



Alfa Bits

THE OFFICIAL PUBLICATION OF THE ALFA ROMEO OWNERS OF OREGON

Volume 53, Issue 8

September-October 2021



Old Super Tour!

Photo by Keith Martin &
Dave Beach



About the Club
The Board of Directors

CONTENTS

The Small Print	3
The Drivers Seat	4
Old Super Tour Photos	5
Giro di Coupe!	6-7
Activities Calendar	10
AROO Members Anniversaries	11
August Meeting Minutes	12
Tom's Oregon Coast Tour	14
Alfa Wannabe Tour to Canada	15-18
My First TSD Rally	19-22
LeMay Car Museum News	23
33 rd NW Classic Rally	28-29
Advertising information	32
Buy & Sell	33
The Back Seat	42



James Parker photo

ADVERTISER INDEX

- [Vintage Underground](#)
- [Sports Car Market](#)
- [Cindy Banzer PDX Properties](#)
- [Lonnie Dicus Windermere Realty Group](#)
- [Nasko's Imports](#)
- [Hagerty Insurance](#)
- [Arrow Mechanical Company](#)
- [Columbia Roofing & Sheet Metal](#)
- [Cascade Investment Advisors](#)
- [Guy's Interior](#)
- [PMX Custom Alternators & Starters](#)

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

Click on any advertiser to go directly to their ad.
You can also click their ad to go directly to
their website or contact info if available.



FROM THE EDITOR

Photo Cliff Brunk

Fall and Winter!

The leaves are falling and the temps along with them. I'm looking forward to snowshoeing getting outside in the crisp winter air.

I recently had my Alfa 4c Spider in for its timing belt service and I'm good to go for another 5 years. For all of the complaining about modern Alfa's reliability issues I read in the forums, my 4c has been just about as perfect as a new car can be. Other than a small coolant leak at a valve a few months after taking delivery, I've had no issues.

I also replaced the single DIN radio with a wide touch screen with wireless Apple Carplay. Although any radio in a car this loud seems kind of pointless, having a large screen for navigation really makes things nicer on long trips. If anyone has any questions on the 4c, let me know!

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.



Sep-Oct 2021– Doug Zaitz In the Driver's Seat



Alfas F1 Racing

So ends another summer season – for me it's been a very busy one, with several driving trips to Southern California, Colorado, and now Texas. Surprisingly enough, it's not hot nor humid here in Houston!

As I complete this long-delayed column, I am preparing for the next leg of my four-week 5,000 mile journey – to visit family in the Dallas area. Next stop will be Austin for more family, then back to SoCal, NorCal, Portland and then home, with the hopes of avoiding inclement (i.e., frozen) weather along the way.

The US Grand Prix just concluded this last weekend at the Circuit of the Americas, outside of Austin, Texas. It's a great venue, and AROC's third annual visit was a resounding success, despite the ever-present concerns of the pandemic.

Alfa Romeo corporate hosted the members of our AROC tour as best as they could, despite limitations. We were very welcome at the AR Tent, where we enjoyed Italian coffees and gelato, and had a nice space out of the sun. Alfa had the new Quadrifoglios on display, in the new

Montreal Green and Ocra (ochre) colors, to be offered with next year's models.

While Alfa's performance was not spectacular at Austin, they completed the race with no damage to their cars. Formula 1 racing has become so technically complicated, fractions of a second make huge differences in outcome. The finest equipment, and most practiced and error-free work make the difference between winning and not. Next year's chassis change should prove very interesting, as all teams will be starting from a common position. The driver changes will prove entertaining as well.

If you have any interest in attending this USGP race weekend, please contact AROC – this tour is popular and takes all the difficult planning and work out of the weekend, yielding a smoothly-run, easy to enjoy weekend at a very reasonable cost.

Back home on the Alfa front, the 155 sits awaiting my return. The replacement brake master cylinder was defective – a real disappointment, as brake fluid continues to leak into the vacuum booster. At least the engine is now running properly, without the addition of brake fluid as a supplemental fuel!

The master brake cylinder is unique to the 155 and the Twinspark 164 Super, neither sold in North America, making sourcing the part cumbersome. And there are no less than a dozen replacements, all fitting and performing the same, but not using the same rebuild parts...

Prior to my departure from the PacNW, John Clemson and I spent a day preparing my Portland Craigslist Milano for rear fender rust removal with new weld-in patch panels. One side is done now; the other is to be completed shortly. Next will be more preparation for a new paint job, then some needed mechanical work. I hope to have another Milano on the road soon!

Interestingly enough, two of my Milani have PacNW roots – this one was purchased new in Tacoma, and was owned by a current member of the Spokane Italian Car Club, though at the time he lived in Tacoma. He will be

surprised to see his old car back on the road at our next SICC drive next spring. My first Milano was registered at one time in Deer Park, only a few miles from where I live now, some 20 years ago before it moved to Portland, to be acquired by Bill Daemke prior to my purchase.

I was unable to attend the Old Super Tour, the Giro di Coupe and the Dirty Rat Rally events – certainly not by my choice, as all three of these are great events coordinated by dedicated club members. Many thanks to Dave Beach, Dennis Howell, Paul Eklund and Yulia Smolyansky, and the many control point volunteers too!

We are looking at options for the AROC Holiday Party, as the MAC is not scheduling catered events yet. We may have another venue if it is possible, if not we will plan a Zoom event as we did last year. All of us are so anxious to return to in-person meetings and parties, but only when appropriate to do so.

If you have an interesting new project, underway or completed, let us know the details and send some photos – we'd love to share your success with other club members! James can be contacted at James.Parker@alfaclub.org or from the AROC website Contacts page.



Old Super Tour!

September 25, 2021

Dave Beach and Keith Martin



Giro di Coupe Tour MMXXI

October 16, 2021

By Dennis Howell
Photos Bob Piacentini

We had eighteen cars arrive for this tour on a generally bright Fall morning. A nice assortment of Giuliettas (Sprints and Spyders) Giulias (GTs, Supers and Spyders), a lovely Alfetta GT, a strikingly handsome 2600 Sprint, new Alfas and other makes.

Minutes after the start, we encountered a fog bank so dense that our leader got the route confused and led most of the tour down the wrong path for a couple of miles. A correction was made and we continued onward through the fog. The sun broke through for our first rest stop and continued with us for the rest of the tour.

We enjoyed some great country roads through the wine country, brilliant fall colors (most of the time), a lap around Haag lake and a picnic lunch at the finish.

Thank you to everyone that attended.



Giro di Coupe Tour

By Dennis Howell
Photos Bob Piacentini



RESTORATION | PRESERVATION | SERVICE

VINTAGE

UNDERGROUND

AUTOMOTIVE RESTORATIONS



CLICK
ME

541.510.5296

WWW.VINTAGEUNDERGROUND.US

COACH BUILDING | PANEL BEATING | BODY & PAINT | MECHANICAL | MACHINING | ENGINE



Keith Martin's **Sports Car Market** 30th Anniversary TM
The Insider's Guide to Collecting, Investing, Values, and Trends

877.219.2605 Ext. 1

SUBSCRIBE TODAY!
Special AROO member
pricing, plus goodies.

CLICK
ME

www.sportscarmarket.com/AROO



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

- 13 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 15-17 8th Annual AROC Winter Retreat (postponed to 2022)
- 20 General Meeting, Zoom Video Presentation, 7 PM

February

- 3 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 17 General Meeting, Zoom Video Presentation, 7 PM
- 28 Valentines Day Tour, host Doug Zaitz

March

- 3 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 13 AROC Cup Rally School, Zoom Video Presentation, 10 AM
- 14 AROC Cup Rally #1, Wilsonville, 9 AM
- 17 General Meeting, Zoom Video Presentation, 7 PM

April

- 14 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 18 AROC Cup Rally #2, Wilsonville, 9 AM
- 21 General Meeting, Zoom Video Presentation, 7 PM

May

- 1 Annual Old Spider Tour & Lunch, host Doug Zaitz
- 5 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 16 AROC Cup Rally #3, Wilsonville, 9 AM
- 19 General Meeting Zoom Video Presentation, 7 PM
- 22 May Tour & Lunch, host Patrick Iaboni

June

- 9 Board of Directors Meeting, Zoom Video Conference, 7 PM
- 13 AROC Cup Rally #4, Wilsonville, 9 AM
- 16 June Evening Tour, host Doug Zaitz, 6 PM
- 25-27 Alfa Wannabe Tour to Walla Walla, host Tom McGirr
- 26 LeMay Auto Museum Opening, host Fred Russell

July

- 7 Board of Directors Meeting - Not Scheduled
- 9-11 Rose Cup Races at PIR
- 17 Annual Summer Picnic and Wine Tour, host Russ Paine

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 AROC calendar [HERE](#).

21 General Meeting - Not Scheduled

22-25 SVRA Portland Vintage Racing Festival at PIR

24 LeMay Auto Museum Tour & Visit, host Fred Russell

31 32nd Annual NW Classic Rally

August

4 Board of Directors Meeting, Zoom Video Conference, 7 PM

13-15 Summer Tour to John Day & Ashland, host Tom McGirr

18 August Evening Tour, host Doug Zaitz, 6 PM

21 Portland Yacht Club Classic Boats & Cars Show, host Chris Finks

22 Lake Oswego Heritage Car Show, host Rick Warner

26 Shelby America Auto Club NW Track Day at PIR

28 August Tour & Lunch, host Patrick Iaboni

September

1 Board of Directors Meeting, Zoom Video Conference, 7 PM

5-12 AROC National Convention, Colorado Springs

15 General Meeting - Zoom Video Presentation, 7 PM

25 Annual Old Super Tour, host David Beach

October

6 Board of Directors Meeting, Zoom Video Conference, 7 PM

9-10 Fall Tour to Oregon Coast, host Tom McGirr

16 Annual Giro di Coupe Tour, host Dennis Howell

17 AROC "Dirty Rat" TSD Rally, Wilsonville, 9 AM

20 General Meeting - Zoom Video Presentation, 7 PM

24 Annual Volunteer Appreciation Dinner, host Cindy Banzer

November

3 Board of Directors Meeting, Zoom Video Conference, 7 PM

17 General Meeting - Zoom Video Presentation, 7 PM

December

1 Board of Directors Meeting, Zoom Video Conference, 7 PM

5 Annual Holiday Party & Silent Auction, host Cindy Banzer

15 General Meeting - Not Scheduled

Welcome New Members & Congratulations to everyone with an anniversary.

New Members

Miles Buck, from Gresham
Grant Kovach, from Portland
Michael McGee, from McCall, Idaho
Thomas Burke, from Portland
Alden DeSoto, from Bend
Evan Elkin, from Portland
David Rice, from Vancouver, WA



Member Anniversaries

James Nyman – 2 years
Richard Camarda – 2 years
Bruno Nicoletta – 3 years
John Clemson – 4 years
Alessandro Carrara – 4 years
Christopher Keen – 4 years
Jack Graham – 4 years
John Lucas – 4 years
Joseph Elwell – 5 years
John Prohodsky – 6 years
Joe Potter – 7 years
Jeff Gretz – 8 years
Charlie Frazer – 10 years
Michael Lambert – 17 years
Joe Sacamano – 17 years
Don Best – 17 years
Bob Stevens – 18 years
Bruce Fogarty – 22 years
Philip Weaver – 22 years

David Rossman – 24 years
Lars Svendsgaard – 25 years
Rick Warner – 27 years
★ Mike Kremers – 32 years !
★ Bob Macherione – 35 years !
★ Allen Rossman – 35 years !
★ Russ Paine – 39 years !
★★ John Arscott – 42 years !!
★★ Dennis Pillar – 42 years !!
★★ Dean Hanson – 53 years !!! (our second-longest member!)

★ *Members that have been with the club longer than 30 years.*

★★ *Members that have been with the club longer than 40 years.*

AROO has 168 members! Here are some nifty tidbits of information about our membership:

- Five members are in Canada
- Members by State – 147 in Oregon, 26 in Washington, 1 in Arkansas, 3 in Arizona, 3 in California, 2 in Idaho, 1 in North Carolina, 1 in Ohio, and 1 in Wyoming.

Anniversaries and New Member list is prepared each month by Steve Davis. Thank you Steve.

Minutes

Date: Wednesday, August 4, 2021

Time: 7:00 PM – 8:20 PM

Location: Zoom

Present: Cindy Banzer, Chris Bright, Mark Carpenter, John Clemson, Ryan Coulson, Steve Davis, Glen Dolphin, Chris Finks, Sue Halton and Doug Zaitz.

Guests: Roger Dilts, Paul Eklund

President Doug Zaitz opened the meeting at 7:10 PM. He introduced our new Board Member, Mark Carpenter. Cindy Banzer had moved, via the internet, to elect Mark to fill the vacant Board position. The motion was seconded and passed. Doug accepted the motion as presented and appointed Mark Carpenter to the Board. The position runs through December 2022. Doug and other Board Members welcomed Mark.

1. Minutes (Sue Halton) The July Minutes were sent shortly before the Board meeting. Many members did not have an opportunity to read them, so Chris Bright suggested that if anyone has corrections to notify Sue by 5:00 PM on Friday, August 6th. No corrections were received.

2. Treasurer's Report (Cindy Banzer) Though not all expenses have yet come in, Cindy estimates that we will lose about \$15-1600.00 on the Rally. Paul Eklund said that he would not be able to present the invoices for the trophies for several weeks and Doug also mentioned that some of the engraving had not yet been completed.

3. Past Events Report

A. The June Evening Tour had about 22 cars participate, and went very well.

B. The July Wine Tour and Picnic to Raptor Ridge was fully subscribed with twenty-something cars and great weather. Participants each paid \$10 to help subsidize the event. It was a fun day.

C. The LeMay Tour went well.

D. Chris Bright pointed out that we have had many events. He suggested creating a less crowded Master Calendar early in the season in order to space out events and plan our time more carefully.

4. Upcoming Event Report

A. Wednesday, August 18th - Doug is putting together an Evening Tour.

B. Saturday, August 28th - Patrick Icania is doing a driving tour with a no-host lunch.

C. Cindy invited Board Members to an informal 'outside' evening and dinner at her house on Sunday, August 29th.

D. September 15th - General Membership Meeting (Chris Bright)

i. Chris asked the Board whether they would like to schedule an in-person meeting at The Spaghetti Factory, considering the increase in cases of the Delta Covid variant.

ii. After discussion, the Board authorized Chris to look for an outdoor space for the September meeting.

E. Old Super Tour is scheduled.

F. Coupe Tour is scheduled.

5. AlfaBits (James Parker). Doug asked for Rally pictures for AlfaBits. Chris B. recommended creating a 'photo dump' where every one could send their photos and James could pick the ones he wanted.

6. Membership Chair (Steve Davis). Membership is fairly stable at about 184. Steve has already given his July report to James.

7. AROC Liaison (Cindy Banzer).

A. The National Meeting in Colorado Springs is coming up. They will be very careful about Covid.

B. Cindy, Doug and Chris B. plan to go to Concorso.

8. Northwest Classic Rally Update (Roger Diltz, Rally Master)

A. The Rally was held on Saturday, July 31st, and started from Cook Park, 17005 SW 92nd Avenue,

Tigard, OR. It finished at Dundee Billick Park, 320 5th Street, Dundee, OR 97115.

B. Overall, Roger thought the Rally went very well. It was unfortunate that there were not more participants. There were 27 Rally cars and 10 Tour cars. There was one accident, but no one was injured except the car.

The food was really good, the weather was really good, and the roads were surprisingly clear. The closing event was nice even though we could not serve alcohol in a public park. Paul and Yulia won the Standard event with an amazing 25 points and the Iboni's won the Vintage class.

Roger was really touched because the volunteers selected him as the outstanding volunteer!

C. All the Board members cheered Roger, and also Glen, for the superb job they had done.

D. Board members discussed ideas for the 2022 Rally.

i. The focus of the discussion centered on how to attract new participants and make it less intimidating for inexperienced rallyists. Some ideas were as follows:

a. Roger said that though the Tour was only 280 miles long, feedback from the Tour Leaders was that they wanted less driving and more social time.

b. Have an 'Amateur' category.

c. Offer an 'Early Bird' price.

d. Include Monty Shelton's name on the advertising (but not in the title) since some rallyists did not realize that this was the Covid version of the Monty Shelton Rally.

e. Everyone missed the Beer Wash and alcohol. Be sure to add them back in.

e. Doug Zaitz asked Board Members to email ideas to him.

The meeting was adjourned at 8:20.

Sue Halton, Board Secretary

SPECIALIZING IN PROPERTIES WITH LARGE GARAGES



CINDY BANZER, PRINCIPAL BROKER

M) 503 709-7277

CBANZER@EASTPDXPROPERTIES.COM

WWW.BANZERPROPERTIES.COM



CLICK
ME

Banzer Properties



WINDERMERE REALTY TRUST



Oregon Coast Tour

Dennis Howell



Canadian Rockies Tour

By Tom McGirr

We finally made it!

Banff, Lake Louise, Moraine Lake and Hot Springs – September 9-18, 2021

Having started planning this trip in July of 2019 and forced to cancel it twice due to Covid, as we backed out of our Salem Oregon driveway on September 9th, Paula commented “I cannot believe we are actually doing this!” Indeed, we were finally beginning the 10-day tour to the Canadian Rockies with 18 couples.

Despite having plotted the course and securing (and re-securing) the lodging reservations many months in advance, we did not get the ‘green light’ from Canada that they were opening the border until August 9. That gave me 30 days to make meal arrangements, research and communicate requirements for entering Canada, print and assemble the tour booklets and pay all the bills. Thank heavens I had just retired! This was a pretty special trip and I thought you might enjoy seeing some of the pictures.

Our first night was in Spokane at the classy Historic Davenport. We dined at Wiley’s which turned out to be the most outstanding meal on our tour. Highly recommend.

Next destination was Fairmont Hot Springs. First, we had to all get past Canadian Customs. In addition to having to show them a specific Covid test within 72 hours of crossing the border, all had to complete an online application to enter



Canada. Included in the application was a “quarantine plan.” Despite having our negative covid test results with us, they reserved the right to do another test at the border. If you later came back positive, you had to adhere a 14-day quarantine plan previously submitted online. Being the maverick I am, I inquired as to whether my ‘plan’ of turning around and heading back into the good old USA would be acceptable....the answer was no. So, we all came up with somewhat bogus written plans with the intent to still streak for the border if need be. None of us were tested so our quarantine plan was not put to the test.

The Fairmont hot pools were wonderful and the resort staff was so happy to see American tourists. The main restaurant was closed due to Covid but they opened it just for our group! If you check out the photo, you can see an old grey-haired guy in the pool...that be me!

Saturday morning we were off to Banff. We stopped at Marble Canyon to enjoy a short walk. The canyon walls were amazingly deep and the waterfalls beautiful. Before checking into our hotel, we explored several scenic lakes surrounded by continuous mountains.

Continued...



Canadian Rockies Tour

Continued...



Sunday morning we took the gondola to the top of Sulfur Mountain for breakfast. Despite having changed public operating hours back to 11am (due to Covid and the same worker shortage we have), they opened the gondola and restaurant at 9 am just for us! We had the mountain to ourselves. After breakfast, we headed to Lake Louise and the Fairmont Chateau. I captured the large elk crossing a river along the way. Pictures really do not do justice to what you see at Lake Louise but you can get a flavor.

Early Monday morning the majority hit the road by 7:30 am to hike the famed Johnson Canyon. This scenic trail is among the top ranked in Alberta. Much of the trail is elevated above the river and built into the marble walls by means of metal beams and girders...a real engineering feat. Next we headed to Moraine Lake via private bus (parking lot often fills up by 7 am!). This is one spectacular lake located about 10 miles from Lake Louise.

Wednesday, we drive the Ice Highway to Jasper. Talk about mountains on steroids! Our Rockies are pretty cool but these mountains were betaking, especially with a fresh cap of snow. When coupled with excellent roads, it was about all one could ask for. Paula took a number of pictures from the car as we drove.

We saw a few bears from a distance but no moose. However, as we pulled into Jasper, we captured a pair of male Elk trying to impress a nearby lady friend. Hopefully you can play the video. Pretty impressive.

The 2022 Alfa Wannabe Tour is still in the works...most likely heading to our own Rocky Mountains. It is tentatively scheduled for early September. It will be a little less formal as it is a little late to secure group lodging at resorts plus I need a little R&R from tours right now. More to come.

The theme for the 2023 tour is National Parks and will include Bryce, Zion, North and South Grand Canyons as well as Arches National Monument. I have already plotted a tentative route. It will occur in early May before the worst of the crowds and heat. They start taking lodge reservations 13 months in advance so I will get to work on this tour this coming March.

The Alfa Wannabe Car Club is an informal group of like-minded sport car enthusiasts who enjoy exploring new destinations, nice resorts, good food, fellowship, and scenic back-roads. Trips can run 1-2 weeks depending on destination so think of them as a vacation. Should you be interested in being added to the mailing list to get first notice of upcoming trips, fire me an email. I would love to have more Alfa's join me! tomsredalfa@gmail.com

Canadian Rockies Tour

Continued...



Canadian Rockies Tour

Continued...



My First TSD

By Dylan Dale

Everyone, my partner and I completed our first TSD rally last weekend and we are hooked. That had to be the most fun in a car we have had in a long time.

It all started with moving to Oregon and joining the Alfa Romeo Owners of Oregon and Alfa Romeo Owners Club North America. Through this I found out about the Northwest Classic Rally, which of course as is with any car website run by a generation or two above me is crap, but carries enough information to be interested. So I sent the web link to my partner and asked him if he would be able to visit and be my navigator (since we would be in my car). He said yes and we set the plans in motion.

I bought a 1977 Alfa Romeo Alfetta GTV 2000 last month to replace the hole selling the Corvette left. Sadly, as is with any used, classic, and Italian car, it needed some work to be rally ready.

Things I knew I needed to do to be ready: new radiator, new front crank seal, fix tail lights, fix blinkers (if time allowed), and do a fluids service.

Things I found I needed to do while working: Fix parking brake, replace stripped transaxle drain plug, replace passenger inner tie rod, and recently replace the water pump.

I know it does not sound like a lot of work, but the car would not behave. Getting the radiator out was easy, but the hoses were all stuck on and hard to take off. The biggest problem I faced was getting the

crank hub bolt out. Look up Alfa 2.0 crank bolt removal and everyone will tell you how hard it is. I first tried a breaker bar and a cheater pipe, but I was overcoming the force of the brakes doing that. So I went out and bought an air impact gun, used heat, and 3 days of penetrating oil and still it would not budge. Finally I bought a chain wrench, locked it on to the pulley and braced it against the frame, breaker bar with a cheater pipe, and pulled. I felt like I was going to permanently bend the cheater bar, but it finally broke loose and I was able to get the bolt out. Now the pulley was stuck on. It is keyed and not pressed on, but years of gunk and heat required prying on it and both my partner and I pulling on it to get it off. We worked well into the night after my day of work on Friday to get the car ready, but we got to trying to re-time my SPICA fuel injection and I called it quits. I could not continue to work on the car and get enough sleep to make the 3 hour drive to Portland by 7:30 to start the rally.

But start the rally? In what? You clearly did not finish the Alfa, the Sprite is still not finished, and you can't take the 95 4Runner on a classic rally.

I present to you our 1965 (I think) VW Beetle. Fully original and in Superleggera spec (rust lightening and fancy wheels), the passenger door requires to be kicked in the handle to shut properly or be left like this on the secondary latch. The interior is perfect. Velour needs to make a comeback. And the engine runs great after taking it to a shop a number of months back.

Continued...



My First TSD

Continued..

Yes we took a sad old Beetle with no radio, rust holes, and a questionable carburetor (has some idling issues) to a TSD rally over 150 miles away from my house. So come 4 am we loaded up, fired up the bluetooth speaker, got fuel, and headed over the Cascades to Portland.

It was a great drive over and a B-E-A-Utiful morning. We pulled into a park parking lot full of perfectly restored and beautiful cars ready to match the clock in something most people would think needs a Tetanus booster to even be near. Graciously they understood the need for a last minute car change as being put on by the Alfa Owners of Oregon I am sure they understand that all too well.

FULL DISCLOSURE: This TSD rally is apparently a huge deal. It normally attracts people from all over the world and the people that won overall this year ship their 105 GTV all over the world to participate in TSD rallies. It also is normally over 3 days, in a swanky hotel, and at least 3 times in size. Due to cancelation last year due to COVID and an unknow with this year, it was one day and much less fancy, but just as professional with a huge team of organizers and staff.

So we received our car number, lucky #13, our packets with the first stage and the rules, and our lanyards with our names and some swag. After stowing the stuff, putting our numbers on, and getting coffee, we wandered through the field of cars running the rally and those in the tour group

(cars in the middle 2 rows are racing. the ones in a single file in the back are the tour group).

This was their 32nd running of this rally. So showing up having never done a TSD and in an old Beetle was quite something. That said, I believe it was the most loved car there. Everyone was coming up to us, asking questions, loving the Beetle and the young men driving it. We were constantly joked with by the ralliers asking if we were ringers or had some hot motor under that manky body etc. It truly was a great group of people and I cannot wait to do it next year.

Being new to TSD rallies I had an understanding of how they worked because I have wanted to do them for a long time, but my partner only knew the core concept of keep the right times and don't fuck up the route. AND IT WORKED! We started off and got to our first stop after the first stage. Odd, but ok. But then we realized that this was a transit stage. It was the only stage we had been given and was to set up our timers and make sure our odometer was correct. Or course we were running with one stopwatch and an odometer without tenths and no trip odometer. Things you learn are very important for TSD rallies.

This rally has both vintage and standard classes. We ran in standard, which allows the use of 4 function calculators and a few other things, but nothing more than you would have had access to in 1975. So we get our new packet with the stages both timed and transit that would take us to the lunch break spot.

Continued...



My First TSD

Continued..

Our time slot came and off we went. Using our stop watch and doing a hell of a job as far as we could tell. We were having a great time, figuring out how to do everything and stay on course. Overly confused by other people over pace of under pace as we went along. Why could they not keep the right pace? Were we wrong? No we couldn't be. Our odometer was on point and the time was correct when we hit land marks etc. They were clearly slow. Especially the woodie Mini that was a car ahead of us, they were very slow in the morning. By the time the last two stages before lunch came I was worrying about the fuel level as we had not seen a station all morning and I didn't fill up before the start (still had 1/2 tank) because I was worried about making registration on time and my boyfriend was getting really hungry and making timing mistakes as all we had was coffee and a couple of granola bars that morning. So we missed a turn and added a little time to that stage, but overall wasn't bad. What was bad was coming down the hill to the lunch spot the Beetle ran out of fuel and I coasted into the park.

Now I had to find a fuel can and get to a station fast. We only had an hour to eat and refuel. So we scarfed down a tasty box lunch, I borrowed a fuel can from the Sprite team, and we walked over to the fuel station nearby. Lady there let us fill the can up ourselves and we hustled back just in time to see the Sprite team leaving the park. Ok fine no big deal, I will get it back to them at the end or if we meet up at a transit. So the gallon went into the bug, but I had run the battery down trying to start it. So my

partner operated the controls while I pushed. Took 3 pushes to get the car to pull enough fuel to idle. Off to the fuel station again, filled the bug and the jerry can to give to the Sprite team as a thank you. Thankfully there was just enough charge to start the Beetle again and off we went to start part two of the rally. We had eight regularities before lunch and eight more to go.

Oh did I mention that as the day wore on the information on the route became less and less? Some would have no time, some would have no distance, some would have no name, and the worst were when they just said L or R with no other context. But we were making it and doing well. Seeing other teams helped out moral and then we missed a turn. A turn that put us behind the last car and 30 minutes past out time. How did we miss it? We didn't know, but we pulled over, got that Oregon atlas out, figured out where we were (which took a while too), and found where our mistake was. As I had mentioned this was our first rally, we were bound to miss something. That something was buried in the rule book that I skimmed over weeks before and my partner forgot to read. They were the "implicit" instructions.

Due to our newbie mistakes, we had turned onto a bridge due to straight ahead being signed as a dead end, and that turn wasn't the turn we were looking for. While we did have to take the bridge, the road we were looking for was still ahead and we flew right by it.

Continued...



My First TSD

Continued..

We were half an hour behind and we needed to make up ground. We knew that this regularity was done for and the next couple there was no reason to stay on pace as we would still be behind, so we hustled through 2 or 3 stages till there was a transit stage and a 20 minute break scheduled. Guess who just caught back up if we skipped the break? That's right! We had made up 10 minutes and the skipped break meant we started just about on time and had 2 last stages where we could be competitive again. We finished those stages and pulled back into the same park we were at for lunch to finish the rally, this time still with fuel in the tank. We turned in our allowance sheets (these let us excuse time over our prescribed finish times up to 9:30 minutes) and relaxed, hung out and waited for the trophy ceremony. Sadly some people didn't make it and some people broke down (the Sprite didn't finish so I need to contact them to pay them for their jerry can).

Over all it was an amazing experience that has hooked both me and my partner on doing TSD rallies. While I have agreed with him that I should be navigator too sometime, I think we both feel he definitely fit the role of navigator as he loves the puzzle and math of that position and I have a great ability to keep constant speed or make up time as needed by feel between points. We are definitely doing this one again next year and are going to be looking for more to do. Of course I very much wish that I could have brought my Alfa, but doing the rally in the Beetle with less tools than our competitors

and with such a silly little car that handled surprisingly well really made the rally for me. I am so proud of us for getting a 0 on regulation 3. So amazing for first timers. I highly suggest joining us next year if you are anywhere near the west coast. It will be back to being a big deal and hotel and all that. It isn't particularly cheap, but I can whole heartedly say it will be very worth it, even if you just participate in the tour.



History of Alfa Romeo

At the LeMay Museum, Tacoma, WA

By Fred Russell

With 18 -20 cars, we'll look at the history of our favorite marque; a car that evokes plenty of emotion and the most passionate owners. The LeMay / America's Car Museum in Tacoma, Washington will exhibit the story of Alfa Romeo from its racing dominance prior to WWII, to the family cars, utility vehicles, post war moments of racing greatness, to the sports cars of today. The DNA flows and evolves through 111 years of this great Italian marque. The display will include pre-war Alfas Romeos through to new and a few very rare pieces. Come see a 400K mile GTV next to a race GTA, next to a GTAm. A wide body Alfetta GT will share space with a TZ and a TZ2. Plus a 1900 SSC looking smooth next to a showroom condition 164LS, next to a stunning Giulia Super. or Montreal. Complimenting the full-size cars will be nearly 200 miniature cars. Additionally, we'll have signage that shares each car's story and how it fits into the Alfa family with photos, videos, and fun reference info. Each month will have "If Cars Could Talk" gatherings on many topics including 'Overall History of Alfa Romeo', 'Global Alfa Romeo Museo displays', 'Alfa 8C S11 Speciale', and Alfa Prototypes and Show Cars'. The display will start on June 26 with a morning party that includes Alfisti parking on the grand plaza in front of the museum followed by a short scenic drive. The exhibit on the floor will continue for a full year, with a refresh in late October that will include a 6C1750, SZ90, 8cCompetizione and more. Well worth a second visit. In fact, with all the monthly talk visits, you'll want to buy a discounted annual membership (Alfa club members) to get back in numerous times. I'll see you at America's Car Museum!



State Farm
PRESENTS
LeMAY
AMERICA'S CAR MUSEUM®

Alfa Romeo

NEW EXHIBIT - OPENING JUNE 2021

Board of Directors welcomes all members
to attend our meetings
on the first Wednesday of the month.



Buster's Texas Style Barbecue
11419 SW Pacific Hwy
Tigard, OR 97223
7pm



CLICK
ME

Connecting People and Real Estate

LONNIE DICUS

VICE PRESIDENT-BUSINESS DEVELOPMENT
EARTH ADVANTAGE BROKER

Windermere
REAL ESTATE

Windermere Realty Group



Cell: 503.780.0461
Office: 503.675.8264
Fax: 503.675.8268

Windermere Realty Group, LLC
3689 Carman Dr. Suite 100
Lake Oswego, OR 97035

Lonnie.Dicus@Windermere.com
www.LonnieDicus.com

CLICK
ME

NASKO'S IMPORTS & PORTLAND MINI



With over 30 years in business we are Portland's oldest independent Alfa Romeo facility.

We are:

- Dedicated to preventative maintenance for your Alfa Romeo.
- Attentive to customers individual needs.
- A conscientious repair staff with diverse Alfa Romeo know-how.
- Our reputation is built on these things and we thank our local customers whose continued support and referrals have helped us continue doing business this way.

We Offer:

- Service - Alfa Romeo as well as other fine European automobiles.
- Parts - Large stock of new and used.
- Sales - Used European automobiles.

NASKO'S IMPORTS/PORTLAND MINI

5909 S.E. Francis (54th & Foster)
Portland, OR 97206 • 503 771-1472

HAGERTY[®]

PROUD TO SUPPORT

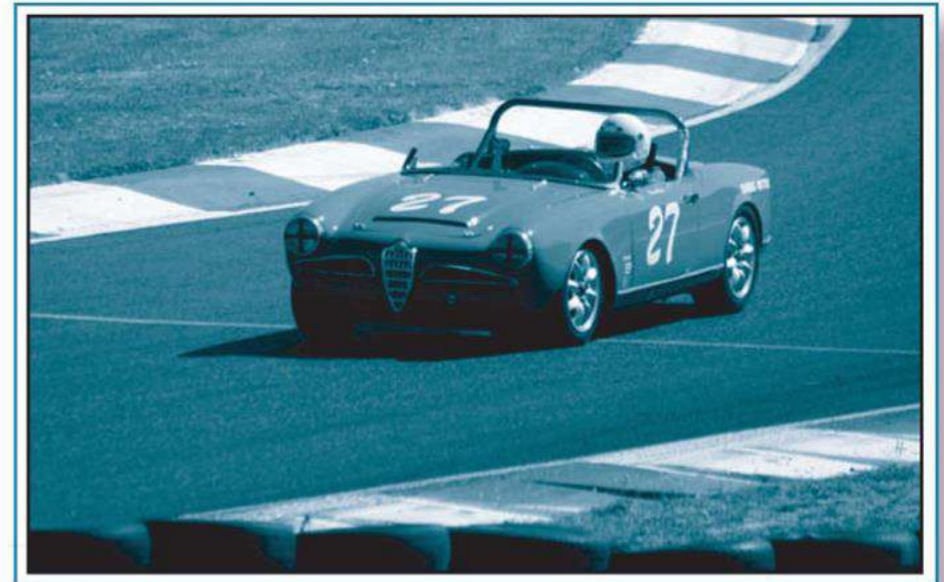
THE ALFA ROMEO OWNERS OF OREGON

CLASSIC CAR INSURANCE | 800-922-4050 | HAGERTY.COM

CLICK
ME

ARROW

MECHANICAL CONTRACTORS INC.



Proven Winners

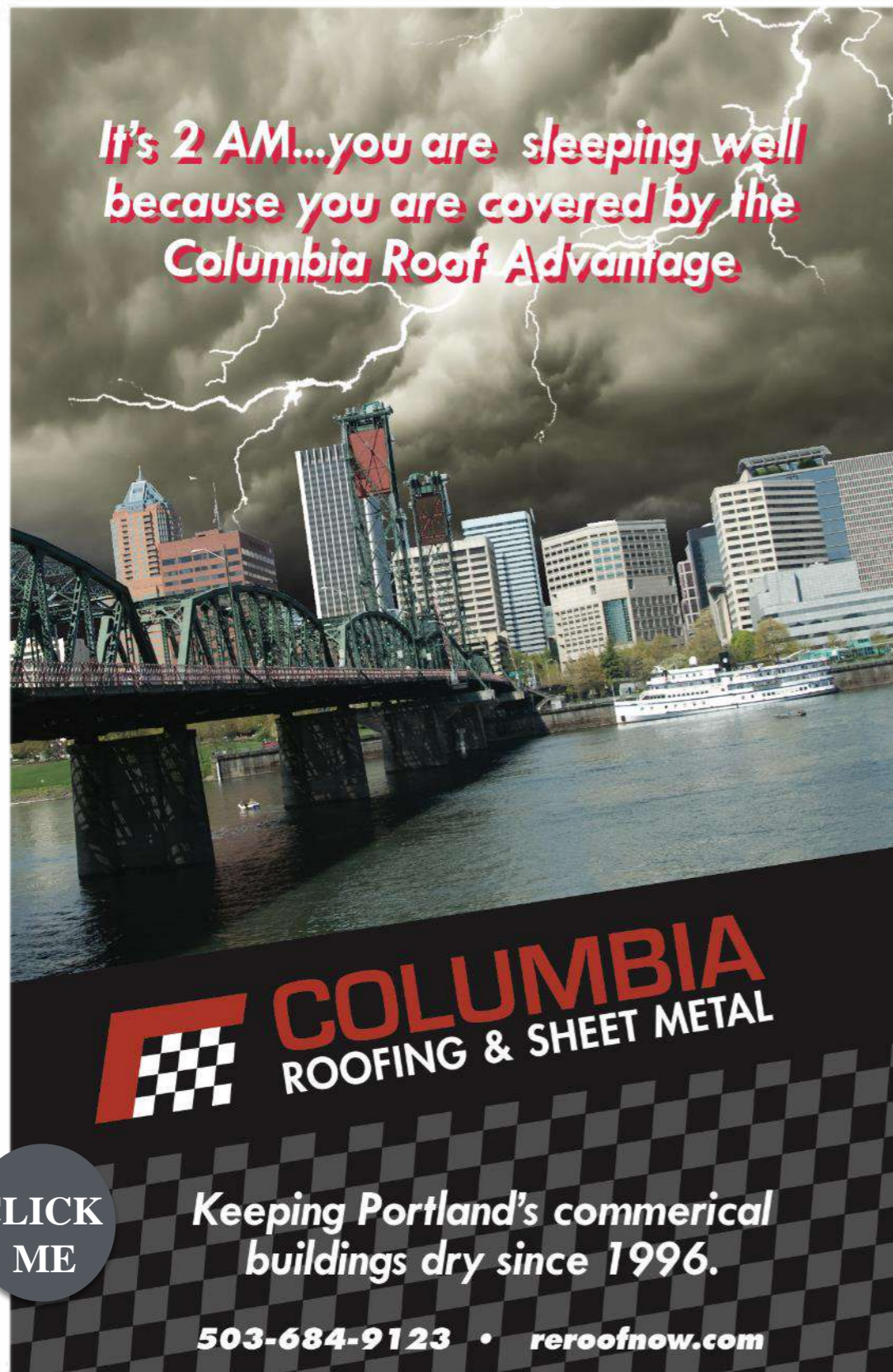
- HEATING AND AIR CONDITIONING CONTRACTORS
- SYSTEMS DESIGN AND INSTALLATION
- SERVICE, REPAIR, AND UPDATING OF SYSTEMS
- PREPLANNED PREVENTATIVE MAINTENANCE
- RESIDENTIAL AND COMMERCIAL



Turn to the Experts™

503-692-1565

CLICK
ME



It's 2 AM...you are sleeping well because you are covered by the Columbia Roof Advantage

COLUMBIA
ROOFING & SHEET METAL

Keeping Portland's commercial buildings dry since 1996.

503-684-9123 • reroofnow.com

CLICK
ME

*Practicing the art of investing for you.
Specializing in value investing
for individuals*

Cascade Investment Advisors, Inc. was formed in 1997 for the benefit of investors who seek customized, individual asset management at reasonable fees. The firm specializes in individual security selection with a value orientation: we shop the markets for the best values in assets.

CLICK
ME



Cascade Investment Advisors, Inc.

Get in touch with us

503 High Street • Oregon City, OR 97045
503-417-1950 • 888-443-9015

www.cascadeinvestors.com



Alfa Romeo Owners of Oregon
Northwest Classic Rally
 6505 SE Stark Street
 Portland, OR 97215

August 2, 2021

Northwest Classic Rally & Tour Participants & Volunteers:

We owe a most heart-felt thank-you to our loyal Participants and Volunteers for their support of this year's very successful 32nd Annual Northwest Classic Rally & Tour!

We must acknowledge the untold hours of volunteer service that our organizing committee members have given to this event: Co-Chair Cindy Banzer, Rally Master Roger Dilts, Volunteer Coordinator Glenn Dolphin, Trophies & Regalia by Yulia Smolyansky and Paul Eklund, Treasurer John Clemson, Food & Beverage Coordinator Sue Halton, and Tour Leaders John & Susan Lucas and Ed Slavin.

Under the direction of Volunteer Coordinator Glenn Dolphin, we had 30 individuals volunteering to help with all aspects of coordinating and delivering this rally to our participants. The success of this event is completely dependent upon the unselfish volunteerism afforded by this enthusiastic can-do group – thank-you so much, volunteers!

1. As we mentioned on Saturday, the 33rd Annual Northwest Classic Rally will be held over the final weekend in July 28-31, 2022.
2. We are finalizing our destination hotel for 2022 – the Salishan Resort on the Oregon Coast. Details will soon be on the website and on the revised 2022 application form once terms have been finalized. Hotel reservations are not yet available – we will inform you once they can be made.
3. The 2022 NWCR entrant application is available on the Registration webpage. As applications are received, the Entrants List will be updated with driver and navigator information, and preliminary car number.
4. The format of both the rally and the tour will, of course, remain unchanged. Roger Dilts will be returning in his position of Rally Master, and Bill and Sue Colisch hopefully will provide their once-again flawless scoring.
5. Rally scores are posted on the website on the Registration webpage.
6. Hotlinks to the various websites where you will find this year's rally photographs will be posted on the Photos and Links webpage. Many thanks to our volunteer photographers!

As in past years, we would like to encourage early registration, by both offering a "apply now, pay later" opportunity, and by offering a discounted entry fee for those early registrations.

We look forward to hearing from you in the coming months, and to seeing you again next year!

Doug Zaitz, Chairman

509-768-4312 cell / chair@nwclassicmotorrally.com

BROUGHT TO YOU BY THE ALFA ROMEO OWNERS OF OREGON
WWW.NWCLASSICMOTORRALLY.ORG



33RD ANNUAL
**NORTHWEST
CLASSIC RALLY**

Hosted By
Alfa Romeo Owners of Oregon



THURSDAY - SUNDAY, JULY 28-31, 2022

www.northwestclassicroally.org
info@northwestclassicroally.org
Instagram: @nwcrally22

Diamond Sponsors

ARCIFORM
design | restore | remodel

avant garde
COLLECTION

**Ivey
& Jacobson
Company, LLC**
CERTIFIED PUBLIC ACCOUNTANTS

P
PROVENANCE
Hotels



Presenting Sponsor



Gold Sponsors

GUYS INTERIORS

NIC

Northern Illumination

Company, LLC



Uptown
AUTO DETAIL

Platinum Sponsors

ARROW
MECHANICAL CO.
HEATING & AIR CONDITIONING
CONTRACTORS

Banzer Properties



HAGERTY



Windermere
REAL ESTATE
Lonnie Dicus
Real Estate Professional

MBI
Motors Inc.

MIGRATION BREWING

Sports Car Market
The Insider's Guide to Collecting, Investing, Values, and Trends

Advertisers

To learn more about sponsorship opportunities please [contact us](#).



JAGUAR



PORTLAND

PLEASE NOTE: Renewal of Commercial Ads are now due. Please contact the [Advertising Manager](#) to renew your ad or if you are interested in setting up a new ad.

COMMERCIAL ADVERTISERS

Please note that your ads will be published in full color and will be live linked to your website and or email address.

Annual rate*

Full-page 10" w X 7.5" h \$250.

Half page 4.75" w X 7.5" h \$150.

Quarter page 4.75" w X 3.5" h \$100.

Business Card 3.5" w X 2" h \$50.

***When you buy a full -page ad for a year, we also place your link and/or banner on our website.**

Contact AROO's [Advertising Manager](#) for NEW AD INFORMATION.

If you are or have been an advertiser in the Bits, thank you. If you have not paid for your ad for this year you will notice your ad may be absent from this and future issues. If your ad has expired and you wish to renew, please contact Cindy Banzer at Cindy.Banzer@alfaclub.org.



FREE NON-COMMERCIAL BUY & SELL ADS

Please contact the [Bits Editor](#) to place your free ad in the Buy-and-Sell pages of the Bits.

PMX Custom Alternators & Starters

Quality Rebuilding Since 1977 • Foreign & Domestic

Alternators: Chrome, One Wire, 6 Volt, Positive Ground, Custom High Amp, Marine, Kits to Convert from Generator to Alternator for Most Systems including Flathead V-8 and Model A's.

Starters: Chrome, Hi-Torque, Convert 6 Volt to 12 Volt, Gear Reduction Starters for Big Block Ford and GMs.

PMX, Inc.
8420 S.E. Hinckley
Happy Valley, OR 97086

Bill Jungck
(503) 777-7172
FAX: (503) 777-7156
www.pmxalternators.com

CLICK ME

THE FINEST UPHOLSTERY FOR YOUR CAR

AWARD WINNING INTERIOR RESTORATIONS

GUY'S INTERIOR RESTORATIONS

FULL SERVICE AUTO UPHOLSTERY

ORIGINAL & CUSTOM INTERIORS
Sports, Luxury, Exotics, & Classics - Foreign & Domestic

Guy Recordon
Jim Enger
2400 NE Holladay
Portland OR 97232

CONVERTIBLE TOPS
A Specialty
LEATHER RESTORATION
Dyeing & Color Matching

503 224-8657

1973 Spider Veloce

\$5000

Current mileage: 182K* miles ?

Condition: Very strong running car with body and interior and top in good, mostly original condition and parts. Re-painted five years ago and a long list of rehab projects were performed to the running gear, suspension, body, and interior (listed below) over the 25 years I have owned it.

History: I purchased the car in 1996 from a nephew who was moving up from San Francisco. To the best of my knowledge the car had spent its life up to that point in the bay area. It was a bit tired looking and a lot of maintenance had been deferred. But like me in mid-life it appeared worth saving. We bonded. It was a daily driver (five miles to my office) for about three years. Since then it has been used only for occasional Sunday drives and spent most of the time since it was painted and restored in a barn in Washington.

Here is a list of the major things I have done, mostly in chronological order:
(Except for a few small things I did myself, all mechanical work was done by Nasko, in Portland, Oregon.)

Mechanical

- Rebuilt mechanical fuel injection pump
- Rebuilt transmission - synchro gears
- Clutch
- New heater core (under the dash)
- Wheel bearings
- Routine brakes
- U-joints
- Powder coated header pipes
- Complete mufflers and exhaust system refresh
- Rebuilt head with new valves, cams, etc. (purchased from International Auto)
- Electronic ignition upgrade
- Fuel pump and fuel lines and filters
- Complete brake rebuild - all wheels disks, rotors, drums, master cylinder
- Front suspension
- New radiator
- Gas tank removed, cleaned and repainted

Interior

- Replaced drivers seat upholstery and cleaned up operating framework of both seats
- Doors rehabbed including window crank mechanisms, door handle operation, upholstery panels, replaced rubber seals all around
- Cleaned up and replaced a couple cracked shrouding pieces around center console
- Cleaned up floor panels under original rubber mats (No rust here or other spots in the body)

- New StayFast top installed by Guy's Interior Restoration on refurbished frame
- Added convertible top boot
- Dash cover (dash is cracked in all the usual sun drenched places)

Body

At about 175K miles I took the car off the road and began a five-year project stripping down the paint which included rebuilding the interior working of both doors, hood and trunk latches, hinges, body trim, etc., and sanding the body panels nearly to the metal all around. I had the car painted off-site by a young man trained at Heitzman's in Beaverton (where my father worked as a body man for 40 years). I then reassembled the car including new window and door seals and some trim moldings.
Camp. wheels with Pirelli tires at about 3,000 miles use.

* Odometer reads 82,000. Actual is not verified.



OT Millsap
503-407-8792
otmills@gmail.com

[Link to Dropbox folder with more photos](#)

1988 Spider Graduate Series

\$9000

57k miles, black, body is in excellent shape with no dents.
New top and new battery. Pirelli tires have about 10k miles on them.
After market wooden steering wheel and gear shift knob.
Been garaged the past 8 years when not being driven.
Needs some minor repairs (horn ((probably a fuse)), gas cap release cable, driver's seat worn)
Original owner's manual as well as maintenance receipts available.

Located in Tacoma, WA.
Contact Ralph at hornerpr@msn.com or 253-927-3678



Dual Weber Carburetors



Original set of Dual Weber 40 DCOE 24 carburetors that came off a 1966 Guilia 1600 Sprint GT or a 1966 Guilia 1600 Super. Includes mounting bracket and linkage, E. Weber Master Catalog Technical Introduction and gauge.

All for \$400.00

If interested call or text Scott at 503-953-4082
or email: rrv.wong@gmail.com



1987 Alfa Romeo Spider Quadrifoglio

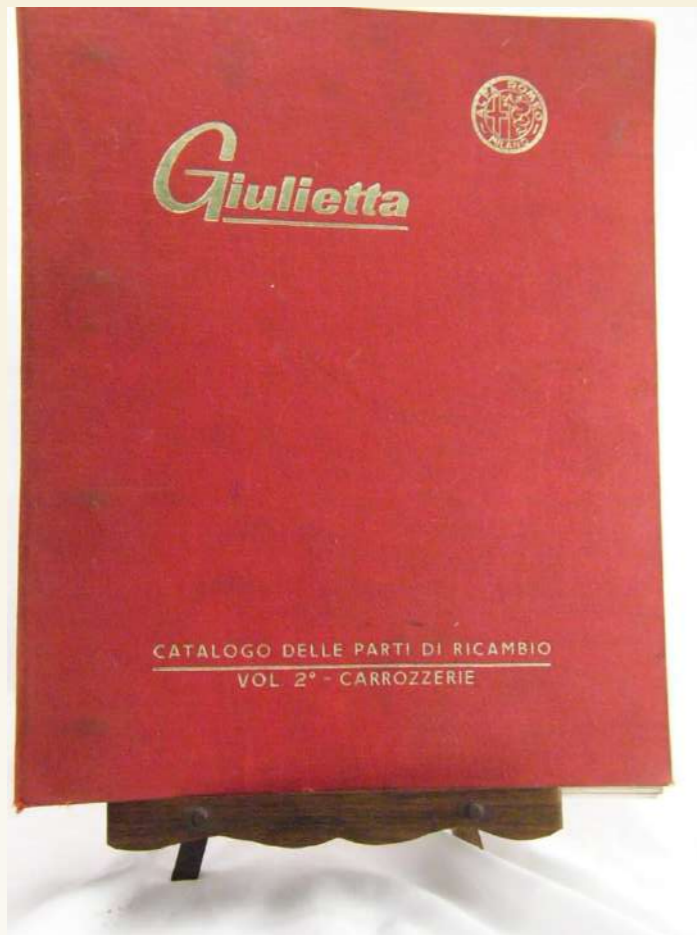


~102,000 mi, Silver exterior, Grey leather seat with Red/black interior carpet. Hard top in good condition. Soft top also in good condition (no rips/fading). Air Conditioning. I have owned it since about 2000. It has always been garaged. All maintenance was done by Veloce Motors (Dan Summers). I lived 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.

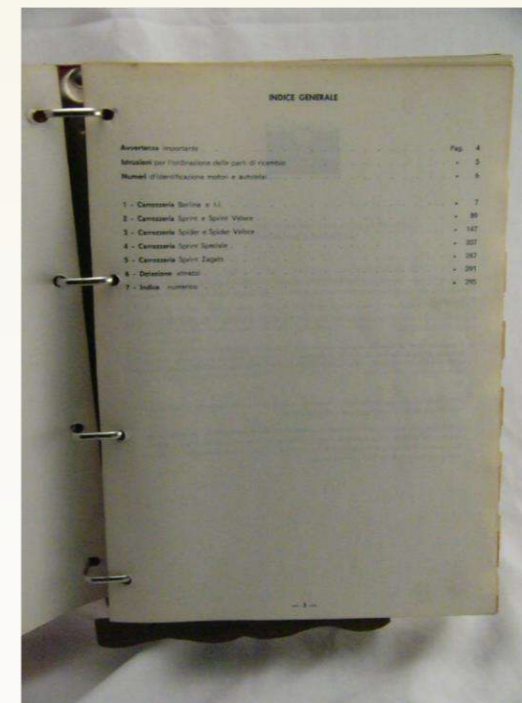
1964 Factory Alfa Romeo Parts Catalog



Selling an original dated 1964 factory-issued Alfa Romeo Giulietta parts catalog, printed in Italian. It is four-ring binder format in excellent condition. The cloth binding is intact with only a very slight wear on the corners. All pages are intact, with no oil or coffee smudges.

\$150 or a reasonable offer.

Glenn Scott
gwendellscott@gmail.com



Alfa Spider Bra for sale



Reduced Price!

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 \$50

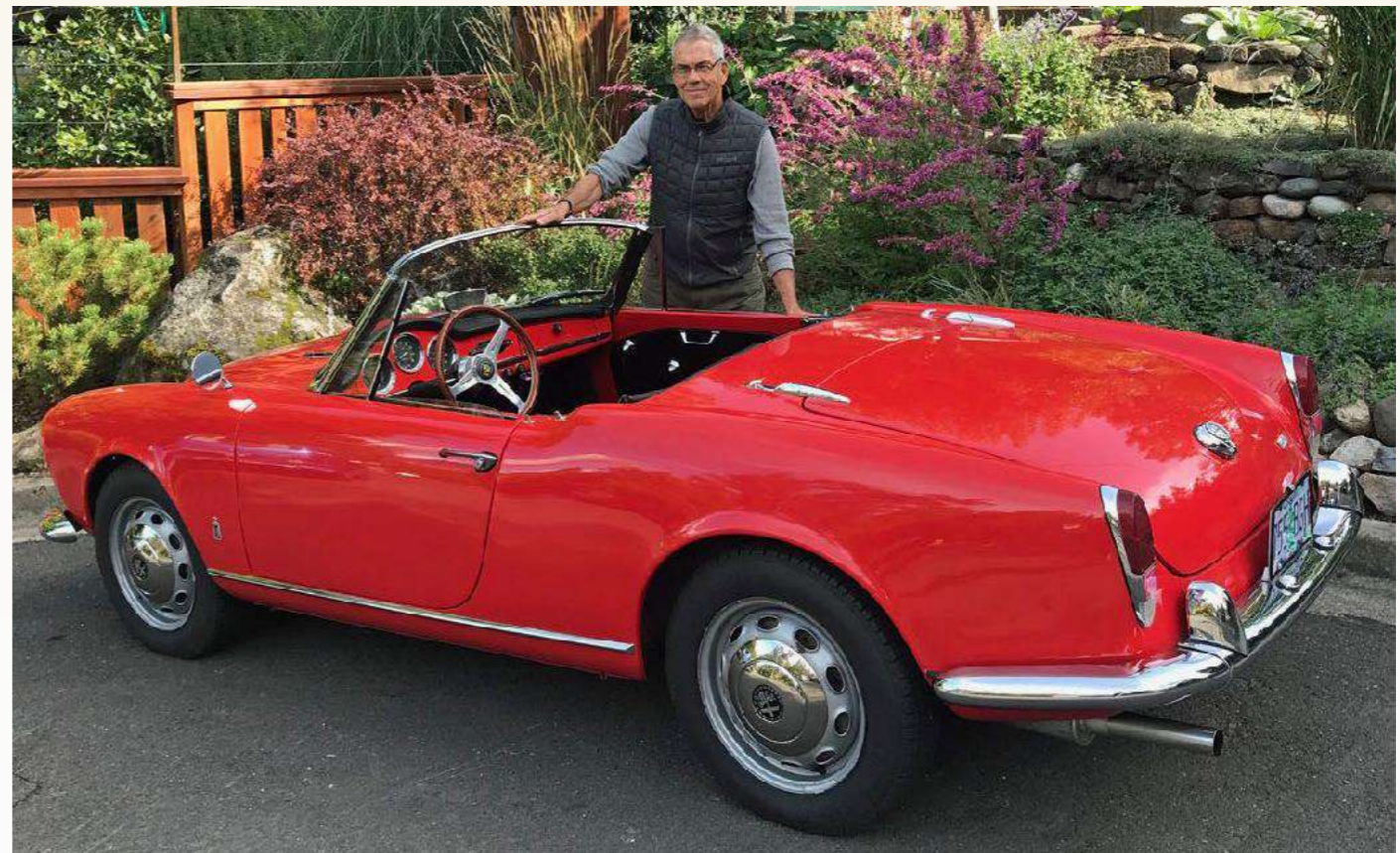
Rick Budd
503-449-7017
richardbudd46@gmail.com

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.

"Some people spend years restoring classic cars, but you can save yourself the work and buy an Alfa Spider brand new."

Car and Driver

"The car (Spider) now has a neater rear end treatment as well as an optional three-speed automatic transmission. On the smooth, twisting roads down South, the car was nothing but a whole lot of fun to point and shoot."

AutoWeek

"The jellybeaned Miatas of the world may come and go, but Alfa Romeo's Spider remains the standard for open top touring."

**David J. Bak
Design News**



Alfa Romeo Spider Veloce

"Few cars are as much fun to drive (as the Spider). Quality workmanship throughout. Not inexpensive, but a lot of car for the money."

**John Eaton
The Denver Post**

"The 164 fairly pulsates with hot, Mediterranean blood. Certainly one of the best handling front-wheel-drive cars, the 164 is forgiving, consistent, predictable. This may be the best all-around Alfa ever."

AutoWeek

"The new 164 thrills the driver with the same qualities and characteristics that enthusiasts have grown to love about Italian cars: their charisma, their charm, and their wonderful sounding engines."

**Michael Guincy
Automobile Magazine**

"(The 164 S) is one of those rare cars that make (us) want to keep driving, just to hear it and feel it run."

Road & Track

"The 164 S offers speed, elegant styling, a tomb quiet cockpit, a kick-out-the-jams V6, rarity, and more character than any other \$30,000 sedan."

Car and Driver



Alfa Romeo 164 S

"Alfa Romeo, in the form of the new 164 series of sport/luxury sedans, has tossed a huge monkey wrench into the smooth running machinery that has propelled BMW, Mercedes-Benz, Acura and others into the hearts, minds and garages of upscale Americans."

**Richard Truett
Orlando Sentinel**

"The 164 S is a kick to drive. It has a nice balance, terrific brakes, and the 200-horsepower SOHC V6 offers plenty of punch. In other words, it looks good, feels good, and is generally great to be around."

**Michael Brockman
Motor Trend**

FOR OVER 80 YEARS, ALFA ROMEO HAS BEEN CREATING SOME OF THE WORLD'S MOST EXCITING AUTOMOBILES. . .

. . . STILL TRUE.