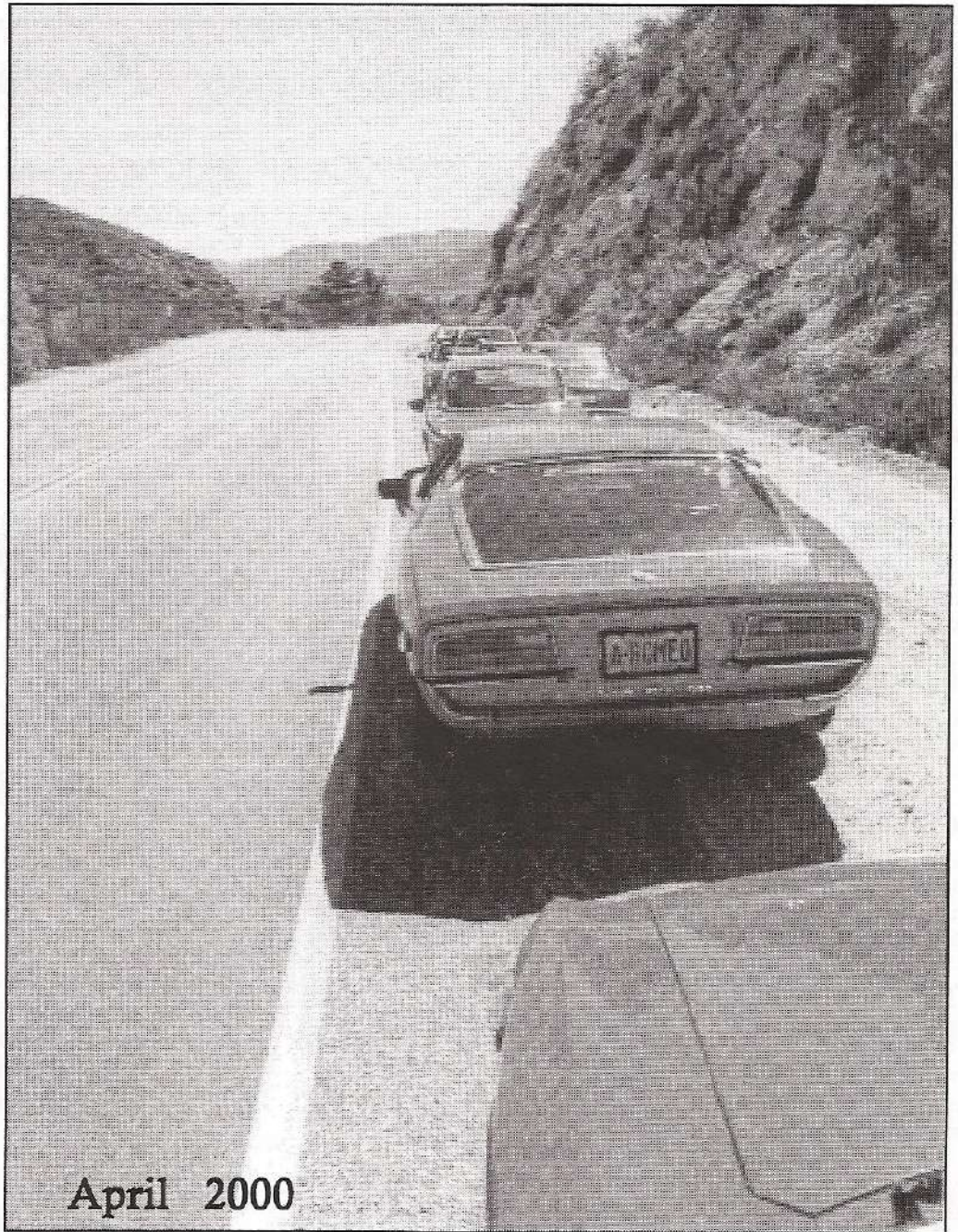
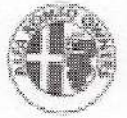


# *Yacimientos*

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



April 2000

**In This Issue: Laguna Seca,  
Bothwell Tour Info, & 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

*See any Wildflowers?*

This month's cover photo is compliments of Art Russell, who caught this view of Regan Copple's Montreal and others on the search for the mythical wild flowers (a snipe hunt?).

**AROSC Web Site:** <http://drive.tolarosc>

### AROSC Board of Directors - 2000

#### President

Paul Blankenship  
20325 Hartland St.  
Winnetka, CA 91306

(818) 883-0266 (Home)  
[sidewaysalfa@email.msn.com](mailto:sidewaysalfa@email.msn.com)

#### Vice President

Kevin Coughlan  
1717 Gladys Drive  
Glendale, 91206

(818) 242-8349 (Home)  
[kncdzn@discoveryroad.com](mailto:kncdzn@discoveryroad.com)

#### Secretary

Gene Brown  
2176 Bigelow Ave.  
Simi Valley, CA 93065

(805) 527-8520 (Home)  
[simigene@pacbell.net](mailto:simigene@pacbell.net)

#### Treasurer, Editor

Phyllis Gaylard  
17041 Malta Circle  
Huntington Beach, CA 92649

(714) 377-6377 (Voice)  
(714) 377-6377 (FAX)  
[phyllis3@aol.com](mailto:phyllis3@aol.com)

#### Calendar of Events Coordinator

Jay Negrin  
10555 Marklein Ave.  
Mission Hills, CA 91345

(818) 894-3549 (Home)  
[jmnegrin@earthlink.net](mailto:jmnegrin@earthlink.net)

#### Program Chair

Anthony Rimicci  
8816 Amigo Avenue  
Northridge, CA 91324

(818) 701-1614 (Work)  
[italcarguy@aol.com](mailto:italcarguy@aol.com)

#### Meeting Refreshments & Raffle

Art Russell  
3852 Bledsoe Avenue  
Los Angeles, CA 90066

(310) 391-9522 (Home)  
[art.russell@gte.net](mailto:art.russell@gte.net)

#### Competition Chair

Doug Bender  
261 Vista Del Parque  
Redondo Beach, CA 90277

(310) 373-3352 (Home)  
[alfabender@earthlink.net](mailto:alfabender@earthlink.net)

#### Time Trial Director

Charlie Thieriot  
2500 Roscomare Rd.  
Los Angeles, CA 90077

(310) 476-8812 (Home)  
(818) 783-5747 (Work)  
(818) 783-5749 (FAX)  
[CHThieriot@compuserve.com](mailto:CHThieriot@compuserve.com)

#### Web Meister

Eric Sands  
2362 Caper Tree  
Tustin, CA 92780

(714) 838-4633 (Home)  
(949) 362-6821 (Work)  
[esands@home.com](mailto:esands@home.com)

### Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

# **AROSC Previews**

*An outline of coming events*

## **Spring Swap Meet – Saturday, 22 April, 9:00 am**

Come look for some unusual 'Easter Eggs' at our swap meet, held at Omega MotorSports in Culver City. See their ad in this issue for address and phone number.

## **AROSC General Meeting – Friday, 28 April, 8:00 pm**

Join us for the April general meeting at the Veteran's Center in Culver City. We have a special program this evening: Larry Wood and Steve Pennington of Mattel Toys will give a talk on "Hot Wheels and Ferrari". They will also bring some Hot Wheels car to give out for the raffle.

## **Tour the Bothwell Collection – Saturday, 29 April, 10:30 am**

The Citroen Car Club and the Alfa Romeo Owners Club are joining forces for a day of cars and camaraderie. The first stop is the Bothwell Ranch, with a collection including cars which have either a racing history or are of historical significance in the development of the automobile. All the cars are in original, unrestored condition and are kept in running order. This is an event not to be missed! The tour lasts about two hours and will be followed by a Bar-B-Que and informal tour of Michael Harper-Smith's collection of 30 + French cars and over 100 Italian motorcycles. See details and map on pages 4-5.

## **AROSC Board Meeting — Thursday, 4 May, 8:00 pm**

The Board of Directors meets monthly at the home of one of the Board Members, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please plan to attend. This meeting will be at Art Russell's home at 8:00 PM.

## **Driver's School – May 6-7**

Our Semi-Annual driver's school will be held at the Streets of Willow on this weekend. Note that the date has changed from April, due to double booking by the track. Come out to learn

more about how your car handles, not just on a track, but in an emergency situation as well, on the wet skid-pad. Contact Steve Hamilton for more information: (310) 214-5110

## **Concours – 21 May, 9:00 am**

We will have our first Concours of the year at El Dorado Park in Long Beach. Shine up your pride & joy, and show it off to others of like mind. The weather should be lovely, since we are avoiding the San Antonio Winery in the Spring, where it always rains on our show.

## **AROSC General Meeting – Friday, 26 May, 8:00 pm**

Join us for the March general meeting at the Veteran's Center in Culver City. We hope to have a special program, or some surprise entertainment.

## **AROSC Board Meeting — Thursday, 1 June, 8:00 pm**

The Board of Directors meets monthly at the home of one of the Board Members, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please plan to attend. This meeting will be at Art Russell's home at 8:00 PM.

## **Tour to Julian - 24th and 25th of June**

Join us for the 1st annual "Tour to Julian". Enjoy a special AROSC Saturday Brunch at a rural winery in North San Diego County, a quick visit to the scenic sailplane airport of Warner Springs, and the spectacular vistas as we explore little-known mountain roads from Mt. Palomar to the old mining town of Julian. There will be a delicious AROSC Barbecue in Julian on Saturday Night, with famous Julian apple pie of course! Sunday will feature a Club Breakfast, and a fun and exciting link-up with VARA for their vintage races at French Valley Airport in Temecula. Coordinate hotel accommodations through the club if you wish to join us for both days of this special event. Mark your calendars, contact our VP Kevin Coughlan (see masthead) to make reservations, and watch your newsletter for more information about this exciting event!

---

**Visit the Len Frank memorial Web Site at: [lenfrank.com](http://lenfrank.com) for info about Len and some of his Articles from various publications -- like visiting our old friend**

---

# Let's Tour the Bothwell Collection

*Then We'll Go to a Barbeque Lunch and Look at Italian Motorcycles!*

## **Bothwell Tour:**

**When: Saturday April 29, 2000  
10:30 AM**

**Where: Rancho Rinconada  
5300 Oakdale Ave  
Woodland Hills**

(Thomas Bros Map 560 E2) South of Ventura  
Blvd. Between Tampa and Winnetka

**Park on Corbin Ave. or Jumilla Street  
and enter through walk-in gate at the  
corner of Corbin Ave. & Collier St.**

**Cost: \$5.00 per person for the tour**

The Alfa Romeo Owners of Southern California and the Citroen Car Club are joining forces for a day of cars and camaraderie. The first stop is the Bothwell Ranch.

Lindley Bothwell started his unique collection of automobiles in the 1920's and continued through the 1940's.

His collection includes over 40 cars, all of which

have either a racing history or are of historical significance in the development of the automobile.

The collection is housed in old barns on the Bothwell Ranch in Woodland Hills. All the cars are in original, unrestored condition and are kept in running order.

## **Barbeque Lunch:**

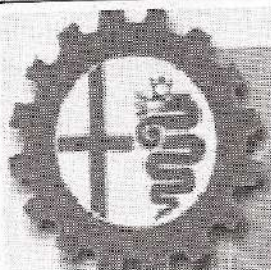
The tour lasts about two hours and will be followed by a Bar-B-Que and informal tour of Michael Harper-Smith's collection of 30 + French cars and over 100 Italian motorcycles.

The lunch site is a short distance east of the Bothwell Ranch.

**Where: Michael Harper-Smith  
5375 Tampa Ave.  
Tarzana  
(Thomas Bros Map 560 G1)**

**Cost: \$4 per person for the Barbeque**

**RSVP: to Phyllis Gaylard by April 22 at  
phyllis3@aol.com or call (714) 377-6377,  
so we have enough food on hand.**



**omega motorsports**

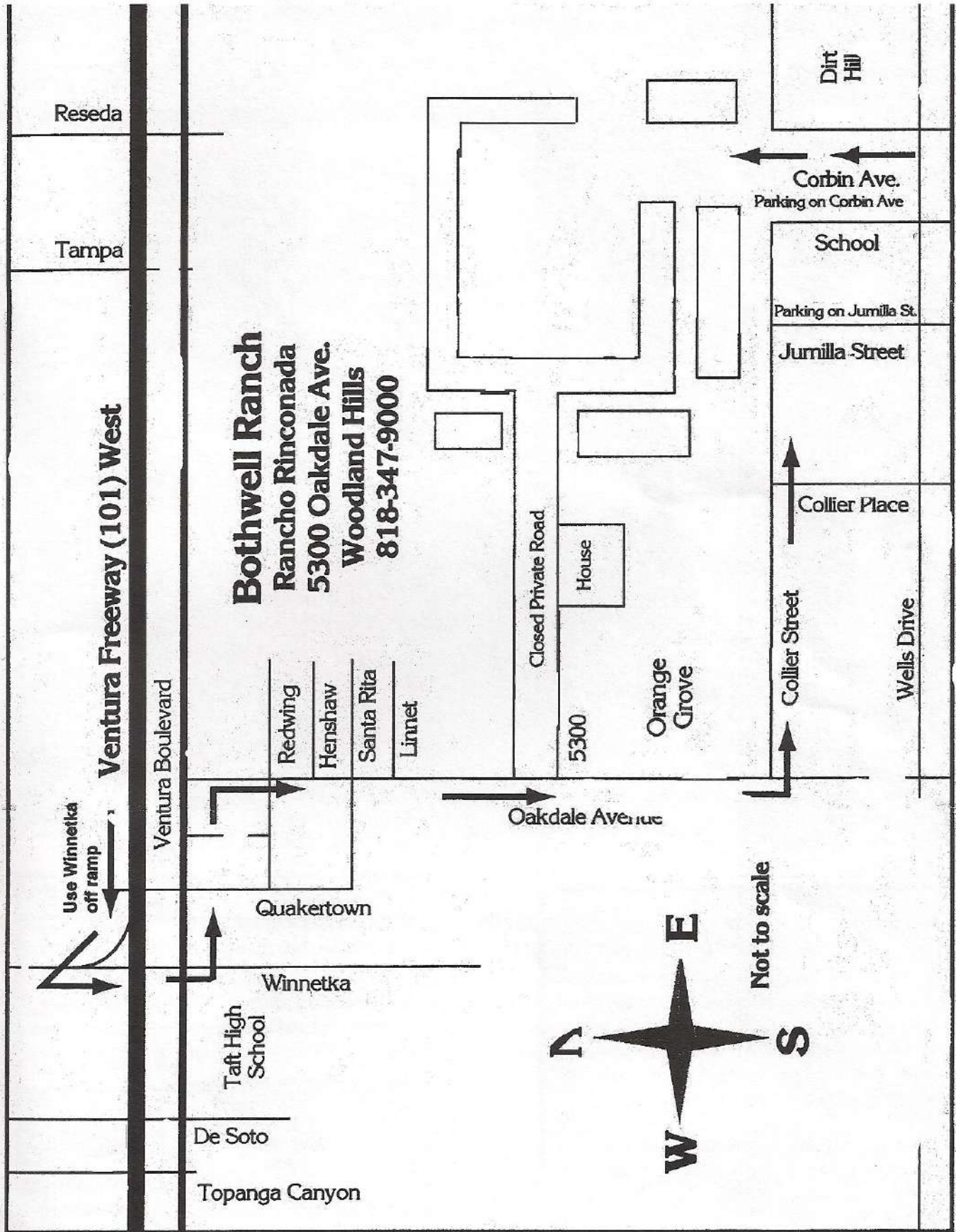
*Exceptional Care for Alfa Romeo  
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## **Visit Us On The Web**

Site created by Alfacionada's Official Web Meister  
**Eric Sands**

*Pages.prodigy.net/alfaomega*

3822 Clarington Avenue Culver City CA 90232  
310/836-3160



Please follow arrows. Enter through walk-in gate at corner of Corbin Ave. & Collier St.

# Get Re-Wired!

*AROSC reminder service needs update*

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](mailto: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.

Unfortunately, Jay's computer bit the dust, and he needs to rebuild his mailing list, so please e-mail him again if you have been on the list and want to continue.

## 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>

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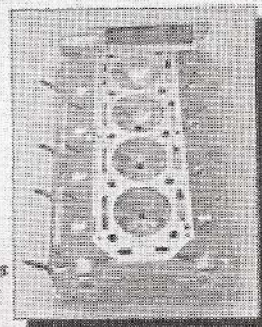
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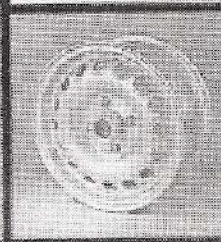
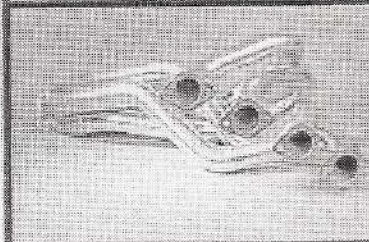


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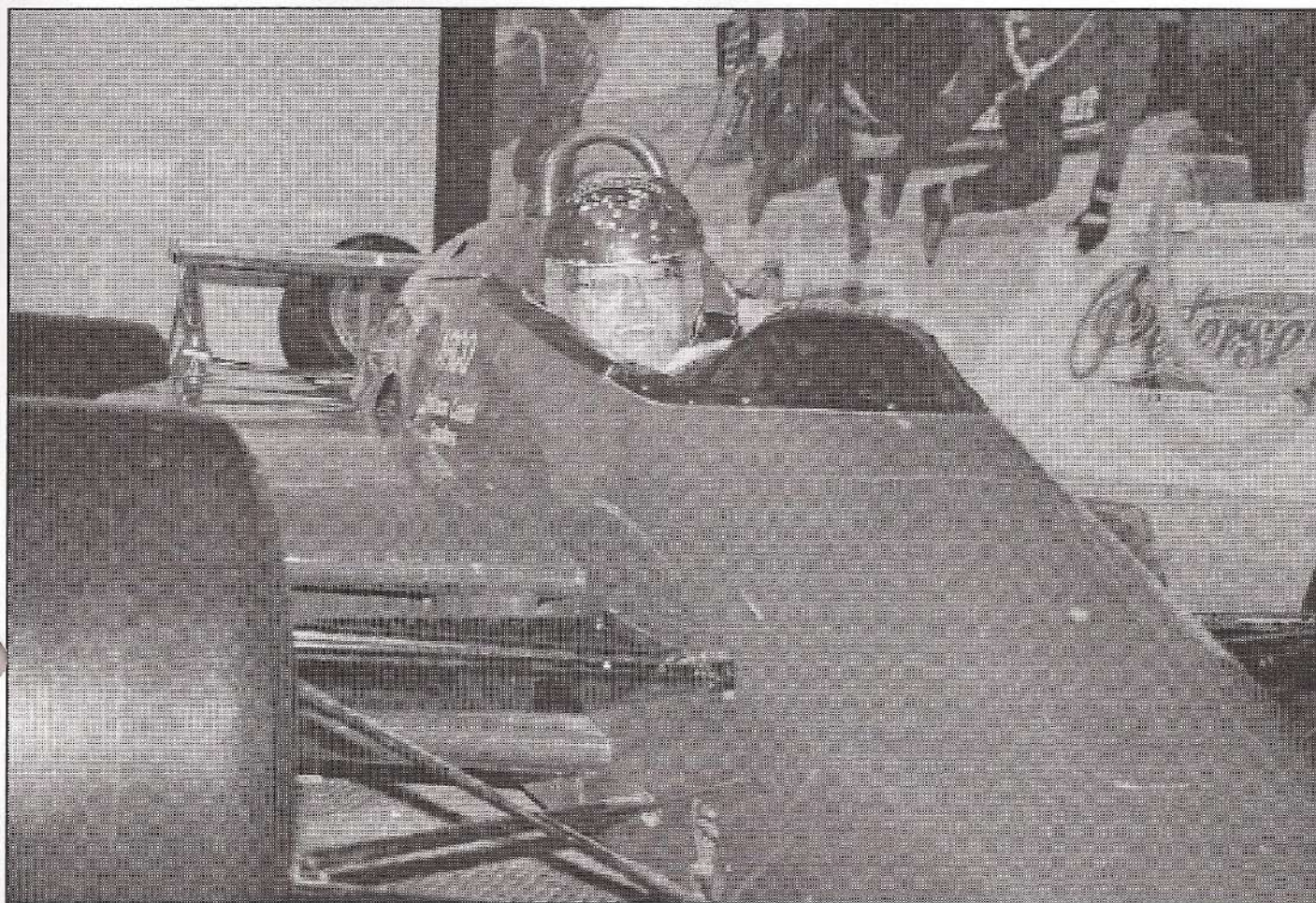


VISIT OUR WEBSITE,

[http://ourworld.compuserve.com/homepages/sperry\\_valve\\_works](http://ourworld.compuserve.com/homepages/sperry_valve_works)

## View from the Top

*Miscellaneous rumblings from Il Presidente!*



**ROME** – Fiat bowed to worldwide competition and will sell a 20% share, valued at \$2.4 billion, of its automotive division to General Motors. Included are the Alfa Romeo and Lancia brands.

In an unrelated article, Alfa Romeo announced the introduction of a new push rod, cast iron powerplant due for introduction in 2002. This engine will be used in a new 3 cylinder powered car in a partnership with Geo. Design will be from the new design studios of GM to be opened in North Hollywood.

*-- Frequently Sideways*

The normal president's column was too late this month to meet the production schedule, so the above miscellaneous rumbling has been culled from his e-mails. He may have gone back to the Petersen Automotive Museum, where the above photo was taken by Tom Suter, to get sideways again -- Editor.

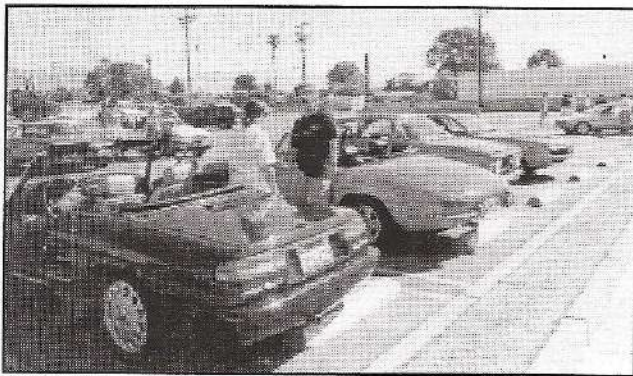
## Did We Find Wild Flowers?

by Jay Negrin

This was the year for something a little different. We, as club, and I as your tour maestro, have been looking for wild flowers in the high desert for several years now. We have come close, albeit in conditions more suited to the Iditarod, but we have never truly found the wonder and beauty that nature can provide. Hence the tongue-in-cheek name; our annual spring tour has become known as "In Search of Wild flowers". With the aid of a newly elected board member, I decided to try something else this year. What was that? Read on, good member, read on.

The start was, as with so many others, blessed with more than decent weather. Roadster weather was truly upon us. The sun was out early, and indications were that sun screen would be the "uniform of the day" for Spider occupants who chose to participate topless. The early morning promise was fulfilled. The day ended up getting warm, without being too hot. This was still Spring after all. Summer heat is still a couple of months off.

With my request for fair weather taken seriously by those who control such things, The only thing left was for the adventuresome to take off for points unknown. The only thing that the assembled Alfisti knew was that I had guaranteed that there would be flowers available at the end of the tour, where we were to picnic our lunches. As we wended our way north through, and then out of the city, I noticed that there was a sea of red and white behind me, with one exception. Spiders, sedans and coupes; from Randall Harris' near perfect Giulia Spider to Phyllis Gaylard's (Ed. Note: Moi? I wasn't there, Jay, and I hope my car didn't go without me!) immaculate



**Carrie Adrian marches to a different drummer with her Green Alfa!**

164 Quad, red and white Alfa Romeos on parade made for more than a few whip-lashes from curious passers by. The lone hold-out on the red or white them was Carrie Adrian's dark green late model Spider. Did I mention that her car is frequently in the points in our concours events? Lots of clean cars, thirteen by my count, out for a Sunday drive. Wonderful. Simply grand.

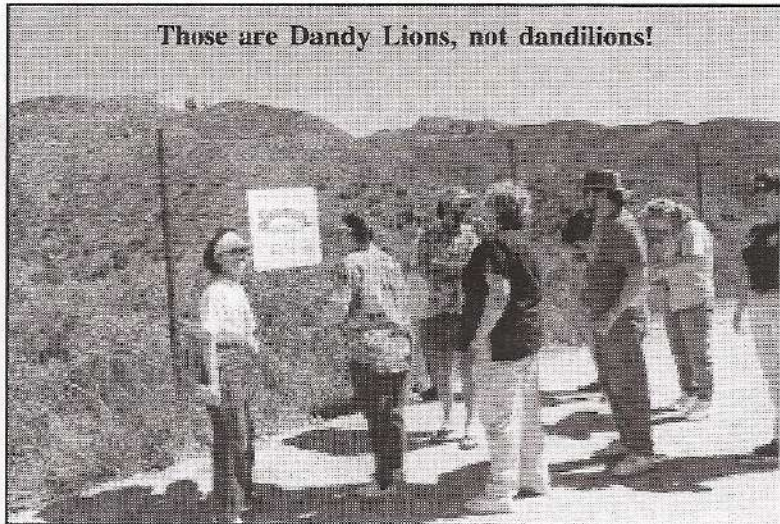


Our route this year took us on some roads we have used before, and a couple that may be new to club members. Placerita, running through the canyon where gold was first discovered in California, is a favorite of mine. Sand Canyon was the second of the roads that I enjoy, not for the driving quality (it is decidedly residential) but because I like to look at some peoples' ideas of summer cottages. Cottages? Only if 5,000 plus square feet on several acres of land, complete with horses, qualifies as a summer home. Yes, they are quite nice, even just to look at. The other reason to drive on Sand Canyon is that it connects Placerita with Soledad, another of my favorite canyon roads.

It was along Soledad that we had our first stop to get out and stretch our legs. We did this across the road from Shambala Game Reserve. I do not know the complete story, but I do know that they have large, wild animals that live there. Not to worry. They separate the four-legged variety from the two-legged types with heavy fencing. I was informed that tours of Shambala can be arranged, with enough advanced notice. That was not on our itinerary for this year's tour, however. We satisfied ourselves with peeping through the fence, at long distance, at the several lions lounging about the premises.



Those are Dandy Lions, not dandelions!



Back in our cars, we then proceeded to the "official" pit stop of the tour. The local traffic, ever a force to be reckoned with, kept our speeds in check, and our group from splitting, up as we headed to beautiful suburban Acton.

After bench racing and solving the problems of the world, we herded ourselves back to our waiting cars, and headed north toward lunch. North? Mostly. At Angeles Forest Highway, we turned southeast. This isn't the way to the Poppy Reserve in the outskirts of Lancaster. We did that last year, and we came down this very same highway, only to continue to the desert. Not the way we did it this year. There may have been questions, such as, "Has Jay completely lost it? Doesn't he know that the wild flowers grow the other way, not this?" I did not wait to answer, much less to find out if there were questions of that sort. This was the highway drive that I was waiting for.

Linda the Beautiful, riding with me, was closing her eyes, enjoying the relaxing drive. As the road tightened up, that relaxation came to an end. She bolted up-right and held on as I slowed down only minimally. She was enjoying my driving almost as much as was I. A couple of stalwarts followed my lead. Driving hard, but safely, is, for some of us, as much a part of the tour as are the flowers and the picnic. This was also a shakedown of sorts for Alfetta. I had upgraded the suspension and wheels and tires, so I was driving hard enough to get a true feel for the nature of my improvements. Suffice to say, things work well; I am happy. By the time we got to our turn, off of Angeles Forest Hwy, the tour had

separated itself into three distinct groups. I led the go-fast party. We were followed by the majority of the rest, who were in turn followed by those who ran a more leisurely pace.

The run down Big Tujunga Canyon, off of Angeles Forest, was more sedate. We were heading back toward civilization, and our picnic lunch destination. And that, speaking of which, was the Theodore Payne Foundation. This organization, which I found out about through our new vice-president, Kevin



#### **Lunch: The highlight of the tour!**

Coughlan, is dedicated to helping preserve native wild flowers, and other native plants and vegetation. They also happen to have a quiet picnic area with ample room for our group.

After we lunched, Kevin gave us a brief rundown on what the Foundation is, its goals, and how they accomplish them. Apparently they are serious enough about maintaining native plant growth that they have a nursery and seed library, both of which are open to the public. Native trees, shrubs, flowering plants, as well as the seeds, are available through the foundation. This seems like a worthy endeavor, and I say, again, "Thank you, Kevin, and your wife Dawn" for turning me onto the Payne Foundation. It made quite a fitting end to a wonderful tour.

And, if you had to ask, after all of that: Yes, there were flowers there, for us all to enjoy. [ *Ed. note: where are the pictures of the flowers? Are you sure you saw real flowers?* ]

# Laguna Seca Ti

March

by Doug Bender

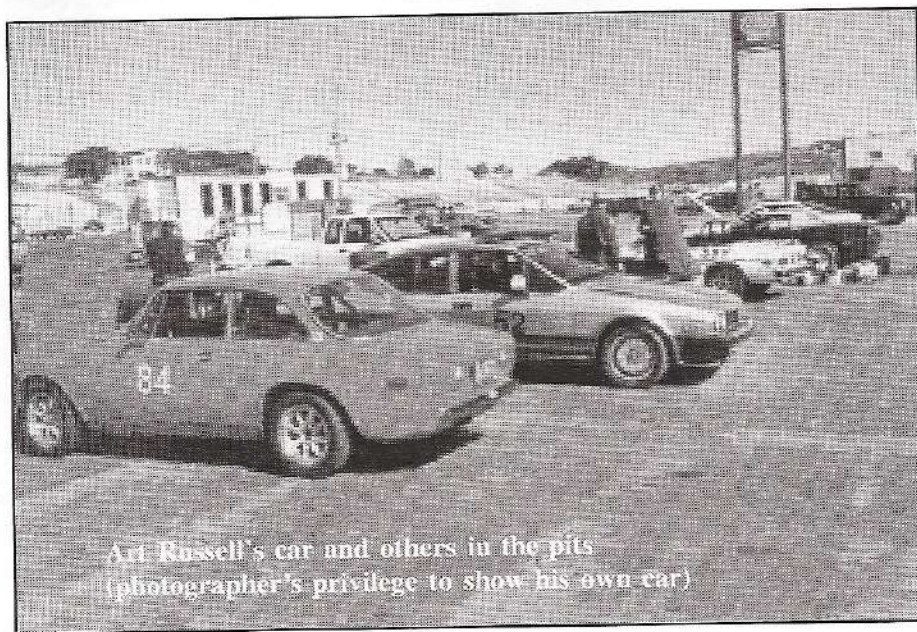
Once again, AROSC held its Spring time trial at the world-famous, historic Laguna Seca raceway near Monterey. This is our premier event, and Charlie Thieriot works hard to secure it each year. This year the efforts of Charlie and the rest of the time trial/race team paid off in a great, smoothly run, fun event.

Laguna Seca is a magnificent track. It is surrounded by beautiful countryside, and the track itself carries the history of Formula 1 races, the Monterey Historics, and many other events in the postwar era. And, from a driver's perspective it combines some spectacular sweeping turns, two tight hairpins, a scary off-camber left turn, and the famous steep downhill Corkscrew. Speaking for myself, the first two times I ran at Laguna I was overwhelmed by the history and magnificent setting, not to mention the rather intimidating walls surrounding the track, and I didn't drive very fast. Now the newness has somewhat worn off and I can concentrate better on driving, but a time trial at Laguna Seca continues to be something special. For me, the most fun parts of the track now are the sections that were most scary at first: the blind hill at Turn 1 where you have to keep your right foot to the floor even though you can't see where you are going, and the other blind hill before the Corkscrew, where you can go a lot faster and brake later than you

think...and then enter the Corkscrew itself, where you just stay off the gas and steer for half a second or so, and everything goes eerily quiet until you get back on the gas coming out. Thrilling stuff!

Another nice thing about Laguna Seca is that, being our northernmost event, we generally get a good turnout of Bay Area cars and drivers that we don't see at our southern events. The turnout at Laguna Seca is limited by strict regulations regarding the number of cars on the track at a time and a sellout is almost guaranteed. This time we got something like 116 cars, near the practical limit. Some of the more unusual and interesting cars included a pair of Bay Area Junior Z's (which didn't enter the time trial); Dirk Stoehr's GTA replica with an '80s Autodelta 16-valve engine; a GTV raced by Harry Theorodocopolous in Trans-Am around 1973; a Sunbeam Tiger driven by Dave Herting (recently an AROSC Board member), and several others. Also of course there was a good turnout of all kinds of 4- and 6-cylinder Alfas (GTVs, Spiders, Giulias, GTV6s, Milanos, and a 164 new to the Club). In fact, there were nineteen drivers in Alfa Class D...compare this with ten at Willow Springs in January, which was itself a pretty good turnout. Alfas are getting quite popular in AROSC time trialing, especially at Laguna Seca. I counted 30 Alfa drivers turning in timed runs, against 37 non-Alfa drivers...compare this with the usual ratio of at least 2 non-Alfas per Alfa. This is due in part to getting a lot of the Bay Area people who we don't see the rest of the year, but it confirms a trend of more Alfas that I have been seeing at recent events. Let's hope it continues!

After several weeks of rain, the clouds cleared and we got sunny and calm weather and very pleasant temperatures the entire time trial weekend. Saturday morning the track was slippery because the weeks of rain had washed the tire rubber off the track, and several drivers ended the first session thinking something was wrong with their tires. This condition soon cleared up and the track was quite grippy the rest of the weekend except when one of the cars dumped oil on the



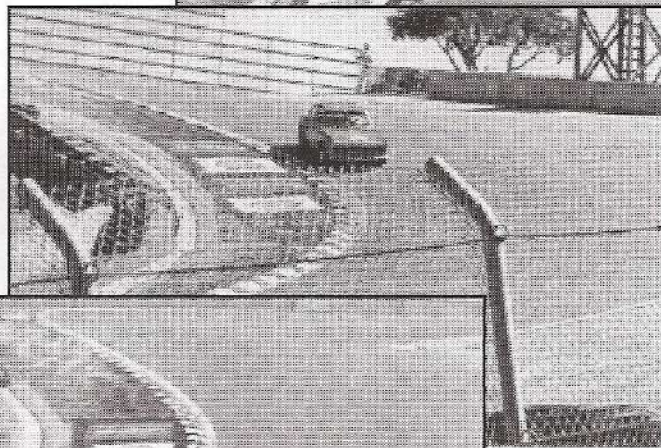
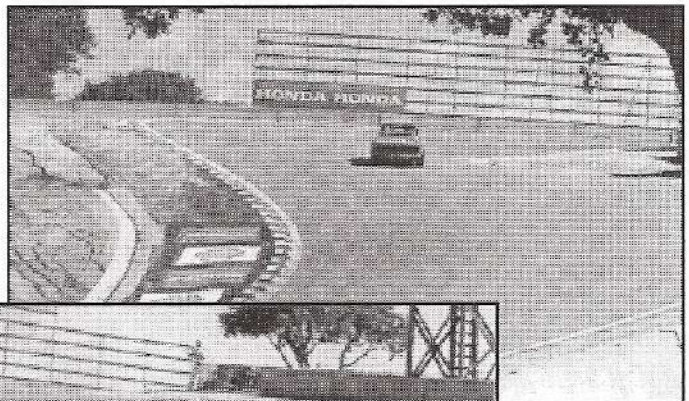
Art Russell's car and others in the pits  
(photographer's privilege to show his own car)

# Time Trial & Race

-12, 2000

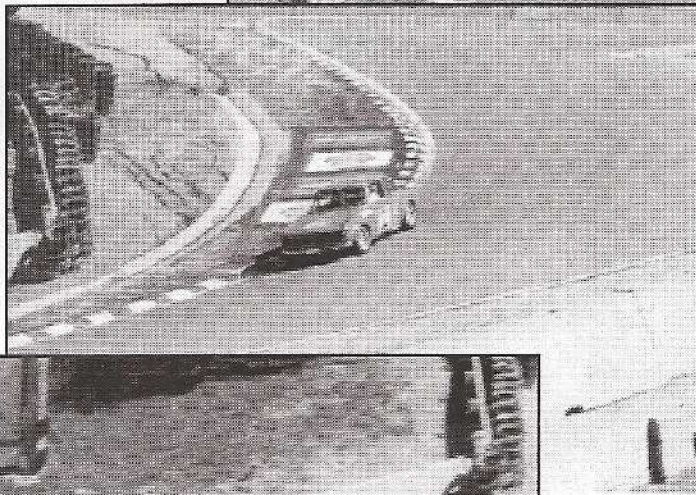
racing line Sunday. There were a fair number of "offs" due to overenthusiastic driving, but fortunately no metal was bent and as far as I know every car was driven home. Only one car I know of (an RX7) was black flagged by the infamous Laguna Seca noise police. Charlie and the crew kept things on schedule except for a delay on Sunday to clean up oil spilled by one of the cars. A sport that involves subjecting 30-year-old machines, many of which are their owner's ride home, to the stresses of racing requires a great deal of camaraderie and cooperation. This weekend was no exception. When Steve Barber broke a fuel injection hardline, Tom Sahines got his wife to bring a full brand new set down from the Bay Area. (I had the same problem, but I've learned to carry a spare front hardline!)

Brad Gray did a fine job arranging the accommodations. We stayed at the Way Station Inn, a very nice hotel set among pine trees and very close to the track. Brad also arranged the Saturday night banquet, and it was superb! We ate at Tarpey's Roadhouse, between the track and the hotel, and had a large banquet room to ourselves



(although I think we sold out and had to turn a few people away). Brad's current job is in sales at a winery, and he brought enough wine

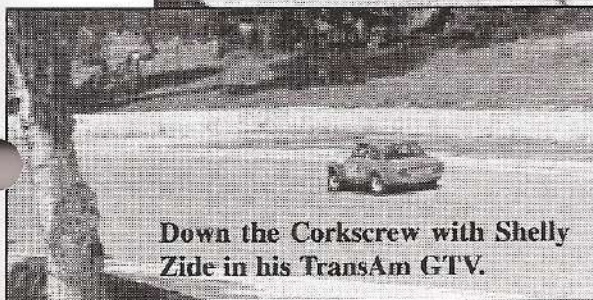
so that all were able to try three varieties; Brad showed off his sales skills by giving a knowledgeable and humorous speech as each variety was served.



Let's summarize the results. There were three drivers in Class A, and Peter Nitoglia in

the "Flowmaster" full-race GT Jr took first over Mike Sahines by a hair. Anthony Rimicci was all alone in Class B in Dirk Stoehr's GT Jr (it blew a head gasket before Dirk was able to drive it). Class C had a medium turnout of 6 drivers, with Dave Burgoon (who usually only enters Race Group) edging Terry Manchester at 1:55. Usually the competition in Class C is between Terry and Alex Brown, but Alex

appears to have had some car trouble, running only two laps. Third through fifth were taken by GTV6's and since I don't recognize two of the names I would guess they are from the Bay Area.



Down the Corkscrew with Shelly Zide in his TransAm GTV.



Peter Nitoglia's Magna Flow vintage GTV racer had fastest Alfa time, and the quietest too?

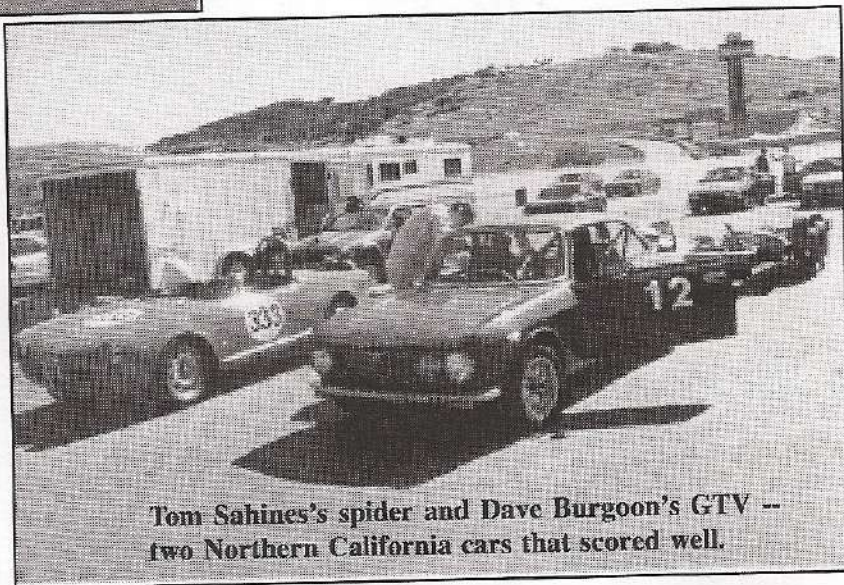
Porsche 911, getting past the Porsche in the Cork-screw and winning the race. There were at least two other very nice races further back, one involving two Porsche 944s and an RX7, and another involving a pair of Alfa GTVs. The Alfa contingent, at three, was larger than usual.

Finally, let me thank the usual gang for arranging and running everything. Charlie Thieriot and John Cote' ran the tower, Alex Brown and his team ran Timing, Pierre Pfeffer ably handled Registration (for the last time before handing over the reins to Terry Watson), and Brad Grey ran Intro Group and Accommodations. Incidentally, Timing is turning into quite an operation...I went over to the timing building to reclassify some cars, and there were no less than four people (Alex, his wife Pat, Terry Manchester, and one other person who I didn't recognize) sitting along a table with at least two computers. Without many hours of volunteer time we wouldn't have these events. Finally, thanks to Art Russell for taking the pictures you see accompanying this article. Art decided he'd better take that job over after he saw me taking pictures with a point-and-shoot automatic

Class D had a record nineteen drivers turning in timed laps. With this many cars, the competition is quite fierce. The first three cars were within a second in the very respectable 1:58 range, with Peter Kemos splitting the Kattchee brothers. The next eight cars were within two seconds in the 2:02-2:03 range. A notable addition to Class D was Pierre Pfeffer, former Director of Registration, who put race tires on his GTV6 and ran a very respectable time. I've been tempted to build my car into Class C but haven't because of the great competition in Class D!

Dino Crescentini, former Alfa racer, won Class M and took top time of the day with a blazing 1:41 in a Porsche 933. Danny Choe won Class N going away at 1:46, Gary Freeman took Class N at 1:48, and Graig O'Connell took a closely contended Class P at 1:54.

There were a good number of cars in the Race Group. Paul Ellis in the Dunestang had quite a dice with a



Tom Sahines's spider and Dave Burgoon's GTV -- two Northern California cars that scored well.

camera, and I'm glad he did!

By the way, I wouldn't be offended if anyone wants to demonstrate their writing skills by trying their hand at one or more of these articles...or just email some of your observations to me and I will use them, with proper credit of course!

## Laguna Seca Time Trial, March 12, 2000

Pos No	Driver	Car	Best	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	
<b>CLASS A</b>									
1	444	NITOGLIA, PETER	GT Jr	1:57.805	1:59.582	1:57.805	1:58.718	1:58.067	1:58.335
2	133	SAHINES, MIKE	SPIDER	1:57.946	2:01.544	2:00.524	1:58.548	1:59.977	1:57.946
3	4	ZIDE, SHELDON	GTV	2:00.705	2:02.270	2:01.712	2:01.631	2:02.560	2:00.705
<b>CLASS B</b>									
1	166	RIMICCI, ANTHONY	GT Jr	2:04.240	2:16.950	2:04.747	2:04.375	2:04.240	2:04.801
<b>CLASS C</b>									
1	12	BURGOON, DAVE	GTV	1:55.212	1:56.177	1:56.070	1:55.648	1:55.856	1:55.212
2	7	MANCHESTER, TERRY	GTV	1:55.494	1:56.155	1:55.609	1:56.944	1:59.874	1:55.494
3	69	FARMER, DALE	GTV-6	1:56.007	1:58.585	1:58.106	1:57.073	1:56.007	1:56.048
4	18	GOLDENSON, CRAIG	GTV-6	1:58.001	2:00.571	2:00.121	1:58.001	1:58.758	1:59.273
5	14	DICKMAN, LARRY	GTV-6	2:04.973	2:07.065	2:06.760	2:05.409	2:04.973	2:05.818
6	50	BROWN, ALEX	GTV	2:05.281	2:09.582	2:05.281			
<b>CLASS D</b>									
1	44	KATTICHE, CHRIS	SUPER	1:58.285	2:02.046	1:59.132	1:59.976	1:58.759	1:58.285
2	661	KEMOS, PETER	GTV	1:58.409	2:00.749	1:58.409	1:58.483	1:59.111	1:59.175
3	144	KATTICHEE, TED	SUPER	1:58.599	1:59.676	2:07.284	2:00.149	1:58.599	2:28.676
4	55	ZAMBRI, NIZAM	MILANO	2:02.101	2:02.101	2:02.894	2:03.987	2:09.536	2:09.167
689		GUINASSO, TONY	SPIDER	2:02.424	2:04.140	2:02.603	2:02.887	2:02.709	2:02.424
6	83	BENDER, DOUG	GTV	2:02.750	2:03.270	2:02.750	2:05.146	2:05.153	2:04.529
7	84	RUSSELL, ARTHUR	GTV	2:02.834	2:04.584	2:04.450	2:03.282	2:03.861	2:02.834
8	168	RIMICCI, ANTHONY	GT Jr	2:02.949	2:04.033	2:04.680	2:03.879	2:02.949	2:03.190
9	68	STOEHR, DIRK	GT Jr	2:03.346	2:04.841	2:04.721	2:05.033	2:04.102	2:03.346
10	52	LAMBERT, ALAN	GTV-6	2:03.594	2:06.813	2:06.285	2:05.399	2:03.899	2:03.594
11	2	CARTSONAS, CHRIS	MILANO	2:03.696	2:04.107	2:04.520	2:04.176	2:10.616	2:03.696
12	687	BIANCHI, NORM	SPIDER	2:04.128	2:05.427	2:05.136	2:05.293	2:04.128	2:04.657
13	16	LIAO, JESSE	MILANO	2:05.769	2:07.712	2:06.814	2:05.769	2:05.874	2:17.057
14	47	PFEFFER, PIERRE	GTV-6	2:06.862	2:08.466	2:08.819	2:07.316	2:07.073	2:06.862
15	8	LEWIS, BRIAN	MILANO	2:07.133	2:09.839	2:08.451	2:07.133	2:09.202	2:07.234
16	20	BARBER, STEVE	GTV	2:08.016	2:09.074	2:08.872	2:08.016	2:08.878	2:08.346
17	6	TROIAN, GIANNI	GTV-6	2:09.193	2:13.383	2:13.042	2:10.752	2:09.193	2:11.315
18	38	DALBERG, JON	GTV-6	2:11.246	2:14.153	2:13.174	2:15.902	2:11.302	2:11.246
19	26	NAGLE, IRVIN	164	2:11.761	2:13.387	2:13.805	2:12.450	2:11.761	2:12.452

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## Laguna Seca Time Trial, March 12, 2000

Pos No.	Driver	Car	Best Lap	Lap 1	Lap 2	Lap3	Lap 4	Lap 5
<b>CLASS E</b>								
1	19 KUNEDT, PETER	MILANO	2:11.594	2:15.636	2:13.789	2:11.594	2:14.272	2:15.898
<b>CLASS M</b>								
1	91 CRESCENTINI, DINO	933TT	1:41.947	1:42.678	1:41.968	1:42.957	1:41.947	1:42.543
2	24 FOYE, KEVIN	CAMARO	1:55.605	1:55.605	2:00.053			
3	65 FULTZ, GARY	CORVETTE	1:56.312	1:57.802	1:59.158	1:57.316	1:56.946	1:56.312
<b>CLASS N</b>								
1	72 CHOE, DANNY	BMW325i	1:46.664	1:48.317	1:46.979	1:46.664	1:47.356	1:47.778
2	60 PIERSON, BRIAN	911	1:51.760	1:53.601	1:53.175	1:52.895	1:52.715	1:51.760
3	111 McFADDEN, MATHEW	944	1:51.826	1:53.434	1:52.622	1:52.088	1:53.349	1:51.826
4	62 POULIN, ROBERT	M3	1:53.371	1:56.762	1:55.379	1:54.605	1:53.652	1:53.371
5	80 KRUEGER, DANNY	323	1:55.289	1:57.620	1:55.720	1:55.558	1:55.448	1:55.289
6	17 ROGERS, MAT	M3	1:56.093	1:56.928	1:56.298	1:56.878	1:56.993	1:56.093
7	180 KRUEGER, DAVE	323	1:56.222	1:56.930	1:56.222	1:58.563	1:56.488	1:57.719
8	480 GRAY, BRAD	323	1:57.790	2:01.599	1:58.886	1:57.790	1:58.492	
9	135 LEE, JOE	RX7	1:59.378	2:02.196	2:00.049	1:59.378	2:01.704	2:02.246
10	28 GULSRUD, PAUL	328GTS	2:00.640	2:03.735	2:00.640	2:08.467	2:01.053	2:02.401
11	735 SEHO, KEN	RX7	2:04.826	2:06.867	2:06.464	2:14.640	2:04.826	2:04.873
<b>CLASS O</b>								
1	252 FREEMAN, GARY	911	1:48.486	1:49.333	1:49.451	1:48.486	1:48.533	1:48.953
2	867 GARCIA, RICHARD	CHARGER	1:53.231	1:56.866	1:55.195	1:53.913	1:53.570	1:53.231
3	375 ROE, BOB	914-6	1:55.830	1:59.976	1:57.892	1:56.898	1:55.830	1:56.114
4	88 SLADE, JOHN	911	1:58.116	2:02.629	1:59.666	1:59.857	2:13.028	1:58.116
5	9 KRANEN, GEORGE	TBIRD	1:58.471	1:58.631	2:00.011	2:09.478	1:58.471	
6	105 HERTING, DAVID	TIGER	2:02.607	2:02.894	2:03.630	2:02.607	2:02.621	2:10.280
7	57 WAKAMATSU, PETER	INTEGRA	2:03.215	2:05.923	2:05.488	2:04.681	2:03.263	2:03.215
<b>CLASS P</b>								
1	46 O'CONNELL, GRAIG	GTI	1:54.084	1:55.318	1:55.158	1:55.078	1:54.582	1:54.084
2	51 DEARMAN, DARYL	MR2	1:56.008	1:57.005	1:56.907	1:56.008	1:56.063	1:57.926
3	137 DELAMARE, RICK	MIATA	1:56.224	1:58.220	1:56.267	1:56.224	2:05.676	1:59.853
4	48 PRESTO, ANTHONY	RX7	1:58.745	2:00.241	1:59.690	1:59.326	1:58.745	1:59.582
5	10 LUFTMAN, STEVE	MR2	1:58.874	2:02.293	1:59.857	1:59.915	1:59.565	1:58.874
6	711 BROWN, BRUCE	RX7	1:58.932	2:03.068	2:00.087	2:00.052	1:59.545	1:58.932
7	356 CLEMENS, BRUCE	912	1:59.140	1:59.169	2:00.265	1:59.140	2:00.440	1:59.302
8	511 FIBROW, DENNIS	MR2	1:59.182	1:59.873	2:00.586	1:59.182	1:59.711	2:11.226
9	110 KOHL, RAY	MR2	2:00.250	2:02.063	2:02.313	2:01.077	2:00.250	2:20.315
10	291 NELSON, KIM	RX7	2:00.347	2:01.036	2:01.401	2:02.224	2:00.936	2:00.347
11	37 DELAMARE, ROB	MIATA	2:01.219	2:03.857	2:03.045	2:07.806	2:03.463	2:01.219
12	77 JANQUART, GEOFF	AUDI	2:04.281	2:06.467	2:08.535	2:06.191	2:04.558	2:04.281
13	30 WATSON, TERRY	MERKUR	2:07.985	2:08.163	2:08.989	2:08.697	2:07.985	2:09.634
14	177 TAYLOR, JIM	911T	2:08.133	2:09.604	2:09.726	2:10.842	2:10.218	2:08.133
15	122 DIORIO, PHIL	NEON	2:11.373	2:14.923	2:14.913	2:13.467	2:12.169	2:11.373
16	81 HAMILTON, FRED	BUICK	2:14.041	2:15.383	2:14.041	2:16.042	2:16.021	2:14.207

Fastest time by CRESCENTINI, DINO car # 91, 933TT Class M: time of 1:41.947

## LAGUNA SECA RACE RESULTS

### Class M

1 Paul Ellis Dunestang

### Class N

1 Gary Freeman Porsche 911  
2 Matthew McFadden Porsche 944  
3 Robert Bassett Porsche 944

### Class O

1 Randy Hernandez Integra  
2 Greg Nelson Mazda RX7  
3 Danny Krueger BMW 323  
4 Raymond Gonzaga Toyota  
5 Manny Torrez Toyota

### Class P

1 David Burgoon Alfa GTV  
2 Tom Sahines Alfa Spider  
3 Jerry Tinney Alfa GTV  
4 Richard Thompson Alfa GTV-6  
5 Cesar DeAnda Mustang



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# Radiator Additive

Everything There is to Know About "Anti-Freeze"

The Fred Lennard Archives

From the Alfa Romeo Owners' Club of New Zealand  
*Alfa News* October 1999, issue 239 (reprinted from  
August 1988, issue 137):

There are a lot of things in the automotive world we take for granted. Simple things in everyday use, we tend to use them and dismiss them as just another product somebody said you should use, so we use it not thinking what might happen if we don't, but not really wanting to take the risk of finding out what will happen if we don't. One of those products is radiator additive.

Glycol Antifreeze. What do we in a temperate climate want with antifreeze? My parents never heard of the stuff, but then they were never in freezing conditions either. The present day antifreeze is not just antifreeze, it is a hodge podge of chemicals which take care of the cooling system by preventing damage from freezing, corrosion, and in most cases raises the boiling point of the water, as well as providing a lubricant for the water pump seals.

Basically, antifreeze is needed in cold climates to protect the engine and radiator from frost damage. Water has peculiar characteristics. At 3 C it reaches its maximum density and minimum volume, with the formation of ice at 0 C it expands again, and with such force it will crack an engine block or split a radiator.


A good demonstration is to put a bottle of soft drink in the freezer. As you well know, the bottle will burst when ice forms. These same forces are at work in your engine.

So what is this stuff 'Glycol'? Like most chemicals these days it comes from petroleum. The basic crude oil is first broken down into liquids, solids and gases. From the gases a further division produces hydrogen sulfide, paraffin, and olefins. The olefins are then divided into butylene, propylene, and ethylene. Here the ethylene is combined with oxygen to produce ethylene oxide, and it is this ethylene oxide that forms mono ethylene glycol when processed with hot water at high pressure. So there we have it, a short chemistry lesson on where our radiator glycol comes from.

Now having our Mono Ethylene Glycol (MEG for short) is only the start; to do the job required it must now be combined with other chemicals. On its own it is inert and has a low volatility, which makes it ideal for the job of antifreeze, but as a radiator additive it must do much more than that.

In its use it comes in contact with many different materials, rubber, steel, cast iron, aluminum, brass, copper and maybe something else I haven't thought of, and must do its job without causing harm to them, in fact it must protect them.

Now many of these materials in contact with water will



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Continued from Page 16:

form a battery, which sets up a galvanic current causing corrosion, just as I described in my discussion on rust a couple of months back.

So corrosion inhibitors are incorporated. These could be phosphates, amides, or some other agent depending on who makes the stuff. These chemicals form a coating on the inside of the engine preventing this battery action. Some motor manufacturers specify a particular brand because that brand may have inhibitors more suited for the protection of their particular engine.

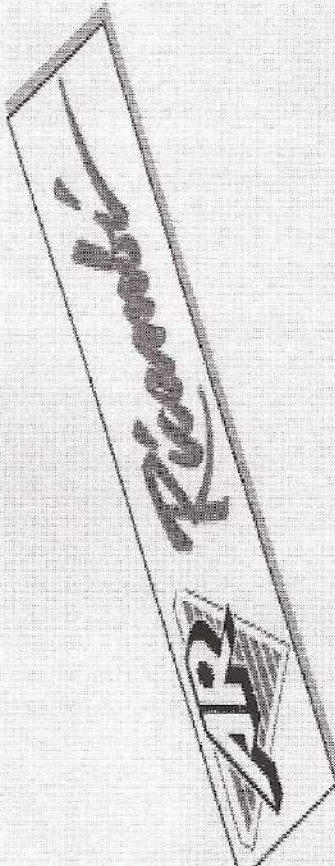
In warmer climates we use antifreeze basically as a corrosion inhibitor, but the glycol does more good than harm so we forget the antifreeze properties. The effect of glycol is best with a mix of 25 to 30% [in water], but this can be higher. Anything over 60% glycol the effect drops off considerably, and a weak solution will apparently do more harm than good. This protection will drop off over time and the engine should be flushed out and refilled every 12 months.

As a matter of interest other members of the ethylene glycol group, diethylene glycol, or triethylene glycol are used in the manufacture of brake fluid. They are also used as moisturizing agents in cosmetics, and in the manufacture of dynamite. So if my wife's face cream suddenly explodes, you know what caused it.

When I bought my Alfetta back in '76 I assumed there was an inhibitor in the radiator water, but when I had to get the cylinder head repaired through corrosion, I found that an inhibitor had never been put in when it was first sold. I had assumed it was there.

So you see the importance of this additive now and the importance of keeping it up to strength and fresh, particularly in an aluminum engine.

If you have just bought a car whether new or used, always check that radiator water or it could cost you.



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**1974 GTV-** built to be a reliable time trial/vintage racer that can be driven to the track. Less than 5K miles since rebuild of engine, transmission, drive shaft, LSD, and injection pump. Guttled interior-excellent yellow paint-Ward and Dean springs-has done 1:40 at Willow Springs with a basically stock engine (you can do better); \$6,900. Call Phil at (949) 831-5882. (4/0)

**Milano Verde parts:** 3.0 engine \$1500; limited slip transaxle \$800; headlight \$195; flares and ground effects, \$250; rear spoiler \$175; Verde wheels \$450; Verde gauges \$200; 15-7 five spoke rims with new Dunlop 205/50/15 tires \$795; NOS Verde spare with MXV tire \$200; Recaro interior complete; front bumper \$250; front spoiler \$150; fog lights \$100; ABS brake pump \$325; ABS master \$300; 3.0 computer \$250; remote mirrors \$90; Call Jim at 310-659-2538. (3/0)

**164S parts:** black leather six way power sport seats front and rear, will separate; rear brake light along trunk \$50; over head sunroof switches with bezel \$50. Call Jim at (310) 659-2538. (3/0)

**1987 Milano Silver:** Red, excellent car except for recent water pump failure and ac pump problem. Lots of goodies (164-style belt tensioner, Shankle springs/bars, Shankle Sure-seal, ANSA muffler, Stonegard headlight covers, Ronal wheels, new headliner, reupholstered interior, Aeroquip power steering hoses). Well maintained, good daily driver. Too busy and too many Alfas forces sale. Will sell "as-is" for \$2,750 or will sell "fixed" for \$4,250 (repairs will be done by Alfa Only). Call Ed at (909) 279-8323 (eves/weekends), [edwardng@pe.net](mailto:edwardng@pe.net) (see photos at <http://www.pe.net/~edwardng/milano.html>) (3/0)

**1984 GTV-6:** Anthracite, used as daily driver until engine bearings gave out 2 1/2 years ago. Car in mechanically decent shape (except engine bearings), but interior and paint job not so good. New mechanical type belt tensioner, donuts and water pump. Too busy and too many Alfas forces sale, \$950. Call Ed at (909) 279-8323 (eves/weekends), [edwardng@pe.net](mailto:edwardng@pe.net) (see photos at <http://www.pe.net/~edwardng/gtv6.html>) (3/0)

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wired for radios. Four Motorola radios available. Trailer is custom Apple Trailer with electronic brakes, tire rack, ramps and low miles. \$1000 for Trailer; \$5000 for Car; \$5500 for set. If interested please call Steve Hamilton at 310-214-5110. (3/0)

**1985 GTV-6:** metallic brown exterior, tan leather interior; 65K miles; excellent mechanical shape, engine is strong and doesn't burn or leak any oil; many new parts (tensioner, timing belt, brake rotors, brake MC); paint is faded at spots and front seats have a number of split seams; body is straight and completely rust free; car has a salvaged title (for unknown reasons); it would make a great daily driver or track car. Priced to sell at \$2200. Call Vangelis at (805) 564 3165, or e-mail [vangelisk@home.com](mailto:vangelisk@home.com) (3/0)

**1972 Spider:** Project/Parts car, body rough and rusty, but can be repaired, interior fair, mechanically good. Will run once (newly rebuilt) radiator and water pump are re-installed. First \$750.00 takes it. Call Bob Florey at (818) 340-5508 ore-mail [rfloz@aol.com](mailto:rfloz@aol.com). (3/0)

**1967 Alfa Romeo Sprint GT Veloce (GTV):** Orig. 1600cc motor, has newer rear differential, runs; 13011 miles; needs body work, interior redone, carbs tuned, finish putting together, and paint. New: water pump, brakes, fan, belts, electric fuel pump, fuel lines, fuel filters, plug wires, radiator hoses, carb mounts, driver side motor mount, exhaust manifold gaskets, tires, front wheel bearings and seals, plugs, points, rotor, and cap. That's all I can remember at this time. Receipts for all parts. I did all the work. Rebuilt: ATE calipers (all 4), DCOE 40 Webber carbs. Recored and pressure tested radiator. Body work entails mostly finishing the prior owners body work. No rust holes or thin spots anywhere, just surface rust. Photos can be e-mailed upon request or go to <http://images.honesty.com/cgi-bin/honesty-image.cgi?image=1185826&name=GTV.jpg> E-mail to [puritan@earthlink.net](mailto:puritan@earthlink.net) (DARKMAN/Mark) (3/0)

**2L Twinspark Motor:** from European Alfa 75 (180 hp) complete with FI, \$2000. Call Dirk at (310) 452-7456 (3/0)

**1978 Alfetta GT:** Silver/gray, xlint cond., Cromodora 5-stars, Konis, Shankle sways and heel/toe, Marelliplex, not driven in wet since 1984; A.C works, recent brakes, headgasket; \$2,700. Call Jim at (562) 865-3176 or e-mail [Pantidino@aol.com](mailto:Pantidino@aol.com) (2/0)

**1978 Spider:** Red with black/red leather custom interior, new rear window, 5-spoke MOMO wheels and wooden MOMO accessories, full tonneau cover. Runs and looks excellent; \$5,500 OBO. Call Kelly at (310) 763-0929 or e-mail [uchmarks@aol.com](mailto:uchmarks@aol.com) (2/0)

**Wanted:** Used car for my daughter, a starving college student; willing to pay around \$3,000. Call Ray Nichols at (310) 900-6783 (2/0)

**1979 Spider:** Project car, 75K miles, stripped to bare metal, primered, needs interior; includes 2 sets Turbina wheels, Euro-bumpers, rebuilt transmission, new tail lights, console, and dash; garaged past 5 years with certificate of non-operation; \$2,500. Call Wilson Miller at (562) 691-4443, wilson@marnel.com (2/0)

**1983 GTV-6:** Project car, S/N ZARAA6692D1003319; 103K miles (?) with usual rust, complete; includes stock wheels, new Dunlops, new carpet, runs good, needs registration update; \$1,500.

**1985 GTV-6 Maratona:** Project car, S/N ZARAA6696F1007165; 64K miles, heads off (timing belt failure), sunroof, Recaros, stock white pain, NO RUST, metric and prior-style wheels, looks complete, needs time and a good home; \$800. Call Jim Barrett at (714) 964-9530, eddinab@mindspring.com (2/0)

**1957 Alfa Romeo 1900 CSS:** burgundy/gray, aluminum body, only missing eyebrows, 5-speed column shift, Borrani wire wheels, 5 new Michelin tires, straight body, CA black plates, original owners manual and tool kit, needs complete restoration, serious inquires only.

**Alfa Romeo 2.0 Twin Spark Engine** out of Alfa 75, hard to come by in United States, runs good with low kms, can fit into Alfa Romeo Spider/Milano, will also fit into GTV's and Spider's with modification Call Anthony or Santo at (818) 701-1614 (work) or (818) 673-5151 (voice) (2/0)

**Wanted:** Giulia SS, or Giulia Sprint Veloce; call Bill at (310) 544-0332 (2/0)

**1985 Spider Veloce:** Red, Black leather, new top, new brakes, p/window, p/mirror, runs & looks excellent, \$5,100. Call Mike at (619) 458-0663 or e-mail mdeka@aol.com (1/0)

**1974 GTV:** Red, electronic ignition, racing springs, new exhaust. Car was restored 4 years ago. Excellent condition inside & out; \$6,500 OBO. Call Johan at (818) 841-6573. (1/0)

**1971 Berlina:** Fresh 2.0 liter with Webers, many other new parts, cosmetically challenged. \$2,500 as is, \$3,500 all cleaned up.

**Parts: 105 series GT:** Bolt-in roll bar, \$225; many other trim parts for same; One N.O.S. gray seat for GT Junior \$100; lots of clean used oil pans \$150 for both parts; lots of other 1600 motor stuff and some bellhousings as well. Call Fred at (714) 379-9084. (1/0)

**Project cars: Three 2600 Sprint Coupes:** Make one from three! Asking \$2,000.

**1982 GTV6:** Not running, 69,000 miles, good interior, electric sun roof, fair Anthracite exterior. \$1,000.

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

Call Al Cortes at (310) 214-5657 (W) / (310) 970-0127 (H) (u1/0)

**1991 164 Sedan:** Silver/gray, A/C, 5-speed, 70K miles. Mechanically A+, body & interior A-. \$6500. Call Charlie at (310) 476-8812. (9/9)

*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

Please fill in the following information, make checks payable to "Alfa Romeo Owners Club", and mail to:  
*Alfa Romeo Owners Club, 10 Raskin Road, Morristown, NJ 07960*

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_ Work Phone ( ) \_\_\_\_\_

e-mail \_\_\_\_\_ Alfa(s) Owned \_\_\_\_\_

AROC Member Number (if applicable) \_\_\_\_\_ Check enclosed for \$ \_\_\_\_\_

Member of another AROC Chapter wishing to add AROSC affiliation/subscription ..... \$22.00  
Send above information with check payable to AROSC to:

*AROSC Treasurer, 17041 Malta Circle, Huntington Beach, CA 92649*

Alfa Romeo Owners  
of Southern California  
17041 Malta Circle  
Huntington Beach  
CA 92649



Dan Ritter  
205 Paseo de Gracia  
Redondo Beach, CA 90277

## Our 2000 Calendar

January	February	March	April
6 AROSC Board Meeting 22-23 Time Trial - Willow Springs 29 AROSC Annual Meeting 12:30pm Luncheon Cirivello's Trattoria, Long Beach	3 AROSC Board Meeting 25 General Meeting - 8pm, Culver City 26 Peterson Museum Tour & Clean Car Show	2 AROSC Board Meeting 11-12 Time Trial - Laguna Seca 31 General Meeting - 8pm, Culver City	2 Tour "In Search of the Wildflowers" 4* AROSC Board Meeting 22* <b>Swap Meet at Omega MotorSports, 8am</b> 28 General Meeting - 8pm Culver City 29 Tour Bothwell Antique Race Car collection <b>* Note Date Change</b>
May	June	July	August
4 AROSC Board Meeting 6-7* <b>Driving School - "Streets of Willow"</b> 21 Concours Long Beach 26 General Meeting - 8pm Culver City <b>* Note Date Change</b>	1 AROSC Board Meeting 3-4 Time Trial at Buttonwillow 23-25 Tour to Julian 30 General Meeting - 8pm Culver City	6 AROSC Board Meeting 19-23 <b>National Convention, Portland, OR</b> 28 General Meeting - 8pm Culver City	3 AROSC Board Meeting 13 Summer Party at Phyllis Gaylard's home 18 Concours Italiano in Monterey 25 General Meeting - 8pm Culver City
September	October	November	December
7 AROSC Board Meeting 9-10 Time Trial - Las Vegas 17 Concours - San Antonio Winery 24 Swap Meet TBA 29 General Meeting - 8pm Culver City	5 AROSC Board Meeting 14-15 Driving School at "Streets of Willow" 27 General Meeting - 8pm Culver City 28-29 Wine Tour	2 AROSC Board Meeting 5 Concours at "Under 3 Liter", Woodley Park 11-12 Time Trial- Willow Springs 17 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	9 Holiday Party 10 AROSC Board Meeting