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Newsletter of the **Alfa Romeo Owners of Southern California**



Summer 1999

**In This Issue: Time Trials, 0170,
Concours, Party Time, and more ...**

Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Uruapan Room at Veterans' Memorial Park at the corner of Culver and Overland in Culver City. In November the meeting will be held on the last Friday if there are two Fridays after Thanksgiving, otherwise it will be on the Friday prior to Thanksgiving. A holiday party is held in December in lieu of the General Meeting that month.

Numerous special meetings and events are also held throughout the year. Check the Calendar information on the outside back cover for an overview of the year and review *Alfacionada* for details of events planned for the near future.

AROSC Mailing Address

Alfa Romeo Owners of Southern California
Post Office Box 3621
Granada Hills, CA
91394

Membership Information

See the inside back cover of *Alfacionada*.

Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive before the 20th of the month to permit publication in the next month's issue.

General Information

Alfacionada is the monthly publication of the *Alfa Romeo Owners of Southern California*, a Chapter of the *Alfa Romeo Owners, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscriptions to this newsletter are included as part of the annual *AROSC* membership fees.

Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be *Alfa*-related.

Commercial Advertising Rates

Full page	\$500 per year
1/2 page	\$275 per year
1/4 page	\$150 per year
Business card	\$100 per year

This Month's Cover

AROSC Time Trial scenery at Willow Springs. Visible in the background are Eric Sands and his *GTV*. Coverage can be found in this issue, starting on page 5.

Photo by *Charlie Schwartz*

AROSC Information Line

Call (310) 471-222 for additional information about *AROSC*.

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AROSC Previews

An outline of coming events

AROSC General Meeting - 29 October

Join us for October's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, announcements, etc., we'll have a special program.

AROSC Fall Wine Tour - 30 & 31 October

Join us for the annual AROSC Fall Wine Tour and a weekend of *Alfa*-related fun. Come see what you've been missing in the way of one of the club's most enjoyable activities.

AROSC Concours at Woodley Park - 7 November

The final AROSC Concours of 1999 will be held at Woodley Park in the San Fernando Valley in conjunction with the "Best of France and Italy Meet". Be sure to arrive by 9:30 am, as judging will start promptly at 10:00 am. We expect to see all types of *Alfas*, from garage queens to daily drivers, and all are welcome. For additional information, call Anthony Rimicci at (818) 360-3418.

There are picnic facilities at the park, and many members like to make this event an outing for the entire family. Everyone is encouraged to come, even if you are not planning on displaying your vehicle. Last year there were dozens of *Alfas* in attendance and literally hundreds of great Italian and French cars, including some rare and unusual models.

AROSC Time Trial at Willow Springs Raceway - 13 & 14 November

The fifth and final AROSC Time Trial of 1999 will be held at the Willow Springs Raceway and should be another fun event.

For additional information, call Paul Blankenship at (818) 883-0266 or John Cote at (714) 495-8523

AROSC General Meeting - 19 November

Join us for November's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, announcements, etc., we'll have a special program consisting of the annual elections and the incredible, incomparable AROSC White Turkey Auction.

AROSC Fall Swap Meet - 21 November

AROSC will hold its last Swap Meet of the 20th Century in the parking lot of *Fast Cars of California* in Costa Mesa on the morning of November 21st. This will be your last chance of the millennium to pick up some incredible *Alfa* bargains.

AROSC Holiday Party - 11 December

AROSC will wind up the 20th Century with a party that will be held on the afternoon of Saturday December 11th. Be there or be square!

IT'S OFFICIAL!

By popular demand and with a great deal of well appreciated support and encouragement – as of July 1, Uwe Backer has opened shop in Culver City under the well known name of *Omega Motorsports*.

You'll be glad to know we've recently acquired some additional rare and precious *Alfa* tools including the computer testers vital to the electronic diagnostics of the later models.

Feel free to drop by or call – we are looking forward to serving you!

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Miscellaneous rumblings from El Presidente !

It has been a busy summer for AROSC. Maybe it's the nice weather, but we've been seeing bigger summertime turnouts for Club events. On the other hand, maybe it's the fact that membership continues to grow. Either way, AROSC is in vital shape in most areas, and the Club balance sheet remains in charming black and white. We're seeing renewed interest in some of our programs, particularly Concours, where over two dozen cars showed up at El Dorado Park on July 18 for a great event as organized and run by Anthony "Boom Boom" Rimicci.

Once again assuming the burden of leadership, your board made the grand sacrifice of holding a recent meeting at not one but *two* Italian restaurants, all with an eye toward finding a larger place to hold our annual awards meeting in January of 2000. And the search goes on.

At next January's meeting we will also be introducing the first AROSC board of the new millennium (didn't think you'd get away without being forced to read that tired old term again, didja?), and YOUR VERY OWN place in history could be sealed with a position on that august body. Here's all you have to do:


Write a brief candidate's statement including anything you think the membership would need to know about you, and your background. Give us your thoughts about the way the Club is run now and how things could be done better in the future, or anything else that pops into your head short of downright slander or libel. English preferred. Submit your statement of candidacy to our fine newsletter editor, Tom Suter, care of this publication, and he will include it in *Alfacionada*. That's it! Your name will appear on the ballot that's distributed in the newsletter, and on the ballot made available at the November meeting and White Turkey auction. Your place in history could be secured!

**Remember -
This is
YOUR chance
to clean up politics!**

To clear up any lingering confusion, AROSC officers are selected in the same way as AROC officers: members run for a seat on the board, of which there are typically nine (we currently have one vacancy). The morning following our annual Holiday Party marks the Planning Meeting, at which the new and old board members meet and plan out the Club's activities calendar for the upcoming year as far as possible. At this meeting, the board selects the next year's officers from the members who have been elected for the coming year's board. And without a shot being fired (usually), the mantle of power passes from one generation unto the next.

Unlike the United States, AROSC has no set term limits, but after a couple of years as your president, and with a crunch of work responsibilities already weighing on my shoulders, I will be stepping aside as the old century draws to a close. (Note: some believe this milestone won't happen for another year, and to them I say, stop splitting hairs because I am going to retire from the board anyway when this year is up no matter what century it is). So this is your chance to take advantage of the coming millennial power vacuum. How much more incentive could you need?

Another familiar face passing from the Southern California *Alfa* scene, and before the end of the year, as I understand it, is boy racer and ace mechanic Rex Chalmers. Rex is one of the few people still around who can coax the last ounce of power from a Spica system while at the same time reciting *Beowulf* in the original High Middle English. Rex is moving from the area and has sold his shop, *Omega Motorsports* in Culver City, to Uwe Backer. Over the years Rex has been a friend to the Club and I know many, many people will be sorry to see him go, while some competitors will heave a secret sigh of relief. Good luck, Rex, and don't forget your mittens!



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<p>GTV6</p> <p>front \$ 266.00 US center \$ 198.00 US rear \$ 226.00 US</p>	<p>MILANO</p> <p>front \$ 266.00 US center \$ 198.00 US rear \$ 175.00 US</p>	<p>GIULIA SPIDER (VELOCE)</p> <p>164 L. S. LS \$ 699.00 US</p> <p>center \$ 199.00 US / \$ 225.00 US rear \$ 235.00 US / \$ 275.00 US</p>

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Willow Springs - May 29th & 30th

The second AROSC Time Trial of 1999 yields some of the closest competition ever

by Randall Higa

Whoa, Nellie! The closest finish in any AROSC race was witnessed at Willow Springs on Sunday, May 30, 1999. It was quite a photo finish with the winner ahead by less than a car length. You needed to be at the finish line to see who really won the race.

The race had a clean start with the lead taken by the Paul Ellis driving the mighty Dunestang. On his tail was the Paul Porteous in a BMW M3, who was in turn followed by Steve Hamilton in the Lola sports racer. They stayed nose to tail in that same order for a few laps before things began to shake up. Within a lap, the three cars swapped positions with the Steve ahead of the pack.

Then began a "Battle of the Pauls" with the Dunestang and the M3 swapping the lead, never more than a few car lengths apart from each other. Unlike Saturday's practice race where Steve pulled further and further away from the two Pauls (until an unfortunate spin exiting turn 3), he could only manage to hold a fixed lead of less than 30 seconds.

With a few laps remaining, Paul Porteous began to push the M3 to new limits and slowly started to reel in Steve. On the final lap, the M3 was still more than a dozen car lengths behind the tail of the sports racer on the back straight. The final results of the race appeared to be sealed and I began to put my camera away. However, through turn 8 and turn 9, Paul picked up a few more car lengths and began to close the lead coming towards the checkered flag.

Although it didn't seem possible, the BMW barely nosed ahead of the Lola just before the finish line and stole the victory at very last moment. Unbelievable! Luckily, I pulled out my camera and nabbed a single photo a feet from the finish.

Meanwhile, a little further back in the pack, there was a couple of close battles between the Mazda RX7s, the Alfa Romeo GTVs, and a BMW. Three of the RX7s finished 4th, 5th, and 6th overall (1st, 2nd, and 3rd in Class N) lead by Daryl Doorman. Following the Class N cars, David Burgoon won Class P in his GTV ahead of Tony Presto in his RX7 and Art Russell in his GTV.

In the Time Trial classes, the largest group of Alfas was in Class C. Normally dominated by Alex Brown (absent from this event) and Terry Manchester, the Class victor was Chris Mayring in a make-your-eyes-hurt bright yellow GTV (see it in color at <http://members.home.net/esands/alfaclub/results2.htm>) ahead of Terry Manchester in his GTV and Michael Harris in his GTV6.

In Class D, the class dominator Mark Hesthal in his *Alfetta* won again beating out Charlie Thieriot in his *164* (with worn brakes) and yours truly in a tired *GTV*. Charlie's accomplishments on the track were inspiring, not to mention a bit embarrassing and humbling for some of us – not unlike the Lexus ad where the LS400 leaves a Porsche Boxster in the dust. Class E was won by Ted Kattchee who was one of the drivers of a *Super* ahead of second place Tony Guinasso in a *Spider* and third place Jess Liao in a *Milano*.

Also notable was Phyliss Gaylard, making a great showing in her *GTV*, who ran solo in Class A. It was certainly interesting to note the variety of *Alfas* that are currently taking the top spots in each of the classes. There was at least one V6 and/or transaxle car in the top three finishers in each of the three larger *Alfa* classes.

In the non-*Alfa Romeo* classes, Kit Simmons scored another honor for the Bavarian marque by winning Class M and taking top time of the day in his BMW M3. Kit was followed in Class M by Bill Schepergerdes in a Corvette and Luigi Borrelli in an Acura NSX. BMW was again victorious with Danny Choe winning Class N in a 325is. Danny was by followed by Jim Knoke and Claus Groth, both in Porsche 944 turbos.



Competition Chair Charlie Thieriot, chairing the event.

Justin Sallows prevailed in Class O in a Toyota Supra and was followed by Randy Hernandez in an Acura Integra and Alejandro Luminato in a VW

Scirocco. Rick Lee, who has been campaigning a Dwarf Ford in previous AROSC events, triumphed in Class P with a Mazda RX7. Kim Nelson in another RX7 and Peter Wakamatsu in an Acura Integra followed Rick. Fred Hamilton was again a hard charging solo in Class Q, driving the Buick Regal with amazing swiftness.

The hero of the weekend was Alan Ward who successfully salvaged the weekend for many of the hapless *Alfa Romeo* pilots with their automotive maladies. Alan came to the rescue of one entrant by repairing a radiator fan with epoxy. One of the larger projects was on Joel Millman's *GTV* that was shearing rear wheel studs. While Joel was ready call it a weekend after the second stud broke, Alan went to work with the assistance of Doug Bender and got the *GTV* repaired in time for Joel to run his scheduled timed laps.

However, Alan's most generous offering was when he lent his spare race compound Goodrich GS-CS tires to a few of the 105/115 owners who had ground their tires to the cords. I was one of those grateful people who HAD needed tires at a previous event

and was able to also borrow tires from Alan. Hats off to Alan Ward for his assistance and contributions to the club!

Alas, other problems were not fixable during the weekend. Richard Thompson's *GTV6* had mysterious overheating problems that could not be diagnosed and was forced to sit out of the race. A couple of Mazda RX7s also had problems. In one case, when an engine blew, more RX was required than was available. I was satisfied that I finished the weekend, but only after replacing three missing exhaust bolts that I acquired from a generous Mark Hesthal, who, incidentally just happens to be a Time Trial competitor in the same class. You've got to love the *Alfa Club* and the generosity of the people...

It was very nice to see the large (and growing) contingent of *Alfas* and their *pilotos* from Northern California (Baja Bay Area?). While many of them attend the Laguna Seca event and are regulars, coming down to Willow Springs can certainly be considered non-trivial and does require an elevated level of commitment. A special welcome goes to all of those who made their first journey to Willow Springs (driving their *Milanos*) and we hope that y'all return again.

A very special thanks goes to the *AROSC* Directors who did a magnificent job of making this event a real success. Everything went smoothly and a marvelous time was had by all.



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Race Results
Willow Springs Raceway
30 May 1999

Class	Pos.	No.	Driver	Car
M	1	28	Paul Porteous	BMW M3
M+	2	61	Steve Hamilton	Lola
M	3	11	Paul Ellis	Dunestang
N	4	5	Daryl Dearman	Mazda RX7
N	5	135	Joseph Lee	Mazda RX7
N	6	29	Greg Nelson	Mazda RX7
N	7	45	John Reilman	BMW M3
P	8	12	David Burgoon	Alfa GTV
P	9	48	Tony Presto	Mazda RX7
P	10	84	Arthur Russell	Alfa GTV

Are You Wired?

AROSC announces a reminder service

Are you a member who is Internet "wired"?

Would you like a reminder of upcoming *AROSC* events?

Have we got a deal for you !

AROSC is now sending out e-mail reminders of *AROSC* events to those who wish to have their memory jogged. Your presence on our "wake-up call" mailing list is strictly voluntary and you will be removed from the list whenever you desire.

If you wish us to add your name to those who want to be reminded shortly before each *AROSC* event or meeting, send an e-mail request to Jay Negrin at:

jmnegrin@earthlink.net

If possible, send your request from the same address to which you wish *AROSC* to send reminders. This will simplify adding your e-mail address to the *AROSC* mailing list for reminders. If you must send the request from a different address than the one to which you desire us to send reminders, please state clearly in your request that the address is different than your return address on the request.

AROSC Time Trial 99-2
Willow Springs International Raceway
30 May 1999

Pos	#	Class	Driver	Make	Fastest	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
1	13	A	Gaylard, Phyllis	<i>Alfa GTV</i>	1:48.048	1:48.376	1:48.048	1:49.446	1:49.489	1:48.184
1	15	C	Mayring, Christopher	<i>Alfa GTV</i>	1:42.832	1:44.460	1:44.234	1:43.764	1:42.832	1:43.157
2	7	C	Manchester, Terry	<i>Alfa GTV</i>	1:43.766	1:44.744	1:43.828	1:44.174	1:43.823	1:43.766
3	72	C	Harris, Michael	<i>Alfa GTV6</i>	1:45.774	1:47.704	1:47.291	1:46.036	2:05.528	1:45.774
4	5	C	Guiral, Philip	<i>Alfa GTV</i>	1:46.176	2:00.003	1:47.272	1:46.385	1:46.176	1:46.211
5	67	C	Zambri, Zamani	<i>Milano</i>	1:51.549	1:51.549	1:51.899	1:51.625	1:51.678	1:54.094
6	86	C	Sands, Eric	<i>GTV</i>	1:51.644	1:52.111	1:52.624	1:51.644	1:54.609	1:52.453
7	34	C	Zambri, Nizam	<i>Milano</i>	1:52.593	1:54.375	1:54.187	1:53.582	1:52.593	1:53.000
8	52	C	Lambert, Alan	<i>Alfa Spider</i>	1:54.777	1:55.549	1:56.100	1:54.777	1:55.312	1:55.696
1	41	D	Hesthal, Mark	<i>Alfetta</i>	1:48.346	1:49.830	1:50.011	1:49.845	1:49.122	1:48.346
2	1	D	Thieriot, Charlie	<i>164</i>	1:49.089	1:49.089	1:55.317	1:49.750	1:50.519	1:53.765
3	17	D	Higa, Randall	<i>Alfa GTV</i>	1:50.620	1:53.022	1:52.370	1:51.010	1:51.651	1:50.620
4	83	D	Bender, Douglas	<i>Alfa GTV</i>	1:51.965	1:54.303	1:53.145	1:52.809	1:51.965	1:53.047
5	84	D	Russell, Arthur	<i>Alfa GTV</i>	1:53.219	1:53.219	1:54.027	1:55.011	1:58.439	1:57.336
6	19	D	Millman, Joel	<i>Alfa GTV</i>	1:53.911	1:54.070	1:54.482	1:54.307	1:54.437	1:53.911
1	144	E	Kattchee, Ted	<i>Alfa Super</i>	1:50.744	1:51.935	1:53.484	1:51.601	1:51.378	1:50.744
2	681	E	Guinasso, Tony	<i>Alfa Spider</i>	1:52.522	1:52.522	1:53.294	1:52.863	1:52.559	
3	33	E	Liao, Jesse	<i>Milano</i>	1:53.263	1:55.074	1:53.820	1:54.689	1:54.423	1:53.263
4	47	E	Pfeffer, Pierre	<i>Alfa GTV6</i>	1:54.804	1:56.098	1:54.804	1:55.349	1:55.972	1:55.490
5	44	E	Kattchee, Chris	<i>Alfa Super</i>	1:56.440	1:57.787	1:57.620	1:56.573	1:56.447	1:56.440
1	69	M	Simmons, Kit	M3	1:31.618	1:32.725	1:32.185	1:32.017	1:31.618	
2	4	M	Schepergerdes, Bill	Corvette	1:32.728	1:33.200	1:32.728	1:33.732	1:33.864	1:32.809
3	36	M	Borrelli, Luigi	NSX	1:43.518	1:45.461	1:43.518	1:44.259	1:44.776	1:47.232
4	21	M	Reitman, John	M3	1:46.639	1:47.860	1:47.468	1:47.119	1:46.890	1:46.639
5	54	M	Smetko, Carl	Mustang	1:51.704	1:51.704	1:51.723	1:52.789	1:54.293	1:51.934
6	65	M	Murray, Sean	Corvette	1:53.844	1:56.000	1:54.984	1:53.935	1:58.698	1:53.844
1	58	N	Choe, Danny	325Is	1:39.947	1:44.682	1:40.422	1:40.502	1:40.596	1:39.947
2	89	N	Knoke, Jim	944-t	1:40.553	1:44.482	1:42.620	1:42.777	1:41.324	1:40.553
3	218	N	Groth, Claus	944 Turbo	1:41.310	1:42.680	1:44.461	1:42.411	1:41.310	
4	117	N	Stramotas, Tino	Integra R	1:43.015	1:43.015	1:43.350	1:43.930	1:43.717	1:43.699
5	32	N	Rogers, Matthew	M3	1:43.643	1:43.643	1:44.360	1:43.676	1:44.187	1:44.881
6	62	N	Poulin, Robert	M3	1:44.197	1:45.221	1:44.244	1:44.272	1:44.741	1:44.197
7	9	N	Kranen, George	Thunderbird	1:46.576	1:46.576	1:47.871	1:48.096	1:47.460	1:46.817
8	80	N	Krueger, David	BMW	1:48.140	1:49.043	1:49.210	1:48.387	1:48.140	
9	22	N	Wynne, Richard	325i	1:51.545	1:51.744	1:51.545	1:52.232	1:54.154	1:56.276

Continued on next page

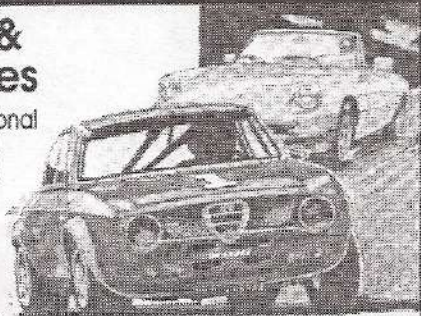
AROSC Time Trial 99-2
Willow Springs International Raceway
30 May 1999

Pos	#	Class	Driver	Make	Fastest	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
1	64	O	Sallows, Justin	Supra	1:39.798	1:41.097	1:40.281	1:41.106	1:40.101	1:39.798
2	75	O	Hernandez, Randy	Intefra	1:43.719	1:45.431	1:44.375	1:44.590	1:44.223	1:43.719
3	57	O	Luminato, Alejandro	Scirroco	1:45.493	1:47.371	1:46.718	1:46.274	1:46.655	1:45.493
4	37	O	Scholey, Michael	240sx	1:47.656	1:47.656	1:47.675	1:48.573	1:48.781	1:49.488
5	76	O	Wagner, Donald	Mustang	1:50.092	1:50.265	1:52.803	1:50.620	1:50.836	1:50.092
6	46	O	O'Connell, Craig	GTI	1:50.211	1:51.847	1:51.922	2:01.961	1:50.322	1:50.211
7	735	O	Seho, Kenneth	RX7	1:50.429	1:51.544	1:51.747	1:50.651	1:51.219	1:50.429
8	63	O	Ford, Joe	Datsun 510	1:53.025	1:54.052	1:54.176	1:53.392	1:53.030	1:53.025
9	68	O	Barring, Michael	Porsche 911	1:53.412	1:54.546	1:53.412	1:54.340	1:54.620	1:57.281
10	66	O	Barnes, Paul	Porsche 911	1:56.660	1:59.212	1:59.973	1:58.107	1:56.660	1:57.281
11	53	O	Pizzuti, James	GTI	2:04.031	2:05.990	2:05.910	2:04.375	2:04.031	2:04.411
1	113	P	Lee, Rick	RX7	1:45.707	1:47.804	1:47.749	1:47.459	1:46.297	1:45.707
2	291	P	Nelson, Kim	RX7	1:50.102	1:50.412	1:50.102	1:51.781	1:51.901	1:51.495
3	82	P	Wakamatsu, Peter	Intefra	1:52.922	1:55.112	1:54.516	1:53.493	1:52.952	1:52.922
4	641	P	Luftman, Steve	MR2	1:53.013	1:55.113	1:53.013	1:54.100	3:52.099	

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AROSC Summer Party

The Huntington Beach home of Phyllis Gaylard is the scene of our summer social event



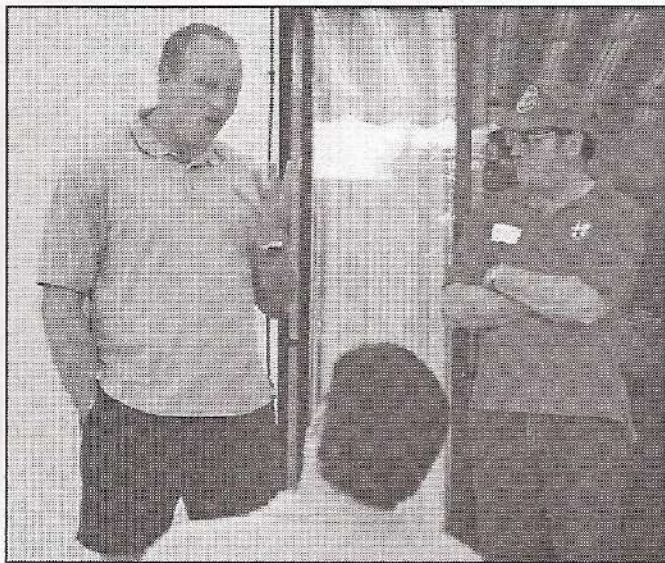
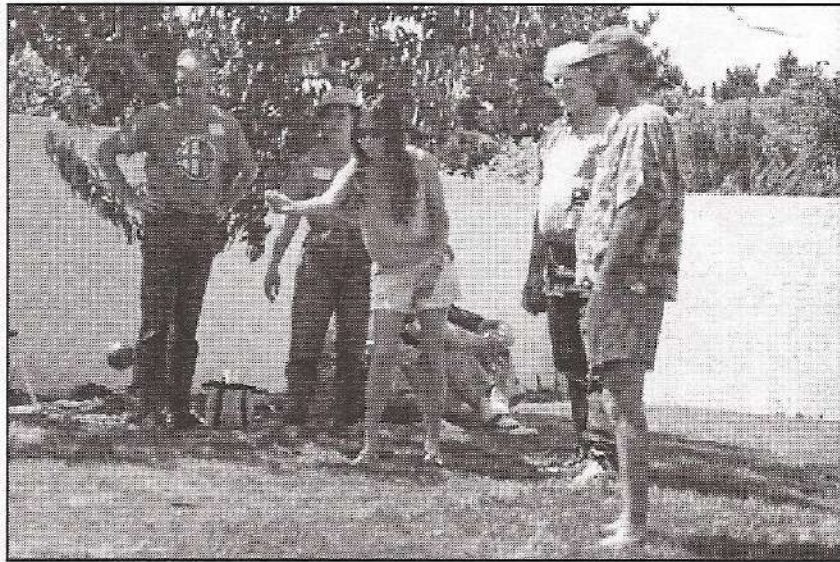
Conversation seemed to be the order of the day for many





A Technical Question and Answer session was hosted by Uwe Backer of Omega Motorsports

Bocci Ball caught the attention of many partygoers



AROSC Summer

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Concours - 1999

from our special correspondent on the scene



Concours Results El Dorado Park 13 June 1999

Class	Pos.	Owner	Car
Special	1	Ron Avery	72 Montreal
Closed	1	Bud Duncan	73 GTV 2000
	2	Paul DeRosier	74 Berlina
	3	Rob Poetsch	89 Milano Verde
Open	1	Randy Harris	63 Guilia Spider
	2	Norm Bianchi	74 Spider Veloce
	3	Patrick Doualle	83 Spider Veloce
Best of Show		Bud Duncan	73 GTV 2000
People's Choice		Bud Duncan	73 GTV 2000



Buttonwillow !

The third AROSC Time Trial of 1999 takes place on July 3rd & 4th

by Doug Bender

AROSC's third Time Trial of 1999 was held at Buttonwillow Raceway on July 3-4. I am filling in for your usual scribe, Randall Higa, who could not make it due to family obligations. Anyway it's a thrill to be able to write something for *Alfacionada* after all these years of reading the contributions of others. Since I was rather busy over the weekend I didn't talk to very many people and I will write from a "personal" rather than "reportorial" viewpoint.

First, a few words about Buttonwillow Raceway. Located in California's Central Valley west of Bakersfield, Buttonwillow's physical surroundings are rather drab, but the amenities are rapidly improving...there is now a place to get race gas, a gift shop, and even a tire vendor. But most importantly, Buttonwillow is a real driver's track. It is fairly long, and can be run in several configurations, or even as two different tracks simultaneously if desired. AROSC runs nearly the longest track configuration.

There are a lot of turns (so many turns that several do not have recognized names yet), two hills, and two fairly long straights. My first Time Trial, in 1996, was also AROSC's first Time Trial at Buttonwillow. I carefully studied the track map the night before, but on the track I immediately got disoriented with the long sequence of turns that didn't seem to look anything like the track map. I started to wonder if this Time Trial stuff was for me. Anyway, after a few sessions you get used to the layout, and Buttonwillow is now my favorite track.

And this weekend was no exception! What a fun track! Buttonwillow is a track where drivers can really go for it...the speeds are lower than at Willow Springs (and not as scary), and the track is not surrounded by intimidating walls like Laguna Seca. There are plenty of well-designed turns, and there is nothing more satisfying than hitting a turn just right...coming out of the turn with your right foot pushing the gas pedal to the floor, upshifting, and running out exactly to the edge of the track.

This is the payoff for setting up just right going in to the turn...to get it right, you must brake at the right place (as late as possible), start your turn at the right place, and get back on the gas just as soon as the car is ready. In some blind turns you have to do all this long before you can see the exit of the turn. One of the especially satisfying turns is a left going over a hill.

If you get it right you can be on the gas before cresting the hill. As you come over the hill your car lightens up and shifts to the right, then settles back down, and slides just to the edge of the track as you come out of the turn. What fun!

Another great turn is at the end of the long straight. There is a little hill just before the turn that lightens the car just as you

want to start braking. After a while you learn the braking point that lets you get full on the brakes, downshift twice before the turn, and have the car just slow enough by the turn-in point. If you execute these turns just right, you hold your breath till you know you're going to make it, then release a sharp breath of satisfaction as your car slides to the edge of the track.

The satisfaction comes from knowing that you set up and drove through that turn as well as you can using your own experience and ability and your car's performance. This is one of the most exhilarating feelings I have experienced and well worth the effort it takes to get there.

Because this Time Trial was over a holiday weekend the turnout was somewhat light. Some of the more interesting cars included Dirk Stoehr's newly purchased *GTA* (more on this later), two *Vipers*, a *Shelby Mustang*, and two *Giulia Supers*. One of the *Giulias* also belonged to Dirk ("Il Frigo"); soon after the event he sold it...maybe we'll see it back on the track with its new owner. There were the usual *Alfa Spiders* and *GTVs*, but the *GTV6* contingent was down to one (Pierre Pfeffer), and there were no *Milanos* or *164s*.

Oh, and the above-mentioned Dirk also brought a rented Audi TT with an *Alfa* grille tacked on, which he drove during the lunchtime novice sessions. The drivers behaved themselves very well (perhaps because only the hard core will turn out a holiday weekend Time Trial). No one hit the wall, and no one bent a fender that I know of. A few people went off into the dirt in benign places.

Let me be selfish here and talk about my own experiences over the weekend. I learned from a combination of bad luck and one foolish mistake, and perhaps I can pass along the lesson. The weekend started on Friday night when I got in my *74 Alfa GTV* for the drive to Buttonwillow. I started the car to find that it had...no brakes! I had broken the rear brake line when jacking the car up earlier.

I tried to call my trusty mechanic, Fabio Garbini of *Vintage Eurosport* (at 9:00 on a Friday night!). Fabio wasn't there but fortunately his girlfriend Yolanda was. After I drove to the shop, found a brake line, drove back home, jacked the car up, replaced the brake line, bled the brakes, put the wheels back on, and let the car back down, it was after midnight. After driving up to the track Saturday morning, I was a little tired but I seemed to be caught up.

However, my bad luck was not over. During the last practice on Saturday, my engine started running rough. I pulled off the track, opened the hood, and gas was spewing all over the engine! One of the metal fuel tubes between the *Spica* injection pump and injectors was broken.

So I left the car at the track, borrowed Fabio's rented Dodge Durango, drove two and a half hours back to El Segundo, picked up another hard-line, and drove back to Buttonwillow (missing the banquet), turned in for a few hours of sleep. Then, on Sunday morning I still had to drive back to the track to fix the car before the first practice session.

(You might be starting to notice a pattern here...Fabio Garbini has been my mentor since I bought my *GTV* in 1996, and seems to always be there when I need him.)

So, was that the end of my troubles? One more thing happened (and here's the lesson learned). Since my car spent Saturday night at the track, I did not fill the tank with gas as I normally would. On Sunday I was forced to buy race gas at the track for \$.50 per gallon...at that price I bought as little as I could. When it came time for the timed laps, I turned the key and glanced at the gauges to notice...no gas!

I had forgotten to get gas for the timed laps, and was down to an eighth of a tank. Sure enough, on the first lap the engine started cutting out, and after the fourth lap I quit because I was afraid of running out of gas on the track! This ruined the timed laps I had been preparing for all weekend. The engine cutting out cost me a couple of seconds per lap and I finished fifth out of sixth in class instead of near the front or in the middle.

Time Trialing is about using the practice sessions to learn the track and set up your car for your timed laps. The fun is in learning to do this well, and to keep improving from one time to the next. To have timed laps at all you must keep your car running and not slam it into any walls. To do well on the timed laps, everything has to come together. It's not enough to have your car running; you must have it and yourself running optimally...the timed laps are where all the adjustments and learning from the weekend pay off.

Even though I overcame several obstacles during the weekend, a small detail (having no gas in the tank) hurt my performance. In racing they have a saying, "To finish first you must first finish," and I might add: "To finish first you must be the best of those who finish!"

Dirk Stoehr should be thanked for bringing his newly acquired *Alfa GTA* racecar to the track. He just took delivery a week before the Time Trial; the car had been in Switzerland, and has an extensive race history. It was a magnificent sight, and the star of the weekend. Unfortunately, it had some handling problems and rather hard tires and wasn't very fast, so several of us were able to pass it on the track and can now say they've driven faster than a *GTA*!

I had an especially fun time; I followed Dirk for several laps and he wouldn't make room for me to pass. One lap I got beside him on the straight and he still wouldn't let me by; he was telling me he wasn't going to make it easy for me. Generally, if a driver is in my way and won't move over, I come off the track for a "stop and go" to get a little space between us. Likewise, if anyone

faster comes up behind me, no one is more polite than me about slowing and waving them by. But in this case, I knew Dirk and it was clear he was challenging me.

So, on the next lap I calculated my move and made a clean pass on the back straight. Racing is not allowed during Time Trials (and especially not in a practice), and Dirk and I were not really racing. But it is possible to match one's skill against another driver even in a Time Trial practice. In fact, it is quite common for two drivers who want to learn from each other to intentionally go out on the track together in close formation.

Now for a summary of the results: Alex Brown won Class C at 2:08 (edging Terry Manchester) and Mark Hesthal won Class D at 2:16; so what else is new? Actually, something else is new: the brothers Kattche in their maroon *Giulia Super* got second and third in Class D. I believe this was only their second Time Trial!

Also, the competition in Class D is getting stiff; last year at Buttonwillow the winning time was 2:20, and this year all six Class D cars were between 2:16 and 2:21. Class M Time Trial results went like this: Corvette, Viper, Corvette, Corvette, Starlet, Viper, Corvette. What's that Starlet doing in there?

Top time of the day (the winning Corvette) was 1:57. A BMW 325i won Class N at a fast 2:05, an RX3 won Class O at 2:09 (also very fast), and a Volkswagen GTI won Class P at 2:14.

Paul Ellis won the race in the Dunestang, followed by Ray Gonzaga in a Toyota Starlet. There were two *Alfas* in the race: Randy Harris in his red *Spider* edged Dave Burgoon in the maroon *GTV*.

Finally, let me thank the usual gang for arranging and running everything...John Cote', Alex Brown (who filled in for Phyllis Gaylard to run timing), Pierre Pfeffer, Randy Harris, Steve Hamilton, and several others. Thanks also to Steve Hamilton for bailing me out with a few gallons of gas so I could get back to town after the Time Trials.



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AROSC Time Trial 99-3 Buttonwillow Raceway

4 July 1999

Race Results

Pos.	Driver	Car
1	Paul Ellis	Dunestang
2	Raymond Gonzaga	Toyota Starlett
3	Joseph Lee	Mazda RX7
4	Randy Harris	Alfa Duetto
5	David Burgoon	Alfa GTV
6	Cesar DeAnda	Ford Mustang
7	Erik Hibsham	Ferrari 308
8	Steve Hamilton	Lola

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AROSC Time Trial 99-3
Buttonwillow Raceway Park, Counter Clockwise
4 July 1999

Class	Pos.	No.	Driver	Car	Fastest	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
C	1	50	Brown, Alex	Alfa GTV	2:08.526	2:11.558	2:09.516	2:08.526	2:09.031	2:09.421
C	2	7	Manchester, Terry	Alfa GTV	2:09.299	2:10.425	2:09.299	2:24.345	2:09.394	2:10.198
C	3	28	Harris, Randy	Alfa Duetto	2:11.890	2:13.340	2:12.051	2:14.369	2:12.482	2:11.890
D	1	41	Hesthal, Mark	Alfetta GT	2:16.190	2:16.707	2:16.190	2:16.814	2:17.460	2:16.298
D	2	144	Kattchee, Ted	Alfa Super	2:16.822	2:19.317	2:18.420	2:19.138	2:17.962	2:16.822
D	3	44	Kattche, Chris	Alfa Super	2:18.603	2:24.179	2:21.081	2:19.836	2:18.863	2:18.603
D	4	52	Lambert, Alan	Alfa Spider	2:19.472	2:22.843	2:21.449	2:22.088	2:27.271	2:19.472
D	5	83	Bender, Douglas	Alfa GTV	2:20.159	2:20.719	2:20.253	2:20.159	2:21.933	
D	6	84	Russell, Arthur	Alfa GTV	2:20.917	2:21.036	2:26.874	2:22.078	2:20.917	2:21.637
E	1	47	Pfeffer, Pierre	Alfa GTV-6	2:22.646	2:23.972	2:24.042	2:25.086	2:23.194	2:22.646
M	1	4	Schepergerdes, Bill	Corvette	1:57.215	1:57.787	1:57.215	1:57.441	1:57.289	1:57.426
M	2	88	Schley, Paul	Dodge Viper	2:02.338	2:03.562	2:05.058	2:05.366	2:04.250	2:02.338
M	3	23	Chmielewski, Brian	Corvette	2:02.525	2:02.913	2:02.525	2:03.210	2:03.954	
M	4	49	Sauter, Robert	Corvette	2:03.842	2:04.788	2:03.842	2:05.076	2:04.975	2:08.805
M	5	381	Jocson, Leo	Toyota Starlet	2:15.129	2:23.370	2:22.883	2:15.279	2:15.129	2:16.078
M	6	8	Schley, Mark	Dodge Viper	2:15.453	2:18.363	2:18.602	2:19.368	2:17.876	2:15.453
M	7	25	Murray, Sean	Corvette	2:19.845	2:22.969	2:20.275	2:20.142	2:19.845	
N	1	22	Choe, Danny	BMW 325is	2:04.759	2:06.334	2:04.759	2:15.760	2:07.533	
N	2	37	Sallows, Justin	Toyota Supra	2:05.240	2:08.121	2:05.970	2:05.240	2:06.002	2:05.703
N	3	15	Galbreath, Rick	Mazda RX-7	2:05.930	2:10.178	2:08.962	2:05.930	2:06.972	2:08.908
N	4	218	Groth, Claus	Porsche 944T	2:13.542	2:15.713	2:13.760	2:13.542	2:14.425	2:16.050
N	5	735	Seho, Kenneth	Mazda RX-7	2:18.933	2:21.591	2:21.433	2:20.455	2:19.421	2:18.933
O	1	36	Rodriguez, Carlos	Mazda RX-7	2:09.398	2:12.305	2:11.224	2:11.080	2:11.096	2:09.398
O	2	75	Hernandez, Randy	Acura Integra	2:10.029	2:12.770	4:54.650		2:10.029	
O	3	285	Bullum, Moose	Syclone truck	2:13.261	2:14.199	2:14.012	2:13.475	2:13.577	2:13.261
O	4	9	Kranen, George	Thunderbird	2:14.310	2:17.438	2:16.666	2:16.200	2:15.963	2:14.310
P	1	39	O'Connell, Craig	VW GTI	2:14.680	2:15.606	2:15.495	2:16.113	2:15.224	2:14.680
P	2	94	Arriola, Ramon	Mazda RX-7	2:14.975	2:27.510	2:14.975	2:16.369	2:18.387	
P	3	90	Brown, Bruce	Mazda RX-7	2:17.381	2:19.692	2:18.227	2:18.406	2:17.381	2:18.640
P	4	194	Kirkland, Jim	Capri	2:17.432	2:18.559	2:18.581	2:18.692	2:17.432	2:18.656
P	5	641	Luftman, Steven	Toyota MR2	2:23.604	2:26.475	2:29.795	2:24.980	2:24.163	2:23.604
P	6	64	Kohl, Raymond	Toyota MR2	2:25.264	2:29.802	2:28.128	2:27.337	2:27.914	2:25.264
P	7	81	Hamilton, Fred	Buick Regal	2:28.672	2:34.272	2:30.113	2:29.674	2:31.468	2:28.672


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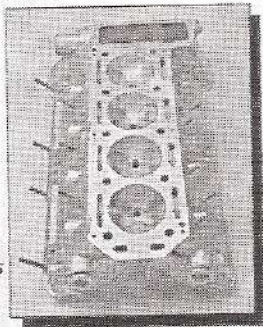
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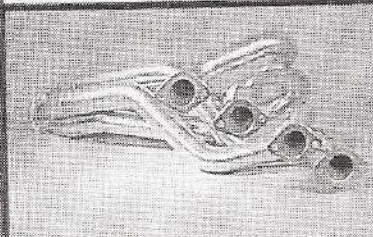
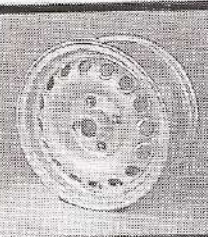
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Swap Meet !

It's time for the fall AROSC Swap Meet

It is time for another AROSC Swap Meet. Winter is coming, and it's time to clean out the garage, or stock up on parts for the winter rebuild project. We have a new location that should bring cheer to our Southern members, as it is in Costa Mesa, Orange County. Michael Long has offered the use of the area outside his business, *California Fast Cars*, at 858 W. 18th Street. There is a mutual benefit, as he has lots of *Alfa* parts to sell.

This is an opportunity to buy 'rare and valuable' *Alfa* parts, at incredibly low prices. You can sell your old 'junkie' and collect someone else's gems all at the same time. Or you can just come and browse, look at the *Alfas* and meet old friends.

We will gather on Sunday, November 21, at about 9:00 am. People who have lots of parts may want to get there a little earlier to set up. To cover the club expenses, we will again levy a small tariff on those selling their wares. Card-carrying club members will be charged \$10 per space, while non-members will be charged \$20 per space (equivalent to 2 parking spaces). If you have lots of parts and need more space, we can accommodate you at additional cost.

This location is southwest of the I-405 and 55-Freeway interchange, the Orange County airport, and South Coast Plaza. From the I-405, take the Brookhurst off-ramp south about 5 miles to Hamilton, and turn left. As you cross the Santa Ana river, the street changes name to Victoria. Turn right on Placentia, about 1 mile east of Brookhurst, and proceed south another 2 miles to 18th Street. Turn right and look for the entrance to 858 on your right. It is a long drive area between a number of businesses, with a body shop at the street end. *California Fast Cars* is all the way to the end, and we will use as much of the drive area as needed.

From the 55-Freeway, proceed past the end of the freeway to 19th Street, and turn right. Go about 2 miles to Placentia, and turn left one-half mile to 18th Street. Turn right as above.

Surf's Up !

If you are among the *Alfisti* who spend some of your time surfing the Internet, we want you to know that for some time now you have been able to find AROSC there. Yes, Virginia, there really is an official web site for the *Alfa Romeo Owners of Southern California*.

Rather than attempting to describe everything you will find there, we will let the AROSC web site speak for itself. To sample this new dimension to the club at first hand, visit us at:

<http://drive.to/arosc>

Elections !

It's election time for AROSC

Annual elections for the AROSC Board of Directors are coming in November. If you are interested in running for the Board, or if you would like to nominate someone (hopefully with their concurrence) please contact the President or the Editor ASAP with a candidate's statement that can be included in the November issue.

A ballot will be included with the November issue for those wishing to vote by mail. However, since voting will also occur at the November meeting and nominations will be accepted up to the start of the voting at the meeting, we encourage you to come to the meeting if possible.

Woodley Park!

It's the final AROSC Concours of 1999

by Anthony Rimicci

The final AROSC Concours for the 1999 season will be held at Woodley Park in the San Fernando Valley on Sunday, 7 November. This event should be very exciting since it will be held in conjunction with the "Best of France and Italy Meet", and we can expect dozens of *Alfas* and hundreds of unusual cars. We should expect to see all types of *Alfas* from garage queens to daily drivers, and all are welcome.

Judging will begin promptly at 10:00 AM so make sure that you arrive by 9:30 AM. Please remember that this event is not Pebble Beach and we are all out here to have a good time. Just don't forget to clean your car as much as you can, including under the hood. Also, take out all loose articles from the car that shouldn't be there. Make sure to bring all tools, brochures, dealer sticker, etc., they all get you extra points.

There will also be a Novice class for first time entrants. This is a good way to get the feel of how to prepare your car for concours along with other new comers who have never participated in a concours before.

If anyone has any questions or comments please feel free to call Anthony Rimicci at (818) 360-3418.



Let's Talk Turkey - White Turkey!

The November General Meeting in Culver City on Friday, November 19th will be the scene of the famous AROSC White Turkey Auction. Here is your chance to sell all of your *Alfa* junk at inflated prices and purchase incredibly rare and valuable *Alfa* hardware from other members at awesomely low prices.

Come one - come all!

If past events are any guide, this promises to be one of those experiences you will be talking about for years to come! Not only will you have a chance to OD on *Alfa* stuff, but the auction process itself should provide you with a memorable evening of entertainment.

In addition to the opportunity to buy those parts you have been seeking for ages, and to sell items that may have been gathering dust in your garage for uncounted years, you will be helping to support AROSC. As a fund-raiser for the club, AROSC asks for a 10 percent commission from the seller. This is a win-win opportunity for all of the members and also for AROSC.

Be there!

Willow Springs - Sept. 4th & 5th

The fourth AROSC Time Trial of the year draws a good turnout

AROSC Time Trial 99-4 Willow Springs International Raceway 5 September 1999

Class	Pos.	No.	Driver	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
A	1	13	Gaylard, Phyllis	Alfa GTV	1:45.780	1:46.677	1:46.431	1:45.780	1:46.611	1:46.619
A	2	67	Stoehr, Dirk	Alfa GTA	1:45.864	1:47.288	1:47.285	1:45.864	1:46.662	1:47.536
A	3	167	Stoehr, Dirk	Alfa GTA	1:46.813	1:48.425	1:46.813	1:51.150	1:47.781	1:47.592
C	1	7	Manchester, Terry	Alfa GTV	1:41.265	1:41.992	1:41.801	1:41.384	1:41.265	1:41.521
C	2	50	Brown, Alex	Alfa GTV	1:41.808	1:45.372	1:42.246	1:42.138	1:41.808	1:42.359
C	3	5	Guiral, Philip	Alfa GTV	1:45.465	1:45.465				
C	4	18	Goldenson, Craig	Alfa GTV-6	1:47.414	1:48.569	1:47.602	1:48.155	1:49.360	1:47.414
C	5	28	Harris, Randy	Alfa Duetto	1:50.084	1:50.084	2:04.192			
C	6	24	Jarman, Jerry	Alfa GTV	1:51.913	1:54.962	1:52.878	1:53.033	1:52.007	1:51.913
C	7	162	Thompson, John	Alfa GTV	1:52.205	1:52.522	1:52.906	1:53.344	1:52.205	1:53.110
C	8	621	DesBaillets, Dale	Alfa GTV	1:54.257	1:57.633	1:55.154	1:54.257	1:55.287	1:58.983
C	9	48	Powell, Mark	Alfa GTV	2:06.796	2:06.796	2:07.717	2:07.877	2:06.960	
C	10	51	Mayring, Christopher	Alfa GTV	DNF					
D	1	44	Kattche, Chris	Alfa Spider	1:48.490	1:50.388	1:49.748	1:49.433	1:48.490	1:49.965
D	2	41	Hesthal, Mark	Alfa Alfetta G	1:49.340	1:49.808	1:49.340	1:50.646	1:51.914	1:52.070
D	3	8	Liao, Jesse	Alfa Milano	1:49.525	1:51.109	1:50.493	1:59.103	1:49.525	1:55.531
D	4	83	Bender, Douglas	Alfa GTV	1:49.698	1:50.618	1:49.698	1:50.513	1:51.796	1:51.402
D	5	87	Rimicci, Anthony	Alfa GTV	1:52.028	1:53.016	1:52.174	1:52.458	1:52.828	1:52.028
D	6	84	Russell, Arthur	Alfa GTV	1:53.567	1:53.567	1:53.707	1:54.974	1:53.711	1:54.342
D	7	20	Zambri, Nizam	Alfa Milano	1:53.911	1:55.749	1:55.443	1:53.911	1:53.960	2:00.131
D	8	191	Millman, Joel	Alfa GTV	1:54.620	1:54.743	1:54.620	1:55.179		
E	1	23	Kemos, Peter	Alfa GTV	DNF					
M	1	31	Brown, Robert	Acura NSX	1:39.032	1:41.837	1:42.225	1:40.804	1:39.336	1:39.032
M	2	678	Alter, Mark	Corvette	1:42.158	1:43.763	1:43.043	1:42.295	1:42.158	1:42.892
M	3	120	Alexander, Kirk	Corvette	1:42.914	1:44.397	1:44.046	1:44.175	1:43.752	1:42.914
N	1	841	DeAngelis, Joe	Datsun 240Z	1:34.320	1:35.528	1:35.965	1:34.609	1:34.320	1:34.675
N	2	72	Choe, Danny	BMW 325is	1:35.575	1:36.601	1:36.028	1:35.812	1:35.575	1:36.069
N	3	45	Stern, Gary	Camaro	1:37.323	1:38.381	1:37.323	1:37.873	1:38.807	1:54.055
N	4	77	Knoke, Jim	Porsche 944T	1:39.555	1:41.574	1:40.726	1:40.238	1:39.555	
N	5	62	Poulin, Robert	BMW	1:43.970	1:44.715	1:43.970	1:45.372	1:44.673	1:45.507
N	6	17	Rogers, Matthew	BMW M3	1:44.405	1:45.333	1:44.632	1:44.723	1:44.405	1:44.618
N	7	218	Groth, Claus	Porsche 944T	1:44.820	1:44.820	1:45.346	1:45.015	1:45.863	1:46.398
N	8	195	Wynne, Richard	BMW	1:51.158	1:51.158	1:52.749	1:52.866	1:53.573	1:53.222
N	9	22	Heesacker, Greg	BMW	1:52.241	1:53.756	1:53.803	1:53.225	1:52.241	1:52.349

AROSC Time Trial 99-4
Willow Springs International Raceway
5 September 1999

Class	Pos.	No.	Driver	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
O	1	75	Hernandez, Randy	Acura Integra	1:41.433	1:41.828	1:41.433	1:41.470	1:41.694	1:41.478
O	2	60	Wagner, Donald	Mustang	1:46.385	1:48.268	1:49.049	1:47.822	1:47.011	1:46.385
O	3	9	Kranen, George	Thunderbird	1:48.102	1:48.476	1:50.108	1:51.059	1:48.945	1:48.102
O	4	57	Wakamatsu, Peter	Acura Integra	1:50.154	1:52.327	1:52.052	1:51.089	1:50.313	1:50.154
P	1	1	Lee, Rick	Mazda RX-7	1:43.733	1:45.383	1:43.733	1:44.429	1:45.285	1:44.840
P	2	641	Luftman, Steven	Toyota MR2	1:45.788	1:47.748	1:46.712	1:45.788	1:46.093	1:59.183
P	3	56	Wade, Daniel	Mazda RX-7	1:46.984	1:48.550	1:46.984	1:50.759	1:53.592	1:50.680
P	4	291	Nelson, Kim	Mazda RX-7	1:49.621	1:49.621	1:49.932	1:50.261	1:49.906	1:59.412
P	5	16	Fibrow, Dennis	Toyota MR2	1:51.650	1:51.886	1:51.650	1:52.778	1:52.850	1:52.232
P	6	81	Hamilton, Fred	Buick Regal	1:53.874	1:58.045	1:55.654	1:55.163	1:53.874	1:55.435
P	7	154	Lee, Allen	Mazda RX-7	1:54.628	1:58.137	1:55.639	1:54.628	1:56.046	1:57.243
P	8	21	Lu, Ryan	Mazda RX-7	1:55.098	1:58.538	1:59.450	1:57.220	1:56.515	1:55.098

Race Results
Willow Springs Raceway
5 September 1999

Class	Pos.	No.	Driver	Car
M	1	11	Paul Ellis	Dunestang
N	1	84	Mike DeAngelis	Datsun 240Z
N	2	13	Gerry Woolery	Alfa GTV
N	3	121	Peter Giacobbi	Alfa Guilietta
M	2	69	Kit Simmons	BMW M3
O	1	29	Greg Nelson	Mazda RX7
O	2	15	Daryl Dearman	Mazda RX7
O	3	45	John Reitman	BMW M3
P	1	19	Cathy Hamilton	Toyota MR2
O	4	131	Cesar DeAnda	Mustang
P	2	12	David Burgoon	Alfa GTV
P	3	28	Randy Harris	Alfa Spider
N	DNF	37	Justin Sallows	Toyota MR2
P	DNF	150	Brad Bunch	Fiat

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Classified Ads

Free advertising for members - please send to the Editor

1991 164 Sedan. Silver/gray, A/C, 5-speed. 70K miles. Mechanically A+, body & interior A-. \$6500.

Call Charlie at (310) 476-8812.

Barrani Alloy Wheels (circa 1969). 14 x 5.5. \$350/set.

Panaport Wheels. 15 x 6. \$600/set.

Giulia Super: Front grill & nose sheet metal (N.O.S.) - \$100 each. Also, cleaned used oil pans - \$150 for both parts.

For 67 GTV: Hood and trunk lid - \$75 each. Bolt-in roll bar - \$250. Various trim also available - call and ask.

Call Fred at (714) 893-3727.

1974 Alfa Spider. Rebuilt engine & trans. New canvas top and many new mechanicals. Runs well. No rust, needs cosmetics. \$3300.

Ansa O.E. exhaust for GTV. \$50.

Alfa Ricambi Power Plus muffler. For GTV, only 6 months old, almost new. \$75.

Call George at (310) 399-0421

1973 Spider Iniezione. Smog exempt. One Arizona owner for 26 years. Less than 60,000 miles. Documented - complete registration and maintenance records. Yellow, Spica fuel injection, all original, new top, recent valve job and new clutch. Runs like new. \$6,800.

Call Rich at (323) 782-2555.

1991 164L. Black with tan interior, 5-speed, sunroof. Original owner, all service records, in great shape. 78K, new clutch, new air, runs like a top! \$8000.

Call Bob at (818) 995-8100.

1967 Alfa Romeo GT. British racing green/black, rebuilt 1600cc motor, new paint and chrome, very good interior, wood dash, Cromadora 5-Stars with new Dunlop D60 205/60 tires, looks and drives great. \$10,000 o.b.o.

Call Anthony (818) 360-3418

1992 164L. Green/tan leather. 90K miles, automatic, all electric options. Excellent condition, well maintained. \$7500.

Call Rob at (626) 449-6800 (work) or (626) 296-1513

1979 Sports Sedan. Automatic, 5000 miles on complete engine rebuild. Ward & Deane head, Sachs gas shocks. Beautiful interior, new dark blue paint. Same owner 12 years. \$2450 OBO

Call Bill Green at (818) 645-2139

1964 Giulia Spider. Fresh converted to Veloce engine, new clutch, synchros. A California car with a nice hardtop and real sheepskins. Alfa ivory, a clean "driver" for only \$9000. Car is in Southern California.

Call Ted at (760) 772-1413, e-mail <schuenemann@juno.com>

Alfetta/GTV Parts. Heater Unit with valve, dash wiring harness & fuse block, headlight set with Alfetta trim rings, brake booster, windshield wiper unit.

GTV6/Milano Bosch air flow sensor. \$50.00

Spider Chromodora wheel (new). \$75.00

Call Seppo at (805) 379-0973

1988 Milano 3.0. Valve job, new tires, front seats just covered with original Recaro cloth. A/C and ABS pumps just replaced. Everything functional. \$5,500

Jerry_McGuire@spe.sony.com

1978 Alfa Spider. Ready for you to drive and enjoy! Partial restoration: new convertible top, clutch, stereo, all new hoses, belts, and motor mounts. Totally rebuilt brake system and starter. Recently smogged. \$2650 OBO

Call (909) 687-8848

1985 GTV-6. Extremely fast & reliable. Engine resleeved. New alternator, shocks, water pump, tires, transmission mount, brakes. Priced to sell at \$4,300

Call John Arpino at (201) 246-0593 (H) / (908) 931-3818 (W) or <JOHNARPS@AOL.COM>

Wanted: 1988/89 Milano Verde. Hoping to find excellent to very good condition low mileage example.

Call Jere at (360) 416-7099 (days) or (360) 336-3267 (evenings). Or fax to (360) 416-7097.

1988 Veloce Spider. Air, leather, 5-speed. Maroon with tan interior. 61,500 miles, smog certificate, very nice all around. \$5800 OBO.

Call (310) 373-1932

Project car: 1965 (66?) Giulia Sprint Speciale. Disk brake model. Stripped, dipped, painted, chromed, extra parts, some parts missing. Great project for the masochist enthusiast. Asking \$7,500.

Project cars: Three 2600 Sprint Coupes. Make one from three! Asking \$2000.

1982 GTV6. Not running. 69,000 miles, good interior, electric sun roof, fair Anthracite exterior. Asking \$1000.

1988 Milano engine. 3 liter, condition unknown, no accessories. Asking \$750.

Call Al Cortes at (310) 214-5657 (W) / (310) 970-0127 (H)

1974 GTV. Built for vintage racing or Time Trials and can also be driven to and from the track. Recently rebuilt engine, trans, injection pump, shimmed rear-end and much more. Beautiful yellow paint. \$8000 or \$6000 without engine & trans. OBO

Call Phil at (949) 831-5882

1974 GTV 2000. Black leather, new yellow paint, California car, rebuilt Ingram Spica pump. New comp springs, shocks, tie

rods, ball joints, brakes, stainless steel brake lines, battery. \$11,000 + labor invested. Asking \$8000.

Call Bill at (805) 254-2222 (W) or (805) 252-1712 (H)

1979 Sprint Veloce (Alfetta) GT. 47k original miles. 22k on complete engine rebuild (pistons, liners, bb, valve job, ported, etc.) Excellent running condition. Tan leather, tinted windows, 6-speaker CD, European headlights, Shankle/Koni suspension. New brakes, transmission mounts, driveline, clutch, catalytic converter. Must See. \$2700 OBO

Call Ian at (949) 380-1219, leave message



1964 Giulia Spider Veloce. Recent engine and transmission overhaul. Hardtop, clean driver. \$9000.

Call Ted at (760) 772-1413

1967 1300 Junior GT. New 2.0 engine, original 1300 engine included. Call for info between 9-5. \$7000 OBO.

Call Pino at (415) 495-7777

1967 Spider. Older restoration, well maintained, red/black interior, all records, smog exempt. \$10,500 OBO or trade for GTV6.

Call Randy at (408) 364-2069

1969 Spider 1750. Green/black interior. Runs great, new top, posi rear end. \$5000 OBO.

Call Ed at (650) 367-7788

1969 GTV. Maintained, recent interior, minor dent, electric and engine rework, great car. \$5000.

Call Bob at (559) 730-1200

1969 Spider. Red and Black, excellent condition. \$10,500.

Call Felix at (650) 358-0127

1973 Spider. Beautiful and fast. Panasports, Konis, AR cams, Shankle, Marelliplex, interior, top, paint like new. Best offer.

Call Ernest at (805) 528-6686

1974 Spider. Red/black. 115K, very good mechanical condition, recently hit in front passenger side. Asking \$1500.

Call Lou at (408) 735-0486

1974 GTV. Solid, no rust, body stripped, repainted, engine blueprint, tuned and detailed, new carpet, mags. Runs good and strong. \$4500.

Call Robert at (650) 591-6283

1976 Alfetta GTV. New paint, upholstery, brakes, and fuel injection pump. Very strong runner. \$2500 OBO.

Call Norm at (805) 733-3994

1978 Spider. Silver with burgundy interior. Recarro seats, new top, headlamp covers, Bilstein gas shocks. 74K miles, always garaged with car cover, exceptional condition. Original owner, all records. Best offer over \$10,000.

Membership Application

Alfa Romeo Owners of Southern California

Dues for 1 year membership in the *Alfa Romeo Owners of Southern California (AROSC)* and the national organization, the *Alfa Romeo Owners Club - US (AROC)* \$55.00
 Member of another *AROC* Chapter wishing to add *AROSC* affiliation \$22.00

Please fill in the following information and mail to:

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Our 1999 Calendar

January	February	March	April
1 SMCCC Rally 7 AROSC Board Meeting 29 AROSC Annual Meeting 8pm. Culver City	4 AROSC Board Meeting 5 SMCCC Rally 14-5 Time Trial -Laguna Seca 26 General Meeting - 8pm, Culver City	4 AROSC Board Meeting 5 SMCCC Rally 26 General Meeting - 8pm Culver City 28 Tour "In Search of the Wildflowers"	1 AROSC Board Meeting 2 SMCCC Rally 11 Concours at San Antonio Winery 30 General Meeting - 8pm Culver City
May	June	July	August
1-2 Driving School - "Streets of Willow" 6 AROSC Board Meeting 7 SMCCC Rally 23 Swap Meet 28 General Meeting - 8pm Culver City 29-30 Time Trial - Willow Springs	4 AROSC Board Meeting 5 SMCCC Rally 16-20 National Convention, Kansas City 25 General Meeting - 8pm Culver City	1 AROSC Board Meeting 2 SMCCC Rally 3-4 Time Trial at Buttonwillow 18 Concours at El Dorado Park 30 General Meeting - 8pm Culver City	1 Tech session & picnic at Phyllis Gaylard's home 5 AROSC Board Meeting 6 SMCCC Rally 27 Concours Italiano in Monterey 27 General Meeting - 8pm Culver City
September	October	November	December
2 AROSC Board Meeting 3 SMCCC Rally 4-5 Time Trial - Willow Springs 24 General Meeting - 8pm Culver City	1 SMCCC Rally 7 AROSC Board Meeting 9-10 Driving School at "Streets of Willow" 24 Alfa-Porsche Challenge, Buttonwillow Raceway 29 General Meeting - 8pm Culver City 30-31 Wine Tour	4 AROSC Board Meeting 7 Concours at "Under 3 Liter Meet" at Woodley Park 13-4 Time Trial - Willow Springs 19 General Meeting - 8pm Culver City. Elections, "White Turkey Auction" 21 Swap Meet - Costa Mesa	11 Holiday Party 12 AROSC Board Meeting