



Alpha Bits

THE OFFICIAL PUBLICATION OF THE ALFA ROMEO OWNERS OF OREGON

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Photo by Steve Davis



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To see videos of past
AROO track events.



James Parker photo

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FROM THE EDITOR

Photo Cliff Brunk

Fall is here!

Fall finally arrives. Are you getting your car ready to hibernate for the winter? One last drive before you put it to bed? Or is yours a car you enjoy year round? Regardless of which route you take, be sure to come out and join the club for the last tours of the year!

Check out Steve Davis' article on Alfa model kits – a great hobby and amazing work. And it's something you can do car related while weathering winter.

I know we are all ready for 2020 to be over and have our fingers crossed that 2021 will move back to the normal that will all crave. It's be nice to hold meetings in person, have real car shows, track days, and cruise-ins. Until then, stay healthy and safe!

If you want to contact me my email address is james.parker@alfaclub.org.

James Parker
Alfa Bits Editor

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.



October 2020– Doug Zaitz In the Driver's Seat



Palm Trees and Alfas – must be California!

This month's writing effort finds me in 100-degree weather for a couple of weeks, with visits to the family home in Northern California, and at Cindy Banzer and John Kilian's desert home in the Coachella Valley – with all the joys of home ownership and maintenance!

You ask - air conditioning in October? Yes, but at least the days are getting shorter and the nights cooler! And I've been able to enjoy some top-down motoring in my summer-hibernating Spider while down here. I may even get out the Alfetta sedan for a run to Costco!

Last month I recounted my efforts, with the help of AROO member John Clemson, to make two good cars out of two bad ones. The car purchased as a parts car and destined to be sent to the crusher was indeed resurrected, and sold at a tidy profit, after yielding the necessary parts to resurrect my parents Honda Accord. It too was fixed up, providing some great learning opportunities for John and myself. That Honda now sits in Portland, awaiting a new owner – shameless plug: If you're looking for an inexpensive, reliable non-smoking, adult-owned, non-modified Honda Accord, let's talk!

Our September General Membership Zoom meeting presentation was interrupted by the Oregon wildfires. Steve Davis, living north east of Eugene, was going to provide us with tour of his shop and a talk about his current project, a resto-mod Alfetta Coupe.

So with that said, our October Zoom meeting topic will be Steve and his resto-mod Alfetta. This meeting is anticipated to be shared with members from the ARA of the San Francisco Bay Area, where Steve was President not so long ago.

As many of you found out, our 2nd Annual Giro di Coupe Tour was canceled, as some of the actual tour was inside the fire lines of the fire north of the Columbia River. We will plan to use that tour route next Fall.

Both the Summer and Fall Tours, hosted by Tom McGirr, were available as self-directed tours this year due to the risk presented by Covid-19. We hope to offer those tours next year.

Lastly, and unfortunately the AROO Volunteer Dinner and the Holiday Dinner have both also fallen victim to Covid-19 as well, as we cannot safely host larger public gatherings.

Hot News – Two Season Close-out Events!

The Old Super Tour will be hosted by Bill and Marian Gillham on Saturday, October 17th. This tour – "Salmon Run II" - will follow the route of his first hosted tour for AROO, some four decades ago! Bring your own picnic lunch for a stop at Alsea Falls, then continue on to the beach. Look in the AlfaBits for more info.

There will be a fifth TSD rally opportunity this season – a "Dirty Rat" rally – compliments of Paul and Yulia, replete with traps and challenges galore, is planned for Sunday, October 18th! More information is available elsewhere in the AlfaBits.

Please let us know if there is a presentation that you would like to make, or if there is a topic or video/film that you would like to share with the group as our monthly meeting presentation.

Please enjoy this month's AlfaBits and consider contributing an article too! If you have some interesting new projects underway, or completed, let us know the details and send some photos – we'd love to share the results with other club members! James can be contacted at James.Parker@alfaclub.org or from the AROO website Contacts page.



Dry heat or not, its HOT!

Alfa Model Kits – An Obsessive Hobby!

By Steve Davis



I've been into cars since I was a kid. First Matchbox, then HO slot cars, then graduating to building model kits. I built the occasional warship and Apollo 13 rocket, but it was always the cars that I spent the most time on. So, it's not too surprising to see that, now that I'm all grown up (or barely so, according to Mrs. Davis), I'm still into cars, in 1:1 scale. But I'm still into the little cars as well, and started buying small die-cast Alfas and the occasional Alfa kit, as I dove head-first into the full world of Alfa Romeo. Here's the thing however: when youthful past-time grows into adult obsession, fueled by a successful career and discretionary spending... well, things can get out of hand quickly. So, here is my story about my collection of Alfa model kits, now numbering over 400. I'll also talk about what a modern (and not so modern) Alfa kit looks like, and how to assemble today's kits. And we'll touch on acquiring, displaying and photographing while we are at it.

The cars and the kits

A lot has changed from the Monogram & Revell car models we put together as kids (of any age, by the way!). In the case of Alfa Romeo car models, the scale of the model is most often 1/43, far smaller than the 1/24 kits of the past. 1/43 scale is pretty small – the average car is a

little more than three inches in length – that's nearly half the size. However, if you think that reduction in size equals a reduction in detail – think again! Thanks to new technologies like photo-etching, high-resolution printing on decals, and 3D printing, incredibly small parts can be created. There are two primary materials for modelling – epoxy resin and cast “pot metal,” a sort of aluminum alloy. Prep and assembly is the same, but the metal cars are heavy when done!

There are about three levels of skill needed to get into this hobby – based on the number and intricacy of the parts, and the amount of finishing work needed. The picture below is of a 4C racecar I recently bought. I would call this an “intermediate to advanced” level kit. You can see the very detailed photo-etching, as well as the considerable amount and complexity of the compound-curve decals. About 30% of the kits made today are this complex, with about 50% being less complex. So, if this is intermediate, what's advanced? I have two or three in this range. Imagine having to assemble a 1/43 scale F1 car, complete with suspension and engine parts and wiring! There is one other differentiation of complexity – instructions! Did you notice that there aren't ANY instructions for this car? That's not unusual, and part of the “fun” of this is spending time researching the cars and their details. Finally, there are kits of Alfas and other cars that were made in the 70's and even earlier, when it was truly a cottage industry. Those kits are incredibly simple – perhaps 10 pieces. But the castings are awful, and the amount of preparation, clean-up and fabrication is significant. I have a kit from “John Day” of an F1 Monza that, while appearing very simple, may be beyond my skill to fix. I have three John Day kits, and they are all like that. Challenging indeed, but really cool to own something from the earliest days of this hobby.

One more thing... you CAN find Alfa kits in larger scales, with full instructions that remind you of that '57 Bel Air you built as a kid. But they are hard to find and expensive.

One manufacturer in particular, Pocher, out of France, makes incredibly detailed cars. I have a 6C1750 Pocher that you actually need to assemble each spoke in the wire wheels, and it comes with a little patch of leather for the upholstery... oh, and the engine turns, complete with pistons. Prices? Over \$1200... and rising.



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Manufacturing and Collecting

1/43-scale models are almost always cast using detailed molds. Often, the master modeler only makes one mold, by hand, using very detailed drawings, photos and more. And, since one mold only lasts so long, some kits are very low production – often less than 200. Some of the larger vendors produce more, but it's rare to see a car produced in numbers over 1000. The exception to this is a car like the 155 or GTA, which is made in very high numbers due to all the different racing variations. Personally, I have 13 different versions of the 155 from the DTM/ITCC racing series, for example. The upshot of this (and this is where the obsession kicks in) is that if you see a particular car you really want, you need to buy it, or find it on the secondary market.

Speaking of that, there are very few places to buy new kits. The best is Grand Prix Models in the UK (www.grandprixmodels.com). They are connected to all the manufacturers, and get advance notice. They are also great people, and if you are in the UK, they open their shop one Saturday per month... it's way too much fun! Other than that, I buy from eBay. A few new cars, but mostly older cars are there. And prices? Remember, you are buying exclusivity and detail, and a lot of manufacturing work. Expect to pay \$80-100 for new releases. The secondary market is supply and demand, so some cars are \$25-30, but most are similar

to new kit prices. There are a few "unobtainium" cars, in the highest level of detail, which will be over \$1000, but they are no longer kits to make; they are collector's and trader's pieces.

A big question should be, "What should I collect?" One of the amazing things about the 1/43 scale is that there are literally tens of thousands of different models out there. I probably went too generic, focusing on all Alfa Romeos. I now have over 400 kits – all Alfas, and every one is different! In addition to the 155's, I have 21 different Tipo 33 race cars in different versions, and every year F1 Alfa or Osella from the late 70's through the late 80's, in more than a few liveries. Show cars, Street cars, Concept cars, and more – I've got them. And, frankly, each sub-category would have been enough to build a significant collection. But now we are back to that obsession thing... Whether you collect based on a marque, or an event (I know people that try to collect every LeMans entry) or just F1, or just F1 from Monaco... the trick is to pick a category that you enjoy, and you can manage (do as I say, not as I do...).

OK, I do have *four* non-Alfas – corresponding to cars I've personally owned. The '94 Acura Legend Coupe is very rare – only 120 were made as a kit. And the Ferrari 308GT4 kit, done in metal, is one of about 500. In other words, when they came up on eBay... I had to have them!

Lastly, the topic of speculation often comes up. Yes, you can 'trade' in these, and you MAY make some money. However, don't plan on supporting the kid's college tuition. My collection is probably gone up in value 10-15%, with some going way up, and some remaining steady. Alfas have, recently, gone up – probably due to the resurgence of the marque. The 308GT4 is probably now worth \$175, and I paid \$120 for it. But most are close to what I bought. Buy them for fun, knowing there will be a market for them. And, if your skills are exceptional, you can be rewarded for your assembly – finely detailed completed kits are worth

2x-3x the cost of the kit. But they have to be well-done, with no blemishes.

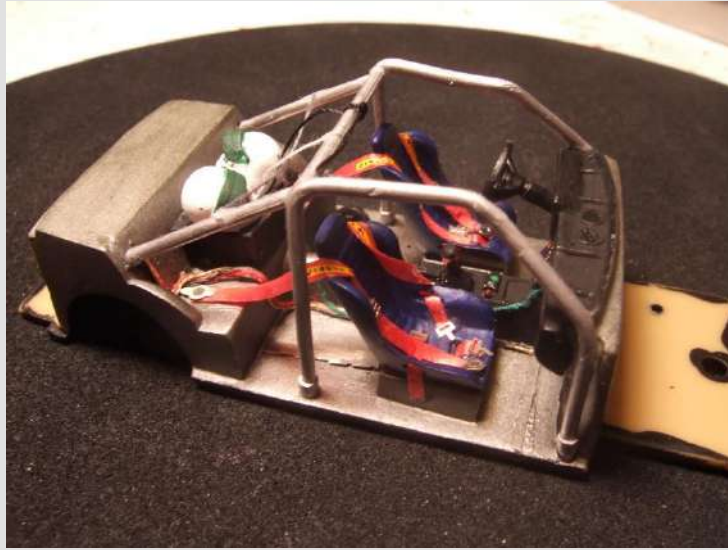
Researching and Assembling

Part of the fun of 1/43 kit collecting is the research involved in deciding how you are going to assemble the car. The internet is your friend. As with the kit above, you get the parts, the decals, and no instructions. What color is the seat? What kind of seatbelts were used, and what color are they? Do you want to add customization? For example, I wanted my Milano Verde I owned in Connecticut, In addition to painting it to match my car, I also found a set of custom wheels that came close to the ones I had installed. That's the other thing about 1/43 – there are tons of add-on accessories! I have racing seats, photo-etched seatbelts, helmets, and lots of different wheel styles – all based on real ones. Minilites, Enkei's, OZ's – even the GTA alloy wheels have been made, all in 1/43.



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Once you know what you are going to do, it's time to lay everything out and prepare. In something this small, any imperfection stands out. Sometimes, the castings aren't perfect, and there are small air holes, or lots of "flash" (extra material leaking out of the cast – you can see flash on the 4C photo above). You need to have a careful hand with a hobby file and an X-Acto knife to trim away flash, add character lines, and more. I almost always do a 'dry-assemble' – make sure all the tight-fitting pieces fit together before I paint them – you don't want the perfect paint to be scratched or trimmed away because a casting seam remains. So, prep, prep, prep.

Painting is either the most fun or least fun part – for me, it's FUN! The challenge, as with everything else, is to get a perfect exterior paint job laid down – let's face it, a drip on a 3-inch model looks HUGE compared to a full-size car! You can, of course, use "rattle-can" paints for exteriors, but the risk of drips and orange peel is high. Therefore, using bottled paint and a hobby air sprayer is a better alternative, as you can spray a much finer mist, and make repeated (5-6) passes over the body to get a perfect cover. If you want the "perfect" color, though, the best paint to use is... auto paint! It's made to atomize through an air sprayer and evaporates quickly on contact. Years ago, I had some work done on my "rosso Alfa" Alfetta GT, which required touch-up painting. Since the shop was mixing up perfectly color-

matching red paint, I kindly (OK, kindly + \$\$, since I was in California, and it was of questionable legality) asked him to mix up an extra pint – you know, as "touch up". I had a pint of true "Alfa Red" auto paint that I used on many cars, until the paint dried up – but what great colors!

I do use rattle-can primer, by the way. Since you are using good paint, you MUST prime the body first. And, just like a "real" car, you often have to sand, with 400+ grit paper, and you may need the X-Acto again to score the door lines, gas caps and other details you don't want lost.

As a general rule, I prime the entire body – inside and out – as well as the floor piece. I then paint the inside. Normally, since inside colors are pretty basic, and you rarely see much inside, I use a brush on the floorboards and/or carpets. You will need different matte's of colors – you don't want carpets in gloss! Once the main interior parts of the body are painted, I then do the outside using spray, after first taping off the inside of the car. I can then touch up any inside-color overspray with a brush – harder to touch up a body you sprayed because you messed up with the interior brush.



Parts like seats, dash, and more are all hand-painted. You can decide how realistic you want to be, or add custom features to your hearts content. I usually work on this while the main parts are drying. You will find that you'll end up with an impressive assortment of brushes, in all sizes. I buy my bottle paints from the hobby store, mostly by Tamiya or Testors. Thanks to the R/C and Dungeons/Dragons hobbies, paints are still very available in all colors.

Once all your painting is done, or nearly done, you can start assembly. You'll need different kinds of glues – the old "sniff and get high" stuff we used as kids doesn't work, as these aren't made of "plastic." I use super-glue on the main pieces, as you only need a tiny amount, and it dries clear. You will want both the brush-on applicator and the squeeze-out bottle. Windscreens and windows and headlight covers are attached with good-old Elmers, as it dries very clear, if you get the right type.

I have little box of "stuff" that I add as I wish – especially to racecars – for more detail. Super-fine wire or thread works for wiring or fire-suppression lines. Photo-etched five- and six-point harnesses add lots of detail – as a little design touch, I often bend the lap belts of the five-points to look like they've been turned over when opened. Ball-top push pins work great as covered fog lights for rally cars. I also have paper clips that are perfect for fashioning roll bars – easy to roll, and they are the right diameter. The picture below is of the Spruell Alfa Spider where I added "wiring" to the fabricated dash/steering wheel support.

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Assembly is where I realize how old I am. Tweezers and magnifiers are mandatory! I used to be steady enough to glue a steering wheel to it's column without shaking; now I have to really brace my hand. Aside from the "age appropriate" tools, you will need tweezers and small clamps. I built a few wooden uprights with reusable putty on them that I can stick pieces on while I'm painting them. The key is to take your time, and test-fit often... put the glue only after you have tried it, and determined that any touch-up painting, detailing, and decal application won't be needed after the part is in.

Finalizing and Finishing

The hardest part of assembly for me is the clear parts. Windows are usually vacu-formed into a part that "looks" like it should just press right in between the A, B and C pillars – front, sides and back. Nope. Each window needs to be carefully cut off the form, and glued with Elmers or some super-clear glue. The more clear and residue-less, the better. Inevitably, you will jiggle, and the glue will slop onto the window. I'm not good enough to remove it, and my attempts only spread it around. For that reason, I often "keep the front windows rolled down" – the better to see inside. You can always cover the front windows with an aftermarket purchased

racing net, if it's appropriate. The little headlight covers on the Tipo 33's, Spiders and many show cars drive me nuts. I'd be lying if I said that some of my cars obviously had the covers fall off in hard driving...

With few exceptions, wheels and decals are last. The most common exceptions to decals are in the interior, where you have to put on the seatbelt decals (Sabelt, for example) or the instrument decals before you put on the steering wheel. Did I mention test-fitting? I'm not making a kids push-toy, so I glue the wheels on – the trick, especially on an F1 car, is to get them straight. Often there is very little holding them in place, and they tend to "toe out" quite dramatically! You also have only this chance to set the height correctly, and ensure all four tires contact the ground. I've often had to remove the axle and glue the wheel to the body to offset a poorly cast chassis.

Clearcoat... hmmm... I know people that paint the body, then decal the exterior, then clear coat the exterior. I don't, because I can't seem to get that process right, without running the clearcoat, and ruining everything else. You can't scrape off a clear-coat drip, or you'll scrape off the decal... Ack! So, I put the external decals on last, most of the time. Then, and I know this sounds strange, I paint the exterior with an Acrylic floor finish! It used to be called "Future", and now it's called "Pledge Premium Finish". The main reason I do this is that it doesn't yellow with age, like most finishing products do. Plus, after about 3-4 years, it just loses its luster, and I can re-apply it. Finally, it's actually really good at plugging the inevitable gaps at the windows and windscreens and headlight covers. In my opinion, way better than a lacquer-based clear coat.

Now What? Displaying and Photographing

You've completed your first kit, and then your second and third. At some point, you will want some place to put them, keeping them out of the dust, kids fingers and the dog's mouth. You may even want a place to display all your car stuff. Here, IKEA is your friend. I have three of the display cases on the left and can easily buy more. Inexpensive to buy and easy to assemble.

There is lots of extra space between the shelves, which can easily be fixed with additional glass shelves and some creative support building. So, as your collection expands, the shelves expand also! You can see that these cases contain my 1/43 kits (top shelf and most of second shelf) some 1/43 diecast and pre-assembled Alfas, which is the stuff I can't find in kits, like the Giulia and Stelvio and modern F1 cars. Also in the cases are my HO slot cars (another obsession, and yes, I have LOTS of track), and some larger scale cars on the bottom. If you decide to build yourself, my only suggestion is to build a case that completely covers these cars. They are dust magnets, and many of the small mirrors and antennae easily break off with brushing. Be careful.

I love to photograph these cars and make them look like they are in real surroundings. You'll need a good close-up lens on a good DSLR camera to get super-fine detail, as the macro settings on your camera phone just won't focus close enough. This setup also allows you the ability to choose how you want the background – blurred or clear. Use your imagination! Try a long telephoto lens from far away also... how real can you be? Here are a few different ways I shot the "Jägermeister" 155 DTM car. For info, I shot the first one on the cover of my hot tub, with a small puddle of water in front of the car for reflection.



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selection of pre-built and die-cast is even larger, and even larger still including the built kits. So, give it a try yourself! Go out to Grand Prix Models to browse their selection, and see what Alfas they currently have in stock. When I checked on 12 September, they had three 158 Alfettas, four GTA's, and some other F1 and LeMans kits in stock. If you take the plunge and buy one, let me know if you want some help... and enjoy this new chapter in your Alfa-life!



Final Tips and Thoughts

There are a lot of people into kit building, and the number of Pinterest, Facebook and Instagram pages is constantly expanding. Lots to learn and share. This is a great place to dip your toe in.

As with any hobby, you gotta make time for it! I was convinced that moving up here to Oregon would free my winters up for working on my kits. Well, that was before I bought a 1:1 kit, and started re-building my 1976 Alfetta GT! Now I don't have time... later, perhaps? Strange as it may seem, the time may come when you grow tired of your hobby, or those hands just don't work like they are supposed to. While this is a very niche hobby, it is a strong one, and there are always people looking to buy kits, and assembled kits. Ebay, and list globally – most of the Alfa kit collectors are in Europe. Additionally, Grand Prix Models has a "rarities" program where you can sell or consign your entire collection to them, and they will offer it to their wide range of customers. As Mrs. Davis says to me, "Collect what you want, but give me a way to get rid of them." Gotta Love Mrs. Davis...!

We share a passion for our cars, at any scale. Most of the Alfisti I know have at least one scale model car, and many people have many. While I've focused on continuing my childhood obsession with kits, the



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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. All are welcome!

January

- 8 Board of Directors Meeting at Buster's Barbecue, 7 PM
- 17-19 7th Annual AROC Winter Retreat in Palm Desert
- 22 General Meeting (canceled)

February

- 5 Board of Directors Meeting at Buster's Barbecue, 7 PM
- 16 Valentine's Tour hosted by Rick Martin
- 19 General Meeting at Old Spaghetti Factory, 7 PM

March

- 4 Board of Directors Meeting at Buster's Barbecue, 7 PM
- 14 AROO Cup Rally School, Busters Barbeque, 10 AM
- 15 AROO Cup Rally #1, Wilsonville, 9 AM
- 18 General Meeting (canceled)

April

- 1 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 15 General Meeting (canceled)
- 25 Annual Old Spider Tour – to be rescheduled in Fall 2020

May

- 6 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 16 Annual Swap Meet & Garage Tour (canceled)
- 20 General Meeting Zoom Video Presentation, 7 PM

June

- 3 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 14 AROO Cup Rally #2, Wilsonville, 9 AM
- 17 General Meeting Zoom Video Presentation, 7 PM
- 20 Summer Solstice Tour & BBQ (canceled)
- 21-27 Alfa Wannabe Tour – Postponed to Oct 1-4

July

- 1 Board of Directors Meeting - Not Scheduled
- 9-12 Rose Cup Races at PIR (participants only)
- 15 General Meeting - Zoom Video Presentation, 7 PM
- 18 Annual Summer Picnic and Wine Tour (canceled)
- 19-26 AROC National Convention - Postponed to July 18-25, 2021
- 25-26 SVRA Portland Vintage Racing Festival at PIR

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

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](#).

26 AROO Cup Rally #3, Wilsonville, 9 AM

30-31 NW Classic Rally (postponed to July-Aug 2021)

August

- 1-2 NW Classic Rally (postponed to July-Aug 2021)
- 5 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 7-9 Summer Tour, Host Tom McGirr (canceled)
- 19 Evening Tour, Host Doug Zaitz
- 20 Shelby America Auto Club NW Track Day at PIR
- 22 Lake Oswego Heritage Car Show (canceled)
- 23 Portland Yacht Club Classic Boats & Cars Show (canceled)
- 23 AROO Cup Rally #4, Wilsonville, 9 AM

September

- 2 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 16 General Meeting - Zoom Video Presentation, 7 PM
- 19 Annual Giro di Coupe Tour, Host Dennis Howell (canceled)
- 26-27 Fall Tour, Host Tom McGirr (no-host)

October

- 1-4 Alfa Wannabe Tour, Host Tom McGirr (no-host)
- 7 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 17 Annual Old Super Tour, Host Bill Gillham
- 18 AROO Dirty Rat Rally, Wilsonville, 9 AM
- 21 General Meeting - Zoom Video Presentation, 7 PM
- 25 Annual Volunteer Appreciation Dinner (canceled)

November

- 4 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 18 General Meeting - Zoom Video Presentation, 7 PM

December

- 2 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 6 Annual Holiday Party & Silent Auction (canceled)
- 16 General Meeting - Not Scheduled

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

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AROO "Dirty Rat" Rally – Sunday, October 18th

By Paul Eklund

This AROO "Dirty Rat" Rally will be an end-of-season, one-off event, with emphasis on traps and tricks. It is meant to be a fun diversion from the norm, and is not included in the season points for the AROO Cup Rally Series. Come and try it out, make it a learning experience! Time Decs are encouraged, so no need to speed - please take the time to learn the tricks and traps, and have fun!

This will be a typical Time-Speed-Distance rally, run on paved roads, at less than posted speed limits. All licensed and insured automobiles may participate. Teams should be comprised of a licensed driver and a navigator (no single person cars allowed). Drivers and/or navigators may be minors, however each minor's parent or legal guardian must sign the minor liability release. All participants must sign the general liability release.

AROO "Dirty Rat" Rally – Sunday October 18th. Register at 9 AM, Drivers Meeting at 9:45 AM, First car out at 10:01 AM at the French Prairie Rest Area, far back parking lot, I-5 Southbound at MP 282 (south of Wilsonville). Please be prepared to observe social distancing and face masking recommendations - thank you!

Each rally is \$15 per car with email or phone pre-registration (payable at rally registration). Pre-registration is strongly encouraged!

Each rally is \$20 per car without pre-registration (payable at registration). Please pre-register!

Contact Paul Eklund at Paul.Eklund@alfaclub.org or at 503-886-9229 for additional information.



AROO Cup Series Season Results!

By Paul Eklund

SEASON POINTS DRIVERS							SEASON POINTS NAVIGATORS						
		#1	#2	#3	#4	TOTAL			#1	#2	#3	#4	TOTAL
S	John Clemson	7	10	10		27	S	Doug Zaitz	0	10	10		20
S	Ed Grayson	8	8	8		24	S	Jeff Gretz	0	10	8		18
S	Paul Eklund	10	0	0		10	S	Yulia Smolyansky	10	0	0		10
V	Fred McNabb	7	10	10		27	V	Lisa McNabb	7	10	10		27
V	Ryan Coulson	10	8	1		19	V	Nick Rodriguez	10	8	1		19
V	Steve Poland	0	5	8		13	V	Doreen Roozee	3	4	6		13
V	Atif Zaman	3	4	6		13	V	Kathleen Poland	0	5	8		13
V	John Johnson	8	0	5		13	V	Maria Menor	8	0	5		13
V	Dennis Howell	5	2	2		9	V	Claudia Reinhaus	5	2	2		9
V	Nicholas labone	0	7	1		8	V	Patrick laboni	0	7	1		8
V	David Pollock	5	1	1		7	V	Shirley Pollock	5	1	1		7
V	Alex Carrara	0	3	4		7	V	Julia Henry	0	3	4		7
V	Simon Levear	0	0	7		7	V	Ben Bradley	0	0	7		7
V	Rick Warner	0	6	0		6	V	Debbie Warner	0	6	0		6
V	Petr Burunov	6	0	0		6	V	Isaac Burunov	6	0	0		6
V	Thomas Burnett	5	0	0		5	V	Guy Recordon	5	0	0		5
V	Bob Stevens	2	1	1		4	V	Puff Stevens	2	1	1		4
V	Doug Barofsky	0	0	3		3	V	Lilo Barofsky	0	0	3		3
V	Donald Jackson	0	1	1		2	V	Leslie Jackson	0	1	1		2
V	Steve Thompson	2	0	0		2	V	Melissa Thompson	2	0	0		2
V	Cliff Johannsen	0	0	1		1	V	Elizabeth Toness	0	0	1		1
V	Harold Peters	0	1	0		1	V	Ed Godshalk	0	1	0		1
V	Ed Frank	0	1	0		1	V	Eustacia Su	0	1	0		1

AROO Cup #1 Results

Rally Chairs: paul.eklund@alfaclub.org or
yulia.smolyansky@alfaclub.org

AROO RALLY CUP #1 2020 Final RESULTS 3/15/2020																	
CAR#			Description	CLASS	LEG # 1		LEG #2		LEG #3		LEG #5		LEG #6		OBS/RC	TOTAL	POSITION / CLASS
1	Fred/Lisa	McNabb	Mustang -white	V	93	E	33	E	9	L	2	L	9	L	60	206	3rd Vintage
2	John Clemson	Bob Piacentini	Alfa ?	S	25	L	51	L	8	E	1	E	0		120	205	3rd Std
3	Dennis Howell	Claudia Reinhaus	Silver Mercedes	V	20	L	27	L	97	L	6	L	7	L	60	217	4th Vintage
4	Ryan Coulson	Nick Rodriguez	BMW	V	11	L	44	L	6	L	11	E	3	E	0	75	1st Vintage
5	Thomas Burnett	Guy Recordon	Jaguar	S	1	L	300	L	189	L	300	L	300	L	0	1090	5th Std
6	Ed Grayson	Jeff Gretz	Green Rover	S	11	E	9	L	21	L	9	E	6	L	0	56	2nd Std
7	David/Shirley	Pollock	Audi RS3	V	11	L	57	L	73	L	34	E	4	L	60	239	5th Vintage
8	Puff/Bob	Stevens	Silver Toyota	V	5	L	254	L	77	L	49	E	38	E	120	543	8th Vintage
9	Steve/Melissa	Thompson	Silver Prius	V	68	L	63	L	12	L	32	E	6	E	120	301	6th Vintage
10	John Johnson	Maria Menor	Black Porsche	V	6	L	41	L	41	E	4	E	5	L	0	97	2nd Vintage
11	Paul Eklund	Yulia Smolyansky	Grey Subaru	S	1	L	3	E	2	E	3	L	1	L	0	10	1st Std
12	DNS															1500	
13	Atif Zaman	Doreen Roozee	Mazda 3	V	3	L	59	E	3	L	204	L	6	E	60	335	7th Vintage
14	Petr Burunov	Isaac Burunov	Black Mercedes	S	23	E	300	L	16	E	4	E	25	E	60	428	4th Std
= VINTAGE CLASS S = STANDARD CLASS																	
E = EARLY L = LATE																	

AROO Cup #2 Results

Rally Chairs: paul.eklund@alfaclub.org or
yulia.smolyansky@alfaclub.org

AROO RALLY CUP Final RESULTS #2 6/14/20 (Paul & Yulia RM)															
Car #			Description	CLAS S	LEG # 1		LEG #2		LEG #3		LEG #4		OBS/RC	TOTAL	POSITION / CLASS
1	Fred/Lisa	McNabb	Mustang - white	V	7	E	14	L	7	L	9	L		37	1 st V
2	Dennis Howell	Claudia Reinhaus	Silver Mercedes	V	39	L	7	E	118	L	16	L		180	8 th V
3	Ed Grayson	Jeff Gretz	Green Rover	S	1	L	10	L	300	L	300	L	60	671	2 nd S
4	Rick/Debbie	Warner	Silver Lancia	V	11	E	4	L	79	L	5	L		99	4 th V
5	Bob/Puff	Stevens	Blue Fiat Spider	V	32	L	32	E	293	L	9	L	60	426	9 th V
6	John Clemson	Doug Zaitz	Red Mustang	S	18	L	16	L	8	L	6	L		48	1 st S
7	Alex Carrara	Julia Henry	Red Milano	V	25	L	86	L	15	L	33	L		159	7 th V
8	Atiz Zaman	Doreen Roozee	Red Mazda	V	1	L	34	L	108	L	1	L		144	6 th V
9	Steve/Kathleen	Poland	Black BMW	V	13	L	14	E	78	L	33	L		138	5 th V
10	Ryan Coulson	Nick Rodriguez	Blue Jaguar sedan	V	25	L	9	E	9	L	10	L		53	2 nd V
11	Donald/Leslie	Jackson	Guilietta Red	V	170	L	106	L	300	L	300	L		876	13 th V
12	Ed Frank	Eustacia Su	Porsche Macan Blue	V	38	L	27	L	300	L	300	L		665	11 th V
13	Nicholas Iabone	Patrick Iaboni	Gray GTV6	V	20	L	12	E	8	L	19	L		59	3 rd V
14	Travis Willmore	Shawn Reddy	BMW	DNS										0	DNS
15	David/Shirley	Pollock	Red Ferrari 308	V	51	L	59	E	300	L	300	L		710	12 th V
16	Harold Peters	Ed Godshalk	Blue Jag XKR	V	6	E	37	E	300	L	300	L		643	10 th V
V = VINTAGE CLASS S = STANDARD CLASS															
E = EARLY L = LATE															

AROO Cup #3 Results

Rally Chairs: paul.eklund@alfaclub.org or
yulia.smolyansky@alfaclub.org

			Description	CLASS	LEG # 1		LEG #2		LEG #3		LEG #4		LEG #5		LEG #6		OBS/RC	TOTAL	POSITION / CLASS
1	Fred/Lisa	McNabb	Mustang -white	V	2	L	20	L	16	L	19	L	3	L	12	L		72	1 st V
2	Dennis Howell	Claudia Reinhaus	Silver Mercedes	V	39	L	35	L	63	L	26	L	30	L	4	L		197	8th V
3	Ed Grayson	Jeff Gretz	Green Rover	S	16	L	9	E	59	E	30	L	10	L	6	L	60	190	2 nd S
4	Donald/Leslie	Jackson	Guilietta New	V	21	L	47	L	233	L	300	L	300	L	300	L	60	1261	14 th V
5	Bob/Puff	Stevens	Blue Fiat Spider	V	29	E	30	L	40	L	300	L	300	L	300	L		999	12 th V
6	John Clemson	Doug Zaitz	Red Mustang	S	8	L	13	L	29	L	46	L	8	L	25	L		129	1 st S
7	Alex Carrara	Julia Henry	Red Milano	V	23	L	21	L	47	L	10	L	46	E	1	L		148	6 th V
8	Nicholas labone	Patrick laboni	Gray GTV6	V	36	L	24	L	10	L	246	L	0	L	16	E		332	10 th V
9	Steve/Kathleen	Poland	White Jag XK150	V	3	E	5	L	5	L	11	L	36	E	16	L		76	2nd V
10	John Johnson	Maria Menor	Black Panamera	V	26	E	3	E	16	E	56	E	2	E	25	E		128	5th V
11	David/Shirley	Pollock	Red Ferrari 308	V	34	L	109	L	53	L	66	E	31	E	1	L		294	9 th V
12	Doug/Lilo	Barofsky	Blue 4Rnner	V	14	E	34	L	15	L	7	L	7	E	112	L		189	7 th V
13	Ryan Coulson	Nick Rodriguez	Blue Jaguar sedan	V	26	L	12	E	12	E	117	E	37	E	141	E		345	11th V
14	Cliff Johannsen	Elizabeth Toness	Red Saab Sonnet		9	L	44	L	7	7	300	L	300	L	300	L	60	1020	13th V
16	Simon Levear	Ben Bradley	Blue Ford Escape	V	35	E	29	L	0		2	L	10	L	5	L		81	3rd V
17	Atiz Zaman	Doreen Roozee	Red Mazda	V	34	L	9	L	4	L	29	L	7	L	11	L		94	4th V

AROO Cup #4 Results

Rally Chairs: paul.eklund@alfaclub.org or
yulia.smolyansky@alfaclub.org

Team	Car #	Score	Class	Place
Eklund/Smolyansky	14	7	s	1st standard, 1st overall
Levear/Bradley	11	16	v	1st vintage, 2nd overall
N. Iaboni/P.Iaboni	15	20	v	2nd vintage, 3rd overall
Clemson/Zaitz	6	30	s	2nd standard, 4th overall
F McNabb/L McNabb	1	44	v	3rd vintage, 5th overall
Johnson/Menor	10	63	v	4th vintage, 6th overall
J Gretz/J Gretz	3	106	s	3rd std, 7th overall
Howell/Reinhaus	2	122	v	5th vint, 8th overall
Zaman/Fanning	8	203	v	6th vint, 9th overall
R Warner/D Warner	7	238	v	7th vint, 10th overall
Montgomery/Brantley	13	299	v	8th vint, 11th overall
B Stevens/P Stevens	5	429	v	9th vintage, 12th overall
Frank/Su	12	620	v	10th vintage, 13th overall
Johannsen/Toness	4	1200	v	11th vintage, 14th overall(tie)
S Poland/K Poland	9	1200	v	11th vintage, 14th overall(tie)

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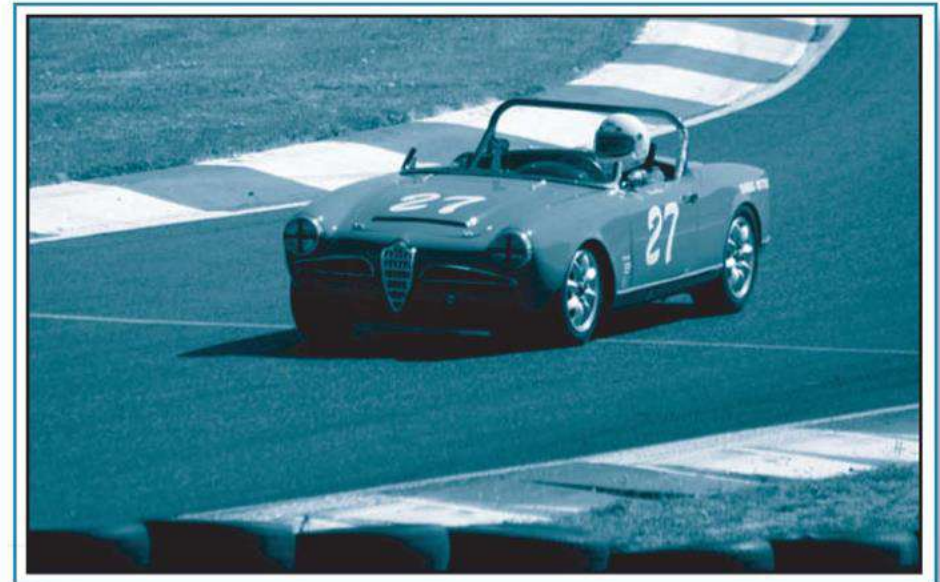
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TEST DRIVE: 2020 Alfa Romeo Giulia Quadrifoglio

Still One Of The Best Sedans

Nico DeMattia

September 21, 2020

<https://www.bmwblog.com/2020/09/21/alfa-romeo-giulia-quadrifoglio-still-the-best/>



Having done this job for several years, I've tested most of the high-performance sedans on the market. With the exception of the Tesla Model 3 Performance (Tesla won't let me test one) and the Audi RS4 Avant (not available here in the US), I've driven just about every performance sedan on sale. Yet each and every time I slide behind the wheel of the Alfa Romeo Giulia Quadrifoglio, it reminds me of why it's the best of them

Alfa recently loaned me a 2020 Giulia Quadrifoglio for a week to test its new updates. My previous test drive of the Giulia Quadrifoglio was a few years back and it was a heavily flawed car then. Almost all of its interior switchgear felt cheap, its infotainment system was atrocious and its backup camera looked like it was ten years old. Despite those issues, though, the Quadrifoglio charmed the hell out of me, making it my favorite sports sedan in the world.

For 2020, Alfa Romeo has updated most of what made the Giulia so frustrating, giving it mostly new switchgear

on the center console and a newly updated infotainment system. That might not seem like a comprehensive overhaul but those changes make a big difference. Now, rather than being a point of frustration, the interior is actually quite helpful. It's still not perfect but it's far better than before.

Take the new center console, for example. The pre-facelift Giulia had a shift lever so flimsy that using it was actually nerve-racking, as it always felt as if it would break. The iDrive-esque rotary dial felt so cheap that you never knew when it was going to pop off. Don't even get me started on the infotainment system, which felt as dated as the original iPhone.

Now, though, the new interior actually feels quite nice. The shift lever is covered in leather, with contrast red stitching, the new rotary dial is much nicer to touch and use and the infotainment system is updated to the point where it's relatively easy to use and nice to look at. The infotainment is still quite a bit below the best in the business but it's fine and doesn't take away from the experience, like the pre-facelift car did.

Even the center console has been revamped, so it gets new cupholders and one of the most convenient wireless mobile charging bins I've ever used. So it's a much nicer car to get along with on a regular bases.

Thankfully, all of the good bits about the original car remain. The steering wheel is near-perfect (now a bit thicker but still nice and thin) and the seating position is excellent. It's a proper driver's car cockpit. So while some of the cabin ergonomics are still a bit annoying, all of the important bits are spot-on.

Under the hood is the same 2.9 liter twin-turbocharged V6 as before, making 505 horsepower and 443 lb-ft of

torque. It's paired with the same ZF-sourced eight-speed automatic as before and again powers only its rear wheels.

Alfa's blow V6 is a joy to use. It makes power everywhere and delivers it with a shocking smoothness. Admittedly, a lot of that smoothness comes from the fact that Alfa uses hilariously soft engine mounts, so the engine will rock back and forth as if it's trying to break free from its mounts when you rev it. So nary a vibration makes it through to the cabin. Having said that, the power delivery is excellent and it's calibrated wonderfully to the eight-speed auto.

While shifts in the Giulia Quadrifoglio might not be as imperceptible as they are in any BMW product, they're actually more enjoyable. Reason being is that you do feel a bit of snappiness, there is a bit of a shove in the back on full-throttle upshifts, and that makes it exciting. There's a genuine sense of mechanical operation, making you feel more connected to the car with every pull of the lovely aluminum paddles. The snap of the gear changes is never harsh and never uncomfortable, it's just enough to remind you that you're shifting gears in a very fast, high-performance machine.



Continued

Then there's the paddles themselves. Big, long, fully-aluminum, column-mounted paddles are a joy to use. They make the act of changing gears in an automatic actually feel exciting. In every German car, not just BMW, clicking the paddles is as exciting as turning the volume knob. They're typically just big plastic buttons mounted to the back of the steering wheel.

In the Alfa, they're huge and made from actual metal. So they're cold to the touch, rings make an audible clank against them and the click-action of them actually feels rather mechanical. Somehow, Alfa has managed to breath life into something that's typically extremely mundane.

That sort of life, enthusiasm and sense of fun is present throughout the rest of the car. I'm convinced there isn't a sedan on the planet that can match the Alfa Romeo Giulia Quadrifoglio's steering. It's near-perfect; light to the

touch by hyper accurate and with a quick ratio. Its inputs are razor sharp and you feel like you can place the nose on a knife-edge. Not much feel or feedback through the wheel itself but that doesn't matter because it's so accurate that you can trust it's going to go exactly where you point it.

There is feedback through the chassis though. The entire car communicates what it's doing through the seat of your pants. It feels like an great dance partner; with its hands on your hips, gracefully guiding you along, communicating what it's doing and what it's going to do next.

It feels light, agile and incredibly balanced. We fully expect the upcoming BMW M3 to be the technically superior car and the one that will go around tracks faster but I'll personally be blown away if it can feel as good as the Giulia Quadrifoglio.

The Alfa Romeo Giulia Quadrifoglio is a flawed car. Even with its interior updates, it still can't hang with the Germans in terms of technology ergonomics and build quality. It lacks tech features its competitors have and there's still a worry about reliability. However, take its unbeatable driving pleasure and combine it with the Giulia Quad's stunning good looks and you're met with a package that's hard to not fall in love with.

Now that it's been updated, the Giulia Quadrifoglio is still one of the best driving sport sedan in the world. But most of the annoying aspects of it that would have kept most customers from actually buying it have been remedied. It's still not perfect but it's now at the point where it's actually worth buying, even over its German competitors. Now we just wait to see what the new M3 can do. mundane.



Old Super Tour – *Return of the Gillham “Salmon Run”*

October 17th, 2020



Come join us for the annual return of the AROO Old Super Tour - Giulia Supers are especially welcome! This tour compliments the annual Old Spider and Giro di Coupe Tours. Of course, all are invited, however vintage Supers lead and all sedans are next!

Bill and Marian Gillham will lead the tour in Hooligan, their LeMans Blue, tastefully customized Giulia Super -- the car that looks like the box it came in!

The 2020 OST is named “Salmon Run II”, recalling one of Bill’s first tours he wrote for AROO in the late 1970s. It will follow a similar route taken 40 years ago!

This tour is on Saturday, October 17th and is a casual 3/4-day drive of 190 miles.

Old Super Tour participants will gather at the **southbound** Santiam Rest Area on I-5 south of Salem at 9:30 AM for drivers meeting, with departure promptly at 10:00 AM. You will need \$3 for the Buena Vista Auto Ferry and \$3 for a Day Pass to enter Alsea Falls Park.

There will be photo and potty stops along the way, with a lunchtime stop at Alsea Falls. Bring your camera, favorite picnic lunch and beverages, and chairs if desired. If we are lucky the Silvers will be trying to swim up the falls.

The tour will continue through the mid-afternoon to conclude at Yachats at about 190 miles. Participants will be free to spend the evening on the coast or continue home.

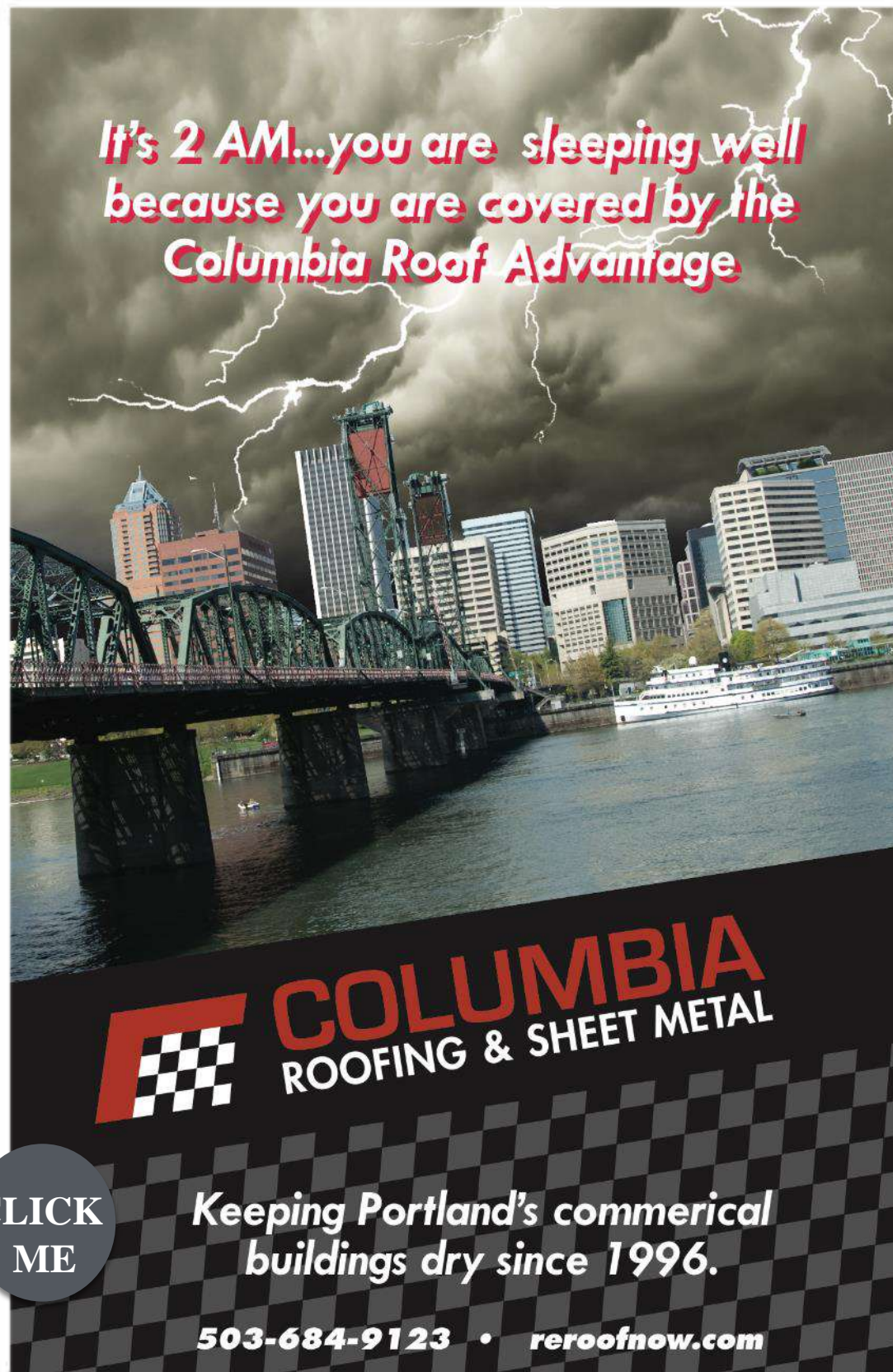
We will be observing all state and local regulations, as well as health agency recommendations, regarding social distancing and use of face masks. Thank you!

Tour coordinator and leader is Bill Gillham. He can be contacted at hooligan.racing.llc@gmail.com or 541-327-1486 (home) or 541-979-2210 (cell).

Entries will be accepted through Thursday October 15th – Please email your RSVP to doug.zaitz@alfaclub.org. We will send you the route instructions and liability release form via email – See you there!



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July 29-31 – August 1, 2021

The Northwest Classic Rally is a celebration of classic cars. It is conducted over the course of four days in mid-summer and begins in Portland, Oregon. It is organized around a traditional time-speed-distance rally and is comprised of pre-1981 collector cars and their enthusiastic owners. Organized by the Alfa Romeo Owners of Oregon and with Jaguar Land Rover Portland as the presenting sponsor, the event is a benefit for the World of Speed Motorsports Museum Automotive Career and Technical Education (CTE) program, a designated 501(c)3 charitable organization.

AROO's Northwest Classic Rally is the longest running classic rally in America. For over thirty years we have assembled a rich variety of classic cars whose owners share a common passion - driving and enjoying them. We do this in a spirit of friendly competition over some of the Pacific Northwest's most scenic roads, combined with delicious meals and always in an atmosphere of outstanding camaraderie. Participants form a family who look forward to the event all year long. We would like to invite you to become a member of this family by entering the Northwest Classic Rally. In this four-day celebration you will encounter great cars, great roads, great people and great fun!



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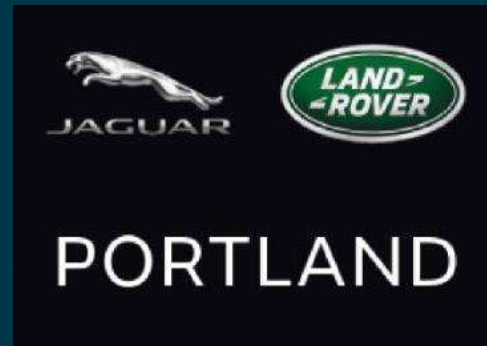
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Want to buy: Right Front Turn Indicator – '72 GTV 2000



I am in need of a RF turn indicator fixture (most likely used) for my '72 GTV 2000. It was destroyed in the July accident. It is for a US model and mounts below the bumper. May also be common to some Giulia Supers, Berlinas and Spiders. Apparently not available from the usual world-wide sources. Also need the outer headlight bezel ring, and a pair of the amber side-marker light assemblies (yellow lens). **Contact Dennis Howell** - dhowell6@comcast.net 503-246-8359 (home) or 503-702-3329 (cell).

Alfa Spider Bra for sale



Seller had a pristine 1974 Alfa Spider until it was rear ended; the car was totaled but the bra was saved. The bra has been hardly used. It should work for years other than 1974. It was stored for several years in its carrying case. Wrinkles should fall out once in the sun.

Offered at \$75

Rick Budd
503-449-7017
richardbudd46@gmail.com

1987 Alfa Romeo Milano Track Car

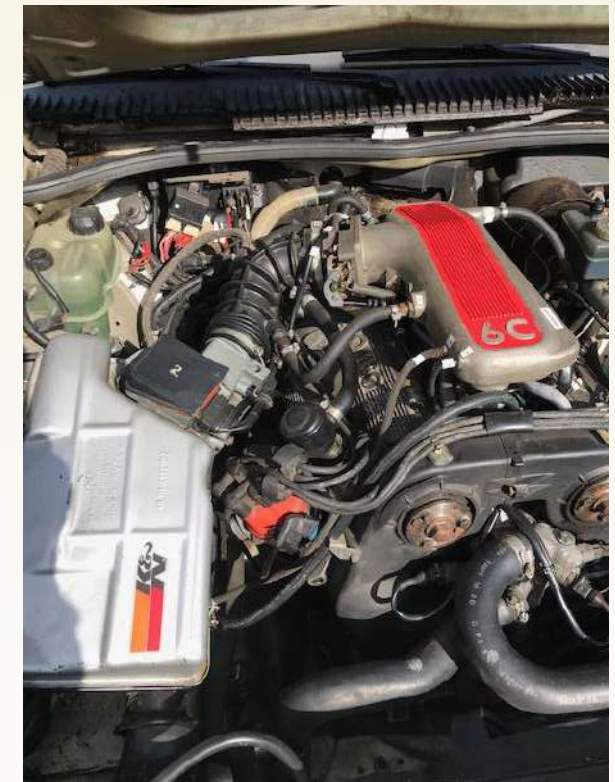


1987 Alfa Romeo Milano converted to a track car with engine modifications and suspension work done by Nasko's in Portland.

Bilstein shocks, racing springs, racing seats and harnesses, roll bar. Also comes with a set of slicks.

\$3700 or best offer.

Contact Ted at 360-281-0868 or
tedgathe@gmail.com



2017 Giulia Ti For Sale



Alfa Romeo Giulia Ti Q2 with 5700k miles for sale. New DWS 06 tires, full coverage floor and trunk mats. A 2017 Ti RWD (all software updates done), Vesuvio Gray, limited slip differential, tinted glass, sunroof, black interior with carbon fiber trim, Harmon Kardon audio. 1st oil service completed. Paddle shifters, Black hour-wheels, perfect. No issues, it is an extra Giulia for us as my son keeping his Audi.

Like new, offered for \$26,300.
Russ Paine – Hillsboro Area
503-866-8870

1987 Alfa Romeo Spider Quadrifoglio



~102,000 mi, Silver exterior, Grey leather seat with Red/black interior carpet. Hard top in good condition. Soft top also in good condition (no rips/fading). Air Conditioning. I have owned it since about 2000. It has always been garaged. All maintenance was done by Veloce Motors (Dan Summers). I lived overseas for 5yrs and stored it with Dan. I drove for a few years as a second summer vehicle when I returned. It is currently stored and has been stored for the last 4 years. Looking for about \$9k. **Contact Greg at 503.333.6895**

Abandoned GTV – with engine and trans

I have an abandoned 73 or thereabouts GTV very rusty w/ motor & trans intact CHEAP (maybe free), seats & stock aluminum wheels, dash & gauges. Any interest please call Rollin Crago at 541-301-9752. In Medford, OR.

Used 1978 & 1984 Alfa Spider Parts

1978

- Car Body - Front & Rear End
- Doors/Hood/Trunk
- Windshield (small chip)
- Seats
- Sway Bars - Front & Rear
- Center Console
- Heater Core (2)
- All Exterior Chrome
- Radiator (2)
- Exhaust Manifold
- Fan Shroud
- Front/Side/Rear Lights
- Brake Master Cylinder (2)
- Clutch Master Cylinder
- Brake Booster Unit (3) with brake/clutch pedals
- Tachometer in Housing - Jaeger
- Water Temp Gauge
- Convertible Top Frame
- Dashboard (black)

Misc.

- Set of 4 - Wheel Rims - Duetto/GTV
- Roll Bar

1984

- 2.0 L Engine & Transmission 61,000 miles, needs new cams
- Bosch Fuel Injection System EC Units (2), intake manifold
- Doors/Hood/ Trunk
- Windshield - No cracks, Radio wire antenna model
- Hard Top
- Seats
- Seat belts
- Complete Wiring Harness - Front
- Convertible Top snap-on cover
- Color Wiring Diagram - 2ft x 3ft
- Misc. Interior plastic pieces
- Front/Rear Lights
- Wheel Jack
- Exhaust Manifold
- Speedometer - Jaeger -
- Alternator
- Steering Column Shroud (plastic)
- Gauges - Jaeger- Fuel/Oil Press/Temp
- Gauges - Sunpro- Temp/Volt/Oil Press
- Convertible Top Frame



The Entire Parts Inventory - For Sale at \$1,500 or Best Offer

503-409-3562

glenndolphin@gmail.com

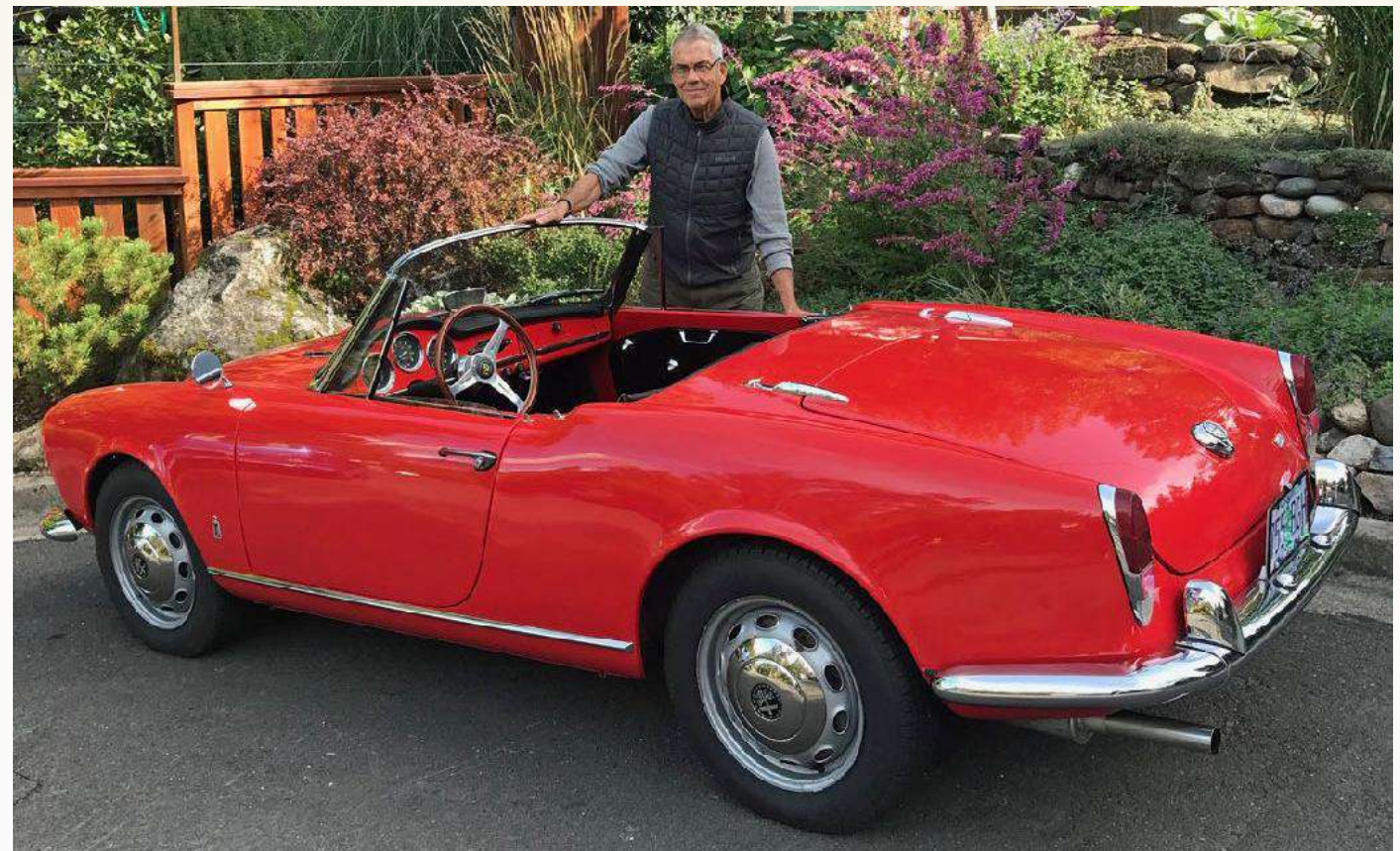
Salem, OR

1965 Giulia Spider



I've decided, moving into my 80s, to part with my 1965 Giulia Spider. I bought this car from Dan Summers (Veloce Motors, Portland, Gervais) in 2000. Dan did the majority of the restoration on this rust-free, dent-free but pretty uncared for Alfa over a number of years. I took possession in 2004. The car is in Ashland and currently looked after by Dan Buckley (Sports Car Solutions in Ashland). The car is in fine condition, a strong runner and fully functional. I'm happy to talk about the car and Dan can talk about any technical/condition questions you may have. I'm seeking an offer in the \$50K area.

Carl Prufer, (541) 708-5167
Dan Buckley (541) 324-0166



OEM 9" 101 series tail light assembly restored



OEM 9" 101 series tail light assembly restored. New tail light to body mounting gasket, a new lens gasket, all new SS hardware, and all new light bulbs. The lens is useable, though not pristine. One may notice that the signal portion of the lens isn't amber, it's red. It's the original stock lens.

Bud Collins

bcollins4503@gmail.com

530-417-3051 cell



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.

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l'orgoglio
della
macchina
nuova



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