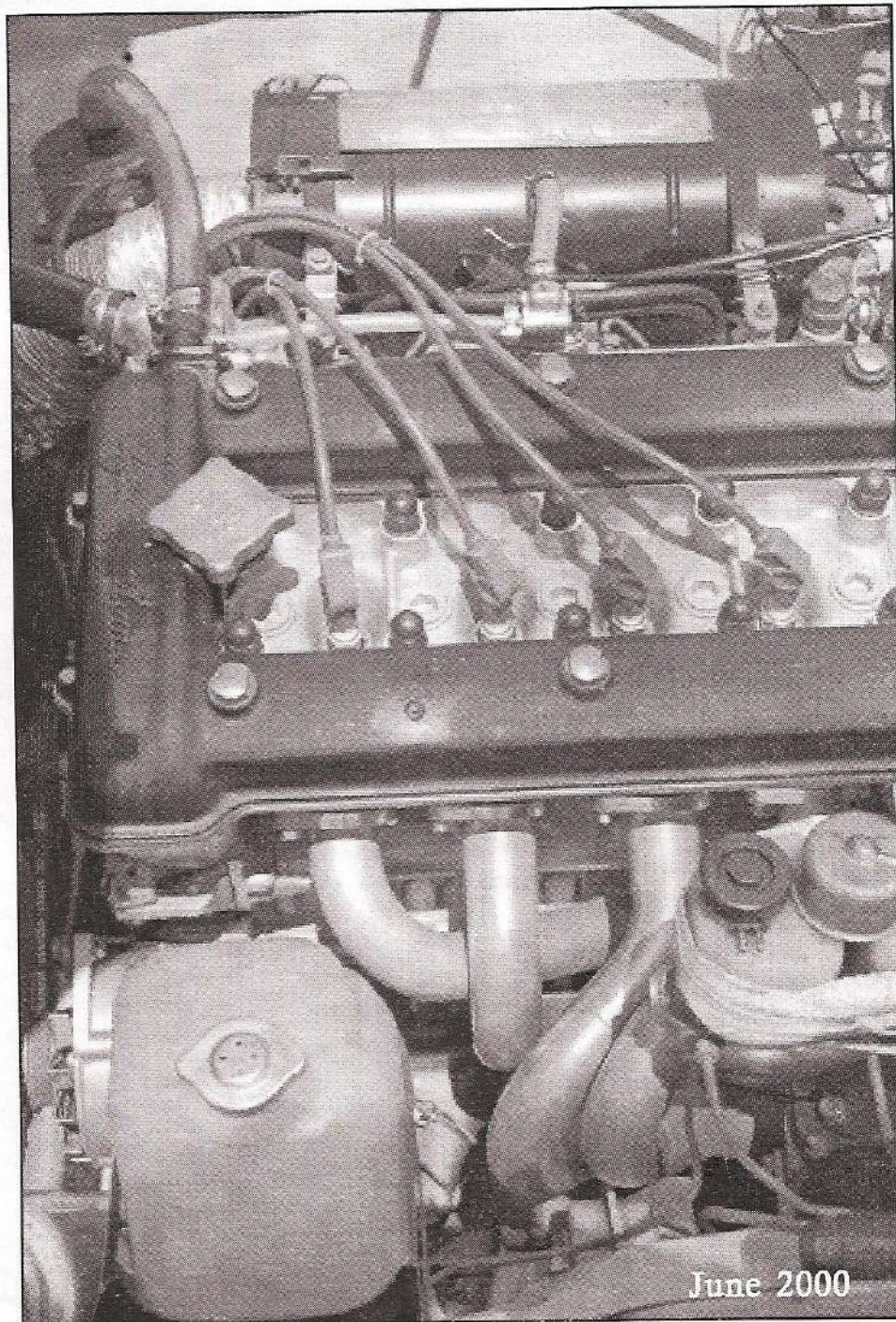


Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



In This Issue: Concours, Drivers School, & more . . .

Alfa Romeo

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

This business end of a 2 liter is clean enough to eat off. It is part of the newly purchased Yellow GTV formerly driven by Phil Guiral and Chris Mayring in the time trials. It was one of many picturesque sights at our El Dorado Park Concours. There is more in this issue on the subject starting on page 10.

Photo by Tom Suter

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

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AROSC Previews

An outline of coming events

Tour to Julian - 24th and 25th of June

If it's not too late, join us for the 1st annual "Tour to Julian". Enjoy a special 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, or wine tasting in Temecula, or an early day home... Coordinate hotel accommodations through the club if you wish to join us for both days of this special event. Contact our VP Kevin Coughlan (see masthead) to make reservations or for more information about this exciting event!

AROSC General Meeting – Friday, 30 June, 8:00 pm

Join us for the June general meeting at the Veteran's Center in Culver City. We hope to have a special program from Dave Gooley with slides of his recent trip to Italy for the Mille Miglia.

AROSC Board Meeting — Thursday, 6 July, 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 month, we will meet at Regan Copple's home. He is cooking dinner, so call him if you plan to dine with us.

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. Caravan to Portland with us for additional enjoyment on the road and off.

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 have a special program this evening!

After preliminary business at the Veteran's Center, we will migrate during the break to Omega MotorSports, just about a mile away, for a tech session. There will be one or two cars up on the lifts so you can see what's where under there, and some pertinent maintenance areas will be pointed out. Of course, there will be questions, with answers provided by Uwe Backer, proprietor of Omega MotorSports. If you come late to the meeting, just go to Omega and join us for coffee, donuts, and info.

AROSC Board Meeting — Thursday, 6 July, 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. Call a board member for the location.

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 in the July issue. Be there!

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

Our new membership director, Regan Copple, 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.

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

AROC Convention Caravan

Final Reminder

2000 AROSC Convention Tour Proposed Route & Itinerary (Revised Mar. 12)

Date	From	To	Miles	Miles/Day
Sunday July 16	Los Angeles	Carmel Valley Village		330
	Los Angeles	Carpenteria	70	
	Carpenteria	Carmel Valley	260	

From Los Angeles to Carmel Valley, Blue Sky Lodg via 101, pick-up AROCCC friends at their Coucours Divertimento. BBQ dinner and wine tasting at the Blue Sky Lodge. (1-800-549-2256, web page on line)

Monday July 17	Carmel Valley	Willits		255
	Carmel Valley	San Francisco	125	
	San Francisco	Willits	130	

From Carmel Valley to Willits, CA Via 101 to Baechtel Creek Inn, 800-459-9911 (web page on line)

Tuesday July 18	Willits	Grants Pass		310
	Willits	Lunch, Samoa Cookhouse	135	
	Samoa Cookhouse	Crescent City	85	
	Crescent City	Grants Pass	90	

From Willits (through beautiful redwood forests) to Grants Pass, OR - Lunch at the Samoa Cookhouse, Eureka via 101 and back to I-5. In Grants Pass we will meet our friends from Delta Sierra and other Chapters at the Redwood Motel, 541-476-0878

Wednesday July 19	Grants Pass	Tigard, OR	235	
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From Grants Pass arrive in Portland (Embassy Suites, Tigard, Oregon) via I-5

Total Trip 1,130

Retractions

Some late information has come to light after the publication of the May issue of *Alfacionada*. In the June 2000 issue of *Road & Track* magazine, there was a familiar picture of a Blower Bentley. It turns out to have the same British license plate as the one in our May article about the Bothwell Collection - a car found parked on the street at the event. Upon perusal of the article, it turns out that this is a replica, built by Bob Petersen Engineering in Devon, England. *R&T* had a feature article with Phil Hill driving an assortment of replica cars including this one, the seventh one built. So you too can own one, for a fraction of the cost of the real thing, although it looks very real. See pages 127-133 in the referenced issue for more details.

Also, in the April issue, Peter Nitoglia was credited as the fastest Alfa. Actually, he was the fastest in the 'fastest' Alfa class (A), but Class C was faster yet, as observed in the results. Such is the folly of meeting deadlines without a proofreader.

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View from the Top

Miscellaneous rumblings from Il Presidente!

So this is what writer's block is. I haven't had a clue of what to write for several weeks. And Phyllis just e-mailed me with the newsletter due date reminder.

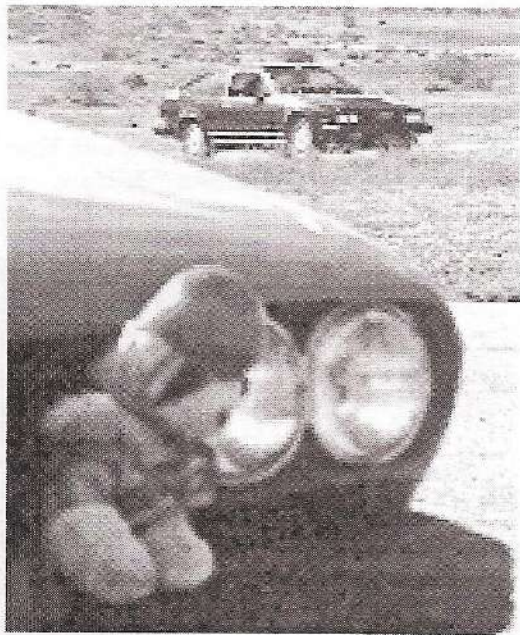
I was in Vista last Saturday visiting my in-laws and decided to drive the long way back home via Kevin's Apple Tour route. I drove about 200 miles. Stopped by Shadow Mountain Winery and saw what a nice place it was. Hope the brunch, tour and tasting we had there (is this the correct tense to use about something that will occur in the future, but the audience will have done in the past?) was great.

I thought about writing my story of how I got involved with AROSC and Alfas. How in 1986 I got started in Time Trials driving my Ford Escort just by hearing this guy, Len Frank, on KPFK telling me how easy it is to get on a real race track.

What a super group of people this Alfa Romeo club was. They always had fun, the Time Trials were well run and as an outsider I was always welcome. And those Alfa 4 cylinder motors sounded pretty nice. This was the late 80's and no V-6s were being time trialed yet.

After a couple of years, 1990, I found a run down Alfetta on a used car lot and bought it because my Ford was pretty dull on the racetrack. I then took my Alfetta to Omega Motorsports and found what it was like to be yelled at by a mechanic (former owner Rex Chalmers). I used to think that the Customer was King. Not with an Alfa! I loved that and we built the car for Time Trials.

I then could be classed with other Alfas, though I was running at the back of the pack. I had been running Time Trials with a Teddy Bear on the front bumper of the Alfetta as a good luck charm. What a good idea! If you can't run up front at least entertain the people.



Paul's Teddy still rides on the front of his Alfetta GT.

In 1993 My Ford was stolen and the insurance money was just enough to buy a 1988 Milano. I liked a white one cause there weren't very many of them, and also the lady I was dating (now married to) liked it. Now all I had were Alfa Romeos to drive.

The Alfetta and I were doing better on the racetrack and I started coming to some meetings. Won some trophies and then a Class win. Got asked to teach at the Club's driving school, and became a regular meeting attendee.

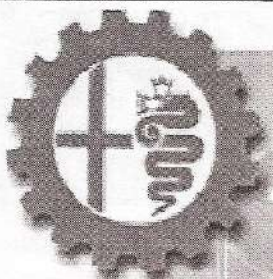
In 1996 wife Mary and I wanted to have the Club along on one of our Wine Tours. There wasn't much for couples to do with the Club at that time. Pitched it to a Board Meeting and it was a success. This act got notice of the Board. Anyone showing the hint of interest needed to be a Board member. Viola!

This year is my turn to be President and have the task of writing this piece each month.

Still can't think of what to write, so I will close this and get it in the e-mail to Phyllis.

Caio,

Sidewaysalfa



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Spring Drivers School

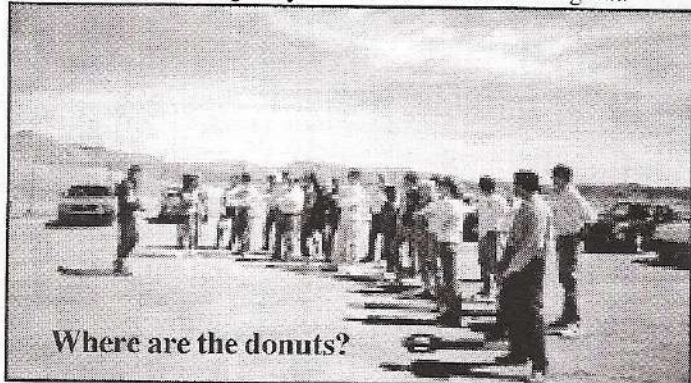
Report by Gene Brown

Photos by Charlie Schwartz, Doug Bender, Brad Gray

The morning is cool. The air is clear. As I stand on the edge of the desert and look out to the horizon I seem to hear the sounds of engines at full song, of machinery pushed to the limits of its designers – and beyond, of man pushing himself to reach a new goal.

For more than fifty years men have gone to the high desert of California to test the limits of men and machine, to exceed the boundaries, to push the envelope. The high desert is the ideal place to exceed the limits, the air is clear, the land is empty, it seems to go on forever. The history of this region is laden with the names of those who reached beyond the limits of mere mortals, names like Yeager, Crossfield, White, Armstrong and others too numerous to list.

Today a new group of men and women will seek to surpass their own limits and go beyond into the realm of the great.



Where are the donuts?

They have brought their machines, machines of all types and colors. Their equipment is ready. They've paid their money and now is the time to experience the ultimate thrill. They are at the Streets of Willow for the AROSC Driving School.

On this cool Saturday morning in early spring over 60 drivers

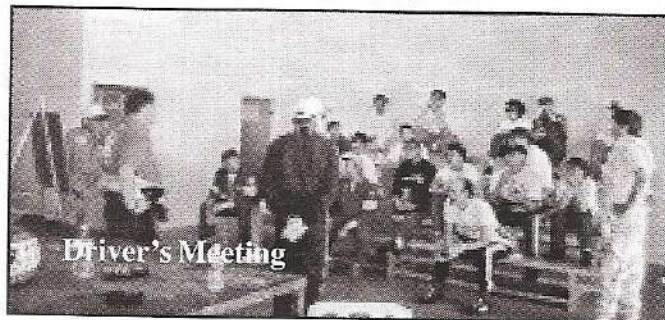


Tech Inspector at work

were gathered to learn how to get more out of their vehicles and themselves – safely. The drivers, like their machines covered the years, from those with just a few years of driving experience to those who might best be described as 'classics'. There were Mustangs, Corvettes, Porsches, BMWs, Ferraris, Hondas and others. And there were also Alfas, oh yes there were Alfas. Over one third of the cars were Alfas. There were GTVs, Supers, Spiders, Milanos, and a lone 164. It was worth coming just to see the machines.

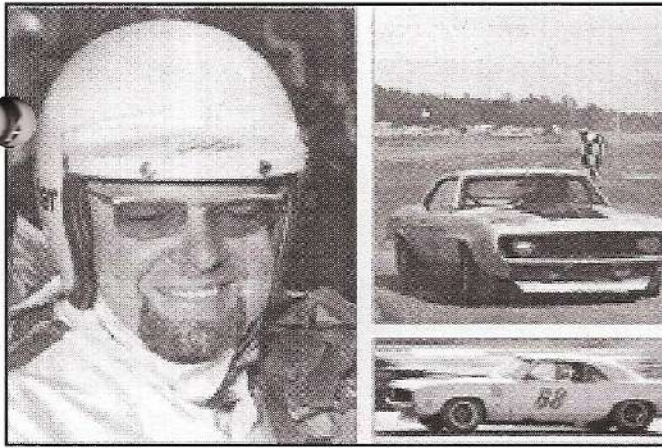
With so many drivers it was important to keep on schedule so that everyone was given ample time to learn and to put into experience what they were taught. I was enrolled in the Street Performance class which had the most students, 25. There were also Novice Time Trial, Advanced Time Trial and Race Group classes. For this school the Advanced Time Trial and the Race Group were combined into one class.

The school consisted of three types of sessions, classroom, skid pad, and track. One hour was spent in each session and the three groups were rotated through the three sessions. Registration and late tech inspection took place from 7:30 to 8:30 on the first morning. I had had my car inspected prior to coming to the school so all I had to do was to find a spot in the pits to park my car and then check in with registration. The tech inspection insures that all of the cars are properly equipped and are safe for the stresses that will be put on them. The tech inspection checks the suspension, brakes, and tires to insure that they are up to snuff. Open cars require a roll bar and all drivers are required to be properly dressed and with helmet and gloves. Also everything that is loose in the car has to be removed. There is ample room in the pits to put your loose items but it is best if you have some type of box to keep loose items in as it does get windy at the track.



Driver's Meeting

At 8:30 all of the drivers assembled in the classroom for a drivers meeting. At this time the instructors were introduced and the ground rules for the school were stated. We were honored to have a special instructor for this school, Milt Minter, who has had a long career in racing including being on the factory teams for Ferrari and Porsche. The other instructors had impressive racing experience of their own. In the



Milt Minter and some of his early rides

Street performance class the instructors were Paul Blankenship, Steve Hamilton, and Ricky Lee. The Novice Time Trial class had Jon Takasugi, Steve Paul, and Ron Susman as instructors. The instructors for the Advanced Time



Brad, Milt, & Paul Ellis

Trial and Race Group class were Paul Ellis, Milt Minter, and Brad Grey.

At 9:30 everything got under way. My group started out in the classroom where we were taught the basics of vehicle control (how to hold the steering wheel). Steering a car around a skid pad or race track involve different hand movements than what most of us were taught in high school drivers education. Also discussed were what we would do on the skid pad in the next hour and the layout of the track. After this we moved out to the skid pad where cones were placed to make an oval for us to drive around. The class was broken up into groups of 5 or 6 for the skid pad. The object was to go as fast as you could around the oval and to get the feel of your vehicle. It was explained to us in the classroom that there was no danger of rolling over, however as you are going around the skid pad, sure that you are up on two wheels, it is difficult to remember



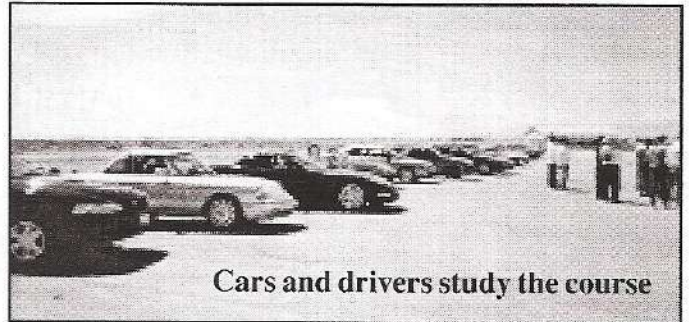
Skid pad fun -- nothing to run into!



Milt Minter in Otto Zipper's T-33

that. After my time on the pad and watching others circulate you realize that the car is not leaning as far as it feels like and you can go faster than you were. This was a great way to build up confidence in the car and the driver.

After we all got to go around the pad a bunch of times it was time to go to the track. At the track there was a short introduction talk and then four or five students at a time would pile into a car and, with an instructor driving, would take a tour of the track. The first lap was to point out braking and turn in



Cars and drivers study the course

Let me say a word about the track. The track we were using consisted of eight turns. You come out of the pits onto the straight and go up hill into a right hand sweeper (turn 1) and then into a right hander (turn 2), of almost 180 degrees, at the top of the hill. You then go into a sweeping left hander (turn 3) which leads you up into the 'turn from hell', a tight hairpin (turn 4). From there you go through a long right hand turn (turn 5) and then into a left right chicane (turns 6 and 7), down a short chute and then a tight right hander (turn 8) onto the straight. Overtaking is allowed only on the straight and then only when the driver of the car being overtaken waves you by.

The group was divided up into two sections and the first section was sent onto the track. This was the moment of truth. Could I really drive my spider around a race track? Had I spent all of the money on the roll bar, harness, and helmet only to decorate my garage? Well I did get around with out taking any off road excursions, although my time was somewhat slower than the track tour in the Buick Regal with Steve driving.

Continued on next page

Continued from page 7

As I continued to circulate I did get faster, at least it seemed faster. I had one anxious moment coming into the chicane when I suffered from brain fade and almost lost it, but I managed to recover nicely and stay on the track. A few people did do some rabbit chasing across the dirt, but usually only once. After about 20 minutes my group was flagged in and the other group was sent out. Of course the instructors were not just sitting around jawing. They were observing their charges and would flag one in every once in a while so that they could go around with them and provide one-on-one instruction for a few laps. When the second group was finished on the track it was time for lunch.

After lunch we were back in the classroom for an hour then back to the skid pad and then on to the track. In this round of sessions

the instructors built upon what we did in the morning. At this class we were taught about steering the car with the throttle and



More skid Pad fun in a Milano

the brake and then given a chance to put it into practice on a wet skid pad. This time we had an instructor with us as we went around to encourage us to go faster and to give us advice on what we were doing. The track session was run as before with two groups. This time while I was on the track Paul Blankenship rode with me for a couple of laps and suggested some different braking points and gear selections. With my car I could stay in third gear for the entire lap except for the 'turn from hell' and turn 8. His suggestions did improve my lap times, although we were not being timed it did seem faster.

I could say that Sunday was more of the same but that would be understating it by a great deal. The classroom covered more steering control and balance. The skid pad, which was again wet, allowed us to work on throttle steering and read end breakaway recovery (in a spin, two feet in). Again we had an instructor in the car to assist and encourage us. When we got back out onto the track I was having so much fun that I failed to notice the white flag at the end of the session and got in an extra lap (and a black flag).

In the afternoon classroom session we were taught about vehicle balance, contact patch and the effects on steering. For the skid pad they set up a slalom course which we went through one at a time sans-instructor. As a few cones were moved around by drivers cutting it a bit to close it got more



Waiting for a turn at the course

exciting trying to make it around all of the cones. We also had a very short section of very tight track that we could power through using the throttle to help control the steering. I was following a Jetta for a bit and I got very distracted observing that he would lift his inside rear wheel, which would stop turning. On the track it just kept getting better and better. Turn three was just like the skid pad, get on the power and use the throttle to steer you through. But all too soon it was over and we had completed our last lap.

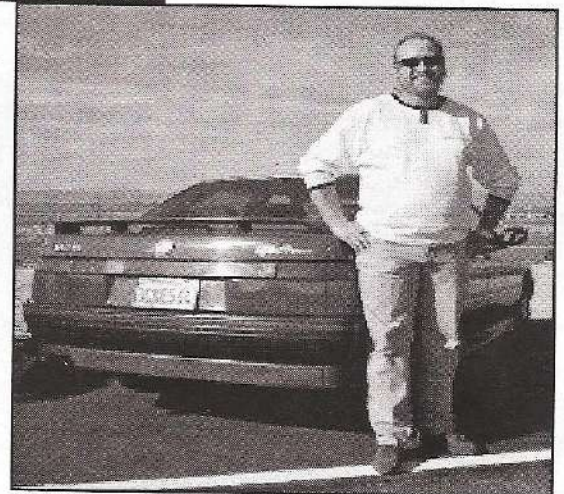
After the school was over they had two additional races. The first was for time trial prepared cars and the other was for race prepared cars. Just to make it interesting the races were run in the opposite direction to how we had been doing it all weekend. Both were very exciting to watch and made me eager to get out there and start time trialing my car.



Past Pres Charlie 'Fangio' Schwartz and his GTV-6 on the "Streets"

On a scale of 1 to 10, I would have to rate the weekend at an 11 or 12. It was way more fun than I ever thought it would be. It was the following Wednesday before the grin started to fade. Before I went to the school I had read a great deal about performance driving but I had never gotten a chance to try out what I had read. At the school I was able to put into practice what I was

taught in a safe environment. There is no substitute to great instructors and hands on experience. The only thing bad is that I feel guilty, I got much more fun than I paid for.



Uwe Backer took his 164 to school: Another happy student!



Milt Minter as a Porsche pilot, hosting a barbeque? Phyllis Gaylard used to race her Alfa TZ against Milt, but missed this episode, unfortunately.

Is Milt telling another of his racing 'war stories'? Brad is amused.



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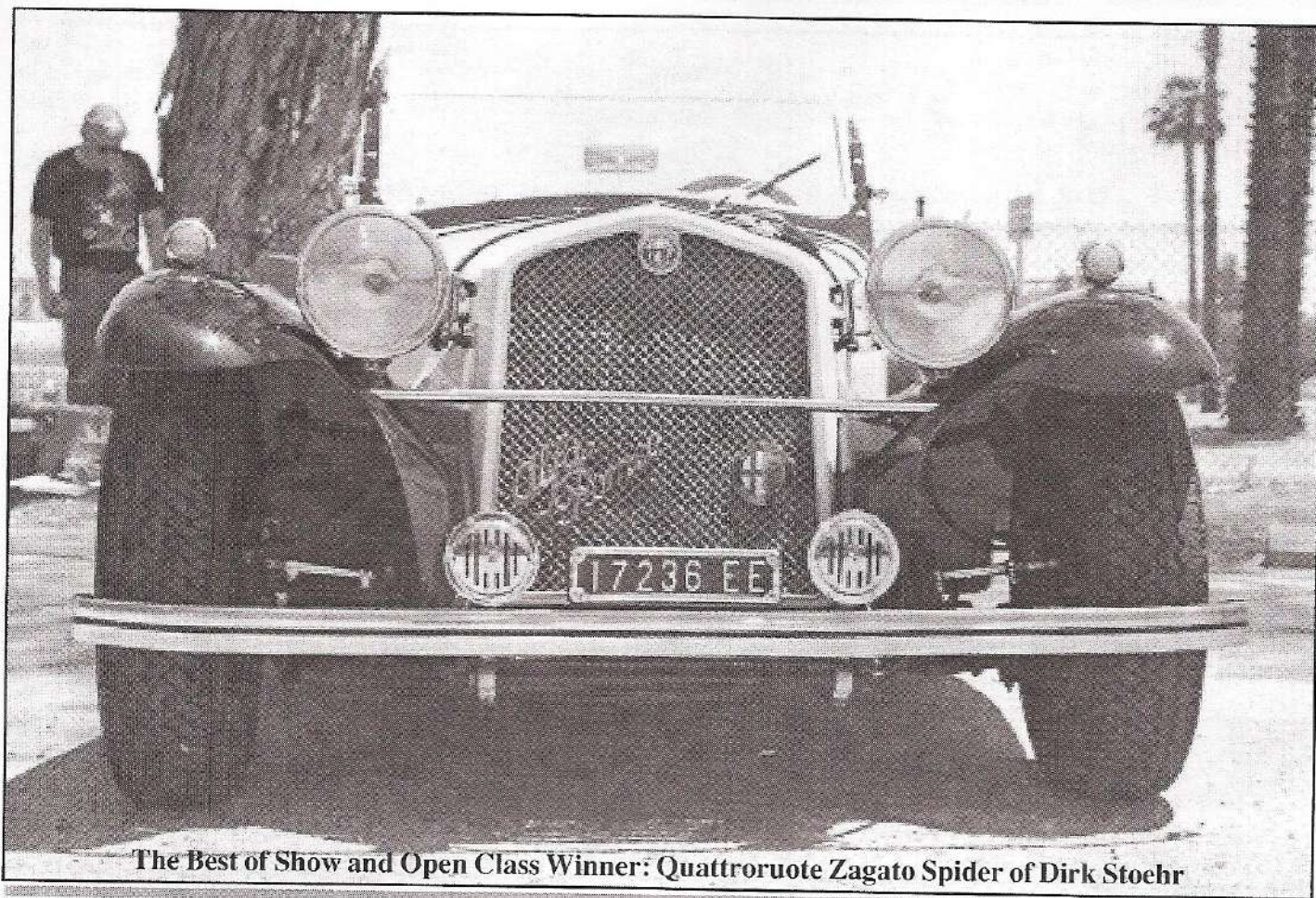
By: Anthony Rimicci

We held our first concours of the year on May 21st, for those of you who forgot.....Where were all of you!?? It couldn't have been better, the sun was out and it wasn't too hot, the weather was just perfect

The turnout was decent, I counted about 18 cars which is a little under what we have been having at the most recent concours'. Some of the non-judged Alfa's ranged from Paul Blankenship's "competition" Milano (he now has 5 points in it for the time trial at Portland), a Giulietta Sprint Speciale which a few of us haven't seen before, my Giulia Spider, Art Russell's time trail GTV, Charlie Schwartz's Spider, Phyllis' 164Q, Dave Gooley's Spider, and a few more GTV's, Spiders, a lone Duetto, and a couple of GTV6's. A few non Alfa's included and nice Ferrari 330 GTC, a mid 1960's Maserati Quattroporte, and an old AC Cobra.

As for the cars that were judged, since there weren't enough cars to make the three classes(open, closed, and special) we had to have a open and closed class. In the open class, Dirk Stoehr took first and Best of Show with his stunning Quattroruote Zagato Spider, Ian Evans got second in his Giulietta Spider which looks better and better every time I see it, and Carrie Adrian took third in her really nice 93 Spider.

In the closed class, Dirk took first once again in his one of 14 made Giulia Ti Colli Station Wagon, Mike McKnight got second in his awesome looking 164 LS (nice 18" rims Mike), and Steve Johnson took third in his extremely original and very nice Junior Zagato. This car still has a beautiful shiny original paint and near perfect original interior. Behind these cars followed Steve Cole's very original Alfetta GT and Gene Brown's Montreal.



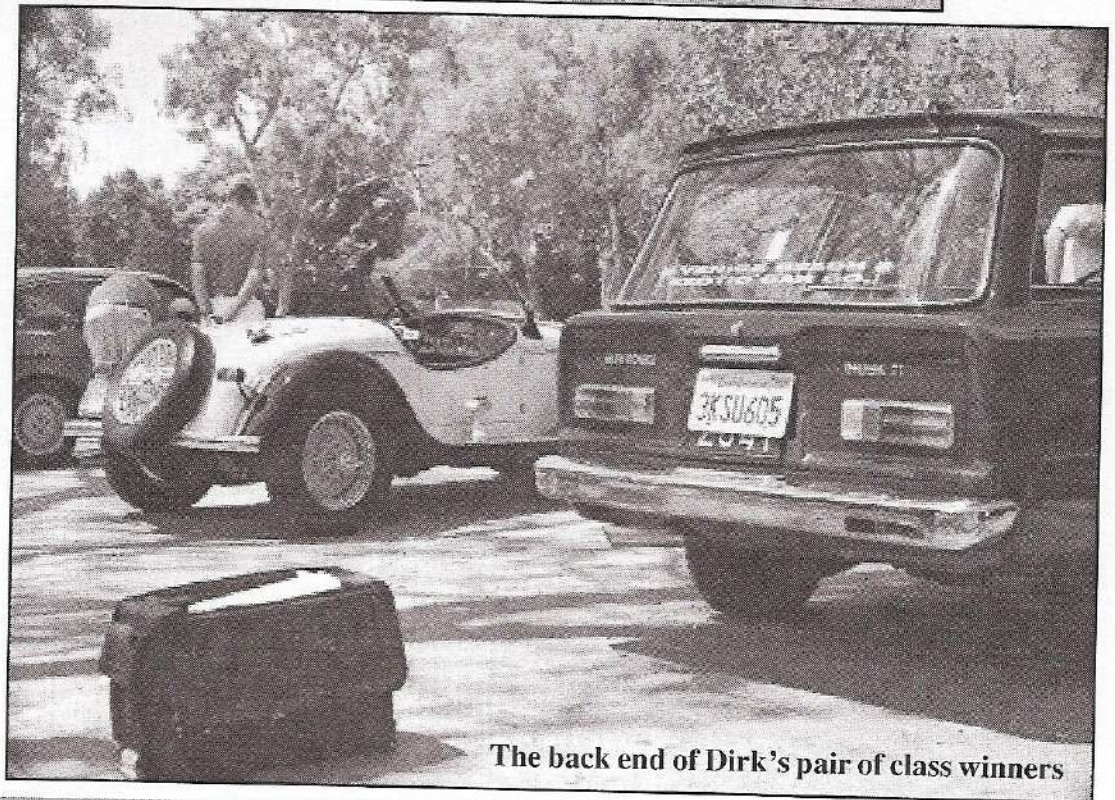
The Best of Show and Open Class Winner: Quattroruote Zagato Spider of Dirk Stoehr

El Dorado Park

Tom Suter



Steve Johnson's Junior Zagato and Dirk Stoehr's class-winning Giulia Ti Colli Station Wagon



The back end of Dirk's pair of class winners

Concourse Report Continued:

Results

Open

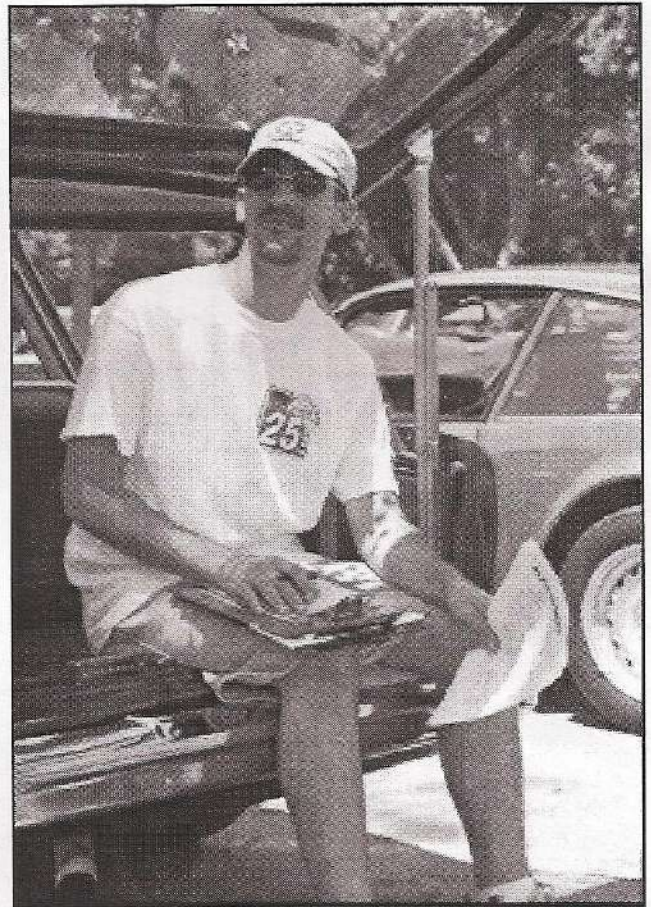
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|-----|---------------|----------------------------|
| 1st | Dirk Stoehr | Quattroruote Zagato Spider |
| 2nd | Ian Evans | Giulietta Spider |
| 3rd | Carrie Adrian | Spider Veloce |

Closed

- | | | |
|-----|---------------|-------------------------------|
| 1st | Dirk Stoehr | Giulia Ti Colli Station Wagon |
| 2nd | Mike McKnight | 164 LS |
| 3rd | Steve Johnson | Junior Zagato |

Best of Show

Dirk Stoehr Quattroruote Zagato Spider



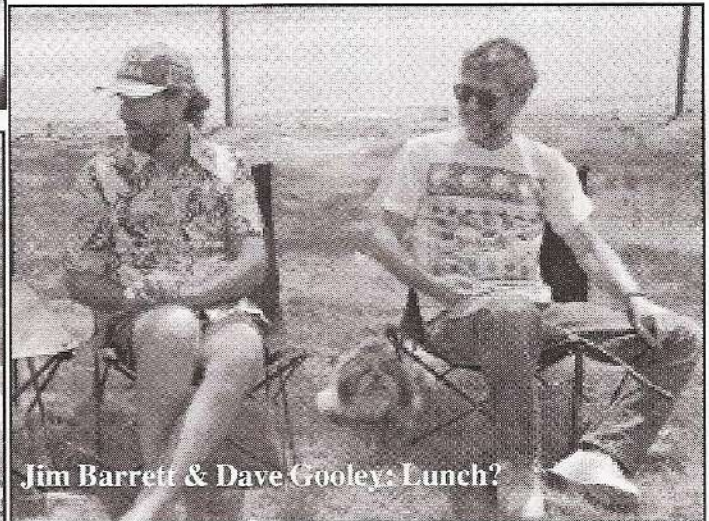
**Anthony Rimicci busy tabulating the results
(who offered what for the 1st place award?)**



The Office!



Lunch is served!



Jim Barrett & Dave Gooley: Lunch?

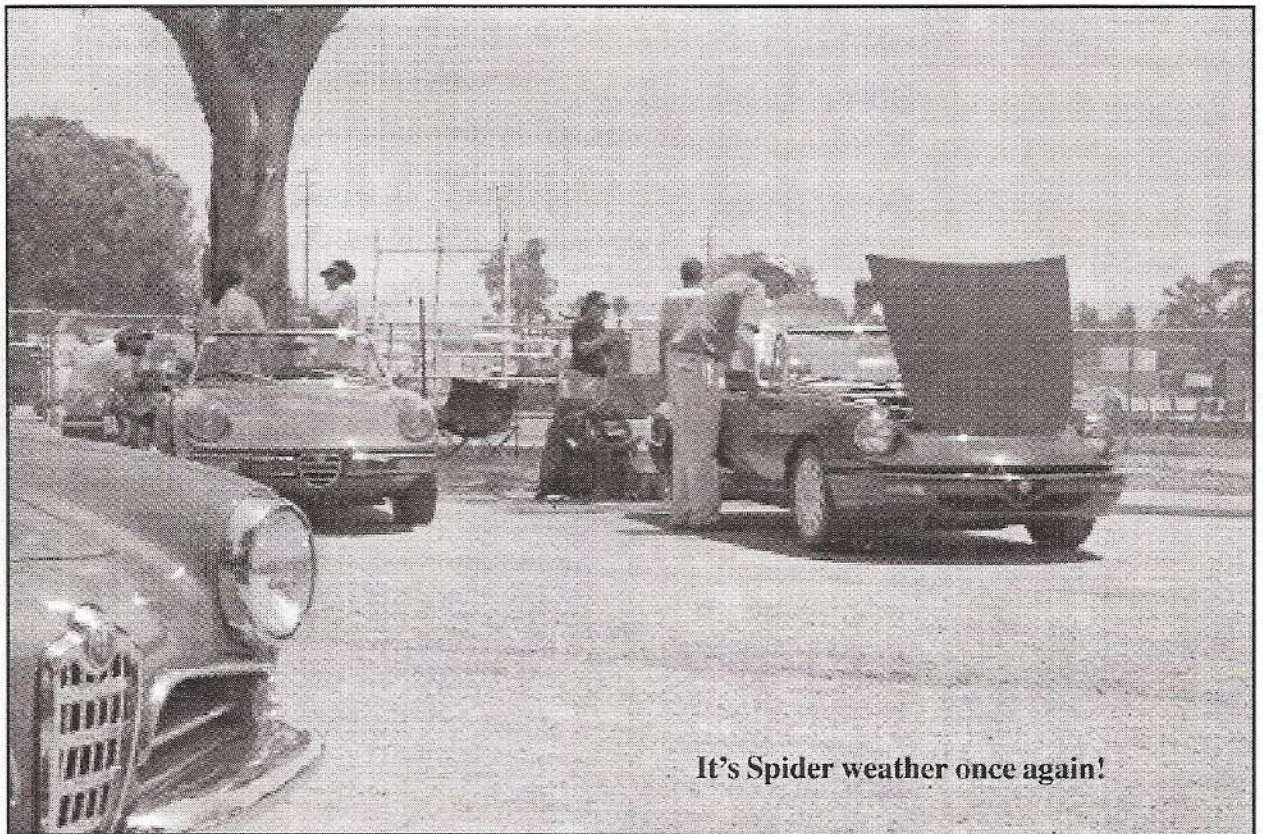


We had all kinds of cars come to this event: Newly purchased Yellow GTV and a CHP cruiser (not competing)

Despite the low turnout, the event still was a success and we all had a good time. This event wouldn't have been done without the judges who assisted me; Art Russell, Doug Bender, and finally Dan Ritter. I look forward to seeing everyone at the next concours on September 23rd at San Antonio Winery in Downtown Los Angeles.

Many people have been asking if we are going to have our own concours at the National Convention and my answer is going to have to be no because there already is one planned for the last day of the convention. So, I am asking those of you who are going to enter your cars and concours and show all the other chapters

the nice Alfa's that Southern California has to offer. I heard there is even going to be a competition class so race/time trial cars are welcome too.



It's Spider weather once again!



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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:

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AROSC reminder service needs update

Are you a member who is Internet "wired"?

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

jmnegrin@earthlink.net

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

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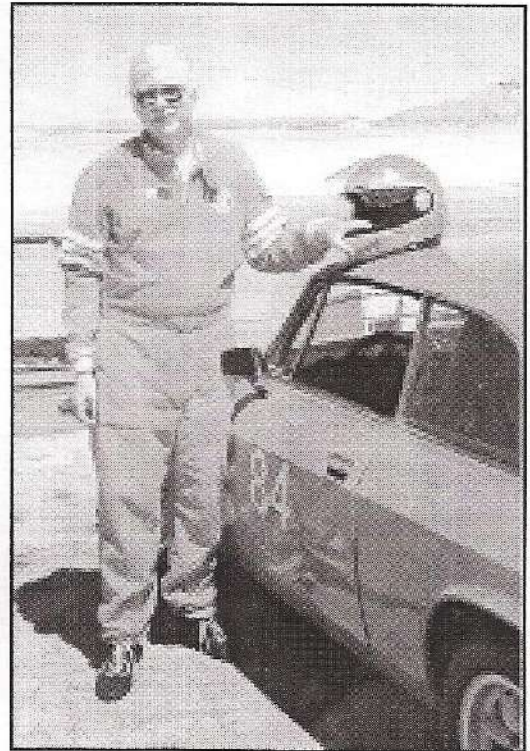
Profiles of our Board Members: Art Russell

Art Russell was bitten by the car bug at an early age. As a boy growing up in Mar Vista he built model airplanes, cars and boats. Living on the Mar Vista hill in the 40s and 50s there was not a lot of traffic and he built soap box coasters to race with other kids on the hilly streets. Art entered the Soap Box Derby races for three years.

His interest in model making lead him to enter the Fisher Body Craftsman Guild, a contest run by General Motors for car design. He entered the contest for six years from age 14 to 19 years old. In 1957 Art won first senior national and a college scholarship. Art used the scholarship to attend the Art Center College of Design where he studied transportation and product design.

Art's interest in cars went from hot rods and custom cars, (his first car was a 1946 Chevy coupe that he customized and painted in his dad's garage) to sports cars. After graduating from Art Center he could finally afford a sports car and looked at many ranging from MG TCs to XK 120s but Art really liked the then new Alfa Giulietta Spider. At this time of his life he had the first of three sons and a two-place Spider was not very practical so he found a nice used Porsche 356A coupe. This was far superior to the 46 Chevy which was still in use.

As the family expanded to 5 with twin boys the 356 was traded for a VW camper van. There was a long period of time that the only sports cars were on the pages of Road & Track. Art built a Myers Manx dune buggy and had several old British motorcycles as the boys grew older. After they had grown and left home Art was looking to get back to a real sports car and thought of the Giulietta Spider that won his



heart back in '59. After looking at a number of spiders he bought probably the last one he should have gotten: a 1963 Spider. It was and still is a complete basket case. It has been under restoration since 1991. This is when he joined AROSC. After a couple of years working on the spider he thought he should get a driver to have while working on the spider, a big mistake. The '72 GTV that he found started to take all the time and money in the sports car budget. At first the GTV was just for street fun and then Art took the AROSC driving school. This led to another driving school and improving the GTV. In 1996 Art entered his first time trial at Buttonwillow. Art and Doug Bender were the only two cars in class D and Doug got first and Art could say he was second in class. This was the start of a good friendship and a friendly rivalry.

The spider project is still waiting to be finished, and as he is now nearly retired from his design and model business, maybe there will be time to work on the spider again.



Vintage Race Report

In The Driver's Seat By: *Anthony Rimicci*

The next stop on the VARA schedule was on May 7th at Buttonwillow. The feature races for this weekend were the British challenge races. There were three: one for Mini vs. Sprite, another for MG vs. Triumph, and finally one for Big Bore British cars. The Alfa participation was up this month from last. There were 12 Alfa's this time mainly GTV's, a few Giulietta's, and an ex-Autodelta GTA which is said to have won the German Touring Car Championship back in 1966.

In Group 1, Kevin McKee was the winner in BS after being moved up from DP in the middle of the weekend because he was going "too fast" according to the other drivers in his group, especially by the second place DP car. Alan Ward followed a bit back in second because he couldn't get around the big muscle cars that were blowing the doors off everyone in the straights and holding everyone up on the corners

In Group 5, my GT Junior and Don Queen's Giulietta were the only Alfa's. We both were running very strong the whole weekend and I was up to second in my class (EP3) at one time. That is until I made a couple of stupid rookie mistakes while challenging for the lead and ended up in the dirt twice. At least now I know my car has potential to get a class victory. As for Don, He ended up finishing right in the middle of the pack out of 40 cars with me a few cars back, actually about 6 cars.

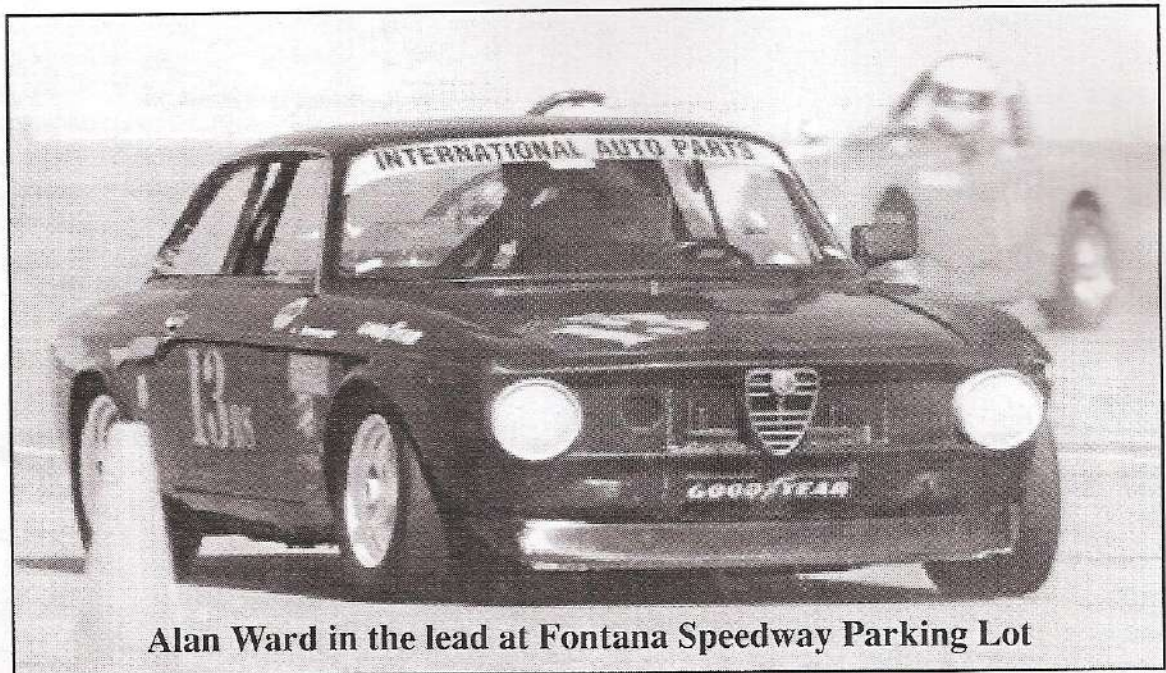
Group 6 had two Alfa's, David Wall's Giulietta Spider and Dick Hughes'

Giulietta Sprint (for sale). I didn't see this race, but I do know that the Sprint retired in one of the practice sessions with suspension problems. As for the Spider, Fred Schudekopp, David's mechanic later on that day told me the car ran well all weekend and it finished high up in the class of 46 cars, leading for a time.

Group 7, the final group of the weekend included 5 Alfa's. Gary Kuntz, Dirk Stoehr, John Samson, and Jerry Tinney raced GTV's while Mike Kinney race a lone GTA. This race went pretty well for the Alfa's. They all ran strong in their group which was mixed in with some very fast Porsche 911 which ran in CP rather than DP with the Alfa's. The only Alfa casualty was the GTA whose wheel came off close to the end of the race.

The next VARA race was held at Fontana Speedway (in the parking lot) on Memorial Day weekend. The Alfa participation was down as was the rest of the field with only Alan Ward and John Samson bringing out their GTV's. Apparently, Alan was very fast all weekend winning his class in both the qualifying race and the main race. John Samson took top honors in DP1.

The next race is going to be held at the French Valley Airport in Temecula on the weekend of June 24-25. Hope to see everyone there.



Alan Ward in the lead at Fontana Speedway Parking Lot

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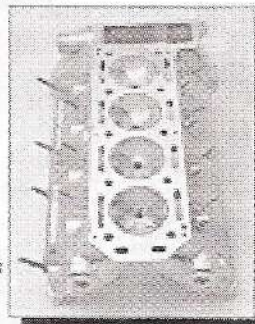
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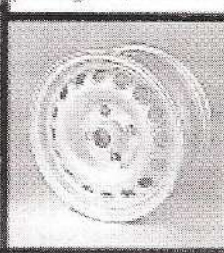
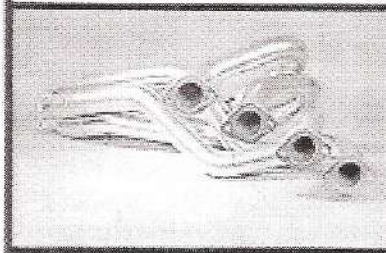
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1973 Alfa Spider: Beautiful red lacquer. New convertible top, completely rebuilt engine: 3/4 race cams, dual carbs, Marelli electronic ignition. \$4900 obo. Call Lisa at (408) 517-0433 or liscalson@earthlink.net (6/0)

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 (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 (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 (see photos at <http://www.pe.net/~edwardng/gtv6.html>) (3/0)

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 (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. (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 hubs, 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 (DARKMAN/Mark) (3/0)

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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. Call Jim Barrett at (714) 964-9530, edlinab@mindspring.com (2/0)

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

1971 Bertina: 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)

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

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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* Swap Meet at Omega MotorSports, 8am 28 General Meeting - 8pm Culver City 29 Tour Bothwell Antique Race Car collection * Note Date Change
May	June	July	August
4 AROSC Board Meeting 6-7* Driving School - "Streets of Willow" 21 Concours Long Beach 26 General Meeting - 8pm Culver City * Note Date Change	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 National Convention, Portland, OR 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 26 Mt. Wilson Twilight hillclimb & 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 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 Liter", Woodley Park 11-12 Time Trial- Willow Springs 17 General Meeting - 8pm Culver City, Elections,	9 Holiday Party 10 AROSC Board Meeting