

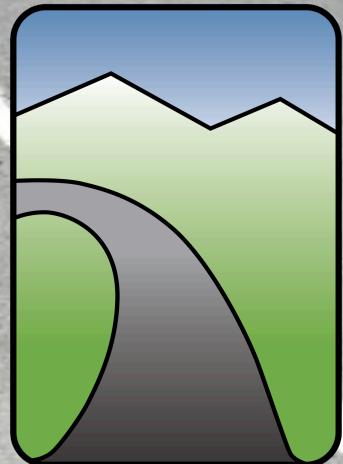
# ALFA

# BITS



PUBLISHED CON BRIO BY THE  
ALFA ROMEO OWNERS OF OREGON

JULY 2014





## ALFA BITS

is the official newsletter (and the only one we know of) of the Alfa Romeo Owners of Oregon. It is published 10 or 11 times per year in PDF format and is downloadable from the club's website, [www.alfaclub.org](http://www.alfaclub.org).

We welcome submission 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're really flexible.

We also welcome paid advertising when you actually pay (and you know who you are...). Contact Advertising Manager [Dennis Torgeson](#) for details and/or to repent and pay up.

If every AROO member receiving this e-zine forwarded it to just five friends, and if that pattern could continue through just eight such iterations, by the end of the week this could be the largest-circulation publication in history. And then just think what we could charge for advertising...

## ABOUT THE CLUB

## BOARD OF DIRECTORS



What could be more symbolic of July than Monte Shelton driving in the Northwest Classic Rally? The mountains and a winding road are just like the event logo!

*Photo by Editor.*

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## JULY IS BUSY



Busy in a good way.

As you can imagine I'm a bit busy these days with preparations for the Northwest Classic Rally, so I must ask forgiveness for this abbreviated issue of the newsletter.

However, since I'm one of those people who is happiest when they're busy, *these days I am absolutely out-of-my-mind ecstatic!*

Meantime, don't forget the AROO Summer Picnic this Saturday, followed by the Forest Grove Concours on Sunday. Both are great opportunities to enjoy the hobby.

So with that said I will sign off and get back to my to-do list, leaving you with this "deeply meaningless" cartoon:



Reid Trummel, Editor

Lee Anne Barham reports two new members for June-July. Welcome to:

Michael Benno, Portland, OR - 1974 GTV

Stephen Godish, Portland, OR - 1978 Alfetta GT

The other day I had the chance to spend the evening with the president of another local car club. Talk ranged, as it will, to the future prospects for our clubs and the old car hobby in general. No one was taking notes, so our observations and conclusions were not recorded for posterity, but both of us, being the sorts who do such things, had a number of astute observations that ought to be shared.

Demographics will rule. There is no gentle way to say it, but in two or three decades most everyone who is into sports and collector cars of the fifties, sixties and early seventies, will have aged out of participation. My own theory (and this comes from having lived with a psychologist for 30 plus years) is that we form our attachments to such things in our teens and early twenties. Those preferences do not change much. So if you were in high school, or college or the military in the late sixties you are into cars of that period, plus or minus. And the folks who actually bought them new or nearly so and developed a lifelong attachment are even older. So fans are generally in their late 50s to late 60s now and, sorry, but another 30 years just ain't in the cards for most of us. And there is no one to take our place, because those younger guys have their own cars they grew up with. Or they don't care about old cars at all. Yes, of course, there are exceptions, but enough to make a club of it? Will your grandkids really want to inherit a 70 year-old Alfa?

Interests and capabilities will change as members age. AROO has been doing tours, rallies, track days and social events for decades. I wasn't around, so I don't know whether more members participated in active events back then or not. But I do know that we pull very few Alfias for track days now and that getting folks out for a simple tour is a challenge. Another local club president told me that in his single-marque club an event consists of driving their "modern cars" down the freeway to dinner and back home. Is that where AROO is headed?

Car clubs are dinosaurs already. The whole model is that of other extinct brick and mortar entities: we all meet in one place at the same time for a unique presentation (remember TV in the 60s, when everyone watched the same thing at the same time? "Hey, The Wizard of Oz is on tonight!"). We value dues-paying members and exclude nonmembers (remember when you had to buy a record from the music store to get your music?) We value ourselves for our unique knowledge or capabilities (remember going to a travel agent to have them make plane reservations?) How will car clubs survive in an Internet world? Even if your grandkids want that 70-year old Alfa, will they join a car club to learn more about it and meet other alfisti?

So, how will AROO cope? Here's how:

First, by accepting the reality that we are not building a club that will be carried on by our kids and grandkids, so just stick to enjoying the ride however long it lasts. And make it a great one. Have fun, put on great events. Participate. Shift at redline.

Second, fight geezerhood. OK, maybe we'll have to adapt to our changing interests and capabilities, but I never want to see AROO become a club where we are not actively enjoying our cars. I'd rather be a club of 20 people going for a drive than have 100 members who do nothing.

Third, be what the Internet can't be: real life. In the old days you joined a club to meet other fans, find cars for sale, buy parts and get tech tips. Leave all that to the Internet and give members what that can't get anywhere else: real, live wind-in-the-face, sun-on-your-back, smell-the-gas, squeal-the-tires, see-the-countryside experiences.

And, let go of the idea that you need to be a member to play with us. Have events with other clubs and open it up to anyone interested. When they see how much fun we are having, they'll want to make sure it keeps happening and will pitch in to help. And that will go a lot further toward making AROO continue than a membership card will.

Well, enough of that. I gotta go work on the volunteer assignments for the Monte, then go to the Historics (over by the time you read this, but still...), then on the AROO Picnic, then the Monte. I hope I see many of you out there enjoying yourselves. It won't last forever.

[Roger Dilts, Club President](#)

# BOARD MEETING MINUTES, JUNE 4, 2014



Location: Buster's BBQ.

In Attendance: Roger, Lee Anne, Reid, Dennis, Russ, Yulia, Mark.

Time: 7 p.m.

## Old Business, Upcoming events, and Liaison reports 7:00 – 8:00

1. Minutes review – Russ. Roger moved to approve, Dennis – seconded. Approved.
2. Treasurer's Report - Cindy Banzer (absent, see email) Reviewed.
3. Past events reports:
  - a. April 6 AROO Cup Rally #2 – Reid – 14 cars, went well, Viewpoint Lounge great!
  - b. April 26-27 Old Spider Tour – Erik/ Dennis – 20 cars, great weather.
  - c. May 4 AROO Cup Rally #3 – Roger – 10 cars, solid event.
4. Upcoming events
  - a. May membership meeting – Mark Whittington, PIR Manager (retiring) is guest speaker
  - b. June 13-15 Rose Cup Races.
  - c. June 15 AROO Cup Rally #4 – Rally Master Paul Eklund.
  - d. June 18 Summer Evening Tour – Roger leads.
5. Reid's report: Bits, website and MSNCR – 101 paid, 120 reg. 33 in Tour group.
6. Calendar Review – Bob (absent).
7. Membership Report - Lee Anne.
8. Merchandise/Apparel –Yulia – Polo shirts stocked.
9. Competition and track – Mark – Booth at SOVERN event on Labor Day.
10. Advertising/Promotion – George.
11. AROC report – Cindy (absent).

## Continuing and New Business 8:00 – 9:00

1. Anything? – Discussed letter to AROC Board to ask for a spot on Annual Meeting agenda regarding concern of AROO and the current administration and officer set on National Board. Mark C. to draft a letter.

Adjourned 8:11 p.m.

[Submitted by Russ Paine, Secretary](#)

Roger Dilts  
Series Chair

OK, I'll dispense with the sportscaster shtick this month and give an in-car live report. That other stuff is fake anyway. The cars don't finish each regularity with anyone else knowing how they are doing.

No nipping each other at the finish. Here's how it really is.

Last month Bill Colisch asked if I wanted to drive while he navigated the June rally. He and Sue have withdrawn from competing in the AROO Cup Rally Series since they swept last year's series, but are still rallying for fun. Sue was unavailable for June and would I like to drive? Sure, since he all but promised me a dash plaque. We chose the FIAT since the Spider speedo and odo are way off and the Jetta's odo can't be seen by the navigator. Good choice since it was cool and drippy as I headed down to the start.

We hadn't practiced or prepped or done much else in the way of team building. I was still responsible for getting everyone registered at the start, so we did not even sit in the car together until about five minutes before we were due out. During the odo check down I-5 he said my job was to keep us alive (basically not do anything stupid) and his was to keep us on time. The instructions were very complex, with lots of speed changes, so he would not be doing 1/10 mile splits, but would do his best. We'd team up on figuring out the route.

The odo check was basically a lap around Wilsonville, ending up back at the start, to start again. Down the freeway, off on the first exit. "OK, so what's the next instruction?," I say. "Uh, sorry... right turn. Back there." Good thing the FIAT can do quick u-turns. I kept my mouth shut about the rookie error of not reading an instruction ahead. We are friends after all, and I was following Russ Kraushaar's advice not to be a [inappropriate anatomical reference].

Right after the whip-around there was the first timing control. Geez. At least we were on course and hit the timing control at a time we could time dec our way out of with a 2 second penalty, so all was not lost. Yet.

After this it's kind of a blur. You really have no idea where you are, unless you happen upon a familiar stretch of road, which can be briefly comforting, but just following the route instructions, you may as well be in a fog the whole time.

Our next leg time was great, a 4-second penalty, due to Bill's math skills, not my driving. We navigated together pretty well and I didn't do anything particularly stupid. We missed a couple of turns, but did better on others and managed to recover. The fourth leg was a killer 24-mile ordeal, but we managed a 33-second penalty, our worst of the day. We'd been on-time for much of the regularity, but it ended with some very tricky directions that required too much thinking on the fly, so we lost time.

We ended up in second place with 58 points, so I got my dash plaque. Thanks, Bill! Subsequently, a calculation error was discovered, so the official results are that we got third, still a podium finish, and not bad for a rookie team. It was great to ride with Bill, we saw (briefly) some nice scenery and generally had a pleasant morning; it was not "a good drive spoiled."

So that's it for the Rally Series for this year. Official series results will come out when I get to them and trophies will be awarded in December. If you haven't tried TSD rallying, you should give it a try. Only eight months until Rally School! (Results table on next page.)

Car #	Driver/Navigator	Car	Leg 1	OC	Leg 2	Leg 3	Leg 4	Total	Place
1	Simon / Karen Levear	BMW M3	3	0	6	16	11	36	2
2	Ann Fry / Yulia Smolyansky	Alfa GTV	8	0	1	8	12	29	1
3	Tom / Sarahu Caulfield	Jag E-Type	18	50	205	300	300	873	14
4	Gary Eddings / Kathryn Sherrell	MG Midget	9	0	52	64	117	242	5
5	Rick / Debbie Warner	Lancia Fulvia	0	50	1	11	300	362	7
6	April / Marcus Song	Plym. Duster	1	50	2	15	1	69	4
7	Rick Martin / Lynn Tucker	Jag Mark 2	28	50	202	18	113	411	9
8	Eric / Dave Sowle	Focus	2	50	24	71	300	447	11
9	Bob / Donna McNabb	MGA	12	0	156	256	254	678	13
10	Roger Dilts / Bill Colisch	Fiat 500	2	0	4	33	19	58	3
11	Lynn Gibner / Linda Guthrie	Porsche Boxster	3	50	16	258	300	627	12
12	Fred / Lisa McNabb	BMW 328	12	50	6	263	10	341	6
13	Erin Sowle / Megan Jaksich	Ford Explorer	12	0	9	109	300	430	10
14	Roger Wooley / Navigator	Mini Cooper	0	0	122	149	121	392	8



## July 19, AROO Summer Picnic



This year it's the day before the Forest Grove Concours, so you can do both.

## July 20, Forest Grove Concours d'Elegance

The theme this year is "The Art of Italian Motoring."



## July 24-27, Monte Shelton Northwest Classic Rally

26th annual. Sold out. We're going back to Salishan this year. It's looking like the biggest ever. More sponsors than ever. More volunteers than ever. *This party is on!*

## August 6, Board of Directors Meeting.

7 p.m. at Buster Texas Style Barbecue in Tigard, in the back room.



## August 22-24, AROO Summer Tour.

See page 11 for all the details of this multi-faceted outing opportunity.

**VIEW THE ENTIRE ACTIVITIES CALENDAR ON OUR WEBSITE**

## FOREST GROVE CONCOURS, JULY 20

Hi Reid, Roger:

I want to extend an invitation to AROO members to participate in the Forest Grove Concours d'Elegance on July 20th. Our theme is "The Art Italian Motoring," and we have established classes for pre-war and post-war Italian touring and competition cars. We have established a class for Alfa Romeo automobiles, and cars can be entered for judging or display-only. We would love to see participation from AROO members – we anticipate a wonderful field of Italian automobiles.

Jon Shirley has entered his Alfa-Romeo 8C 2900. Blackhawk Museum is entering a 1962 Ferrari Superamerica and a 1952 Lancia Vignale. Keith Martin and Donald Osborne are the event emcees. Glenn Mounger, former Pebble Beach Chairman, is our senior judge. See the attached flyer for event details.

Classes for Italian automobiles are:

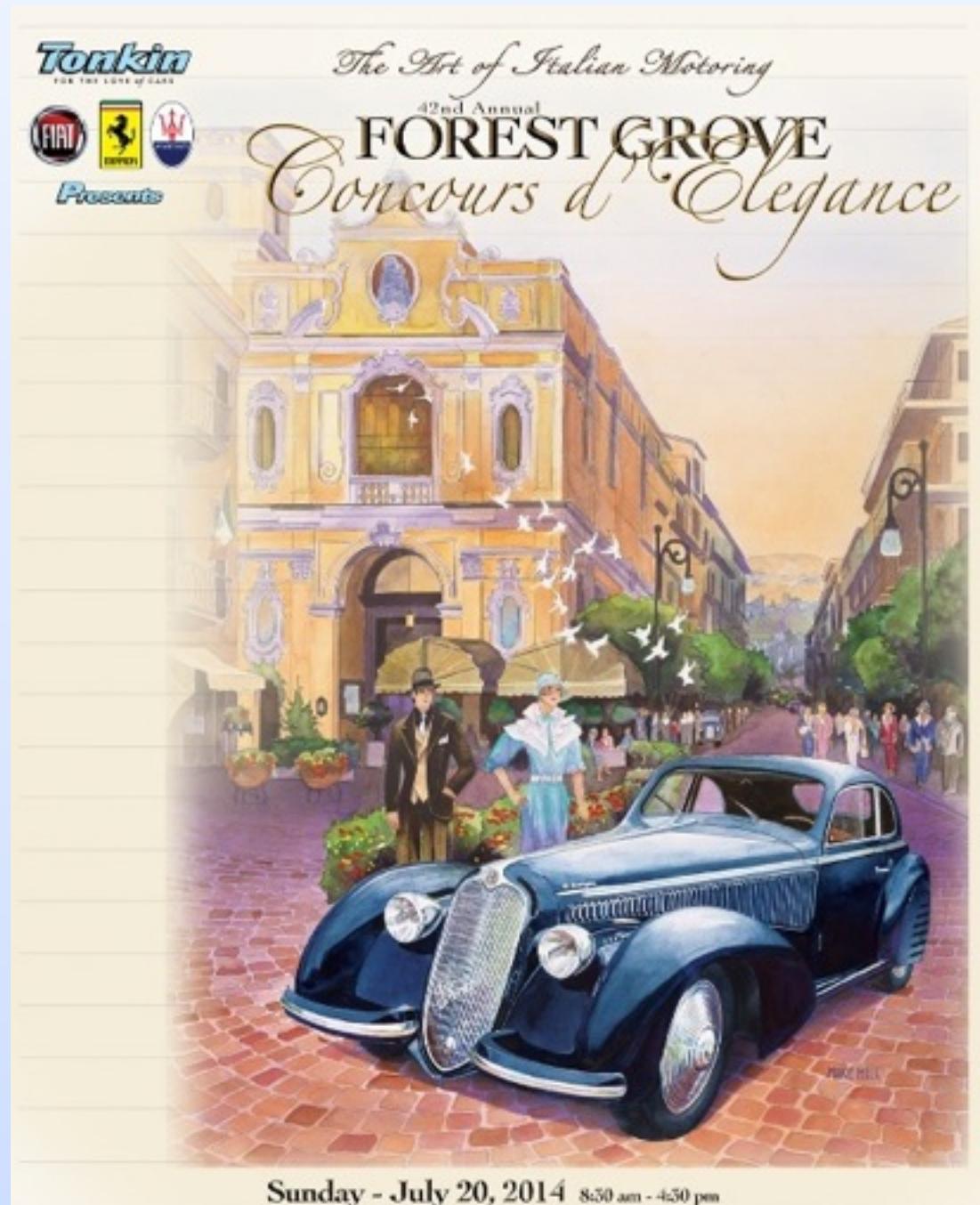
- Class F1: Pre War Coach Built Italian Cars
- Class F2: Pre War Italian Competition Cars
- Class F3: Post War Italian Sports & Touring Cars through 1980
- Class Q3: Alfa-Romeo through 1979 (we can be flexible on the 1979 cut-off date).

Automobiles can be entered at our [website](#). There is no entry fee for the Sunday Concours. The Saturday Tour is \$75 per car.

Let me know what questions you have and if I can assist in any way.

Regards,

[Allen Stephens Jr.](#)  
Steering Committee  
Forest Grove Concours d'Elegance  
(503) 708-0397





Buster's Texas Style Barbecue in Tigard.  
7 p.m. Show up and shoot your mouth off!

## Pendleton, Condon and some great roads in the John Day area with a little bit of “culture” thrown in.

Members who do not do long drives might like this one as day 1 and 3 are each around 250 miles and Day 2 is only 142.

The tour will depart at 8:15 a.m. (driver meeting at 8 a.m.) from Lewis and Clark Park near Troutdale, and take some back roads up to Bickleton, Washington, for lunch at the Bickleton Tavern (oldest operating tavern in Washington).

We stay at the Knights Inn in Pendleton (only \$48) and dine at Virgil's at Cimmiyotti's, a really good steak house. The next morning , we take the Underground Tour of Pendleton (<http://www.pendletonundergroundtours.org/main/index.htm>), visit the Tamastslikt Cultural Museum (<https://www.tamastslikt.org>), which tells the history of the local Indian tribe (VERY well done) and if time permits, we'll also take in the Train Depot Museum (<http://www.heritagestationmuseum.org/index.html>).

After a quick lunch, we take a short but fast drive to the Condon Hotel. Rob, the proprietor, and his lady friend, will be preparing a very special dinner for us. Dinner is only \$30/person, including appetizers, and rooms have been significantly discounted to \$100-\$125 (normally \$175-\$225).

Sunday we will retrace some of your favorite roads through the John Day Monument area coming out in Maupin, then over Hood with optional routes to Portland or Salem from there.

I suspect the room blocks expire around July 20, so you should act soon if you are interested. If Knights Inn is full, there are lots of alternatives. Condon Hotel only has 18-20 rooms, but if you find it is full, the Condon MOTEL is down the street... not fancy but better than sleeping in your car.

I do need a head count at least 3 weeks in advance. Please send me note to let me know you are signed up!  
[mcgirrt@columbiabank.com](mailto:mcgirrt@columbiabank.com) or 503-983-3656.

## Fall Colors Tour to Bend

This trip will depart from Estacada and take us along some beautiful scenic highways to Bend. Fall colors should be showing, especially in the higher areas. Sunday is the second day of the Oregon Festival of Cars, a premier car show featuring ITALIAN cars among others. We have been invited to join them for a short tour Sunday morning and then have brunch. After brunch, we will take a leisurely drive over the Old McKenzie Pass and loop back home. Cost for the Sunday tour and brunch is \$75/couple, or \$50 for one.

A room block is in place at the Double Tree (under Alfa Romeo Car Club or my name). It also expires 30 days in advance, but there are lots of other motels in town. Dinner will be at Trattoria Sbandati ([www.trattoriasbandati.com](http://www.trattoriasbandati.com)), a very good Italian place.

You will need to contact Barbara Grayson, 503-246-8477 or 503-888-0371 to secure a spot at the Oregon Festival of Cars event. Tell her you are with the Alfa Car Club. If you choose to skip the mini-tour and brunch, you can sleep in and then catch the group on the way home.

I do need a head count at least 3 weeks in advance. Please send me note to let me know you are signed up! [mcgirrt@columbiabank.com](mailto:mcgirrt@columbiabank.com) or 503-983-3656.



SOME OTHER STUFF

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# 2014 NORTHWEST CLASSIC RALLY POSTER



Thought you might like a preview of the rally poster for this year. The subject is an old race car with crinkled paint in the roundel (with the crinkling greatly accentuated via Photoshop), and a retro font used throughout.

The number in the roundel was originally 88, but that's been removed and the number 26 substituted as it is the 26th year of the rally.

The top seven logos are larger than the rest since they are the "Platinum" sponsors. There are seven of them and 16 Gold sponsors.

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Tom Fawkes (503) 243-2397  
tomfawkes@yahoo.com



REAR VIEW MIRROR

ALFA ROMEO 8C 2900B SPIDER AERODINAMICA

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