROO Swap Meet (Tom Burnett)

The Swap Meet will be held Saturday, May 12th at 8303 SE Alder Street, Portland 97216.

There will be a BBQ. Food will cost about \$125.

There are no bathroom facilities. The cost for PortaPotty rentals is \$275 for one, \$375 for two. Mark Carpenter or Bill Eastman may know of cheaper options.

d. Because of AROO's 50th Anniversary Celebration, we will not hold a separate June Evening Tour.

e. The July Summer Picnic & Tour has been rolled into the 50th Anniversary Celebration as the Saturday Wine Tour.

f. August Evening Tour (Tom Burnett will chair the event.)

g. Old Super Tour (Dave Beach and/or Bill Gillham will chair this event.)

5. AlfaBits (George Kraus)

a. Sunday, May 6th is the deadline for the next Issue.

b. Bob Stevens suggested that we recognize George Kraus for his excellent work on the newsletter.

c. Cindy will check with the AROC Board to see if they wish to make a national newsletter award.

6. Membership Report (Bob Stevens, Membership Chair).

a. We have 177 members. Eleven members have overdue membership dues. We have one 39-year member, Michael Bermanche, and no new members.
 b. Bob will call members who have neglected to pay their dues.

7. Merchandise/Apparel Report (Jerry Lomas, Merchandise Chair)

a. Jerry showed more items of new merchandize.

b. He expects to have an order form featuring the new merchandize ready in about two weeks.

c. Old merchandize: We will give some as door prizes and take the remainder to Membership meetings to be offered at heavily discounted prices.

8. Competition & Track Events Report (Mark Carpenter, Competition Chair)

a. Reminder - must use Naughton Insurance Form for all moving events
 b. Completed for AROO 50th events – thank you Roger!

9. AlfaBits/AROO Website Advertising Report (vacant, Advertising Chair)

a. Cindy suggested we approach Tonkin for advertising. Chris will speak to them.

10. AROO Calendar, Website & Emailing Report

a. Chris stated (for Doug) that everything is up to date on the AROO and AROC websites.

Continued next page.

AROO BoB May Meeting Minutes

Continued from previous page.

11. AROC Liaison Report (Cindy Banzer)

- a. Cindy asked for opinions on offering the AROC magazine in digital form rather than in print.
Discussion was mixed. Consensus was that though digital is much less expensive, many Club members personally preferred reading a print magazine.
- b. AROC Goes to Italy: The 2019 trip is full with a waiting list of about 36.
- c. 40 people have signed up for the Grand Prix.
- d. 160 people have registered for the Seattle Convention the Seattle Convention.
- e. The 2019 AROC Convention will be held in Pittsburgh, in conjunction with the Vintage Grand Prix

New and Continuing Business

1. General Meeting dinner at Spaghetti Factory: Board member are still very positive about the Old Spaghetti Factory as the location for general membership meetings.
2. Lisa McNabb would like to use AROO Track Day Trailer.
3. Registration for AROO 50th Anniversary Event (Lisa McNabb & Roger Dilts)
 - a. 21 Registrations have been received. There are usually two people per registration.

There are 19 cars. 36 are registered for the Banquet and 18 for the Wine Tour

 - b. About 80% for the Registrants have ordered merchandize.
 - c. The \$500 anonymous donation has been received.
4. Northwest Classic Motor Rally 30th Anniversary Event (Jim Gunter)
 - a. 2018: Have lots of volunteers for Thursday night and Friday, but only 3 people have volunteered for checkpoint duty. Need 9 pairs a day, for Friday and for Saturday.
 - b. Ask for volunteers at the membership meeting. Also talk to Bob Huey for checkpoint workers.
 - c. 2019: We still do not have a chairman. We do have a potential Rally Master and major Sponsor. Should have 10-12 people on the Steering Committee.

- d. There was consensus to postpone any major decisions on the 2019 Rally until after the AROO50 Celebration.

5. The meeting was adjourned at 8:48.

Sue Halton

Recording Secretary



*AROO 50th volunteers Barbara Byes & Nancy Gunter
Lisa McNabb photo*



*Concorso Show winners.
Jeff & Scheyenne Tunik photo*

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Half a Century with Alfas

Written by Keith Martin

June 11, 2018



*Old spiders.
Photo Keith Martin*

This weekend,

the Alfa Romeo Owners of Oregon celebrated its 50th anniversary.

The weekend was chock full of activities, mostly thanks to Lisa McNabb, the energizer bunny of the club.

I first joined the club in 1969, when I came to Reed College. Over the years, it has been my support group as I have dealt with my hopeless addiction to and infatuation with the cars of Alfa Romeo.

On Friday, ex-GTA racer Stu Moss organized a 200-mile tour on the flanks of Mount Hood. I rode with Doug Hartman in his meticulously restored 1969 GTV (he made me give him \$100 as a cleaning deposit before I could bring my beloved morning latte into his four-wheeled jewel).

One of the great joys of car tours is that you end up on roads that you would never take otherwise. And you always visit places that are new to you. In this case, it was Little Crater

Lake, a spring-fed lake in Mt. Hood National Forest. It has a constant year-round temperature of 34 degrees, and it is crystal clear.

Saturday saw a gathering of the snake-and-cross faithful at Russ Paine's house, where more than 20 vintage Alfas gathered before a wine tour in the Willamette Valley. I drove SCM's 1967 Giulia Super. We created quite a visual spectacle as our rainbow-colored assortment of 50-year-old cars sped past the vineyards.

Our lunch stop was at the [Agrivino Italian Fine Dining Event Center](#), where owner Dario Pisoni served us perfect risotto and rigatoni. We went around the room and introduced ourselves, talked about our very first Alfa — and what we paid for it.

Mine was a 1963 Giulia Spider Normale that had just had a 1,700-cc kit installed at a Rambler dealer in Santa Barbara, CA. I paid \$900 for it, and that included a set of Weber DC03s in the trunk.

The evening ended with a dinner at the McMenamins in Wilsonville. There was a screen showing excerpts from 50 years of Alfa Romeo Owners of Oregon history. It seemed like all of the men had more hair and smaller waists back then...

Continued next page.

Half a Century with Alfas

Continued from previous page.

Sunday was our “show and shine.” Approximately 30 vintage Alfas — and a couple of new ones — were on display.

I drove the SCM 1962 Sprint Speciale. This was its first public outing. I bought the car three years ago at an Auctions America event in Fort Lauderdale, FL. I paid too much, and bringing it back to life has taken longer and cost more than I imagined (why is no one surprised by this?).

However, the feeling in my gut was that I had to buy this car. It had been stored in a museum for 30 years, and it was numbers matching, straight, rust-free and never hit. The doors shut crisply with a satisfying clunk.

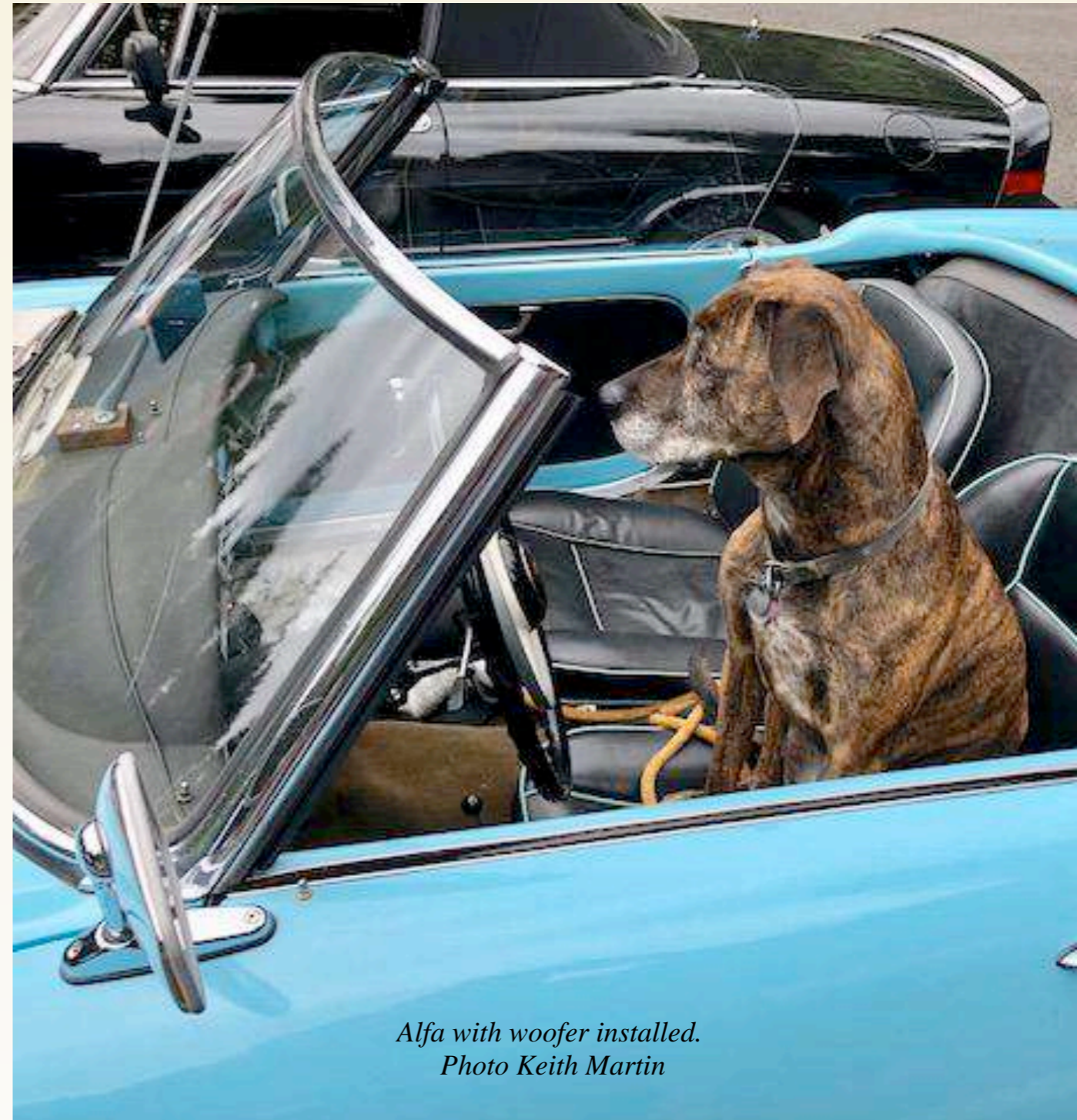
It's still a work in progress, but it is personally satisfying to think that I have brought this car back to life.

Class winner and People's Choice award recipient was Dave Salvador with his beautiful 1961 Giulietta Sprint Normale. Salvador's cars are always immaculate. He has put over 40,000 miles on this car during the decades he has owned it.

The weekend is over, and our cars are all tucked away. I reflected that this would be the only 50th Anniversary Alfa Romeo Owners of Oregon celebration I will experience.

In the end, the cars are just an excuse to bring like-minded people together. In this case, it's boys and girls (now men and women with grandchildren of their own) who appreciate the engineering and stylistic achievements of a little company in faraway Italy.

This weekend, we celebrated our Alfa Romeos, and we celebrated each other and our friendships.



*Alfa with woofer installed.
Photo Keith Martin*



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Schedule of Events

- ★Concours d'Elegance Sunday
July 15th, 8:30am - 4:30pm
- ★Vineyard Driving Tour Saturday
July 14th, 9pm to 2pm
- ★Evening of Elegance
July 14th, 7pm



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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 Old Spaghetti Factory 7:00 PM —
September through May. Evening tours — June, July and
August. Check the complete AROO calendar [HERE](#).

January

3 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
17 AROO Monthly meeting at Old Spaghetti Factory 7:00 PM.

February

7 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
11 AROO Valentine's Tour.
21 AROO Monthly meeting at Old Spaghetti Factory 7:00 PM.

March

7 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
10 AROO Rally School.
11 AROO Cup Rally 1.
17 Tour and Shop Visit to Hotrod Dreamworks in Canby, Oregon.
21 AROO Monthly meeting at Old Spaghetti Factory 7:00 PM.

April

4 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
8 AROO Cup Rally 2.
18 AROO Monthly meeting at Old Spaghetti Factory 7:00 PM.
21 Old Spider Tour (one day tour) Erik Roe.

May

2 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
6 AROO Cup Rally 3.
12 Alfa Romeo Owners of Oregon - Annual Swap Meet & Garage Tour.
16 AROO Monthly meeting at Old Spaghetti Factory 7:00 PM.

June

3 AROO Cup Rally 4.
6 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.
7-10 AROO 50th Anniversary Party, Host: Lisa McNabb
16-23 Alfa Wannabe Tour East WA & North ID Host: Tom McGirr
No General Meeting this Month.

July

No Board of Directors Monthly Meeting this month, Tigard.

8 Sports Car Market Alfa Display at the Portland Art Museum

12-13 Rose Cup Races

14 AROO Summer Picnic and Wine Tour.

15 Forest Grove featuring Alfa Romeo.

18 AROO Evening Tour. This event is in place of the general meeting.

26-29 AROO Monti Shelton NW Classic Rally.

No General Meeting this Month.

August

1 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.

5-12 AROC National Convention, Olympia WA

15 AROO Evening Tour.

23-26 McGirr Summer Tour.

30-31 Portland Grand Prix, Indy Car traces at PIR. (Continued into Sept)

September

1-2 (Continued) Portland Grand Prix, Indy Car traces at PIR.

5 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.

8-9 Columbia River Classic SOVREN Historic Racing at PIR

15 AROO Old Super Tour.

19 AROO Monthly meeting at Old Spaghetti Factory 7:00 PM.

October

3 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.

6-7 Fall Tour

14 AROO Volunteer Reception. Host Cindy Banzer.

17 AROO Monthly meeting at Old Spaghetti Factory 7:00 PM.

November

7 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.

21 AROO Monthly meeting at Old Spaghetti Factory 7:00 pm.

December

2 AROO Holiday Party.

4 Board of Directors Monthly Meeting, 7 PM Buster's Barbecue, Tigard.

Photo Cliff Brunk

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

[Click HERE to see AROO and other AROC-US Chapter Events.](#)

Congratulations to everyone with an anniversary in June & welcome new members

June Member Anniversaries

Joe Angel	2 Years
Kevin Blount	8 Years
Donald Bouma	2 Years
Paul Kinville	8 Years
Jerry Lomas	2 Years
Terry MacDonald	1 Year
Keith Martin	25 Years
Rick Martin	15 Years
Thomas Nelson	41 Years
Carl Prufer	1 Year
Richard Slusser	20 Years
Victor Storhok	24 Years

June New Members

Greg and Deborah Bufton
 Don Gilbert
 Ulrich Lanius
 Atanas Vlaew





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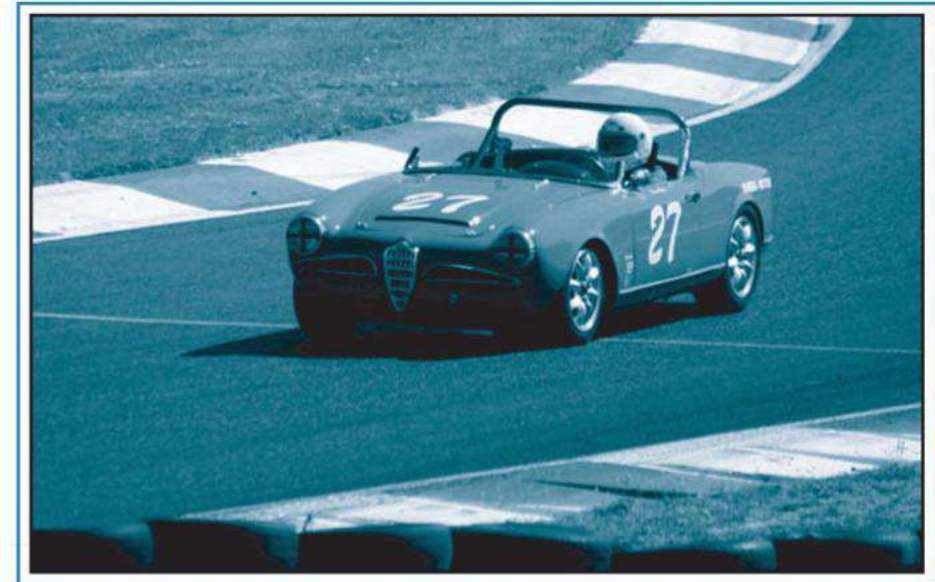
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For the next few issues of the Bits I will be publishing a series of technical bulletins titled "Hooligan's Archive", provided by Bill Gillham

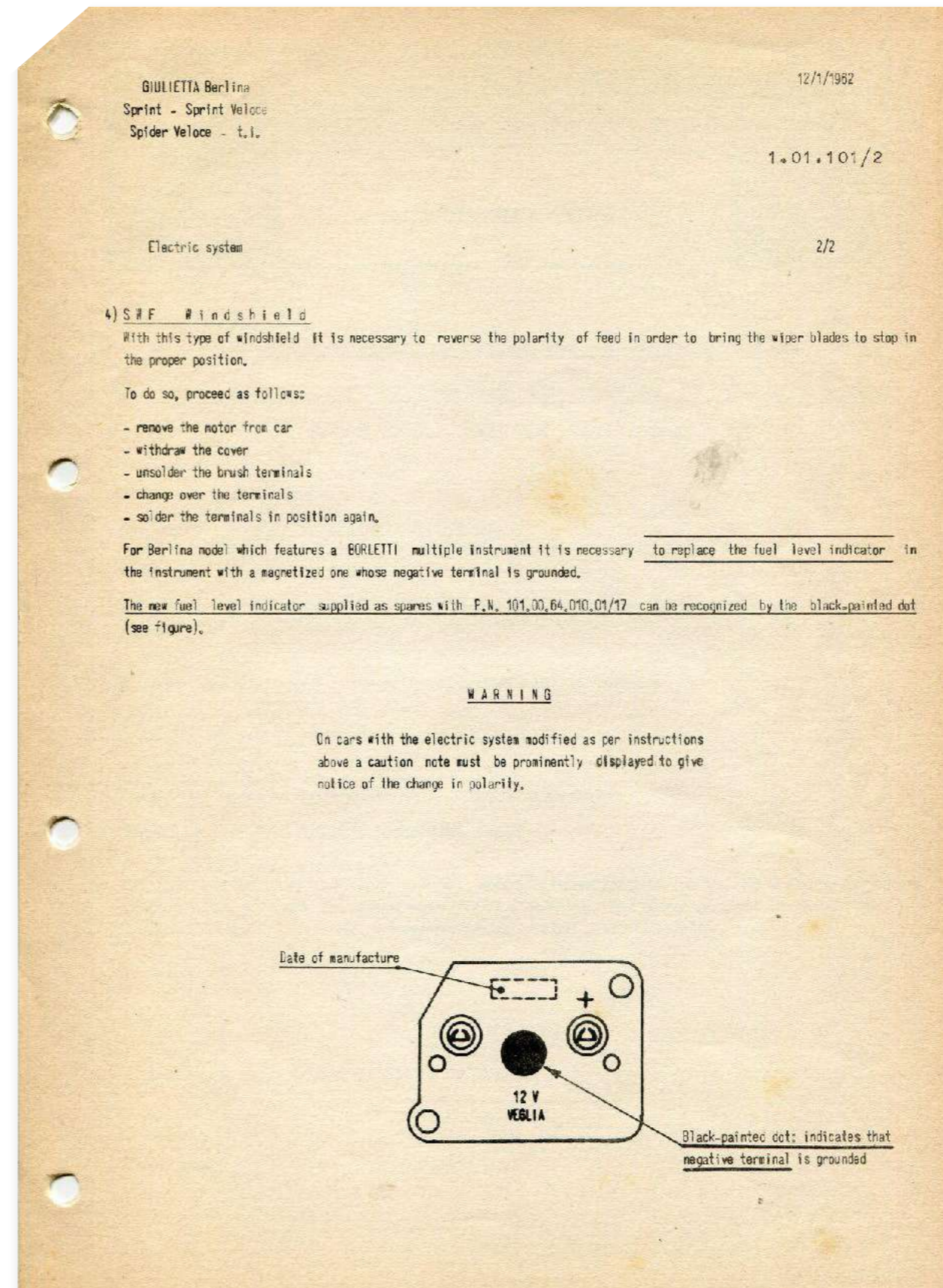
Hooligan's Archive

Restoring cars to the current expected standard requires a lot of good, accurate information, unfortunately some of that information is fairly hard to come by. Useable copies of Parts Books, Owners Manuals and original Service Manuals are an absolute must. Enthusiast groups on the internet are useful also, but you must be selective some information out there is not always correct. Some enthusiast publications are accurate some are less so.

Alfa Factory technical bulletins are rare treasures of very pointed and accurate information. Which is why I got so excited when Larry Marks loaned me the factory Information Folios that came with his SS when he got it 40+ years ago. They date from the early to mid 1960s, just the era I am interested in.

I have added the copies of the choicest bits to my collection. It is my intention to share them as I can. Please enjoy these special tidbits from Larry's special collection.

Bill Gillham



Continued next page.

TYPE OF CAR	Alfa Romeo DIREZIONE ASSISTENZA	DATE 15/2/1965
All models (with floor-mounted gearshift)		SEQUENT NUMBER 0.00.052
UNIT	Information Sheet	SHEET
Gearbox		1/2

Translated in April 1965

All models with floor-mounted gearshiftOIL LEAKAGE FROM GEAR LEVER BELLOWS

In order to prevent oil leakage from joining surface between gear lever bellows and the gearbox casting collar, two more slots have been cut in the collar as shown.

These slots facilitate the return of the oil cozed through the splash shield caps by centrifuge and thermal pressure action.

To further improve the oil tightness of the bellows the use of the "Ealdite" sealing compound or equivalent, to be smeared on bellows-to-collar joining surface, is advised.

This modification can also be introduced into the already released cars.

Proceed as follows:

- remove the carpet, the outer bellows, the funnel, the inner bellows, the gear lever and the three caps.
- cut two slots like the existing one 120 degrees apart as shown.

0.00.052 - pag. 2/2

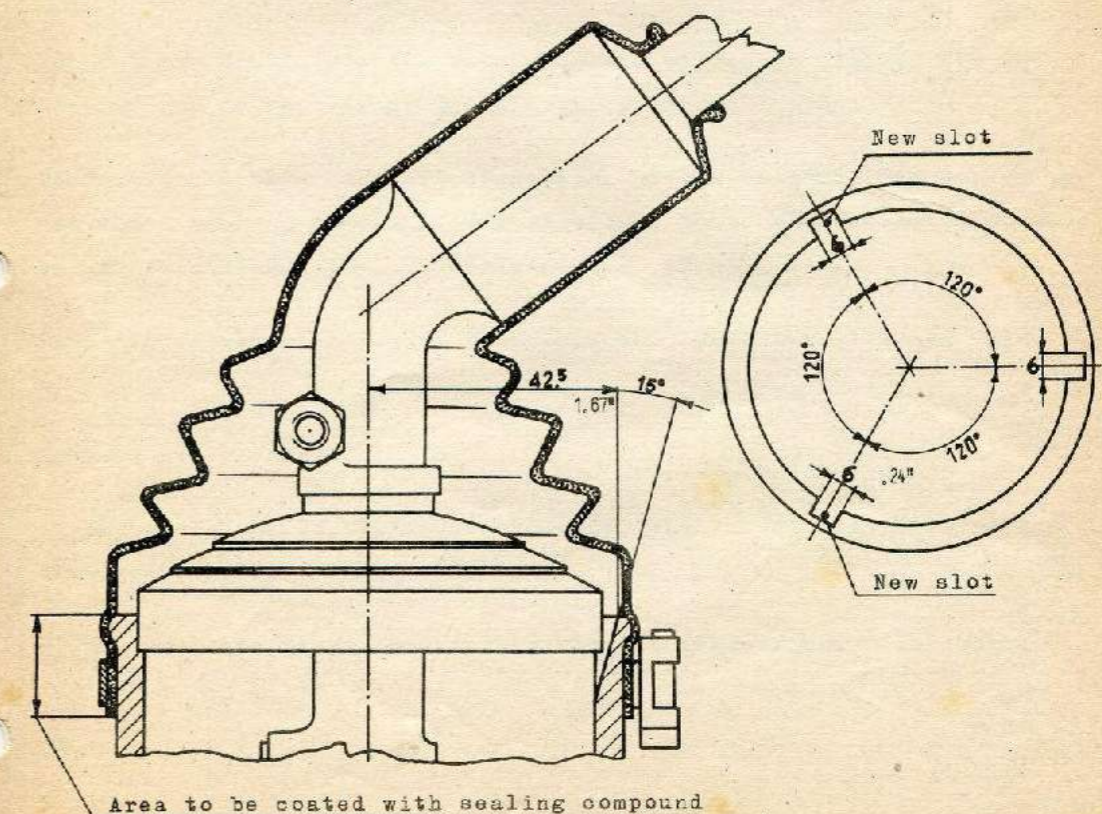
To do so we suggest using a suitably shaped chisel.

Note: in order to avoid chips from entering the gearbox, thus causing severe damage, place some rags or other suitable material into the bore to mask it out.

- refit the parts in reverse order of disassembly and take care to coat the bellows-to-collar joining surface with sealing compound.

Time required to carry out this modification:

- with gearbox to be removed = 200 centesimal minutes
- with gearbox already removed = 50 centesimal minutes



Summer Tour — August 23–26, 2018



What a view!

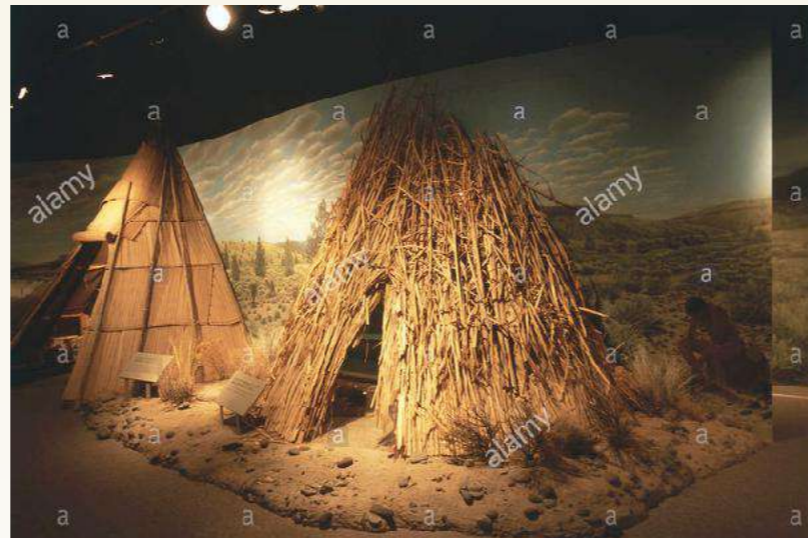
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One of many Exhibits at Warm Springs Museum

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A hopping afternoon in Paulina. State Park

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Continued next page —

Summer Tour — August 23–26, 2018

Continued from previous page



Imagine the stagecoach arriving.

be much to see at the refuge but we will take in French Glen and have lunch in Fields. After a day of fast, straight roads, a nice pool awaits our arrival at the Best Western.

Saturday will be a really scenic drive. Hwy 31 past Summer Lake is a great road. It will lead us to Fort Rock, a very cool crater that really looks like a big fort. We will learn a little about the history of the area during a visit to the Fort Rock Museum. After lunch in La Pine, we will drive the High Cascades Highway into Bend. Lodging will be at My Place, a newer hotel the Old Mill District. Dinner is up in the air but most likely Immersion Brewery in the Old Mill District (we can walk to).

Sunday you are welcome to join us as we work our way home. We will once again drive the High Cascade Highway *south* so as to enjoy the mountain and lake views from a different direction, then head

west on Hwy 58, stopping at Salt Creek Falls for a short break before arriving at Plank Town Tavern in Springfield for lunch which will be the end of the tour.

I encourage you to make your hotel reservations EARLY, especially in Bend. Multiple hotels and resorts I contacted in the middle of January were already full!

Please shoot me an email letting me know you are coming. I need to give the lunch and dinner houses an idea of how many are coming.

Questions? Give me a call or e-mail me. Tom McGirr, 503-983-3656, tomsredalfa@gmail.com



I 'discovered' this place planning a tour several years ago. I will not tell you how many times I had blown by.



RESERVATIONS: ASK FOR ALFA ROMEO ROOM BLOCK RATES!

John Day Best Western-August 23-[\(541\) 575-1700](tel:5415751700)

Lakeview Best Western: August 24- [\(541\) 947-2194](tel:5419472194)

Bend My Place: August 25-: [\(541\) 213-2108](tel:5412132108)

Remember to let Tom McGirr know you are coming!

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Fall Tour to the Beach

October 6-7



The Fall Tour

is planned for the first weekend in October. It will depart from Salem's Waterfront Park at next to the Carousal at 9AM with the destination being Lincoln City with ETA around 1PM.

The tour is designed so it can be done as a *one-day tour or an overnigher*. I have found some cool back roads to the coast beginning with a trip through Buena Vista and a ride across the Ferry of the same name! After crossing into Polk County, we drive many of their designated 'scenic highways' over to Fort Hoskin's State Park. From there, we find some 'new to Tom' roads (a rarity) which take us over Summit Hwy, through Eddyville and Logsdan to *Moonshine* County Park (wonder if there is a story there?). We will have a late lunch at the Dory Cove (GREAT fish and chips and I like their chowder WAY more than Mo's). After lunch, folks can tour the local county museum to learn about the local history before check-in or hit the beach early.

We are staying at the Surftides Oceanfront Motel. After check-in, you can enjoy a long beach walk or their pool prior to Happy Hour and dinner which is

planned at Kylo's Seafood Grill.

I only blocked 10 rooms, as I have to 'guarantee' 80%. Hence, I would suggest if you are leaning towards going, call and make your reservations NOW and cancel if you can not go. If we blow through the room guarantee, you still should be able to get a room there, or at a nearby motel.

WARNING: The first 7 motels I called were **ALREADY COMPLETELY FULL** for the weekend of Oct. 6 and I called in mid-January! **Snooze, lose.**

There will be an informal tour Sunday back to Salem with some wine tasting at Arcane Winery (very decent wines for a very reasonable price!) and a late lunch at Santiam Brewing (food supplied by Blacksheep Catering next door).

Please drop me a note if you sign up. I can give the restaurants a head's up.

Tom McGirr, 503-983-3656 or tomsredafla@gmail.com



AROC NATIONAL CONVENTION • OLYMPIA, WA
www.sempreverde2018.org • AUGUST 8-12, 2018

Sempreverde 2018 – the AROC National Convention Olympia, Washington August 4-12.

**Please plan to join us for the Alfa Sempreverde
Mountain Peak to Ocean Beach 2018
AROC National Convention!**

**The Convention will be based at the Hotel RL
(Red Lion) in Olympia, Washington.**

For more information, contact:

[WEBSITE CLICK HERE](#)

Logistics/Admin Chair: Debi Schmid
at debischmid@yahoo.com

Competition Chair: Gordy Hyde at
gohyde@hotmail.com

On-Site Events Chair: Joe Faherty
at joeveloce@netscape.net

Website/Registrar: Doug Zaitz at
doug.zaitz@alfaclub.org



Jeff & Scheyenne Tunik photo



58th Annual Rose Cup Races featuring the Pirelli World Challenge! Professional Road Racing returns to PIR with North America's top GT production based sports car series! 26 different manufacturers and 44 separate models in four race groups and seven classes. Joining Pirelli World Challenge is a showcase of the finest amateur Road Racers in the Pacific Northwest with four amateur race groups. The Professional Aerial League returns with Drone racing and hands-on experiences. Non-stop action the whole weekend!



Dale LaFollette photo

July 13-15, 2018

Tickets on Sale at www.rosecup.com

Three-day ticket (with inside parking): \$50

Single Day Tickets: Friday: \$10; Saturday: \$20; Sunday: \$20

Children 12 and under are FREE with paid adult

Present and past Military with valid ID checked at the gate are FREE

Single day parking \$5; Three-day parking: \$15

Motor home Pass (includes two 3-day admission tickets): \$175

Car Corrals by brand: \$90 (includes two 3-day admission tickets, special parking & parade lap)

Gates Open 7:30 am

Race Groups:

(4) Pirelli World Challenge: GT, GTS, TC (2 race groups)

(4) Amateur groups: Great American Stockcar Series - GASS • Spec Racer Ford
• Spec Miata • Vintage Group

Sandy Bauer

503.307.5420

2018 Alfa Wannabe Tour — June 16–23, 2018



Hat Rock State Park

Hard to believe it is time to start thinking about the 2018 tour. I still have very fond memories of our 2017 trip to the Canadian Rockies, hot spring resorts and especially Prince of Wales Hotel in Alberta.

Time to reserve your spot. I will be limiting the tour to 20 couples. I am asking for an initial deposit of \$750 to cover some initial deposits that need to be made. Please send me an e-mail c/o tomsredalfa@gmail.com indicating your interest and mail your deposit to my attention c/o 3420 Dogwood Dr S, Salem OR 97302. I will keep a wait list once I reach the magic number. I am still awaiting formal contracts for some of the lodging facilities so I am unclear when their deadlines will be but I anticipate being able to make full or partial refunds up to 60 days of the event and if there is someone to take your spot, then later.

The 2018 Alfa Wannabe tour takes us to Northern Idaho. Being sensitive to some who felt the drive times each day were a little long last year, I have designed this tour with that in mind. What follows is a day by day outline of the tour.



Walla Walla wine country

Day One: Portland to Walla Walla Washington

We will head East on I-84 crossing into Washington via Bridge of the Gods. I really enjoy this road for its beauty. Drive time is only 4 hours and 235 miles. We will visit one of my favorite wineries, Walla Walla Vintners (great wine at a reasonable price) before checking in at the Historic Marcus Whitman Hotel. You will have time to check out the town or sample wine at one of many wine tasting rooms downtown.

Day Two: Walla Walla to Coeur d'Alene Resort.

The drive through the Palouse Mountains and the wheat fields is spectacular. We will be only covering 191 miles today with drive time estimated to be 3 ¼ hours. Upon arrival, we will board a

charter boat and cruise Priest Lake for three hours while enjoying lunch and your favorite beverages. Around 4pm, we will check-in to your lake view rooms and have several hours to check out the resort, go for a swim, or just sit on your deck and enjoy the view. Limos will pick us up around 7 to take us to Cedar's Floating Restaurant, where I highly recommend the cedar planked salmon (but I have also enjoyed some great prime rib there as well).



Day Three: Leisurely Drive to Wallace Idaho!

We will head to St Maries and drive up the scenic St. Joe River where we will enjoy a box lunch along the river. There is a nice exhibit of the log flumes used to get the logs down the hills and into the river as well as a neat museum in an old caboose.

We arrive in Wallace in time to enjoy a tour of a working silver mine. This place is pretty cool as the guides are actually retired miners who worked there.
Continued next page

2018 Alfa Wannabe Tour — June 16–23, 2018

They will demonstrate the equipment (ie: use the drills/etc) so you will actually experience how it was to work in the mine. Drive time is 4 hours over 203 miles.

Day 4-Bike the Hiawatha bike trail!

Yes, you read this right. We will be picked up in the morning and ferried to the trailhead where our bikes, helmets and lights will be waiting. Lights? They will be handy as we travel through several tunnels on what is an abandoned RR track. This is an outstanding bike trail over trestles and through very scenic country. The trail is about 15 miles long-all downhill. Check out the following links for more info.

<http://www.ridethehiawatha.com/>

<http://www.ridethehiawatha.com/the-trail>

<http://www.ridethehiawatha.com/media>



View from Elkins Resort

After lunch in Wallace, we are off to Priest Lake. The afternoon drive will take a little more than 3 hours over 194 miles. Our destination is Elkins Resort, located on the lake. We

will be staying in individual log cabins, each with their own bath, and many are Lake Front.

Day 5-A day with NO DRIVING!

After breakfast, we will board one of 4 pontoon boats for a lake cruise. We will head through a narrow channel to Upper Priest Lake, a primitive area. When in the channel, you will see trout two feet long and a LOT of bald eagles perched in the trees alongside contemplating dinner. The Canadian Rockies are at the north end of the lake. The boats will be equipped with ice chests full of beverages and box lunches. Upon return to dock, we can relax along the lakefront and toast to great friends and fellowship. I will need 3 volunteer 'Captains' to drive the boats.



Davenport Hotel

150 miles over 3.5 hours will get us into Spokane in the early afternoon. Upon checking into the Davenport, you will be able to take in Spokane Falls, Riverside Park and/or enjoy one of many wine tasting shops in or around the hotel. Still working on the dinner plans but there are some great restaurants in town!

Day 6-Great Driving Roads to The Dalles

This will be the one long day of driving. We will cover around 340 miles over 6 plus hours. Destination is Ceillo Inn, a nice place overlooking the Columbia River and Bonneville Dam. After happy hour on the deck, we will head into town for a 'farewell dinner.'



View from Ceillo Inn

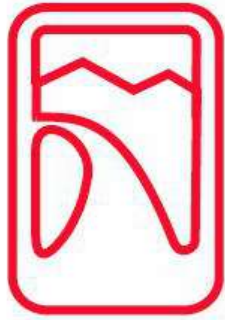
Day 7-Drive the Old Scenic Hwy home.

Those that are so inclined can follow me the last few miles to Portland. We will get on the old highway, take in the many waterfalls in the area, view the damaged landscape in some areas, and finish up at McMinnimin's Edgefield for lunch.





Photo: Cliff Brunk



Monte Shelton N.W. Classic Motor Rally
P.O. Box 6504
Portland, OR 97228

January 27, 2018

To: All Rally Enthusiasts

Re: N.W. Classic Update

Welcome to 2018 and the 30th edition of this automobile celebration. We are especially pleased that the rally has remained on the radar of so many of you that support it from year to year. We plan to present a few new roads and sights for your weekend. At the same time we hope to challenge all of the drivers and navigators to utilize their skills in order to attain the lowest scores. We have not been to this area since 2002 so most of the route should be fresh. Bob Hui is our Rally Master again this year and he has already prepared the general route. The last time we ran the Eugene area we had the same gentleman writing the instructions and we expect he will be as easy on us as he was 16 years ago. Did I really say easy?

We will be staying at the Valley River Inn in Eugene. The hotel information is on the attached application or is available on the website www.nwclassicrally.org. The rooms are \$139.00 for most areas in the hotel. Rooms with pool view are \$149.00 and river view rooms are \$169.00. All rooms are plus tax with a two-night minimum. The reservation line is 1-800-543-8266 or 1-541-743-1000. There is dedicated parking next to our event rooms and we will have security on site provided by the hotel. Hotel date is July 27 and 28, 2018.

As most of you are aware the usual starting facility on Alder St. will no longer be available due to construction in downtown Portland. All registration, assembly and the rally start will be presented at the World of Speed in Wilsonville. The W.O.S. facility has been our speedometer check and restart location for the last two years.

The availability of this venue for the rally will be a great benefit for us. It provides a large and organized parking area during scrutineering and meetings. We will also have a nice area for a driver's school. We wish to thank the World of Speed for their support as well as Dave Pearson and Ron Huegli for their individual help in providing this facility for our use.

We have attached a current list of entrants and are looking for about twenty more rally cars and 10 additional tour cars. That

addition should make a great field for this special year. We will have press coverage from our friend Richard Heseltine and digital recording devices (yes-cameras) to follow you around during the weekend.

We hope you will all practice your smiles and avoid the occasional forehead wrinkle. As many of our entrants are also sponsors of the rally we will be contacting each of you again in the next two weeks to see if we can secure your endorsements. We appreciate the support received from so many of you and your businesses. Without your support the N.W. Classic Rally would not be the success that you expect and are accustomed to.

It's time to start working on your rally cars as we have about 6 months until rally time. We look forward to seeing you all again and if you have any questions please feel free to call or e-mail me. Thanks for your continued support.

Jim Gunter

Chairman

503-701-2980 or nwrally@comcast.net

Registration

<http://www.nwclassicrally.org/registration.html>

Thank You

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Tom Black's Garage



Fall Tour — August 23–26, 2018



What a view!

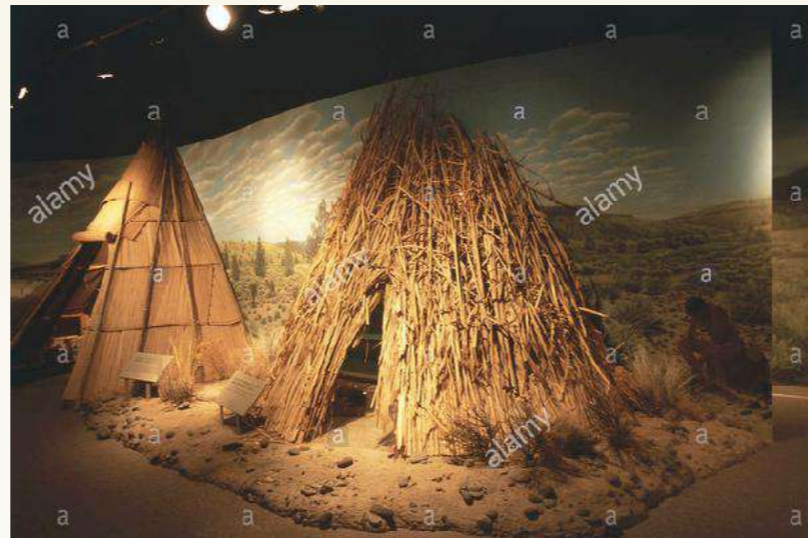
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Continued next page —

AROC Goes to the US Grand Prix —

October 18-22, 2018

ITINERARY

DAY 1 – Thursday, Oct.18

Check into the Downtown Austin Sheraton Hotel by 2:00pm. Our private coach whisks us out for our first look at the ‘state of the art’ COTA circuit. At 4:00pm, we take a Pit Walk, meet the teams, drivers and a fantastic opportunity to get those prized photographs. Then it’s back to the City Center for a ‘Welcome Dinner’ where we are joined by a celebrity guest.

DAY 2 – Friday, Oct.19

This morning at leisure in Austin, then at 12 Noon, it’s back to the circuit for the afternoon Formula 1 Practice Session, our first look at the Sauber Alfa Romeo team in action. Our seating offers a choice at either Turn1 or Turn 15, two great viewing opportunities. This evening we are planning cocktail and canapés with fellow Alfistis, the location is yet to be announced.

DAY 3 – Saturday, Oct. 20

An early start this morning. It’s Qualifying today, and while there is plenty of racing going on during the day, nothing will come close to the always exciting Qualifying round. After the days racing, there’s a Concert at the track.

Headliners have yet to be announced. Past years have seen Justin Timberlake and Taylor Swift. You may prefer to return to the city center and enjoy a meal at a myriad of r



restaurants or get involved with a country music venue Austin is famous for.

DAY 4 – Sunday, Oct 21

The big day! This morning we head out to the track. Plenty of time to get involved with the pre-race build up. Check out the track vendors and take in the excitement. As race time gets closer, so does the intensity. The anthem, the jet fly by and the engines roar to life. They’re off! Whether it’s your first F1 or one hundredth this is a moment you never forget. Following the race and celebrations, we return to the hotel for a no host Happy Hour.

DAY 5 – Monday, Oct 22

It’s departure day. Check out is 12 Noon. We’ll be there to see everyone off. Our first trip to the USGP has come to an end.

WHAT’S INCLUDED? 4 nights at the Downtown Sheraton Hilton including Buffet Breakfasts and complimentary Wi-Fi; welcome dinner; three days private coach transportation to and from track; evening cocktails and canapés with fellow Alfisti; final night post-race no host gathering; two free concerts at the track; Thursday pit walk; three days prime seating in Turn 1 or Turn 15 (see seating

options below); AROC jacket and cap; accompanied by AROC President Cindy Banzer and tour organizer Steve Austin; all tips and taxes.

WHAT’S NOT INCLUDED – Tour starts and ends at the Downtown Sheraton Hotel - your Air arrangements are not included. This is a major international event. Be sure to make your flight bookings early.

TOUR PRICE: \$2,490 based on per person sharing a twin room.
\$950 supplement for double room for single occupant.

P.S. To see the complete flyer, go to this link:
<http://aroc.membershipsoftware.org//Files/Copy%20of%20USGP%20AROC%20Flyer.pdf>
or email c.banzer@aroc-usa.org or aroc.office@gmail.com for a Word or PDF flyer.

TOUR EXPECTED TO SELL OUT QUICKLY. YOUR DEPOSIT CONFIRMS YOUR RESERVATION. FIRST COME FIRST SERVE BASIS.



Puff & Lisa volunteers



All photos Lisa McNabb



Dave and Bill, volunteers



Lisa & Carol, volunteers



Fred & Stu, volunteers



Wine Tour



Meet & Greet
Puff Stevens photo



Coast Tour
Puff Stevens photo



Keith Martin photo



Banquet
Keith Martin photo



Wine Tour
Keith Martin photo



Banquet
Keith Martin photo



Dave Salvador, Best in Class, Best of Show
Concorso Show. Keith Martin photo



Cascade Tour
Cliff Brunk photo



Concorso Show.
Cliff Brunk photo



Concorso Show. Cliff Brunk photos





Banquet



Banquet



Banquet

All photos Jeff & Scheyenne Tunik

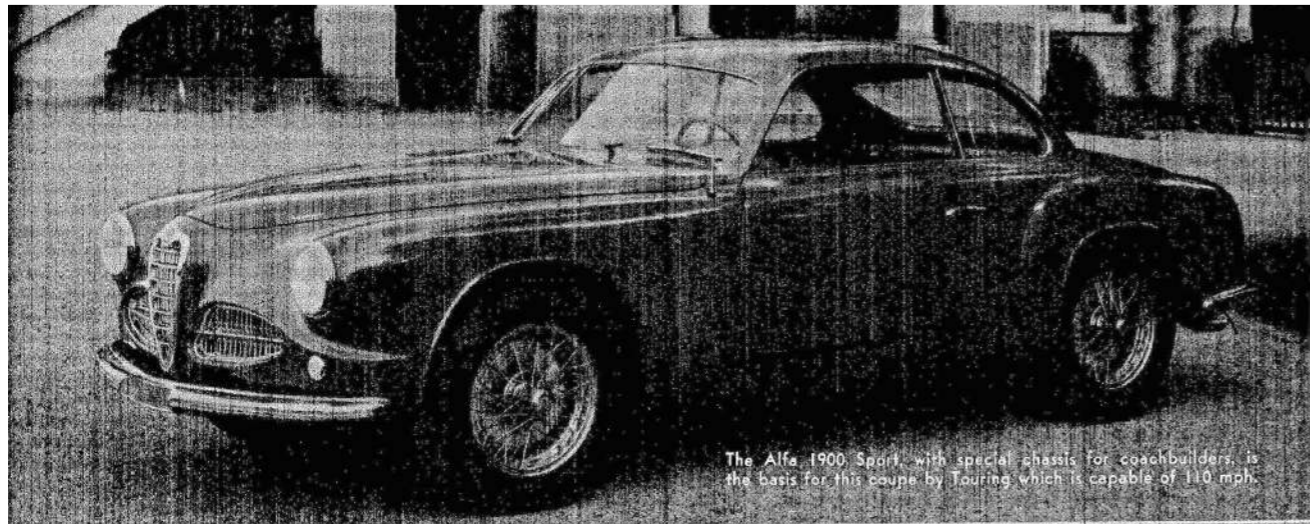


Coast Tour

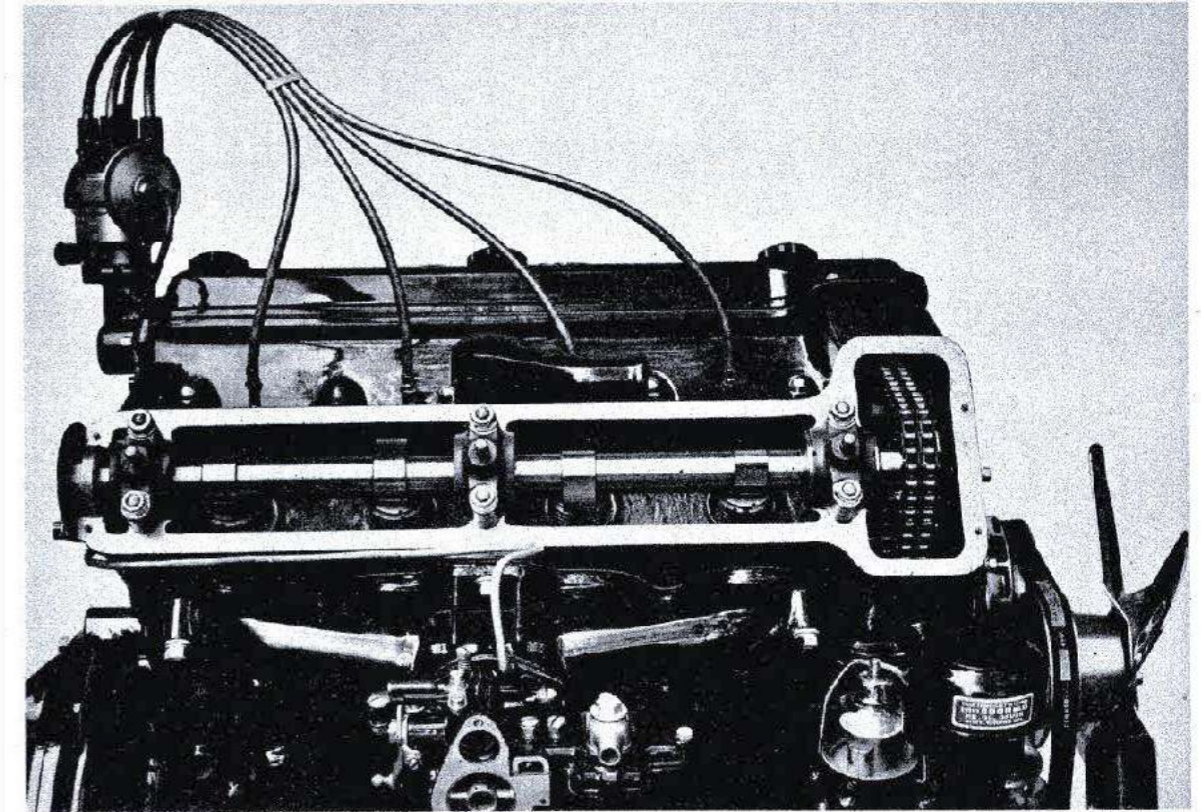


Banquet

Road and Track 1952

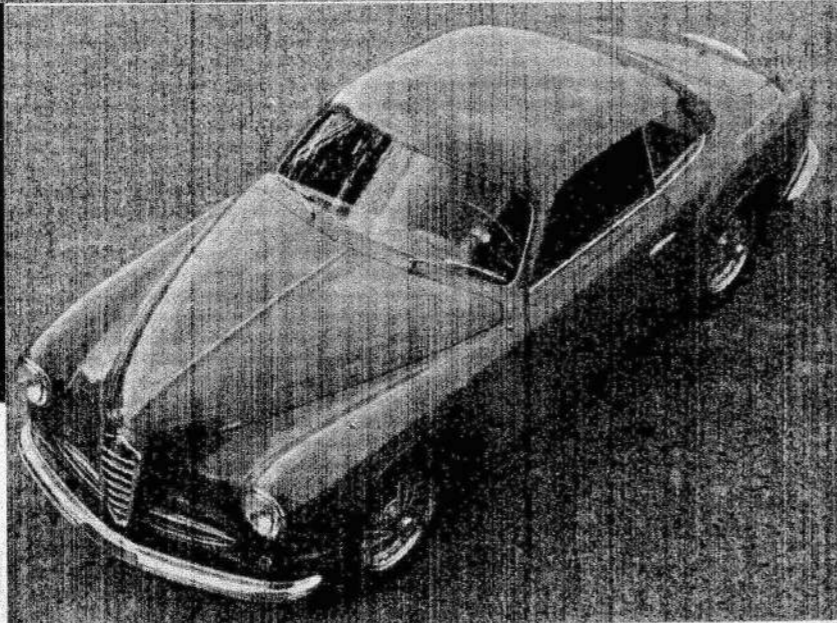


The Alfa 1900 Sport, with special chassis for coachbuilders, is the basis for this coupe by Touring which is capable of 110 mph.



Four cylinder, dohc Alfa . . .

Alfa 1900



Jumping flat-footed into the modern production world, Alfa Romeo has come up with a truly outstanding, small, four-cylinder car. It is doubtful whether one can find its equal in specifications and performance.

Designed specifically to cater to a portion of the public which is unable to buy the higher priced Alfa cars, the neat, highly efficient, four door, 5/6 passenger sedan manages to combine quite startling performance with nearly maximum economy.

The 1884 cc engine has a bore and stroke of 82.5 x 88 mm—almost square—and develops 80 hp at 4800 rpm.

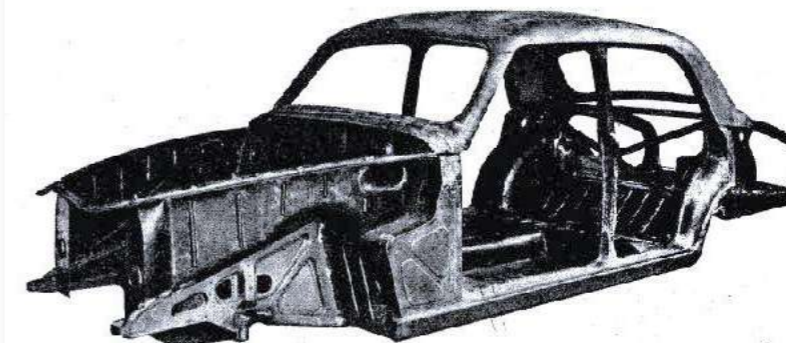
What the buyer of this 1900 series Alfa will find surprising is that a car in the medium price range comes equipped with double overhead cams and inclined valves. Americans who enjoy modifying their cars for greater performance will find no better basic engine in the small category.

Like the 2500 cc Alfa, the gear box of the smaller car is synchro-mesh in all four gears, but the wheelbase is shorter: 103 inches.

The luxury of the 2500 Alfa is not present in the new smaller version, but from the front of the traditional Alfa grille to the neat, sloping rear end of the car, the 1900 makes a very good impression.

Top speed, as recorded in England recently, was 90 mph for a two-way average, while under the most favorable conditions, 100 mph was reached. Such speeds in this type of small family sedan are nearly unbelievable, but we have the word of our highly esteemed English colleague, Laurence Pomeroy, Technical Editor of the British magazine, *Motor*.

Further news from Mr. Pomeroy states that the Alfa handles like a sports car.



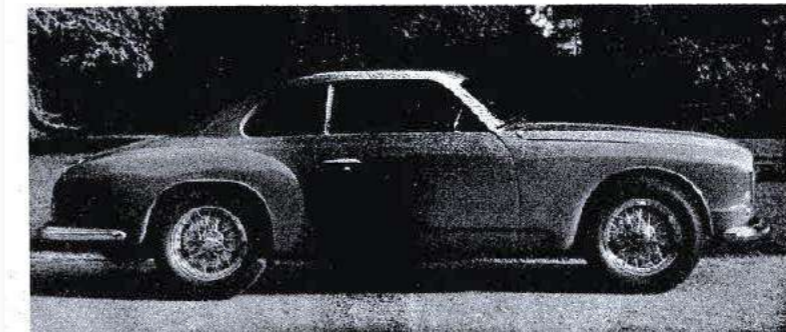
Integral body . . . chassis . . .

Harding, from all reports, is exactly suitable to the sports car lover, and it occurs to *Road and Track* that here would be an ideal car for the forgotten man—the man who loves sports motoring but whose way of life (wife, children, shopping, etc.) prevents him from going all out for a true sports car.

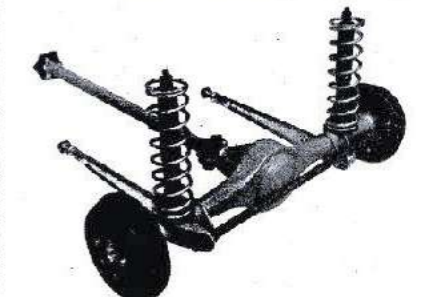
A further appeal to the American will be the left-hand steering and the powerful and efficient hydraulic brakes. But most of all—with gasoline prices mounting up and up—the car is an actual economy car. At a steady 50 mph, nearly 40 mpg have been recorded, and the owner can depend on at least 25 mpg with any kind of driving!

The interior of the car is finished in cloth or plastic upholstery—as the buyer may choose—and a very efficient heater is installed in the car at the factory.

It would be a good sight—seeing these Alfa Romeos in great numbers on the American streets. It would be a great step in the direction of alleviating many of the really serious traffic and parking problems, which are day by day growing worse, in not only the major cities but the outlying districts as well.



Touring Alfa 1900 Series . . .



1900 Alfa rear assembly . . .



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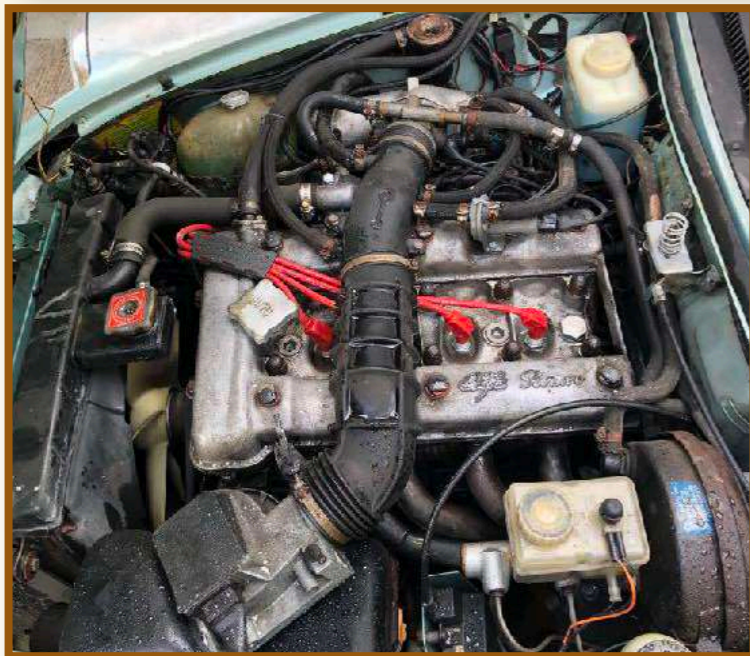
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www.LonnieDicus.com



Cliff Brunk photo



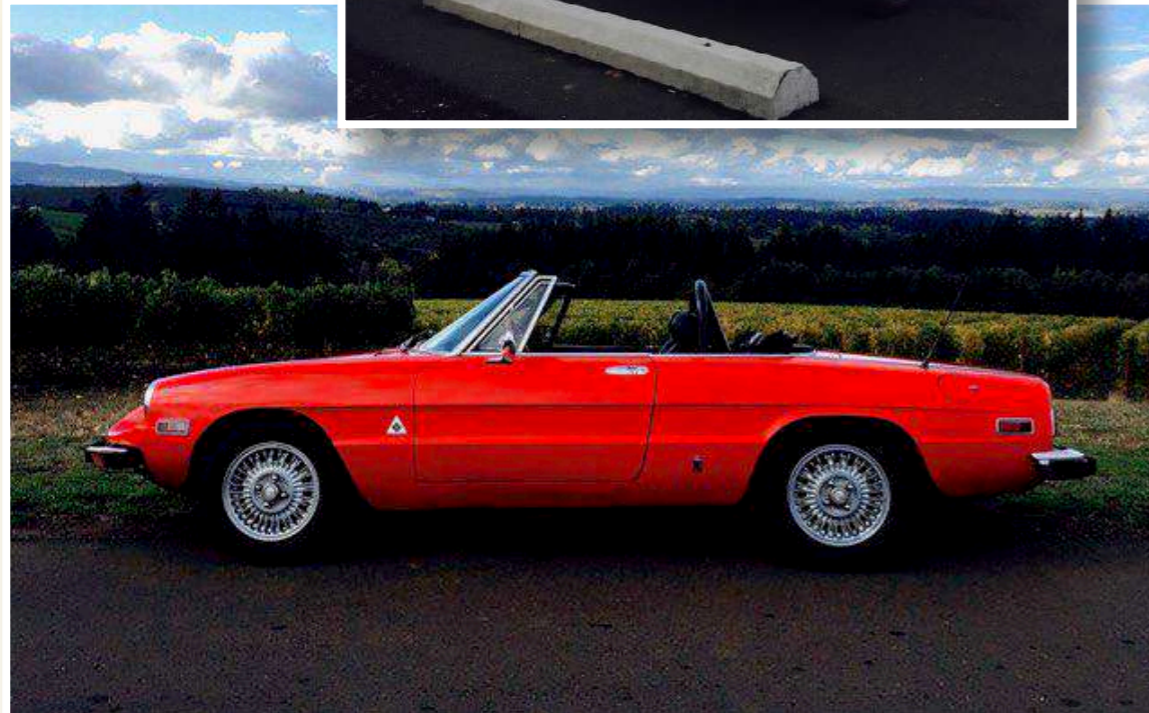
Cliff Brunk photo



1983 Project Spider Veloce

- ◆ New tires. New exhaust system.
- ◆ Lots of electrical repair - eliminated an annoying short.
- ◆ Probably needs new in tank fuel pump.
- ◆ Otherwise runs great.
- ◆ Project car for interior/body/paint.
- ◆ Seats and carpet removed for prep to paint.
- ◆ Original wool interior carpeting all one piece. Can be steam cleaned and re-dyed.
- ◆ Interior floor/panels etc NO rust.
- ◆ Trunk under spare tire rusted.
- ◆ Pancake dent front hood.
- ◆ Was using as daily driver last summer, then decided on redoing interior.
- ◆ Have Alfa manual - (mechanics manual) and all emblems, badges, trim etc.

Sean
503-757-6804



For Sale \$14,000 OBO

1973 Alfa Romeo Spider. 76,xxx miles on the odometer, 5 speed manual with a strong motor converted from the Spica fuel injection system to dual Weber carburetors. Beautiful red paint with refreshed black interior, newer top, original wood Personal steering wheel, and after-market roll bar professionally installed. New tires on original silver Turbina wheels. Includes an additional beautifully recovered dashboard, extra gauges and housings, headlight covers

(not installed), grille protector (not installed), several boxes of spare parts, service records, manuals and car cover.

Never driven in the rain and stored indoors. Current owner is an AROC/AROO active member and this car has participated in many of the AROO events over the years. Title in hand, \$14,000 OBO. Contact Dan Hones at dan@2hemi.com for more information and photos.



For Sale 1982 Spider Veloce SCCA ITB Race-car

- 2011 Annual Inspection
- Charcoal Metallic, Silver Graphics
- 12 Campagnolo Wheels
- "Beck" Orion Motorsports Suspension
- Spares, Canopy, Towing Cover
- Trailer with box, tire rack, hitch
- Bell Helmet, Suit
- \$18,000, complete.
- \$15,000, car only.

Bernie Mermis,
2036 NE 164th Pl
Portland, Or
(503) 477-4784

sbmermis@comcast.net

Contact me for complete specifications, spares and photos.
The car and trailer are located in Portland.



For Sale 1992 Alfa Romeo 164S

\$2500 OBO - 1992 Alfa Romeo 164S

- Beautiful and rare car, but needs some repair
- Black leather interior (fair condition)
- Tires have lots of tread left (Toyo Proxes)
- Also may need a new alternator (has had trouble retaining charge with new battery)
- Retractable sunroof hangs up a bit
- Parked for quite awhile (some oxidizing)
- 175,508 miles - Only second owner
- Leaky seals (burns oil) *

* It has been stored for about 10 years (9 years indoors).

Thanks,
Brian Wolfe 503-313-0750

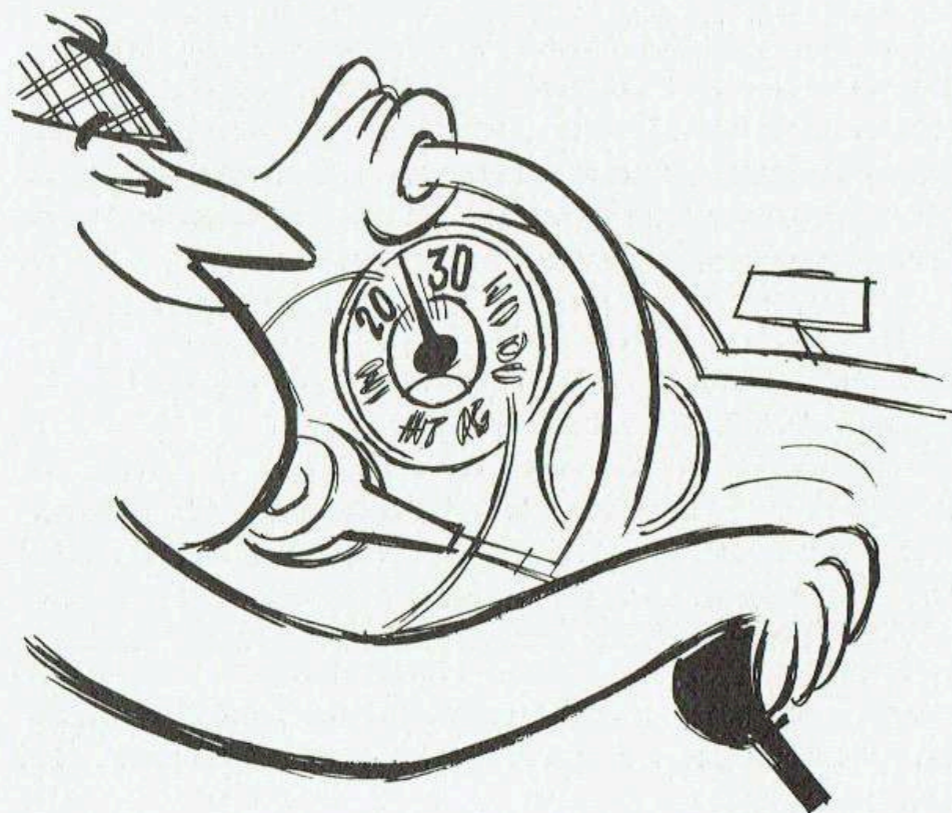
numbers before your eyes . . .

If you're used to other cars, even other sports cars, you're likely to start driving your Alfa in too high a gear. "Too high" if you want to enjoy the Alfa's acceleration and its willing, working engine. Go down a gear and try a different (and higher) rpm. The response is not only gratifying but the tachometer needle is probably now somewhere near its most efficient position. The figure may seem surprisingly high by your previous standards, but your Alfa engine is eagerly delivering on its design.

Here's a rule-of-thumb you might find helpful: In a Veloce, if the needle is below 2500 rpm, you are probably not in the most efficient gear for the road speed showing on your speedometer. (Of course, you'll often be below 2500 in first and reverse. Quite all right.)

If you drive a Standard, use 2000 as your approximate minimum tachometer point in any gear but first and reverse.

Road and traffic conditions affect the point at which you are "lugging" the engine. But your Alfa thrives on work. Let it rip!



. . . and needles, buttons and handles

While we're here on the tachometer, let's mention a couple of things about other instruments and fittings.

The oil-pressure gauge is the conscience of your Alfa. Chances are, should something ever go wrong with the engine, the oil-pressure gauge will whisper first. If the needle should sink from its usual position while you're driving along at normal speeds, answer its message: Stop! Turn off the key.

The center button on the steering wheel, as you've certainly discovered, flashes the headlights. This is a fascinating device and you'll be surprised at the number of times you can find an excuse to use it: warning at intersections, passing double-parked trucks, signalling doormen, alerting a group of children, a herd of bicycles, or a flock of sheep. Don't expect it to persuade locomotives at unguarded railroad level crossings; but signalling other Alfas by flashing is standard practice and wholly satisfying.

Just to the right of the steering column on Spiders, a little to the right of center and under the dashboard on Sprints there is an air-vent control, a push-pull affair. In the summer, you want this open (pulled toward you) for fresh air. In the winter, you also want it open when you're using the heater because the heater takes outside fresh air and warms it. In other words, you will seldom want this control shut. There is a comparable fresh air-vent control that you turn to open on the 2600.

Way up past the dashboard to the left of the steering column and, actually, on the wall between you and the engine is another air-vent control on Giuliettas and Giulias. This is just a little handle you swing around to open in the summer. It delivers a nice blast of outside air to the driver's side. It has nothing to do with the heater so you want it shut in the winter. A remarkable number of Alfa owners never seem to find this very effective control. You've been alerted!

The hand brake, you'll notice, works strictly in a push-pull direction. It doesn't twist. Many American car brake handles look similar and are supposed to be twisted to put them "on." Push-pull only is the Alfa way.