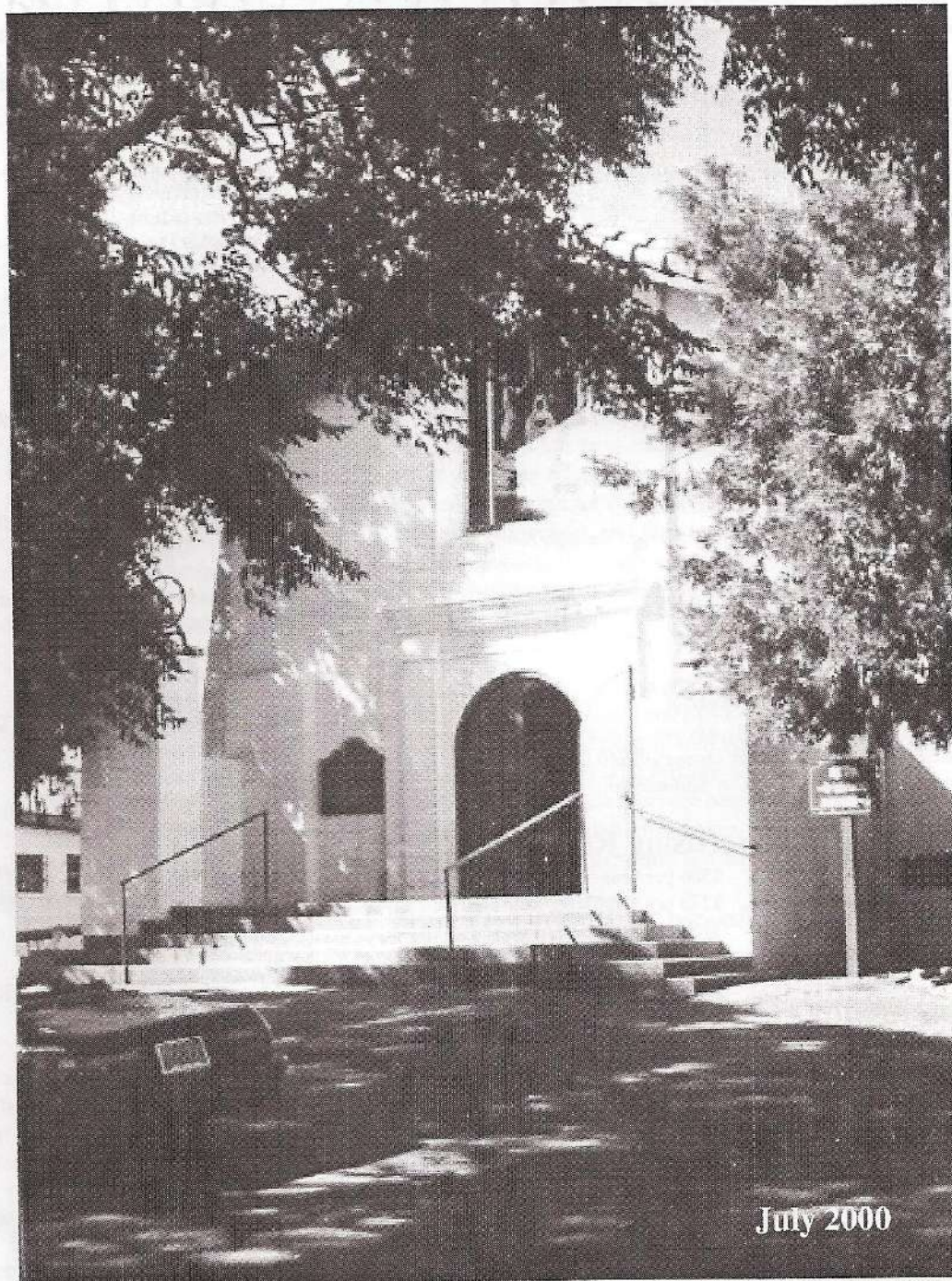


# *Giacionova*

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



July 2000

**In This Issue: Time Trial, Julian  
Tour, Alfetta Brakes, & 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

What, no car picture??? Well sorry, but nothing stood out like this view of the Santa Ysabel Mission as seen on the Julian Tour. There were lots of *Alfas* there, but they couldn't get close enough to the Mission to get into this picture. There is more in this issue on the subject starting on page 6.

Photo by Gene Brown

**AROSC Web Site:** <http://drive.to/arosc>

### AROSC Board of Directors - 2000

#### President

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20325 Hartland St. [sidewaysalfa@email.msn.com](mailto:sidewaysalfa@email.msn.com)  
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#### Calendar of Events Coordinator

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#### Meeting Refreshments & Raffle

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#### Competition Chair

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#### Time Trial Director

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[CHThieriot@compuserve.com](mailto:CHThieriot@compuserve.com)

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#### Membership Chair

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### 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*

## ***AROC National Convention – Thursday, 20 July to Sunday 23 July, Portland OR***

The Annual conclave of Alfa Owners will descend on the Rose City this year for lots of Alfa fun. Hope to see you there.

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

Join us for the July general meeting at the Veteran's Center in Culver City. We are planning a special technical session following the break: a short drive to Omega MotorSports for some insight into the underside of your car, and Q&A tech info compliments of Uwe Backer. See page \_\_ for more info.

## ***AROSC Board Meeting — Thursday, 3 August, 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 contact a board member to find out the location of the meeting, and plan to attend.

## ***Concourse Italiano/Monterey Historics – August 11-13***

This is the weekend for the annual foray to Monterey, Carmel, Laguna Seca Raceway, and vicinity for a sensory overload of neat cars, both stationary and moving. If you go, take lots of pictures to show at a meeting, and/or contribute to the newsletter with an article – Please!

## ***Summer Party – Sunday, August 13***

Join us for the third annual AROSC Summer Party. We will return to the cool breezes of Huntington Beach in Phyllis Gaylard's back yard for a pot-luck lunch, bocce ball tournament, and lots of conversation. There will be shade and sun, grass and pavement, whatever you desire. More details on page 6.

## ***AROSC General Meeting – Friday, 25 August, 8:00 pm***

Join us for the August general meeting at the Veteran's Center in Culver City. We are planning a special program of in-car videos from Anthony Rimicci at Time Trials and Vintage races, or some surprise entertainment.

## ***Sundown Drive to Mt. Wilson with Picnic – Saturday, August 26***

Our new membership director, Regan Cople, is planning a short evening event for the end of August. On the 26th, the Saturday after our regular meeting, there will be an evening drive up the Angeles Crest highway to the Mount Wilson Observatory to be followed by a nighttime picnic. Stay tuned, further details will be forthcoming.

## ***AROSC Board Meeting — Thursday, 7 September, 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 contact a board member to find out the location of the meeting, and plan to attend.

## ***Time Trial & Race, Las Vegas Speedway – September 9-10***

Our fourth Time Trial will be held at the Las Vegas Speedway, with its modified configuration, and pits outside the track! This is the same course we have usually run, but it's different from turns 2 to the back straight. The Pits are now at the end of the back straight. You can be a winner (or loser) on or off the track in Las Vegas. For additional information, call Charlie Thieriot or Doug Bender at the numbers and E-mails listed on page 2.

## ***Fall Swap Meet – Sunday, September 24, 9 AM***

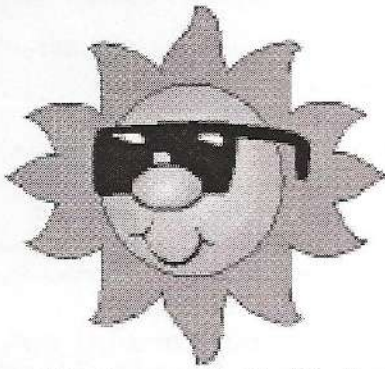
We have been offered Jerry Galich's facility in Huntington Beach for our second swap meet of the year. This is at the corner of Garfield and Gothard, between Golden West and Beach, about 4 miles south of the I-405. We are trying to work out some parking area for buyers. If unsuccessful, we may move the event to a different location. Round up your 'stuff' and get ready: more details will be provided in the next issue.

## ***Annual Wine Tour – 21-22 October***

Check your wine cellars and make up your wine list – it is almost time for the annual wine tour. This year we will be traveling to the Santa Maria area and staying at the historic Santa Maria Inn. This will be a joint event of the AROSC and the AROCCC. So mark your calendars, that's October 21<sup>st</sup> and 22<sup>nd</sup>. See next month's Alfacionada for full details.

# Summer Party! It's Time!

*August 13 is the date!*



We had lots of fun last year in Phyllis Gaylard's backyard, with good food and friendship, and lots of Alfa talk, along with mild weather. Let's do it again! Bring a sweater! Come and cool off from the inland heat wave!

Phyllis Gaylard's house in Huntington Harbor has plenty of back yard, paved patio, and shade, and she has invited us to party there again. She still has Jay Wachtel's bocce balls, and the lawn is in good shape. She is located about a mile from the ocean and beaches, up on a hill with a great breeze. There is street parking and a shopping center one block away if the street fills up.

We have again decided on a potluck format, and request that attendees bring something to nosh, snack, and nibble upon. We suggest primarily home-prepared dishes, cold or room temperature. We can heat up things in the oven or microwave, but want to limit the stove-top cooking to just a few items.

As last year, there will be no charge for this event. However, we ask that attendees bring a food dish to share. If you can't cook or bring food, you can make a \$5 donation and Phyllis will buy what is needed to complete the menu. In order for this to work, you must call or e-mail an RSVP before party day. Phyllis will coordinate the food items so that we don't have 10 kinds of Jell-O salad and nothing else. Suggested food categories include but are not restricted to: antipasto, appetizers, salads, breads, sandwich meats, casseroles, pasta dishes, or anything appealing as luncheon fare.

- DATE:** Sunday, August 13, 2000
- TIME:** 11:00 AM to 3:00 PM or???
- WHERE:** 17041 Malta Circle,  
Huntington Beach, 92649  
(Thomas Bros. Map page 857 C1)
- RSVP:** to Phyllis by Friday, August 11  
(714) 377-6377,  
or e-mail to: [phyllis3@aol.com](mailto:phyllis3@aol.com)  
(after return from Portland, July 30)

## HOW TO GET THERE:

1. From the north or west, proceed east of the I-405/I-605 interchange for about 2 miles; get into the far right lane looking for the 22 FWY exit from the 405, and exit onto Bolsa Chica Road from that interchange. Follow Bolsa Chica Road south about 4 miles to Warner Avenue and turn right. Stay in the right lane, and turn right at the next light, Algonquin. Take the first left, onto Davenport, and again take the first left at Courtney, but make it a double left onto the access street next to Davenport. This leads you onto Malta Circle to the right. 17041 is the one-story white house with blue trim.
2. From the east or northeast, take the 22 FWY west to Valley View, just before the 22 joins the 405. Turn left at the signal onto Bolsa Chica, and follow the directions above. Valley View and Bolsa Chica are the same street, but the name changes at the 22 FWY.
3. From the south or southeast, take the I-405 north to Warner Avenue exit, and proceed west on Warner about 4.5 miles to Algonquin, and follow the directions above. OR, take Pacific Coast Highway through Huntington Beach to Warner Avenue, turn right and proceed about a mile to the first traffic light, at Algonquin. Turn left and follow the directions above.

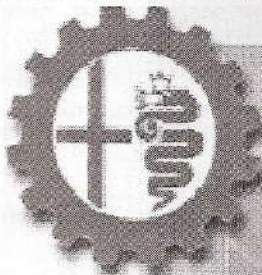
# July Meeting: Tech Session

*Special Program Set for July Meeting*

The July meeting program will feature a tech session at Omega MotorSports following the usual break. The meeting will start at Veteran's Park at 8:00 pm, with the usual club business, buy & sell, announcements, etc. Then at the break, we will drive about a mile to Omega MotorSports, on the other side of Sony Studio. As a program, Uwe Backer will have one or more cars on the lifts so you can see under them easily, and he will talk about general maintenance in this area. He will also answer questions on general maintenance. The program portion should start about 9:00 pm, and last the usual hour or two. Refreshments will be served at Omega. Remember to go to the Park for the start of the meeting. If you are quite late, go directly to Omega. See their web site for a map, or follow these directions:

## DIRECTIONS:

From the park, turn right/east on Culver Blvd. and proceed to Madison, the first street you can turn left on that doesn't take you into the studio lot. Turn left and head toward Trader Joe's Market. As you cross Washington at Trader Joe's, Madison changes to Clarington. Omega is halfway up this block, before you get to Venice, on the right side. There should be parking available in front of Omega and the business next door, as well as on the street. Trader Joe's lot is a last resort.



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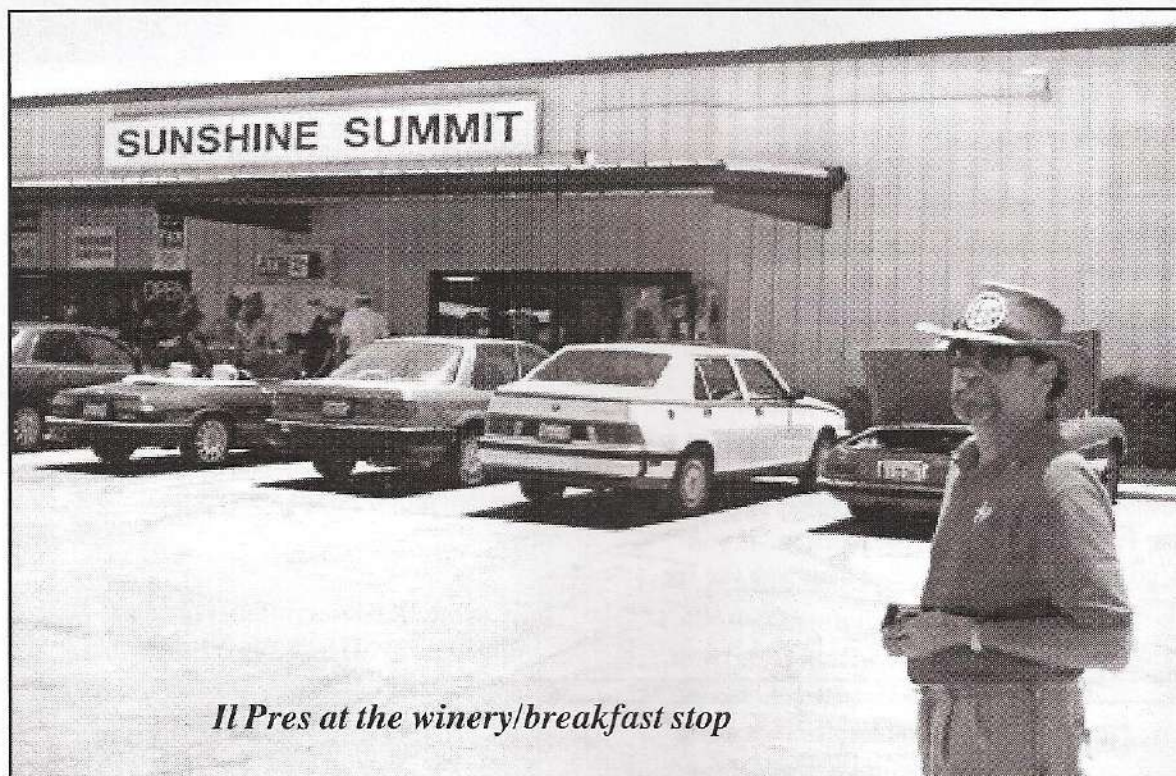
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## View from the Top

*Miscellaneous rumblings from Il Presidente!*



*Il Pres at the winery/breakfast stop*

What a bitchen time we had on the Julian Tour. Great brunch in the vineyard, nice drive to Julian, and what a super drive from Julian into Borrego Valley as the sun was setting over the desert mountains.

A tip of the hat to Kevin for his organization and planning. From the response of those along it looks like we have another annual event.

And also a tip of the hat to you "310" members. (Reference to my January article). A couple of you came to the Julian Tour. Good to meet you. Please come back.

Right now Mary and I are getting ready for the Portland Convention Tour. Got the Milano tuned up. Change the oil tonight. Detail it Saturday. We have a caravan of 7 cars driving together and we will meet some new Alfa friends from ARA and Delta Sierra Chapters in Grants Pass on the way up to Portland.

Gene Brown tells me that the October Wine Tour will be back in Santa Maria, at the Santa Maria Inn. Another chance for you 310 members to enjoy a nice weekend

with your Alfa. It is also on Central Coast's calendar so a grand turnout is expected.

That's all for now. Still have to change the oil before dinner.

Caio,

Sidewaysalfa

### *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>

# Tech Tip: Alfetta Hand Brakes

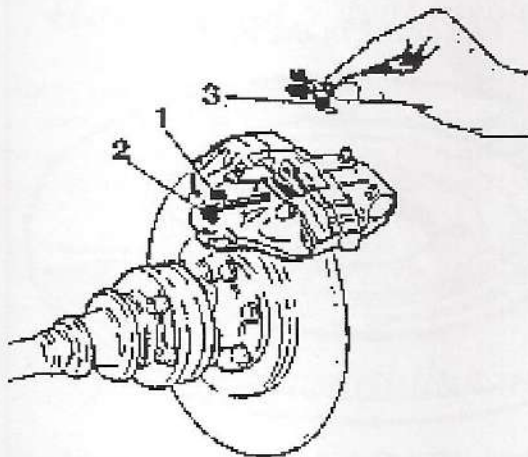
By Fred Lennard, Southern Correspondent (New Zealand)

## ALFA TRIVIA

Reprinted from *Alfa News*, January 1989, Issue 141 (New Zealand)

Whoever designed the rear brake calipers for the Alfetta series (including GTV-6 and Milano) must have sat back and had a good laugh at all the problems he had caused. The system itself is simple but I am sure it was expressly designed to fool as many people as possible. In the 105 series, the hand brake is totally separate from the hydraulic foot brake, and even has a separate set of shoes, which act inside a drum in the center of the rear brake discs. This was too effective and simple to maintain, so a new system was devised where the hand brake acted directly on the rear hydraulic system, thereby causing more problems and skinned knuckles than any other part of the car I can think of.

My first introduction to the intricacies of the workings of the Alfetta rear brakes came about 2 weeks after I had bought mine, when the left rear pad wore through to the metal. I bought new pads and set to. The owner's handbook says nothing on the subject, so it was up to me to work out how to remove the old pads. This I managed



Removing pad retaining pins

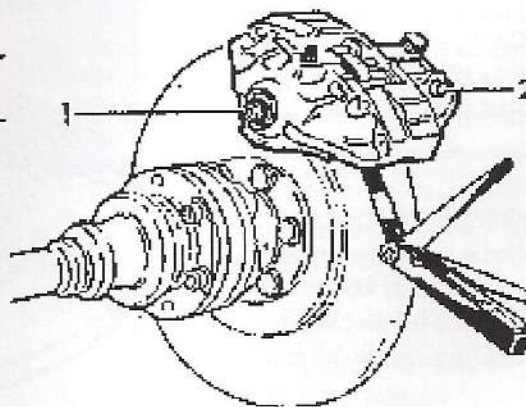
somehow, but no way could I get the cylinders back to enable me to insert the new ones. In desperation I rang the agents (dealer), who laughed and said, "now this is how it is done". Easy when you know how. I guess most owners have found out by now, one way or another, but I still find people who are fooled by their local garage, and insist, when the hand brake needs adjusting, that the cable

has stretched and needs replacing. A hefty steel cable like that just does not stretch!

This strange system has lasted for years and still appears on the 164. When adjusted right they work well, but they are awkward to adjust and for a novice can be quite a challenge.

I won't copy the instructions from the manual here as it is quite confusing and leads one to believe there is no adjustment needed once it has been set, but don't you believe it. When properly set, the hand brake should lock the rear wheels with 5 to 6 notches of the ratchet. Where it operates the levers on the inside of the rear calipers, the cable should be adjusted so there is NO LOAD on these levers. Adjust the cable lock nuts so there is no slack in the cable and no load on the levers. OK? Right.

Now remove the plastic dust caps from the outside ends of the calipers and under these there is a stud with a 5mm hex center, and a 17mm lock nut, as shown, holding it (#1). To loosen the lock nut, a specially prepared wrench or socket is needed, as the center 10mm stud has to be held by a 5mm hex key while loosening (or tightening) the



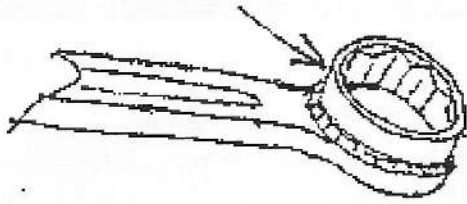
Rear Caliper adjustment screws #1 & #2

larger nut. A socket with a lever welded to the outside will do, or a suitable box wrench ground to the shape indicated to fit over the lock nut is needed. Now place your wrench over the lock nut, then insert the 5mm hex key into the center stud. While holding the 5mm key, undo the lock nut. Next, take a .15mm or .006 inch feeler gauge and slip it between the disc and brake pad (as shown in the first figure). Adjust the pad by turning the 5mm key COUNTERCLOCKWISE until it just grips the feeler gauge. Now hold the hex key in this position and tighten the lock nut. Not too tight, as it will have to be undone again when next the brakes need adjusting.

Remove the feeler gauge and insert it between the disc  
*Continued on next page*

## **Alfetta Brake Trivia Continued** – from Fred Lennard

*A 17mm box wrench machined to fit over the lock nut*



and the inside pad, and with a 7mm wrench, turn the hex adjusting nut indicated at #2 on the Figure until the brake pad just grips the feeler gauge. There are no lock nuts on this side. You will find that hex adjusting nut #2 is turned in a CLOCKWISE direction when adjusting the pad clearance on the left side caliper, and when adjusting the inside caliper on the right side a COUNTERCLOCKWISE movement is needed. Both outside adjusters are turned Counterclockwise.

So, having adjusted the left hand brake pads the same procedure is used on the right. When replacing brake pads, these adjusters need to be turned in reverse to draw the cylinders back into the calipers. In fact, I have found that often a lever has to be used against the cylinder at the same time as the screw is turned to get the cylinders to draw back.

After the brake pads have been adjusted against the feeler gauge, and the hand brake cable is properly adjusted, there should be no further problem until after a small amount of wear on the pads necessitates the further adjustments. Once the hand brake cable is set it should never need touching again. Only the adjusting screws #1 and #2 need be touched.

It is most important to adjust the outer pads first; reason being, when the hand brake is applied it bends the brake disc (rotor) outward to press on the outer pad. By adjusting this outer pad first, it will reduce the amount the disc is bent. I do believe that this bending causes the rear brake discs to fracture in time.

Maybe I am being ultra critical of the system, but after years of having to adjust rear brakes not only for myself but others, I have had to undo problems caused by 'local service stations' by faulty servicing.

Lastly, it pays to fit a hard composition pad to the rear brakes as it will wear longer and need less adjusting. These systems are actually fitted with an automatic adjusting system but it seldom works.

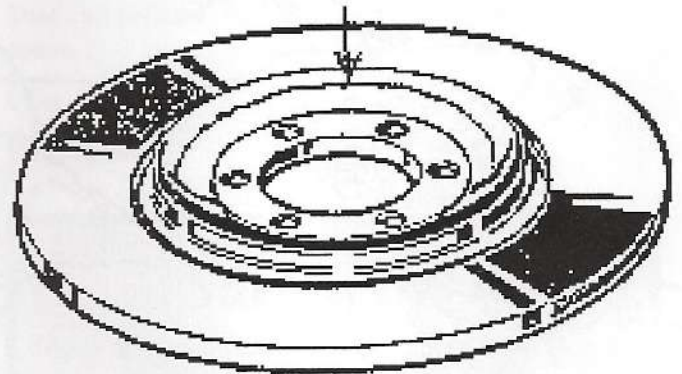
## **Another Hot Tip:**

From the *Alfa News* of January 1990, Issue 151

Maybe these things happen to other Alfisiti and I just don't hear about them, or maybe very few people keep one car long enough to find out, but a couple of weeks ago I came across a problem with the Alfetta which caused me concern not only for myself but for other members who own older Alfettas. I had noticed a surging in the braking at low speeds. Now this is usually the front brake discs, but having checked them out some weeks ago, I knew they were all right. I had even skimmed the left hand one when I found it was .003 inch out of true, so it had to be the rear disks. The left rear had been replaced a couple of months ago with a second hand disk and so far that appeared unworn, so it had to be the right one. Up goes the car on the ramps and under goes your truly armed with a micrometer. Sure enough, the right disc was worn and showed a variation of .005 inch in thickness, so off it came for facing.

At this point I noticed a strange mark in the center which upon looking closer, turned out to be a crack which went around just outside the holding bolts (at the thinnest point of the disc no doubt) over three quarters of the circumference. This really made me take notice, and when I dug

*The crack in the disc*



out the old left hand disc I had replaced earlier, I found it had the same crack.

Now what caused this crack I don't know; it could be age, maybe the movement caused by expansion and contraction in use, or maybe the diabolical system of bending the disc as the hand brake is applied; all this flexing over the years may have found a weakness. But the fact remains, if I had left it in I think it would have lasted only a few weeks before breaking off. Now how



many other Alfettas out there could there be with the same problem? Mine is a 1975 model with 150,000 miles on the clock. I have no argument with the makers at all as I think the discs have lasted well. I just think that maybe the life of these discs is about 120,000 to 130,000 miles. Whatever it is, I think all owners of the older Alfettas should adopt the habit of examining their rear brake discs to check for cracking.

It's easy to see, grab a torch and look in the center, just outside the holding bolts, halfway between them and where the disc curves inward to the working face. If the disc is coated with gunk you may have to give it a clean with a wire brush, but generally the outer side stays clean. Have a close look, as it may prevent you having to put up with some dramatic grinding noises emanating from the rear of the car when you try to stop in a hurry sometime.

## 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

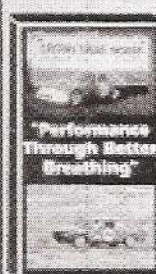


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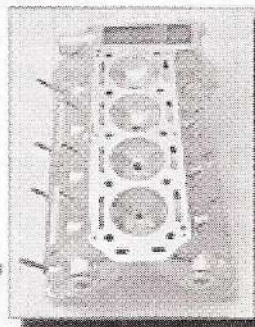
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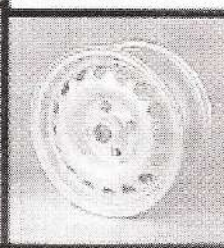
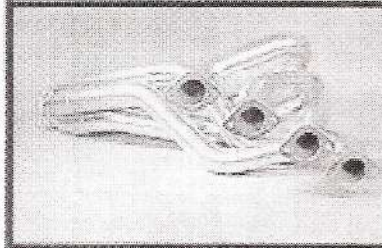


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# Time Trial at

June 4

By Doug Bender / Photos by Art Russell

AROSC's third time trial of the year was at Buttonwillow Raceway in early June. I might ramble a little in this report since I am spending more time on the road than at home this summer and as I type this it is 2:30 in the morning before I head off on yet another trip. (Are there any Edgar Allen Poe fans out there...as I burn the midnight oil, I expect a Raven to appear behind my left shoulder and say "Nevermore"...)  
Anyway, here goes.

Buttonwillow raceway, for those who haven't been there, is located in the midst of cottonfields on the sun-baked plain west of Bakersfield just off the 5 Freeway. It was built by the SCCA with private funds a few years ago and at first there was nothing there but a racetrack, a pit area, a surrounding fence. The racetrack and fence are still there but now there is also a fuel and tire vendor, a store, a food truck, trailers for race control and timing, and soon there will be a nice concession stand and a real control tower. The trees in the "midway" area are looking a little less scrubby. Buttonwillow will never rival Le Mans or even Laguna Seca for scenery and accommodations, but given the constraints of money and location the management is doing the best they can.

The track itself has always been my favorite. It has a lot of turns, most designed to resemble famous turns from other tracks, and can be run in many configurations. Even though AROSC runs the longest configuration, drivers who set their cars up "per track" set them up for a short track at Buttonwillow due to the number of turns. Buttonwillow is also a safe track; there is one wall that has claimed a few cars but otherwise there is lots of runoff room at every section. The number of turns and the safety of the track make it a real challenge and encourage drivers to really go for it. On the track's "east loop" there is a series of curves close enough together that you never use the brakes, you just steer and modulate the throttle. There is a fast turn ("Talladega") that you can just about take at full throttle, followed by another fast turn and then heavy braking for "moon mountain," where you do your turning before the hill and then fly straight over the top. Then there is a set of S turns followed by a dramatically banked turn before pit row. Lots of fun.

Another feature of Buttonwillow is that it is the only track where we can run either direction (clockwise or counter-clockwise) with equal safety. I got a few calls before the event asking which direction we were going to run, and since it's Charlie Thieriot's decision I asked him. Charlie's answer was he wasn't going to tell anyone, not even me, until the morning of the time trial so that drivers wouldn't be able to set up their cars for one direction or the other. Charlie was

true to his word, and as it turned out we ran clockwise for only the second time. I had mixed feelings about this because by a fluke I held the Class D record for Buttonwillow Clockwise (there were only two of us, both rookies, in Class D the first time we ran clockwise). The competition for Class D has gotten a lot tougher since then, and it was immediately clear to me that I wouldn't hold that particular record beyond the weekend; a quick peek at the results will show I wasn't even close this time and someone else has the record now.

Another new thing (for me) was the opportunity to work in the Control Tower (which at Buttonwillow is a trailer for the time being). Charlie had been suggesting I get some Tower time and I took him up on it. Fortunately the weekend ran very smooth, a few cars went off and mostly got back on under their own power and no metal was bent. So Tower duty was easy but informative. I heard the cornerworkers' chatter and my main impression was that we had an excellent crew of cornerworkers for this event; most drivers probably do not know how closely they are being scrutinized by several sets of eyes as they circulate around the track.

On the theme of safety, I don't believe we have bent any metal all this year and maybe not for a full year. Let's keep it up guys! I hope that making this observation doesn't bring bad luck.

Buttonwillow attracts the hard-core time trialers. We're always eager to get as many cars as we can to our events, but it's a fact of life that it's more difficult to get people to a track that's an hour farther away from LA than Willow Springs, especially in the hot June weather. (If I had to choose I'd take Buttonwillow over Willow, but each to his own.) And it was hot this time...consistently above 90. Anyway, the cars that did show up included most of the usual suspects...Alfa GTV's and Spiders (including a couple of first-time Alfa



*The Infamous Dunestang in action*

**Buttonwillow**

2000

**TIME TRIAL RESULTS**  
**BUTTONWILLOW RACEWAY PARK**  
**June 4, 2000**

Pos	#	Cl Name	Car	fastest lap	lap 1	lap 2	lap 3	lap 4	lap 5
1	167	A Rimicci, Anthony	GTA	2:12.170	2:12.636	2:13.452	2:16.398	2:16.599	2:12.170
2	67	A Stoehr, Dirk	GTA	2:20.570	2:21.740	2:22.990	2:23.831	2:20.570	2:23.691
1	64	B Kohl, Raymond	Duetto	2:20.007	2:22.682	2:23.362	2:21.615	2:20.007	2:20.282
1	7	C Manchester, Terry	GTV	2:09.463	2:09.463	2:09.985	2:10.922	2:10.969	2:11.129
2	18	C Goldenson, Craig	GTV6	2:12.896	2:15.377	2:12.896	2:25.755	2:14.419	2:14.388
3	50	C Brown, Alex	GTV	2:16.442	2:19.466	2:18.246	2:16.442		
1	44	D Kattche, Chris	Super	2:14.503	2:19.365	2:15.598	2:15.635	2:15.313	2:14.503
2	144	D Kattchee, Tedd	Super	2:15.219	2:15.219	2:15.737	2:16.883	2:19.317	2:19.113
3	141	D Hesthal, Mark	Alfetta GT	2:16.561	2:18.772	2:17.078	2:16.561	2:16.737	2:17.912
4	173	D Kemos, Peter	GTV	2:19.132	2:20.864	2:19.469	2:19.208	2:19.132	
5	52	D Lambert, Alan	Spider	2:21.164	2:21.582	2:23.120	2:21.164	2:21.692	2:21.939
6	47	D Pfeffer, Pierre	GTV6	2:21.168	2:22.521	2:22.030	2:22.856	2:21.889	2:21.168
7	83	D Bender, Douglas	GTV	2:21.629	2:21.629	2:25.421	2:22.462	2:21.841	2:23.392
8	84	D Russell, Arthur	GTV	2:23.469	2:23.574	2:23.680	2:24.024	2:23.469	2:23.652
9	22	D Leone, Joe	Spider	2:27.604	2:31.213	2:29.016	2:27.659	2:27.604	
1	179	E Rimicci, Anthony	Guilia TI	2:21.030	2:21.212	2:21.030	2:21.480	2:21.749	2:23.878
2	70	E Valsecchi, Emilio	GTV	2:26.639	2:29.964	2:29.972	2:26.886	2:26.639	2:28.038
1	257	M Brandau, Matt	Viper	1:59.493	2:03.637	2:02.268	1:59.493	1:59.549	
2	6	M Chmielewski, Brian	Corvette	2:01.735	2:02.393	2:02.131	2:02.204	2:01.735	2:03.075
3	110	M Sauter, Robert	Corvette	2:04.403	2:04.403	2:04.814	2:04.407	2:05.366	2:06.810
4	678	M Alter, Mark	Corvette	2:10.188	2:11.067	2:11.389	2:10.188	2:10.763	2:10.922
5	271	M Nolan, Peter	Corvette	2:19.178	2:19.178	2:21.046	2:19.532	2:35.249	
1	5	N Blizzard, Bob	Mustang	2:03.693	2:05.493	2:05.110	2:03.938	2:03.693	
2	77	N Knoke, Jim	944 Turbo	2:07.003	2:12.511	2:10.603	2:08.684	2:07.933	2:07.003
3	17	N Rogers, Matthew	M3	2:10.125	2:11.310	2:10.125	2:10.297	2:10.679	2:10.743
4	135	N Lee, Joseph	RX7	2:11.246	2:12.349	2:11.246	2:13.504	2:12.551	2:20.072
5	735	N Seho, Kenneth	RX7	2:21.887	2:22.972	2:23.103	2:21.887	2:26.975	2:23.509
1	9	O McKibben, Mike	Mustang	2:14.018	2:16.296	2:14.018			
2	19	O McKibben, Mitchell	Mustang	2:14.267	2:16.699	2:16.068	2:14.267		
3	247	O Rusciollelli, Remy	Europa	2:14.434	2:17.053	2:15.433	2:16.087	2:14.434	2:14.465
4	88	O Slade, John	911	2:17.269	2:17.774	2:17.757	2:17.269	2:18.515	
5	14	O Ewing, Sean	Celica	2:17.885	2:17.885	2:18.086	2:26.366	2:17.912	2:34.980
6	60	O Wagner, Donald	Mustang	2:20.056	2:20.056	2:20.519	2:21.614	2:21.387	2:20.561
7	41	O Ewing, Bob	Celica	2:41.989	2:41.989	2:43.260	2:44.386	2:45.078	

**TIME TRIAL RESULTS  
BUTTONWILLOW RACEWAY PARK  
June 4, 2000**

Pos	#	Cl	Name	Car	fastest lap	lap 1	lap 2	lap 3	lap 4	lap 5
1	291	P	Nelson, Kim	RX7	2:10.020	2:13.456	2:12.045	2:11.427	2:11.366	2:10.020
2	39	P	O'Connell, Craig	GTI	2:10.678	2:24.777	2:11.949	2:10.678	2:38.263	2:13.233
3	73	P	Baysinger, Scott	RX2	2:13.698	2:16.805	2:15.049	2:41.836	2:15.127	2:13.698
4	511	P	Fibrow, Dennis	MR2	2:15.825	2:16.551	2:15.825	2:16.686	2:16.049	2:16.232
5	37	P	DeLaMare, Rob	Miata	2:16.043	2:17.129	2:16.043	2:17.995	2:18.094	2:17.409
6	10	P	Luftman, Steven	MR2	2:16.977	2:19.205	2:18.111	2:19.238	2:29.583	2:16.977
7	48	P	Park, Gordon	Neon	2:18.483	2:20.581	2:19.223	2:19.161	2:18.483	
8	76	P	Janquart, Geoffrey	A4TQ	2:20.147	2:20.147	2:21.811	2:20.929	2:25.204	2:27.125
9	30	P	Watson, Terry	XR4Ti	2:25.275	2:27.383	2:26.267	2:26.745	2:25.275	2:27.173
10	93	P	Kutkus, M.J.	SLK230	2:25.292	2:25.870	2:25.292	2:27.080	2:29.963	2:27.707
11	32	P	McNall, Todd	280Z	2:25.979	2:29.996	2:26.981	2:26.451	2:25.979	
12	81	P	Hamilton, Fred	Regal GS	2:35.155	2:37.623	2:37.653	2:36.320	2:35.155	
1	69	Z	Stoehr, Dirk	GTV-GT3	2:12.894	2:15.603	2:13.982	2:12.894	2:14.299	2:15.113
2	169	Z	Rimicci, Anthony	GTV-GT3	2:13.088	2:14.327	2:13.088	5:34.920	2:15.942	

Fastest time by Brandau, Matt car # 257, Viper Class M time of 1:59.493 (Note: the only car under 2:00 min.)

**Race Results**

Place	Driver	Car	Number	Class	Remark
1	Bill Schepergerdes	Corvette	3	M	1st M/M+
2	Steve Hamilton	Lola	61	M+	2nd M/M+
3	Greg Nelson	RX-7	29	P	1st P
4	Randy Hernandez	Honda	75	O	1st N/O
5	Don Mock	Honda	24	P	2nd P
6	John Reitman	BMW	45	N	2nd N/O
7	Randy Harris	Duetto	28	P	3rd P
8	Cesar De Anda	Mustang	131	P	
9	Marc Hesthal	Alfetta	141	P	
10	Richard Thompson	GTV6	71	P	
11	Dave Burgoon	GTV	12	P	

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*The race group in action*



*Pre-Grid shows an assortment of cars*

the race was quite clean without much passing and only a couple of "offs".

Finally, let me thank the usual gang for arranging and running everything. Charlie Thieriot, John Cote', and Brad Gray ran the Tower and run groups, Alex Brown and his team ran Timing, Terry Watson ably handled Registration (with help from Craig Goldenson and Phyllis Gaylard on mailers) and Brad Gray ran Intro Group and Accommodations. 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.

By the way, anyone who is interested in seeing your words in print is invited to write one or more of these articles! Or, just email me some of your observations and I will use them with proper credit.

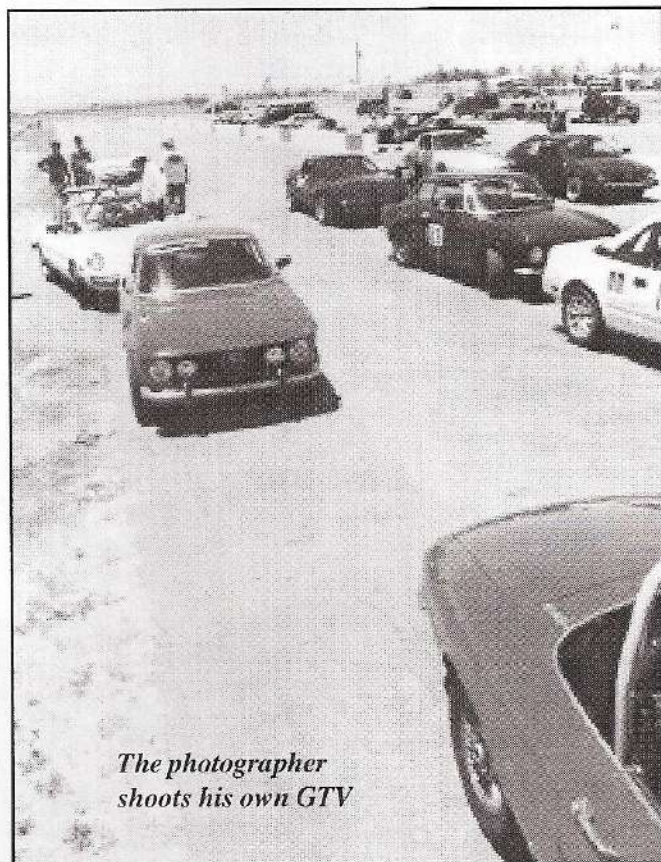
drivers), a lone GTV-6, Mustangs, several Corvettes, RX7s, etc. The more unusual cars included a Lotus Europa, Dirk Stoehr's GTA race car and GTA tube frame car, and a Giulia TI that Dirk Stoehr and Anthony Rimicci are turning into a race car to compete with the Kattche brothers for Class D domination.

Brad Gray did his usual fine job setting up the accommodations, given the constraints of the sheer isolation at Buttonwillow. This time we stayed at the Super 8, and Saturday dinner was at Buttonwillow's one restaurant and was as good as we could hope for. They even had an outdoor patio; unfortunately since the patio was on the West side of the building we got the full effect of the setting sun; they didn't have much choice because other side would have faced a truck wash.

The detailed results are included nearby, so I will summarize briefly. The main Alfa competition has long been in Classes C and D, with the balance shifting from Class C toward D in recent years. Terry Manchester took Class C, with his usual nemesis Alex Brown slowed by engine trouble. Craig Goldenson is getting steadily closer to these guys with his GTV-6 and took second. In Class D, the Kattche brothers took first and second as usual with a new close-ratio gearbox in their Giulia Super; Marc Hesthal was close behind in his Alfetta. Alan Lambert and Pierre Pfeffer turned in strong performances. Anthony Rimicci took Class E in the Giulia TI that is in the process of being converted into a Class D contender.

In the ground-pounding Class M Matt Brandau in the lone Viper defeated a pack of Corvettes, taking Top Time of the Day. Bob Blizzard took Class N in a very respectable time, and Class O was very close contest between power and finesse, Mustang vs. Lotus. But look closely at Class P...it was the class, and the top times were very fast, with Kim Nelson winning in the same R7 that took third in the Race.

Speaking of the Race, a Corvette won going away (after a leading Porsche dropped out), and in fact



*The photographer shoots his own GTV*



*Yes, we do see Alfas at the Alfa Club Time Trials*

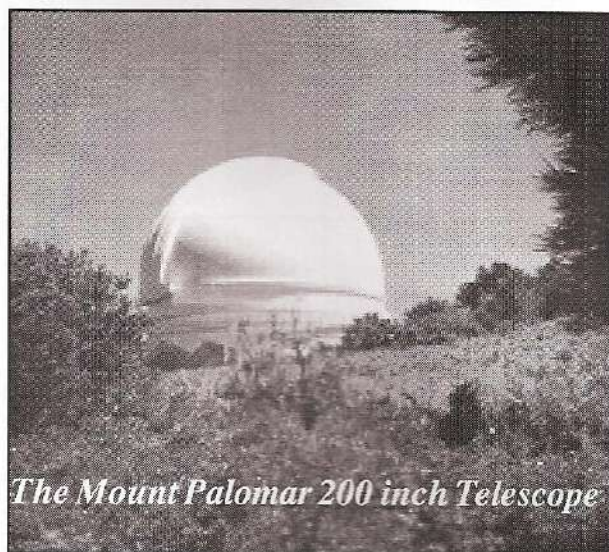
# Julian Tour Report

*by Gene Brown*

## *Apple Blossom Time*

On June 25<sup>th</sup> the Alfisti of Southern California fired up their engines and got on the road once again. This time the destination was the town of Julian in San Diego County. Julian is located about 50 miles northeast of San Diego at an altitude of 4,235 feet. Julian is well known for apples and is the home of the Julian Apple Pie Company.

True to form we didn't just drive to Julian we made an all day tour of it. The driving tour, arranged and conducted by our esteemed Vice-President Kevin Coughlan, started out at the town of Sunshine Summit located on Highway 79. Sunshine Summit could be described as a wide spot on the road except that the road doesn't widen out. It does, however, have a general store with gas pumps and a large parking lot. We took advantage of the parking lot to gather all of the tourers before the first event on the tour. Kevin had arranged for a champagne brunch at the Shadow Mountain Vineyard owned and operated by Alex and Pam McGeary. Alex provided transportation to the winery most of us since the winery is about 1/2 mile off the highway on a dirt road. The brunch was delicious and we were all treated to a tour of the vineyards by Alex. We then returned to back to Sunshine Summit so that we could take care of last minute details – gas, electricity, etc. Electricity? Yes, we had on the tour the only Alfa EV (Electro-Veloce). It seems that the spider, which is powered by the normal Alfa twin cam, had an alternator problem. But that did not keep the owner from joining the tour. With battery charger in hand he set



*The Mount Palomar 200 inch Telescope*

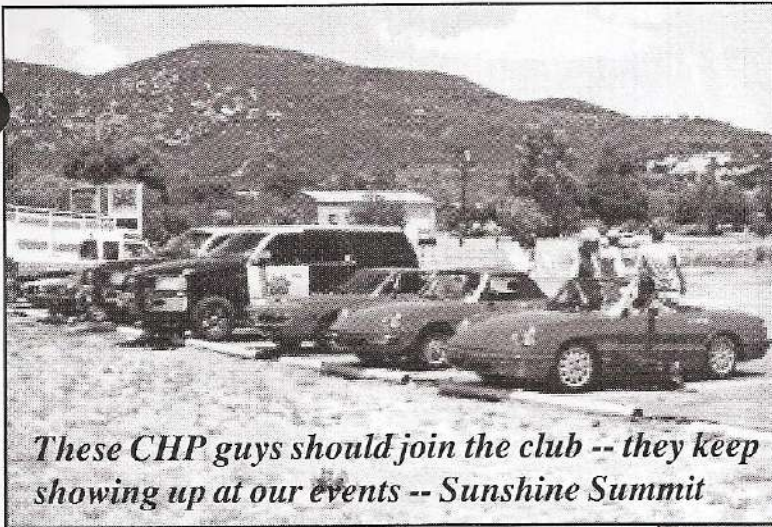
out to join us. His only need was to park close to an outlet so that he could plug in the charger to keep the battery up. At Sunshine Summit, parked among the Alfas were two sheriff's Ford Explorers. We appreciate that the County Sheriff sent two deputies to guard our vehicles while we were at the vineyard.

After taking care of needs, both physical and vehicle, we set off on the road. Kevin took us on a spirited drive around Lake Henshaw and on up State route 7 to Mt. Palomar. There we got a chance to see the 200 inch telescope and to have lunch in a shady grove near the parking lot. I wonder what the other visitors thought of seeing twelve Alfas lined in a row. We had 3 Giulietta spiders from the 60's, 4 spiders ranging from the 70's to the 90's, a GTV6, a Milano, a 164, and two Montreals.

After lunch we headed back to Lake Henshaw again. We had one car drop out due to a fouled plug so they, accompanied by Paul "The Prez" Blankenship, headed directly to Julian where we were to have dinner. The rest of us dutifully followed Kevin as he led over the river and through the woods to Mission Santa Ysabel. The original church had been built in 1818 but the current church was built in 1924. An interesting thing happened here. Kevin and parked his spider in front of the church in a handicapped parking spot. The paint was somewhat worn so it was hard to tell. While we were looking around the mission a small branch fell from a tree narrowly missing Kevin's car. I guess that it was a warning from above not to park in a handicapped spot in front of a church.



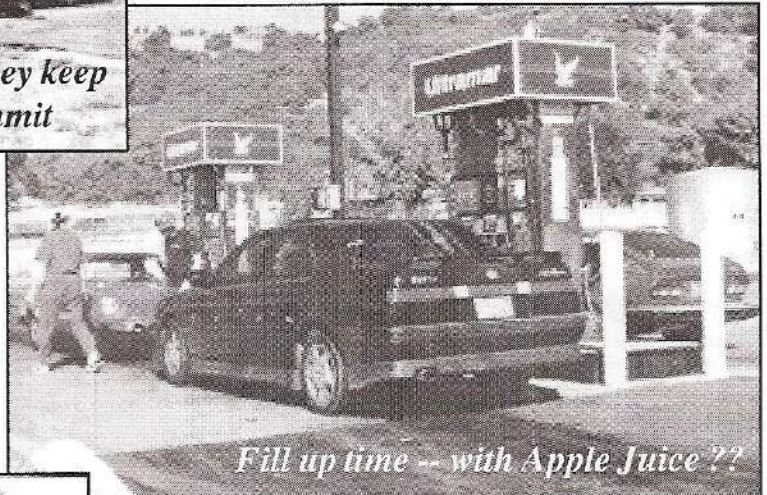
*"On the road again, .....": with Willie Nelson on the tape*



*These CHP guys should join the club -- they keep showing up at our events -- Sunshine Summit*

For all of those that missed out on this drive you missed a wonderful weekend. Check out our calendar and plan ahead so that you don't miss out on the next tour.

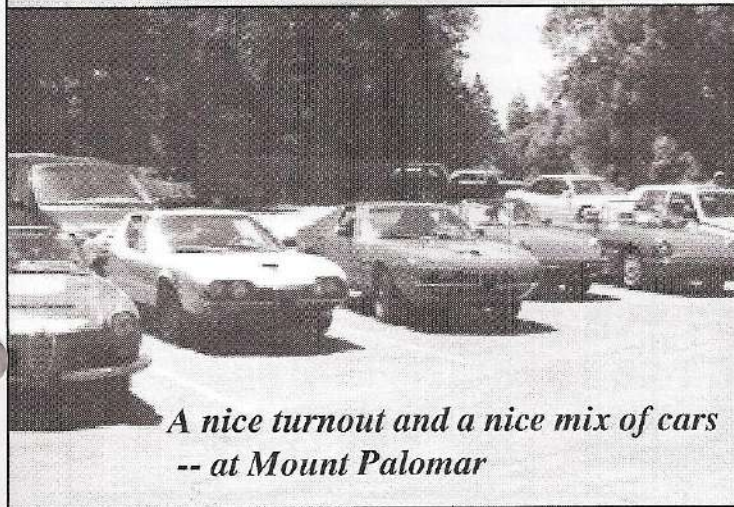
We then headed out on the road again and into Julian for dinner at Bailey's BBQ Pit. Dinner there was excellent and, of course, we had to have apple pie for desert. After dinner most of the participants headed off to Borrego Hot Springs and an overnight stay at Palm Canyon Resort. I had to head home but I heard that the overnight group was the life of the party at Palm Canyon.



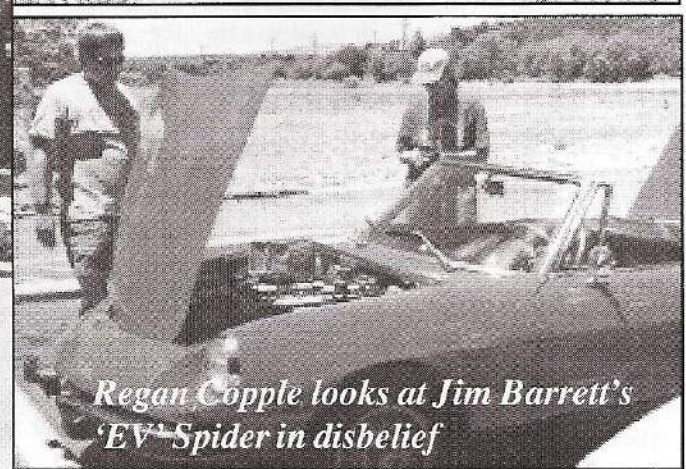
*Fill up time -- with Apple Juice ??*



*At the Mission*



*A nice turnout and a nice mix of cars -- at Mount Palomar*



*Regan Copple looks at Jim Barrett's 'EV' Spider in disbelief*

# Alfa Poised for Its US Comeback

156 Model is a Likely Entrant

In an article in the LA Times Business Section, Sunday, July 9, 2000 Time Staff Writer Terril Yue Jones writes from Brescia, Italy: GM-Fiat Alliance will bring the [Alfa Romeo] brand back to the American Market. The following is the complete article (less photo) with a couple of *Afacionada* Editor's comments.

To many the name evokes its invincible Italian racing heritage of the 1920's and '30's. Others recall Dustin Hoffman driving one of its Spiders in "The Graduate." Some simply remember it as the maker of the rust-prone 164 model [Ed: 164 Rust? where? It's better than '70s models]. But whatever the memory, Alfa Romeo stirs emotions among autophiles.

Alfa has been absent from the US market since 1994 [Ed: 1996, not 1994!], but the tie-up between General Motors Corp. and Alfa owner Fiat Auto will mean a return of the Alfa brand to the United States by late 2002 or early 2003, says Paolo Fresco, Fiat chairman.

"We need to have a car that is better responding to the requirements of the [US] market. It will be an Alfa Romeo," Fresco said. "So automatically it is a car that has a sort of sporty characteristic."

But it also needs to be of a higher quality than the Fiats and Alfas of yore, such as the Alfa 164, the last car Fiat sold in America. The unreliability of the Italian brand beat the chestnut of what the letters "FIAT" really stood for: "Fix it again, Tony." [Ed: Fiat brand, not Alfa brand! and I think the 164 is much more reliable than earlier models.]

Fiats dramatically improved in the '90's, with three models winning European Car of the Year: the Fiat Punto in 1995, the Fiat Bravo in 1996 and the Alfa 156 in 1998.

"They were really aiming for the German quality in the 156's build, because that was the major problem with Alfa's: They had major rust problems for many years," said Gilly Filsner, an analyst with the London-based automotive consultancy Ludvigsen Associates.

"Their image was terrible. Even if people liked the brand, [Fiat] didn't have products that anyone would take a chance on."

The 156, produced in sedan and station wagon models, is the likely candidate to appear in the US showrooms, said Fresco, who is optimistic about competing in the US.

"I believe that we're going to have a great success," he said. "When I go to the States we have a couple of Alfa 166s, which

we take around. Every time I stop somewhere there's a group of people around."

Fiat's alliance with GM would facilitate entry to the US market of any of its brands: Fiat, Alfa Romeo and Lancia. (Ferrari and Maserati, also owned by the parent conglomerate, are not part of Fiat Auto and therefore and not part of the GM deal.)

"To participate in the US market we need three things: distribution, service and a product," Fresco said. "And now, we have resolved the distribution and service with the alliance with GM." [Ed: what about marketing, the traditional Achilles heel of Alfa? Will GM handle that as well?]

Fresco says Alfa may return to the United States with more than one model. But, sadly for Alfa enthusiasts and those undergoing mid-life crises, it's unlikely to be either of its roadsters, the Alfa GTV or the current Spider, neither of which would pass [current] US crash-test requirements.

"There's enormous brand equity in the name," said John Casesa, an auto analyst with Merrill Lynch in New York. "Despite its history in the US, it's a very well recognized brand, and what it stands for is very clear: Italian sports car. In that respect I think it's a more powerful brand than Saab. It's much more distinctive positioning."



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**1993 Spider Super Veloce:** Red, camel leather interior, outstanding condition, shop manuals, etc. First owner put easy road miles from Ventura to Glendale, I have about 5,000 on it, all items replaced, sell to a good home, have too many cars... \$9,800 or OBO. Call George (805) 530-0007 or E-mail [e.business@gte.net](mailto:e.business@gte.net) (7/0)

**1987 Milano 3.0 Verde:** Black/grey Recaro's, less than 1K miles on completely rebuilt front suspension, Koni shocks, Shankle Super Sport: Springs, Torsion Bars, and Swaybars, Flowmaster rear exhaust, chrome Speedlines from 88 Verde w/ good 205/50ZR15 Yokohama AVS Intermediate's; new radiator. One of only 11 Verde's made without sunroof, very early production S/N 029, needs cosmetic help, could make nice time trial car or daily driver, runs strong. Asking \$2800 Call Santo or Anthony (818) 701-1614 or E-mail [ITALCARGUY@aol.com](mailto:ITALCARGUY@aol.com) (7/0)

**1965 Giulia Sprint GT:** Red/grey, first production year for GTV, 100% original and complete, roll bar, needs restoration, runs and drives, good solid project car. \$3500 OBO. Call Santo or Anthony (818) 701-1614 or E-mail [ITALCARGUY@aol.com](mailto:ITALCARGUY@aol.com) (7/0)

**1962 2600 Sprint:** Red/black, partially restored, painted 7 years ago, some chrome done, all complete, needs finishing, has been covered and stored indoors for past 7 years. Asking \$3800 OBO. Call Santo or Anthony (818) 701-1614 or [ITALCARGUY@aol.com](mailto:ITALCARGUY@aol.com) (7/0)

**1974 GTV:** Red/black, nice original car, runs and looks great. \$6000.00. Call Fred for details at (714) 773-1473 or E-mail [alfaawe@aol.com](mailto:alfaawe@aol.com) (7/0)

**1991 164S:** White with black, 83K, one owner, no accidents, history complete, by Uwe Backer (now Omega Motorsports) since mile #1. \$9500 OBO. Call Laura at (310) 836-3160 (days) or Email: [alfaomega@prodigy.net](mailto:alfaomega@prodigy.net) (6/0)

**1973 Spider:** Beautiful red lacquer. New convertible top, completely rebuilt engine: 3/4 race cams, dual carbs, Marelli electronic ignition. \$4900 obo. Call Lisa at (408) 517-0433 or [lisal arson@earthlink.net](mailto:lisal arson@earthlink.net) (6/0)

**2 Milano's for sale:** both 2.5 liter, both registered as Non-Operational in CA. One will not pass smog but has Sperry heads, large valves and runners, modified chip with hot cam, and Shankle suspension kit front and rear. The other car has read body damage. Both cars no longer needed, so give them good homes: Make offers. Call Mike at (562) 433-0695 (home). (5/0)

**1995 1664LS:** Here's the car everyone has been looking for! Has everything: power sunroof, windows, door locks, power leather seats, cruise control, retractable side mirrors, auto-dimming rear-view mirror, rear window sunshades, heated front seats, headlamp washers, front & rear fog lights, trunk-ski portal, valet key, dual air bags, A/C-climate control, 210 Hp 24-valve 3.0 liter engine, 15" alloy wheels, 50,000 miles, excellent condition, metallic green with beige interior; \$17,770 OBO. Call Kevin at (818) 406-7097 (day) or (818) 637-8223 (eve). (5/0)

**1974 Spider parts:** Front clip, excellent condition, blue with hood, \$250. Factory hard top for Giulia/Giulietta, fits '74 too! Also trans, engines, doors, hoods, trunk lids, etc.; bring a truck. Call Chuck at (775) 882-0539 or e-mail at [Chuckchris@dellnet.com](mailto:Chuckchris@dellnet.com) (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), edng@pacbell.net (see photos at <http://home.pacbell.net/edng/milano.html>) (3/0 rev. 7/0)

**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), edng@pacbell.net (see photos at <http://home.pacbell.net/edng/gtv6.html>) (3/0 rev. 7/0)

**Toyota MR2:** Turnkey race prepared car with Trailer for sale. Car is proven race winner and in great shape. Perfect learning platform to start driving career. Comes with all stock equipment; 3 sets of wheels, complete spares package. Car is 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 or E-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 [puritani@earthlink.net](mailto:puritani@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, xlnt 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 [Pantardino@aol.com](mailto:Pantardino@aol.com) (2/0)

*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

OR: use a credit card at the AROC web site: [www.aroc-usa.org](http://www.aroc-usa.org)

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

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

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

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

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

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**Affiliation/subscription:** member of another AROC Chapter wishing to join AROSC ..... \$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 90277-6103

## 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* <u>Swap Meet at Omega MotorSports, 8am</u> 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* <u>Driving School - "Streets of Willow"</u> 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 24-25 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 followed by Tech session at Omega MotorSports	3 AROSC Board Meeting 13 Summer Party at Phyllis Gaylard's home 18 Concours Italiano in Monterey 25 General Meeting - 8pm Culver City 26 Mt. Wilson Twilight hillelimb & picnic
September	October	November	December
7 AROSC Board Meeting 9-10 Time Trial - Las Vegas 17 Concours - San Antonio Winery 24 Swap Meet - Huntington Beach? or??? 29 General Meeting - 8pm Culver City	5 AROSC Board Meeting 14-15 Driving School at "Streets of Willow" 21-22 Wine Tour 27 General Meeting - 8pm Culver City	2 AROSC Board Meeting 5 Concours at "Under 3" 11-12 Time Trial- Willow 17 General Meeting - 8pm Culver City, Elections, "White Turkey Auction"	9 Holiday Party 10 AROSC Board Meeting