

## Winter Warmth Alfas bring their own sunshine to Palm Desert

What sounds more enticing to us Northerners in dark and dismal February than a weekend in Palm Springs? Especially one with an Alfa focus?

That's always been the attraction of AROC's Winter Retreat in Palm Desert, CA. While the excuse for this is to hold an AROC Board Meeting, it's also always a great social occasion! This year Lindsay and I decided to join in the fun, combining it with a couple of other friends-and-family visits in the area though not without some apprehension regarding the weather, given a major storm brewing off California's coast...

Fortunately, the grey skies and rain that greeted us on arrival partly cleared up by the weekend's events. Alfisti from all over the country drifted in by Friday evening; we met one couple who'd come from New Hampshire! Other NWARC attendees included Joe and Lynn Faherty, Wes and Rita Ingram, and Dan and Linda Jardine, who'd decided to give their Giulia a long-promised road trip and had driven it down from Seattle! And it was great to catch up with ex-NWARC-ers and Desert Alfas Chapter founders Gordy Hyde and Dolly Samson.

Saturday dawned sunny and clear for the traditional Desert Drive, this year orchestrated by Doug Zaitz who led us up perfect twisty roads to a great



mountain overlook with a view right across the valley. We then drove back down, across the city and out the other side on desert-straight roads to the valley's wind farms. After an up close and personal view-



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### Become a Club member!

If you're not already a member, why not join us and enjoy all the benefits while supporting the club? You can see how much fun we have and what a great range of activities we put on - and we're friendly, too!

Sign up at [www.aroc-usa.org](http://www.aroc-usa.org)  
Just \$68/yr! When asked if you'd like to affiliate with a local chapter, remember to select **NWARC**.  
Thank you for being part of the Alfa family!

## Enjoy the Moments

**O**ur club is filled with so many great people. It's very obvious that we join using the excuse that we like Alfas, then stay because of the friendships and good times we share.

Many of the good times we shared included a great member, **Kim Buty**, who joined the club 38 years ago. During that time, he made many friends while being very active early on, then being a bit scarce as he focused on family and business, and then came back to join many events recently. Always bringing a great Alfa including his Montreal, or one of his older Spiders. Often, his wonderful partner in this world, Paula, at his side, sometimes their son Rocco. No matter the event, Kim was always as kind, and gracious as a person could be. Sadly, we lost Kim on February 9th.

We'll get the information about a celebration of Kim's life in the near future, as I know many of you will want to be part of it. Until then, please read and enjoy the memories shared on pages 6-7 of this issue, with memories of some of Kim's 'family' and friends within the NW Alfa Romeo Club.

On Feb 13, we gathered as a club at **Café Veloce** in Totem Lake for great food, and to be together as friends. Our earlier plans included a speaker, but a family emergency changed that. Instead, we enjoyed each others' company while we ate great pasta and more. We shared a few stories about Kim Buty and others within the club who make us smile. The evening served to remind us that we may love our Alfa Romeos, but it's the people that make the club so special.

**My Giulia** has made it to over 110,000 miles. After 96,000 perfect, issue-free miles other than tires and brakes wearing out, it has had a few issues. Last Spring the 'LIMP mode' and codes showed the turbo wastegate error, so since I was on the road, a nearby dealer ordered me a new turbo, plus the new car computer needed to make it work. \$4,000 spent but problem fixed, and the car was back on the road... thank you Alfa Romeo in Coeur d'Alene, Idaho. (And, sadly, RIP Alfa Romeo in Idaho.)

Once back, I mentioned the problem to the local mechanic, Mark Glenwood at Seven Lakes Motorsports, and he told me he had just fixed the issue on a couple other new Alfas. To prove it worked, he did his fix, a quick grinding of the space that caused the wastegate to hesitate, on Lindsay Russell-Mitchell's new Stelvio. The problem went away and she has had a year of no codes or issues.

Issue number two cropped up this Fall, when cold starts would sometimes generate a very rough idle. Wait for a minute or two, which isn't easy when it's running that rough, and it resolves its issue and smooths out and runs fine. A couple times it would require a restart but once slightly warmed, it would start fine and idle smoothly. I took the car into Alfa Romeo of Seattle and they found no codes except a low fuel

pressure code in history. That didn't sound like the fix so I didn't do that \$1,000 repair.

Another 10,000 miles passed and I took the car back to the same shop. This time when they plugged it into the diagnostic tool, it still didn't show any real codes that seemed related but did show the code P06DD-00 for engine oil pressure control circuit performance stuck off. They recommended I change the oil pump.

I pushed back asking how this had anything to do with the cold start problem. They tested deeper and found that it was related to the oil valves in the Multiair unit so they recommended that multi-thousand dollar part be changed. Again, I asked how that was related to the cold start issue. The answer... the diagnostic tool said that was the problem and that a new Multiair unit was the fix. Though they are very nice and washed my car, I wasn't convinced on the fix since I needed to understand the issues.

I mentioned the symptoms to Mark Glenwood, and gave him the car. He did his tests, did the research online, found that the deeper codes of P063 and P1063-00 were misfire in cylinder 3, and stuck oil supply valve. He explained that this oil supply valve is within the Multiair unit.

What is the Multiair unit? It's a cool technology developed by Fiat in the early 2000s and first used on the Alfa Romeo MiTo. (See pages 8-9.) The design provides hydraulically-actuated variable inlet valve timing and lift, enabling individual cylinder control with "a more controllable flow of air during the combustion cycle." The trick is that it uses the oil from the engine to power its motion and lubricate its tiny valves via some mighty fine passageways. In Europe, there are a number of online discussions about this issue and the fix.

So a new Multiair unit was needed, just like Alfa Romeo of Seattle said it was. It was Mark's explanation that got me over the edge to pay for the fix. The biggest take-away is that if we use cheap oil, or fail to change the oil and filter regularly, the risk is probably more to this cool technology than it is to the engine. Alfa Romeo recommends every 10,000 miles, but would it hurt to do it every 5,000? They also recommend using 0W-30 Full synthetic, ideally the Pennzoil Platinum Euro made from natural gas. It's a cheap investment.

Now then, after changing the oil, sit down and explain to me why Fiat / Alfa Romeo combined the oil from the crank, complete with all the little metal filings that will inevitably happen over time, and flow that through the Multiair instead of giving it its own closed oil supply... That may take a moment but I'd love to hear the reason.



- Fred Russell 



## Next Club Meetings

**March 12 (Tue)**

**Emory's on Silver Lake, Everett**

The March club meeting returns to Emory's on Silver Lake in the North end for a club social meeting. Just a short formal meeting and a great opportunity to relax over dinner with your fellow Alfisti.

This is one of our occasional regional meetings, intended to encourage members who wouldn't normally be able to attend a club meeting to come along and meet each other. But even if you don't live in the north end of the Sound, of course you're welcome to come anyway!

Emory's features fish, steaks, pasta, salads, and pizza, so there are lots of dining options. Our dinner reservation is for 7 pm. Please text your RSVP (including your name) to me at (206) 849-3211 (so we have a head-count for the restaurant), or if you have any



questions.

### Emory's on Silver Lake

11830 19th Ave SE, Everett, WA 98290

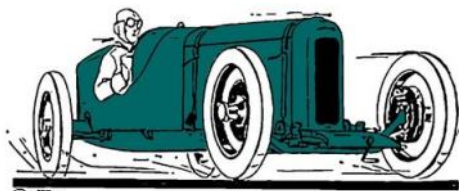
March 12, 7-8:30

[www.anthonys.com/restaurant/emorys-on-silver-lake/](http://www.anthonys.com/restaurant/emorys-on-silver-lake/)

- David James

**April 6 (Sat)**

**NW Vintage and Classic, Puyallup**



We have another treat in store for the April Club Meeting: a tour of Northwest Vintage and Classic's shop in

Enumclaw!

Many of us will know this location as what used to be Butch Dennison's operation before he retired, and new owner Mike Velsher, who will be

conducting the tour, has carried things forward in fine style! We can look forward to a feast of interesting cars and projects of all types. Come on down and join the fun!

### Northwest Vintage and Classic

11203 Benston Drive East, Suite 500  
Puyallup, WA 98372

Meet there at 9:15 am for a 9:30 am start; we should be all done by 11:30 am, after which we'll retreat to a local hostelry for lunch.

- Jon Inge



## Informazioni Generali

The **Iniezione** is the monthly newsletter of the NorthWest Alfa Romeo Club, a non-profit organization of Alfa Romeo enthusiasts. NWARC is a regional chapter of the national Alfa Romeo Owners Club (AROC). Chapter meetings are typically held the second Tuesday of most months except December. Membership dues are \$65 per year, which includes subscriptions to the digital and/or print versions of the *Iniezione* and the monthly national publication, *Alfa Owner*. For information about joining the club, contact the Membership Chair listed in the right hand column. Opinions expressed in the *Iniezione* are those of the authors and do not necessarily reflect those of the club. (The authors may simply be nuts!) Publication of articles describing technical procedures does not constitute an endorsement by the club, its officers or AROC. It is the responsibility of the person performing any procedure to accept all consequences of his or her actions. Wouldn't it be nice if everyone would take personal responsibility?

Commercial advertisements in the newsletter are a win! Give your business added exposure while supporting the NWARC. Ad rates are: **Half Page: \$120/Qtr, \$275/Yr** **Qtr Page: \$90/Qtr, \$225/Yr** **Business Card: \$65/Qtr, \$150/Yr.** E-mail a color .jpg, .tif or .pdf file (300 DPI) to [editor@nwalfaclub.com](mailto:editor@nwalfaclub.com)

To subscribe to the digital newsletter, please sign up using the form at the lower right corner of the Club Website's home page, [www.nwalfaclub.com](http://www.nwalfaclub.com).

**Iniezione**

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March 2024



## Winter Warmth- continued

ing of a couple of towers, we headed back into town for an excellent lunch and great conversation at Shields' Date Farm.

That evening a couple of members hosted a reception at their mid-century home with more lively and sociable conversations (and no-one fell in the pool) before we headed out for dinner at a local restaurant.

Sunday saw all the freshly-washed Alfas gather on the lawn at the beautiful Escena Golf Club to be admired while we had lunch on the patio. Highlights included a lovely 1964 Sprint 2600 and an intriguing 1975 Spider fitted with a Twin-Spark engine and SPICA injection! The owner wanted to try this combination in the belief that the SPICA would provide the best possible fueling for the engine, and Wes Ingram has



Lindsay Geyer



Lindsay Geyer



been happy to make it happen. It still needs a bit of tweaking, but there may be an article on this in the near future.

Escena really is a lovely course, and we were happy to



## Winter Warmth- continued

stroll among the cars and watch the air traffic from at the nearby Palm Springs airport; a Pitts Special aerobatic biplane was doing some interesting circuits among the regular airline flights!

Conversations gradually wound down amid promises to meet here again whenever possible, and everyone drifted off back home. Best of all, the threatening rain held off (pretty much) for the whole weekend!

Many thanks to all involved in making this such a fun weekend! It's definitely worth putting on your calendar for a winter break. The weather's



usually great; even if the forecast is just for a warmer kind of rain you might get as lucky as we were, and you'll have great social weekend regardless!

- Jon Inge

All photos by Jon Inge except where noted



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## Kim Buty

Life can seem so arbitrary and cruel at times, never more so than when we lose a good friend. And there were few friends as good to everyone as Kim Buty, who died unexpectedly on February 9, at his beach home in West Seattle. He was 68.

I wish I'd known him longer, and better. He had such a genuine interest in and appreciation for other people, and was always ready with a warm smile and thoughtful, kind response to any conversation. He'd recently been attending more and more club events, and was delighted to have got his Montreal back on the road, especially proving its worth on last year's three-day Half-Fast Lap!

His sudden loss leaves a very big hole in the club and in the lives of our members, and serves as a sad reminder that we should tell the people we really appreciate how much they mean to us, whenever we get the opportunity.

Our heartfelt sympathies go out to his wife Paula and their son Rocco. Details of his memorial service will be circulated by e-mail as soon as we have them.

- Jon Inge

Members since 1985, Kim and Paula were there for drives, tours, parties, shop visits and dinners for nearly forty years, and they always added friendliness and fun to every event they attended.

One highlight of our times with the Buty's was a trip to Goldendale for the hill climb, seeing the cars, driving the route, and relaxing in the sunshine at the Maryhill Winery overlooking the Columbia River.

We and the Affolters were the lucky bidders on one of the dinners Kim and Paula generously offered at our holiday silent auctions. We enjoyed a wonderful evening at their beautiful beach-side home on Puget Sound, with a lavish dinner including perfectly cooked fish prepared by grill master Kim.

Kim will be warmly remembered and sorely missed by everyone in his Alfa family. Bill and I were fortunate to be his friends.

--Judy Gehring



We've been friends with Kim and Paula since they bought their red 1985 spider from Lino and joined the club in September, 1985, about three months after we did. We've enjoyed many drives and experiences with them and their Alfas.

I remember the 164 they bought so Rocco would have a back seat. Then the 1965 Giulia Spider, rusted through, that Kim found under a tarp at a garage sale and then beautifully restored with the help of Hans Quinnett.

Equally lovely was the red Montreal; Kim drove it up from San Francisco and made it look so nice that it was requested for the Alfa Romeo display at the LeMay Museum, where he gracefully left it for the full duration of the Alfa exhibit. Most recently the red Spider has been a veteran of many Half-Fast Laps, and both it and the Montreal have been seen on many day drives.

- Bill Gehring





## Kim Buty - continued

There are people in the world that always uplift my spirit when we are together; they have the power to make me forget my troubles, relax, and live in the moment of their enjoyable company. Kim Buty was one of those.

Linda and I got to know Kim and Paula many years ago through the Alfa club. We shared numerous adventures with them early on as we naturally gravitated to their charming companionship. Kim had a flattering ability to closely listen; to make me feel like he was sincerely inter-

ested in what I had to say, and was eager to perhaps learn something new from the exchange.

He made me a better listener as well because he had a sleeper wit. Often in conversation he would drop a little aside that not only revealed his keen insight but was also hysterically funny. It was a gift to know such a kind and generous soul.

It's hard to accept that his quiet presence has been snatched

away so suddenly. But I'm grateful beyond words for the time we had.

- Dan Jardine



Dan Jardine



Judy Gehring

I've made many friends over the years driving the NWARC Half Fast Lap each September. One of the consistent cars in that ever-changing group has been the red Spider of Kim & Paula Buty, and unless it was raining hard - always with the top down! Good sports, they are. For the sake of my marriage & my softening lifestyle, I've drifted to the new Giulia.

Kim may seem soft spoken at first and yet I found some real mischief and a zest for fun lurking inside. A few years back heading north to Astoria, Oregon, as I was apparently asleep at the wheel that red Spider passed me at full throttle! He apologized profusely, both then and for years after, and it became his schtick and our bond. Passing someone on the Half Lap is not a sin; I've done it, it's all part of the fun. I bought him a beer that evening at dinner, and he always wanted to buy the rest.

Kim was also a good driver, he could enjoy all that Spider could offer and he would push it hard all day. I should remember to have the spirit he had, leave the comfort of the Giulia at times, and drive our Spider with the top down. We will miss him!

- Paul Affolter

We always think there is more time... A month ago, we enjoyed a lovely lunch with Kim & Paula and the Gehrings at Endolyne in Fauntleroy. At lunch, Kim asked us if we wanted to go see his new garage in Federal Way, or even better, go have ice cream at the Husky Deli. Next time, we joked!

With such sadness, we now realize we should've seized the moment. Now all we have are the memories.

Many fun Alfa drives, Half-Lap drives, Spider top-down drives, special sunset dinners and Christmas parties.

We will always welcome Paula and Rocco and set a place at the table for Kim, at least in our hearts. He will be very missed...

With very fond memories,

- Kristy Affolter



Dan Jardine





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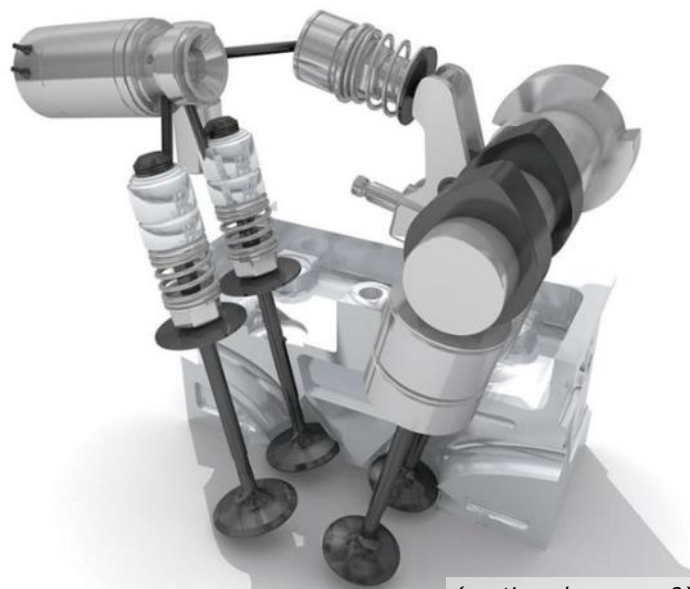
## Multiair Valve Train

*Given Fred's experiences with the Multiair unit on his Giulia, I thought it might be helpful to re-run this piece from the March 2017 newsletter. - Editor*

Most of us owners of post-war Alfas are accustomed to thinking of twin-cam engines as being a hallmark of high-performance cars in general and of Alfa in particular, and wonder about the new Giulia engine having only a single cam. Too basic and pedestrian? Far from it; the Multiair valve-actuation actually provides one of the most sophisticated valve-actuation systems on the market, with significant benefits in torque, power and emissions control.

Variable valve-timing approaches were developed as a way to spread an engine's available torque over a wider range of engine speeds, and are now common. Alfa Romeo was the first manufacturer to introduce this for car engines with the Variable Valve Timing mechanism fitted to its twin-cam engines from 1982. Honda followed with its VTEC system in 1989 and BMW with VANOS in 1992. Later on, approaches such as BMW's Valvetronic went further, eliminating the airflow restrictions of the throttle plate in the intake manifold by removing it altogether, effectively leaving the inlet tract wide open at all speeds and instead controlling airflow by varying the lift and timing of the intake valves. All these early approaches use dedicated electro-mechanical devices to vary cam operation (e.g. a separate cam to raise the main camshaft and so reduce valve lift overall), but don't offer the multi-factor control of Fiat's approach.

Fiat developed Multiair in 2009 and it has proved both efficient and reliable. It uses a single camshaft mounted over and directly operating the exhaust valves. The intake-cam lobes operate the intake valves through a hydraulic link with the flow of fluid (engine oil) controlled by an electric solenoid, which bleeds off fluid as required for different situations. This allows for highly-variable control of valve lift and timing, with



(continued on page 9)



## Multiair - continued

separate control of both opening and closing points as well as of opening duration.

How does this work in practice? For maximum power the solenoid is closed and full hydraulic pressure is transmitted from the cam profile to the intake valve, providing the full lift and duration designed into the cam profile for maximum airflow and power. At engine start-up and idling, the intake valves are opened late to produce a higher-speed airflow, increasing the swirl of the mixture and boosting torque. At medium-low torque and under partial load conditions, the intake valves are closed early, to optimize volumetric efficiency and reduce pumping losses. At low loads and when idling, the intake valves can be briefly opened multiple times during a single intake cycle, optimizing air and fuel flow for smoother power output. Intake valve opening is also precisely managed to modulate the amount of exhaust gas recirculated in the combustion chamber via valve overlap, giving the engine a kind of internal EGR to lower emissions without affecting drivability.

All this translates to more efficient and effective control of the combustion process. As an example of the gains it makes possible, the original Alfa MiTo engine without Multi-air produced 153 hp and 170 lb-ft of torque while returning 36 mpg (US). With Multiair, the same engine generated 168 hp and 180 lb-ft of torque, and returned 39 mpg.

Far from a single cam being too pedestrian for an Alfa Romeo engine, the Multiair design makes it both more sporting and more economical than a conventional twin-cam could be.

- Jon Inge 🇬🇧

## Kudos for Giulia Veloce

**evo**

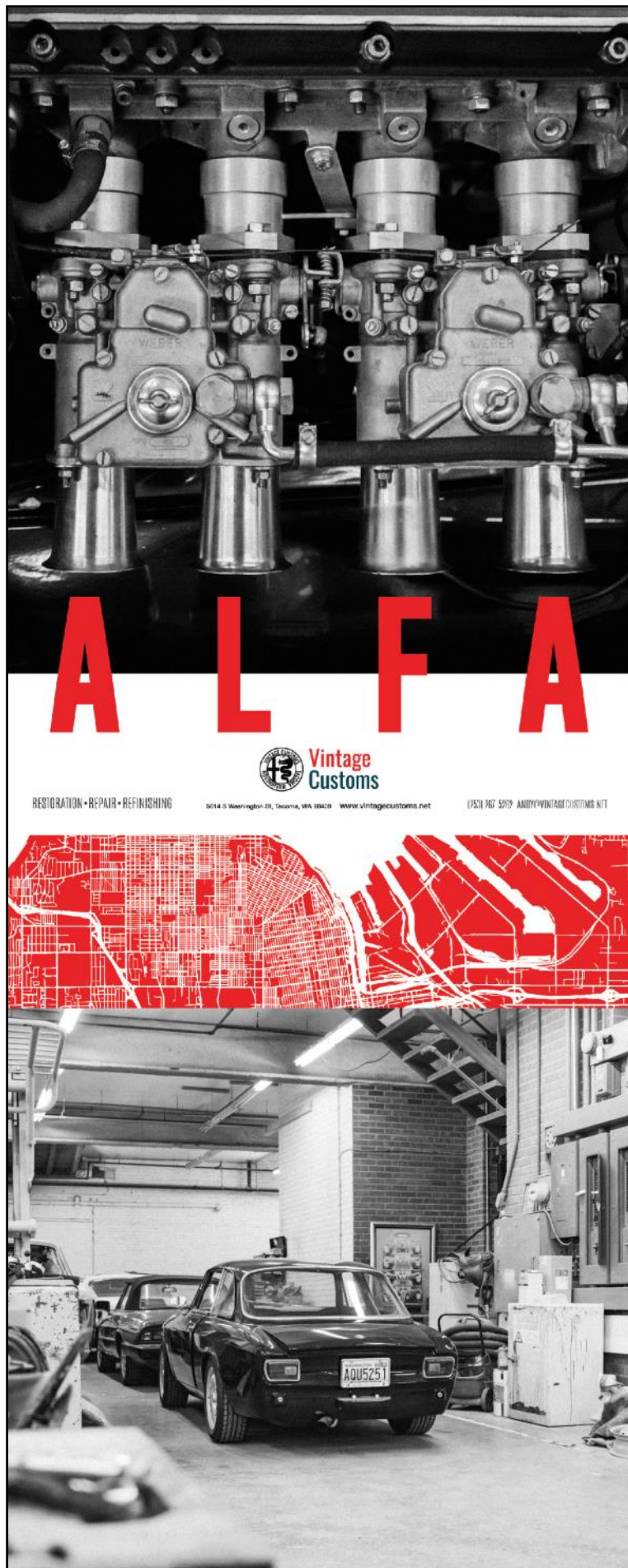
The UK's **evo** magazine (dedicated to "the thrill of driving") has a 2023 Giulia Veloce on its long-term test fleet, and gave a very favorable update on it in the March 2024 issue.

Using the "Sunday Morning Test" they realised they'd clearly underestimated it, initially writing it off as "not a Quad-rifoglio" with "only" 276bhp. They'd "half-forgotten how light the car is, with a power-to-weight ratio slap-bang in decently rapid hot hatch territory. And with rear-wheel drive you can still enjoy the sensations of a car being pushed rather than pulled, of uncorrupted steering, of both axles working to balance a car through a turn."


"On the right kind of twisty-turny roads ... it makes for a genuinely absorbing drive. So much so that the 90-minute drive I headed out for during my weekend with the Giulia ended up becoming twice that."

"The Sunday Morning Test? The Giulia passes."

Check it out at [www.evo.co.uk](http://www.evo.co.uk).



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## Mille Miglia on a Budget

**M**ille Miglia... Just the words are enough to get most of us dreaming about driving something exotic for days on Italy's storied roads in the company of many like-minded folks, all cheered on by the locals.

Usually such dreams founder on cost, but sometimes the stars align and it all comes together. Martin Buckley has written about one such episode in the January 2024 issue of "Classic & Sports Car" magazine. Gentleman farmer Sheridan Bowie has a thing about Italian cars; Mark Devaney specializes in restoring Dinos, but those can be pricey. And then a 1955 Alfa Romeo 1900 Berlina became available, one that had run the Mille Miglia a few times before. That might just work, especially if they managed without a support team and did all their own maintenance and repair work en route themselves...

You can read the full article here: [www.classicandsportscar.com/features/alfa-romeo-1900-super-tackling-mille-miglia-budget](http://www.classicandsportscar.com/features/alfa-romeo-1900-super-tackling-mille-miglia-budget), but here are a few quotes and photos from it:

"We were warned we wouldn't get much sleep," Mark continues, "and while I wouldn't say it's gruelling, it does involve a lot of concentration and a lot of hard driving."

"Also, in reality it's 1500 miles across five days rather than 1000 miles over three days. Our longest day was 16 hours of driving."

There was at least one other 1900 saloon entered, plus variants such as the impossibly exotic Sportiva from the Alfa Romeo museum, driven by an all-female crew: "We often found ourselves in convoy with that, or a white Maserati A6GCS.

"We had a wonderful blast in the mountains following a 'Birdcage'. It was at times like that I thought: 'Is this real?'"

It certainly was. The Mille will never be inexpensive, but where there's a will...



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## Upcoming Events

**W**e don't hear as much about Covid-19 today as we have for the past few years.

You'd think it was gone, and in many ways it is.

Thanks to improved access to vaccines and boosters, less fears and rhetoric about vaccines, and even improved treatment options, the survivability of Covid-19 is even higher than some examples of the flu.

However, it is still an issue, and much like other infectious diseases it can have a lasting impact on some of us.

### Be Safe!

If you feel sick or have any possible symptoms, no matter the cause, please avoid club gatherings for your safety as well as others'.

When you're sick, that's when sharing is not caring. Respect others by showing caution, and respect their right to mask up.

Thank you and keep being safe while we enjoy the events of 2024!

- Fred Russell 🇺🇸

## March

### Drive to Women in Motorsports, DirtFish

Saturday

2

In the spirit of National Women's History month, join us for a backroads drive to the *Women in Motorsport* summit at DirtFish Rally School!

WIM is DirtFish's annual summit to celebrate and connect with women in motorsports. We'll meet at the Starbucks, 1460 NW Gilman Blvd, Issaquah, WA 98027-5300 at 9:00 am, then take a scenic route out to DirtFish in time for the WIM event which starts at 11:00 am. Further details will be provided on the club FaceBook page and via email.

For more information and to register (it's free), go to [www.dirtfish.com](http://www.dirtfish.com).

Dirtfish, 7001 396th Dr SE, Snoqualmie, WA 98065



- David James 🇺🇸

## March

### Drivers Skills/Car Control Clinic & HPDE Lapping

Sunday

3

**C**ome and join in on the latest in our 20-years-long series of Car Control Clinics and HPDE Lapping events!

The Driving School is for enhancing driver skills and teaching car control/safety with classroom and driving exercises. The curriculum

is designed for all drivers in any type of vehicle, and has proven to be particularly valuable for new and teen drivers, drivers with newly purchased vehicles, and any driver who feels unsure or nervous behind the wheel.

The course is as fun as it is informative, so we welcome and encourage any/all drivers who would like to experience something new. Registrants must hold a valid Driver License, and teen drivers with a valid Learner Permit are also welcome... and encouraged! Invite your teenage children, parents, friends/neighbors or coworkers to experience the art and skill of advanced car control!

The afternoon HPDE/School event has two run groups. Group A is reserved for Advanced drivers only and participating instructors. Group B is open to Novice drivers over 18 years old who have participated in the morning car control clinic.

There is a combo registration for both the Car Control Clinic



and the HPDE Lapping. All drivers for AM and PM events must have a valid WA Drivers License (must show original at check-in) and proper driver safety gear (helmet rental is available).



**Morning Car Control Clinic:** 8:00am - 11:30am

\$125/ driver

\*\*\*Special Student Price\*\*\* \$95/ driver

**Afternoon HPDE/Lapping:** Noon - 5:00pm

\$195/ driver

**Morning Car Control & Afternoon HPDE:** 8:00am - 5:00pm

\$295/ driver incl lunch

Full details/registration are at [http://msreg.com/](http://msreg.com/NWARCSpring24School)

[NWARCSpring24School](http://msreg.com/NWARCSpring24School).

- NWARC Corsa Committee 🇺🇸



## Upcoming Events - continued

### March

### Calder: In Motion Exhibit at Seattle Art Museum

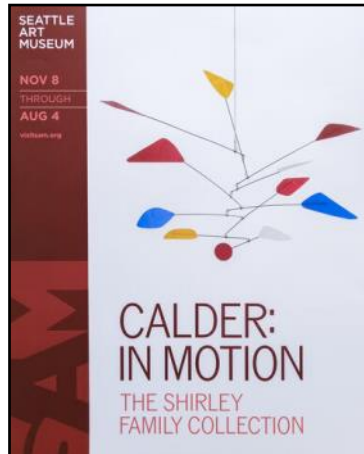
Sunday  
17

This is a unique opportunity; the Seattle Art Museum is welcoming NWARC members to a special guided tour of its *Calder: In Motion* exhibit.

Local club member Jon Shirley and his wife Kim have always been generous with the community, but took it to another level in spring of 2023 with their gift of the Shirley Family Calder Collection to the Seattle Art Museum (SAM).

Jon Shirley will join us and share his thoughts on 35 years of collecting. He may share the memory of the first time he saw a Calder art piece, during a school field trip to the Philadelphia Museum of Art.

Alexander Calder (1898–1976) is renowned for his mobiles and stables, from the miniature to the monumental. This exhibit



traces Calder's career, themes, styles, and materials from the 1920s through the 1970s. *In Motion* spans several of SAM's galleries, including its double-height gallery.

**When:** Sunday, March 17th at 9:30 AM

- 9:15-9:30 AM Welcome to the museum.
- 9:30-10:00 AM Coffee / pastries & remarks by Jon Shirley in the Arnold Board Room
- 10:00-11:00 AM Exhibition walk-through

**PRE-REGISTRATION IS REQUIRED** on the AROC Club Express Web site, before March 14th:

[https://aroc-usa.clubexpress.com/content.aspx?page\\_id=4002&club\\_id=677320&item\\_id=2237090](https://aroc-usa.clubexpress.com/content.aspx?page_id=4002&club_id=677320&item_id=2237090)

The event is limited to NWARC members, who can each bring one guest; the event max is 30 attendees.

**PRICE:** \$20 Donation per person

**WHERE:** Seattle Art Museum, 1300 First Avenue, Seattle 98101

- Fred Russell 🍷

### March

### Dinner & Il Sorpasso Movie, Queen Anne

Wednesday  
20

Join us for dinner and a movie - Dino Risi's 1962 road trip comedy classic *Il Sorpasso*, part of SIFF's "Viva Italia! The Passion of Italian Cinema" film festival.

The plot concerns an introverted law student tempted away for a fun time on the Riviera by his irresistibly charming extrovert friend. The film features a Lancia Aurelia, but we'll watch carefully for any Alfa Romeos that may have snuck in.

We plan to have dinner at a yet-to-be-determined nearby restaurant before the film. Sound like fun? If so, **you need to purchase your ticket(s) as soon as possible** for the film at the SIFF website ( <https://www.siff.net/cinema/in-theaters/viva-italia-the-passion-of-italian-cinema/il-sorpasso>). If you wish to join us for dinner before the show,



text your RSVP (including your name) to me at (206) 849-3211 so we know how many people to make the reservation.

**SIFF Cinema Uptown Theater**

511 Queen Anne Ave N, Seattle, WA 98109

Wednesday, March 20, dinner at 6pm, movie at 7:30pm

- David James 🍷

### March

### Skagit Valley Cars & Coffee, Mt. Vernon

Saturday  
30

Wes Ingram is launching a Skagit Valley C&C, to be held on the last Saturday of each month.

Location and timing are still under discussion, but for more details, contact Wes at (360) 707-5701 or [wesingram.alfa@gmail.com](mailto:wesingram.alfa@gmail.com).

- Jon Inge 🍷

### April

### MG Car Club's Tulip Rallye, Mount Vernon

Saturday  
20

Always a fun start to the season, the MG Car Club's Tulip Rallye returns on April 20, starting this year in the car park of the Walmart SuperCenter just south of the river in Mount Vernon, off exit 227 from I-5.

Pre-registration will be \$20 for the event and \$30 for day of the show; please contribute \$5 towards Food Lifeline during their registration process. Registration is now open online at

[mgccnwc.com/tulip-rallye/](https://mgccnwc.com/tulip-rallye/)

The number and variety of cars at this event is always amazing, from Rolls-Royces to Citroëns, MGs to DeLoreans. Check-in starts at 8:00 am, the drivers' meeting is at 9:30 am and the first car goes out shortly afterwards. Be there!

- Jon Inge 🍷



# Membership Update

## Anniversaries

Congratulations on all this month's Anniversaries!

**William Richards - 48 years**

**Joe & Lynn Faherty - 46 years**

**W. E. Damm - 45 years**

Matthew Earnest - 37 years

Felix Chiu - 36 years

Daniel Jardine - 35 years

Michael Patjens - 28 years

Mike Yates - 28 years

Beth Anderson - 20 years

Thomas Anderson - 20 years

Kimberly Lindstrand - 20 years

Edward Slavin - 20 years

Cami & Jim Johnson - 8 years

Shannon Low - 8 years

Robert Taylor - 6 years

Richard Goroski - 5 years

Kenny Heng - 5 years

Sean Peoples - 4 years

John Schommer - 4 years

Andrew Barkis - 2 years

Samuel Orallo - 2 years

Grant Ray - 2 years



Julie & Patrick Riley - 2 years

Jason Ritchie - 2 years

Keith Chamberlain - 1 year

Shannon Fenton - 1 year

Andy Hickman - 1 year

Dean Trenery - 1 year

Richard & Christopher Wendt - 1 year

## New Members

We have nine new members this month! Wow! Please welcome:

- Sandro Kodama, from Seattle

- Paolo Giordano, from Port Angeles

- Diana Flores, from Seattle

- Peter Horton, from Renton

- Andrew Chung, from Seattle

- Susan and Benjamin Ridgway, from Seattle

- Christine and Nick Marson, from Seattle

Welcome! We're so glad to have you with us.

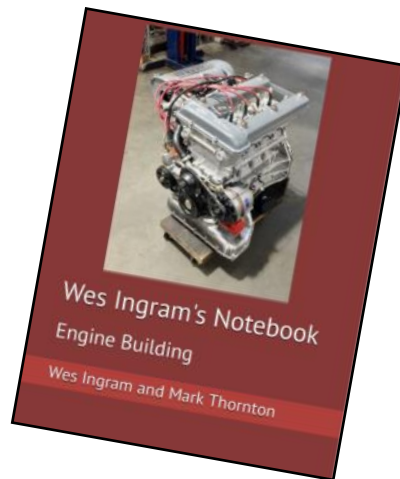
- Clay Schwenn

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15613 "A" Peterson Road, Burlington WA 98233  
360-707-5701 [wesingram.alfa@gmail.com](mailto:wesingram.alfa@gmail.com)



## Member Recommendations

Have a parts or service provider you have found to be highly satisfactory? Tell me at [editor.nwalfaclub@gmail.com](mailto:editor.nwalfaclub@gmail.com)! With your help, we can all be better automotive consumers.

**A-Plus Auto Glass, Whidbey Island** - Windshield replacement

**Convertibles Only** - Convertible top repair/replacement

**Discount Tire, Shoreline** - Tire mounting/balancing

**Eastside Auto Salon** - Scratch repair, detailing

**Haury's Lake City Collision** - Collision repair

**Ingram Enterprises** - Service, engine/tranny rebuilds

**Pavel Kleyner, [pavel@kleynerlaw.com](mailto:pavel@kleynerlaw.com)** - Ticket Lawyer

**Prova Motorsports, Seattle** - Service, engine/tranny rebuilds

**Queen City Auto Rebuild** - Collision repair

**Safelite Auto Glass, Everett** - Windshield Replacement

**Safelite Auto Glass, Bellevue** - new Giulia windshields

**Sound Wheel Works, Bellevue** - Wheel repair

**Sports Car Shop, Kent** - Service, engine/tranny rebuilds

**Tire Rack/Internet** - Tires, wheels and parts

**Vortex Radar** - Radar Detector/Dash Cam advice

*All the above providers have been recommended within the last 3 years by one or more club members as being highly satisfactory, but are not specifically endorsed by NWARC.*

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## 2024 Calendar of Club & Local Car Events

- **Mar 2** *Drive to DirtFish Women in Motorsports Festival / Snoqualmie*
- **Mar 3** *Driver's School/Car Control Clinic / Pacific Raceways, Kent*
- **Mar 12** *NWARC North-end Social / Emory's on Silver Lake, Everett*
- **Mar 17** *Tour of Calder Exhibit / SAM, Seattle*
- **Mar 20** *Dinner and Il Sorpasso movie / Queen Anne, Seattle*
- **Mar 24** *Citroën Club Spring Drive Tour / Newcastle, WA*
- **Mar 30** *Skagit Valley Cars & Coffee / contact Wes Ingram for details*
- **April 20** *MGCCNW Tulip Rallye / Burlington*
- **May 15** *Twilight Lapping / Pacific Raceways, Kent*
- **June 19** *Twilight Lapping / Pacific Raceways, Kent*
- **June 28-30** *SOVREN Historics / Pacific Raceways*
- **June 29** *NWARC Club BBQ / Gary & Marie Patitz' home, Auburn*
- **Aug 14** *Twilight Lapping / Pacific Raceways, Kent*
- **Nov 10** *Driver's School/Car Control Clinic / Pacific Raceways, Kent*



6C 1750 - Fred Russell