

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA

NEWS FLASH!! STOP THE PRESSES!!

Gm, Fiat Agree to \$2.4 Billion Alliance

(From the Los Angeles Times, March 14, 2000)

It was announced at Fiat headquarters in Turin on Monday, March 13 that Fiat, Italy's biggest employer and the world's No.7 auto maker, and General Motors Corp. have formed an alliance to cut costs and seek new markets for both companies. General Motors acquired a 20% stake in Fiat, while Fiat got 5.1% of GM.

The alliance is setting up joint engine-building, purchasing and financing ventures in Europe and South America. The new allies expect to raise combined sales from 8.5 million vehicles to 11 million per year, while retaining their own assembly lines, brands, and identities. The share swap covers Alfa Romeo and Lancia marques, but not Ferrari and Maserati divisions, although GM has first right to bid on them if Fiat decides to sell in the future. Fiat retains autonomy and control of the company, thus ensuring Fiat's survival. This was the deal-maker relative to other deals offered, including a buy-out by Daimler-Chrysler.

"The new partners are reportedly planning to consider reintroducing the Alfa Romeo brand in the U.S."

March 2000

**In This Issue: Giulia TI Super,
Roman Roads Tour, & more . . .**

Giuliana

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

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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

Il Presidente Left at Museum?

This month's cover photo was compliments of Tom Suter, who found Paul Blankenship happily trying on the Indy Car at the Petersen Automotive Museum. We're not sure that Paul could get out, so he may still be in there. This has been moved to page 5 to bring the late breaking news about the GM-Fiat Alliance and possible return of *Alfa*.

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

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AROSC Previews

An outline of coming events

AROSC General Meeting – Friday, 31 March

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

Tour "In Search of Wildflowers" – Sunday, 2 April

You know the drill. We get up early some Sunday morning. We all meet in a parking lot in the north end of the San Fernando Valley. We then wend our way through the mountains and valleys to the desert area that some call suburban Lancaster. On a good year we can be rewarded with the wonderful colors that are the California desert wild flowers in bloom. Once out in the desert, we sit ourselves down on whatever is available (sometimes even a picnic table) and have a picnic lunch in fine company.

Am I leaving anything out? Well, I could be honest and mention that the reason the tour has picked up the name of "In Search of Wild Flowers" is that there usually aren't too many, if any. This year looks like more of the same. The rains are staying too far north to do much good to the wild flowers. We, however, will still drive forth, over some of the best driving roads that I can find. We will hope to find flowers in bloom. Even if we don't, we still will have a wonderful time with wonderful people. I must also mention, or rather repeat the information in the title. The Sunday that we are doing all of this is the second of April. Don't let the proximity to April Fools' Day scare you. Then again, don't be surprised if something out of the ordinary finds its way into our tour while we are in Search of Wild Flowers. It's like Huell Howser's search for California's gold on KCET – you never know where it will lead, but it's worth the trip.

AROSC Board Meeting — Tuesday, 4 April

This month's Board of Directors meeting will be held 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. Note the change in day, and that we are considering a restaurant in Redondo Beach. Call a board member to find out where and what time we will meet.

AROSC General Meeting – Friday, 28 April

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

Semi-Annual Swap Meet -- Saturday, 22 April, RESCHEDULED FROM MARCH!

We have an offer from Uwe Backer of Omega Motor Sports to hold our swap meet in his parking area and that of the adjacent business. Bring your "stuff" and sell to someone who needs it, and buy their "stuff" that you need, all in a good cause. Seller's space costs \$10 each. 8:00AM to 3:00PM at 3822 Clarington Avenue, Culver City. (310) 836-3160 for directions or check the link from our web site for a map.

Tour the Bothwell Collection – Saturday, 29 April

The Citroen Car Club and the Alfa Romeo Owners Club are joining forces for a day of cars and camaraderie. The first stop is the Bothwell Ranch. Lindley Bothwell started his unique collection of automobiles in the 1920's and continued through the 1940's.

His collection includes over 40 cars all of which have either a racing history or are of historical significance in the development of the automobile. The collection is housed in old barns on the Bothwell Ranch in Woodland Hills. All the cars are in original, unrestored condition and are kept in running order. This is an event not to be missed! The tour lasts about two hours and will be followed by a Bar B Que and informal tour of Michael Harper-Smith's collection of 30 + French cars and over 100 Italian motorcycles.

AROSC Board Meeting — Thursday, 4 May

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

Driver's School – May 6-7 -- NOTE DATE CHANGE!

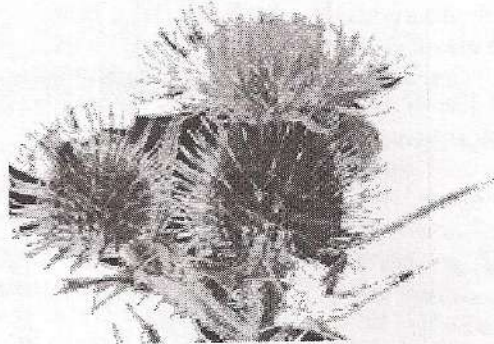
Our Semi-Annual driver's school will be held at the Streets of Willow on this weekend. Come out to learn more about how your car handles, not just on a track, but in an emergency situation as well, on the wet skid-pad. Contact Steve Hamilton for more information: (310) 214-5110

It's Time to Search for Wild Flowers

Wild Flowers for the Year 2000

Jay Negrin

I will leave to others to argue whether or not this is the start of new millennium, a new century, or not. It is the start of a New Year, although by the time you get this, it won't be so new any more. What it means though, as night follows day, is that spring follows winter. And, whether or not the weather indicates that winter has flown, the calendar indicates that it should have. That is all we, the fearless tourers of AROSC, need to hunt the elusive wild flowers. This year, we are doing the tour on Sunday, the second of April.




Following in prior years' format, we will meet at 9:30 or so in the morning in the north end of the San Fernando Valley. The meeting location is on the northeast corner of Devonshire St and Sepulveda Blvd, behind the Bank of America. If you are coming from the north or the south, simply exit the San Diego Fwy (I-405) at Devonshire St. Turn east onto Devonshire at the bottom of the offramp. Continue past Sepulveda Blvd, and pull into the second driveway, behind the bank. If you are coming from the east or west, you will want to exit the 118, formerly the Simi

Freeway, at the Sepulveda Blvd offramp. Turn south on Sepulveda, at the bottom of the ramp. Then, turn left on Devonshire, and left again into the second driveway, behind the bank. There is ample parking there for us to congregate while we wait for all to arrive.

For those not used to the format, I will briefly describe what we do. We start out, at 10 AM or so. We drive for several hours over some moderately challenging canyon and mountain roads until we find ourselves in the high desert region, west of Palmdale/Lancaster. When we arrive, hopefully where there are many wild flowers blooming, we stop our caravan, find places to sit, and enjoy picnic lunches that we (hopefully) have prepared and brought with us. If you haven't had time to prepare, fear not, as there are a couple of markets within walking distance, which can provide almost anything you need for our outing. I should also mention that there will be several stops along the way to rest, relax, and re-group.

I may treat this event as I would a rally, but it really is designed to be low key and fun. So clean your Alfa, come out, and enjoy some fun driving roads.



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View from the Top

Miscellaneous rumblings from Il Presidente!

The Peterson tour went great, thanks to a club member, Paul Dexler who is a decent docent at the Peterson, and Jay Negrin. Paul gets his cars worked at the same place Jay Negrin does. Jay couldn't get through to the Peterson people to see if AROSC could get a "deal" on our admission. Paul made the connection and the Peterson gave us free parking and a buck off of admission.

We all parked on the top floor of the parking structure, all by ourselves. I counted 20 Alfas, including our own Alfa ambulance, courtesy of Dirk Storer. Unfortunately the only emergency help required was for the ambulance. Seems that the architect who designed the parking lot didn't take into consideration of emergency light clearance on top of the Alfa ambulance.

any way, we got to see the Peterson's current display of Low Riders. (Perhaps Dirk should have visited this display earlier). The cars were beautiful, but Mary and I have realized that our tastes lean more towards the classics. Paul provided a personal tour, with lots of details. Thanks.

At the club meeting last Friday night four new people stopped by. I got Bill and Guillani's names but not two other guys who came by late. Thanks for stopping by all four of you. Hope we had something that interested you.

AROC is taking Nominations for the National Board of Directors. Takes some time commitment but a great way to make your thoughts felt at the national level. Christopher Boles, a long time member, is interested. Contact another Board member or me if you are interested. April 15 is the deadline.

Now the pitch for the AROC Convention in Portland, July 10-23. I have been talking to people from San Diego, Central Coast, Delta Sierra (Sacramento) and ARA (S.F. bay area). We are all coordinating our efforts. Here is the AROSC plan as it stands today:

- Sunday, July 16 to Carmel Valley, via Santa Barbara and Hwy. 101. We are planning a BBQ and wine tasting at the motel which has room for outside dining and drinking.
- Monday, to Willits, CA (destination of the Skunk Train is their claim to fame).
- Tues. Grants Pass, Oregon via the Redwoods and through the north coast.
- Wed. we will gather up all of the Alfas from the other clubs and drive triumphantly in to Portland, banners waving, crowds lining the streets throwing roses in the roadway, . . . Oh well you get the idea.



Phyllis is interested in driving in a Time Trial at Seattle Raceway on Wednesday so she may have details on the "Race up to the Race". Also some people from ARA are planning to arrive on Thursday, a day later than our trip. Not a bad idea since Wednesday is the AROC Annual Board (bored) meeting that I will attend.

And finally, I question the reliability of the Milano. I'm spending this rainy weekend changing the clutch and throw out bearing. I just changed them 120,000 miles ago. And the motor had to be rebuilt a couple of years ago at 210,000 miles. What's up with that??

Caio
Frequently Sideways

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Touring: Roman Roads

by Kevin N. Risi-Coughlan

The peaks of the Gran Sasso d'Italia appear to be very far away. The morning air is a hazy filter along the Adriatic coast, a white and humid halo. It arches over the mountains, and a road of pure fun leaves the monotonous autostrada and leaps towards the distant peaks.

This column begins on Italy 4, Via Salaria, another glorious "strada principali" in that country so dedicated to stunning roads and the vehicles designed for them. Because of this dedication to motorized hedonism, we have Alfa Romeo. Because of a people who see little barrier between engineering and art, Italy is a magnificent place. Because the roads are there, we will visit them from time to time in this newsletter.

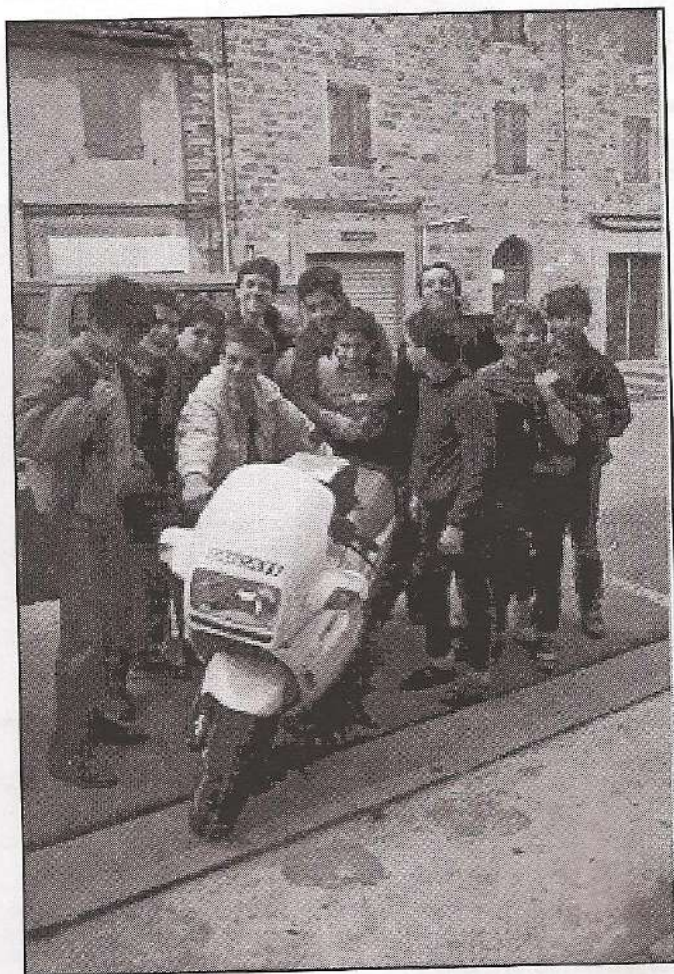
Perhaps you will find your reason to explore them?

A "strada principali" is not quite a highway, but more than a local road. Via Salaria is fast if you like, but not in a hurry to wind through the shady groves of oak and chestnut that line the river flowing out of those mountains, closer than they seem. While I have a destination today, this road could be destination enough. Smooth, linked, cambered curves are a joy at any speed. A gracefully arching bridge sweeps beneath a hilltop defensive wall, doubtless put there to protect the terraced orchards of olives and peaches that seem the work of centuries. The wall is a ruin. The road is paved like a racetrack. Well marked for road conditions, it is very poorly marked for destinations. After yesterdays' adventure of autostrada tunnels, bridges, and rain, the pace and rhythm of this road are delights to be savored. I recall with a grin that most of the past eighty days have been just like this!

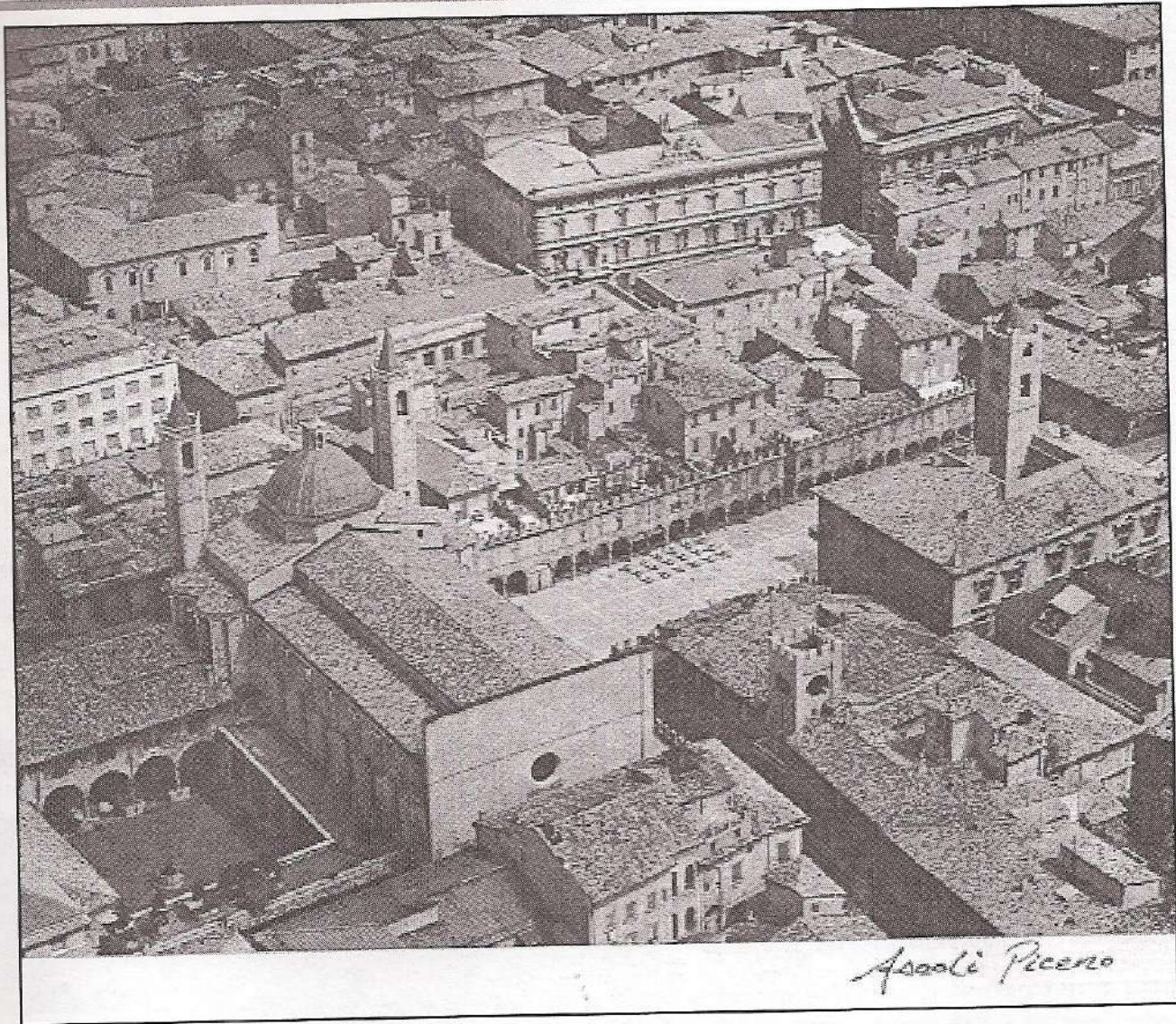
Mid-July in central Italy, and only 3,000 miles have rolled beneath my Pirellis since I left Bologna in April. Less mileage than I would have expected, before this first trip to travel the roads of Italy. I have gained a bit of experience, understanding that although Italy is roughly the size of California, it is a compact place with virtually no wilderness and few big cities. Fifty or a hundred miles from wherever you stand, everything changes: the architecture, the food and wine, the countryside, even the language. These changes are most profound in the small

towns. "Vera Italia". So if you set out to travel three or four hundred miles a day, from one major destination to another, you will miss most of Italy!

On this trip I am traveling Italy "in moto" (by motorcycle). Ducati! Other trips have been by Alfa, Autobianchi, Lancia, hydrofoil, train, and vespa. The best way to travel is a choice between intense flavors, but if you want to immerse yourself in Italy you cannot do better than an open vehicle, two wheels or four.



Yesterday was a day for going fast. So it began, hurtling out of the south, kilometer long tunnels that empty onto equally long bridges 100+ meters in the air, then back into a tunnel, repeated this way for hours on end. Sweeping and level, right through the coastal mountains of Puglia and the Abruzzi. Raw speed, sparse traffic... until the rain hits like a waterfall after exiting a tunnel through the mountain that hid the clouds so well. Exits on the



Ascoli Piceno

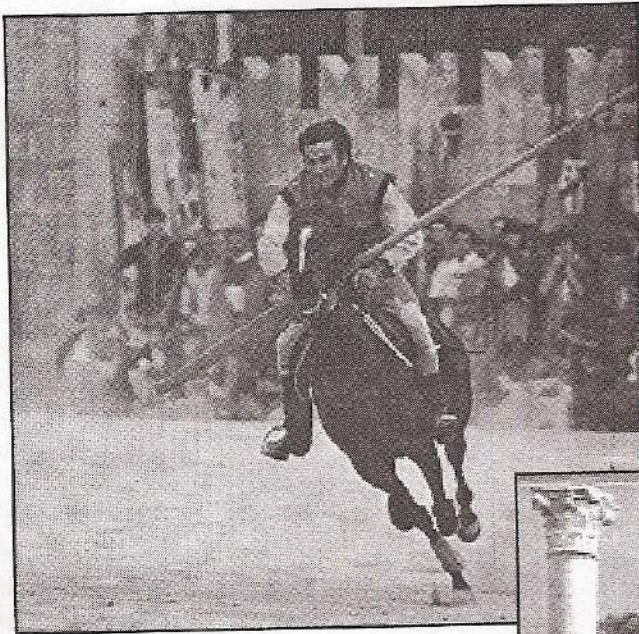
Autostrade are rare (they bypass all but the largest towns), and you can't turn around. The day ends very wet indeed.

Strada principali reach out to all those small towns between the better known destinations, and my stop for the day will be Ascoli Piceno, an exceptionally beautiful hill town in the region called Le Marche (The Marches). I wanted to visit the spectacular Roman ruins there, and had also been told of the stuffed olives that were famous throughout Italy. Justifiably famous, in my opinion, quite unique with a fried polenta crust and surprising flavors from the many traditional stuffings. The "ruins" were equally surprising. A very tall, single-arch bridge was built by the emperor Augustus about 20 AD. It is a dramatic and immense structure. So how did it elude me for nearly two days? Local directions (and the map) did not make clear, you see, that the official "best view" was on top of the bridge, which was busily conducting traffic

into town just as it had for nearly two millennia. I had used it twice myself!

By the time you visit Ascoli Piceno, you will have seen many piazza. None are more perfectly harmonious than here. The Piazza del Popolo is surrounded by early renaissance loggia dating from the early 1200's. The architecture above and behind these graceful arches has changed little since 1550. The travertine paving still rings with the calls of merchants on market day. Few non-Italian tourists can be seen here, even on the first Sunday in August; the next four days are filled with the festival of Sant' Emidio, culminating in the tournament of Quintana. Then the Piazza rings more loudly! The clash of steel weapons is moderated only a little by safety-padding, as they are very authentic indeed.

Eating and sleeping are easy to do well in Ascoli Piceno. Tourism is low key and mostly Italian, which means you



that was once the stable and armory, heavy stone walls; this is now the Youth Hostel!

From Ascoli Piceno you can jump into the Gran Sasso d'Italia, highest of the Appenine Mountain range. Italy 4, Via Salaria becomes a delightful mountain road of haunting beauty. It is the gateway to a hundred country roads that twist through spectacular gorges and granite peaks, windswept hilltowns clinging to sheer escarpments, friendly people curious to know how the devil you found your way so far from the beaten track. Via Salaria could have you in Rome by sunset. Why you might take longer will be in the next column.



would have to try very hard to get a bad meal or a room without ambiance. Try the thermal bath resorts just outside of town for a splendid and relaxing treat. Or stay in the old town, park the car for a day or two, and walk back in time through the ancient streets. Fax the local tourist board for help finding a hotel. Even the most modest lodgings in the old town were once the in-town fortress of the Longobardi family during the religious civil wars of the 12th - 13th centuries. Battlement tower, a lobby



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We Did the Petersen

AROSC Goes High Brow

by Jay Negrin,
Photo by Tom Suter

Did we visit the Petersen? You bet we did. There was a brief respite in the rains that have plagued Los Angeles during the latter half of February. The 26th of February dawned bright, with the only hint of rain laying in the puddles that lined the streets and the parking lot of the museum.

That was enough good news to bring out twenty cars including Dirk Stoehr's vintage Alfa Romeo ambulance, complete with siren, bi-level stretchers, and restraints that were reputedly for holding oxygen tanks. I think they looked suspiciously like ankle restraints, but I could be wrong. A wonderful red (of course) 900 coupe, a Zagato if I am correct, was likely the most senior Alfa in our crowd. There was no shortage of Spiders, either, from Giulietta to Series 4. This was a indicator that a brief lull in the rains was all that was needed to bring out the topless in some of us.

Showing that a little forethought goes a long way, a call to the museum a week ahead gave us preferred parking on the upper deck, in the gorgeous morning sunlight. The Petersen also opened the parking lot to us, free of charge, for our clean car show. In addition, a dollar off was offered to anyone in the club. All of this was made possible due the chance meeting of a museum docent several weeks earlier at my mechanic's shop. This gentleman, Paul Dexler, although not a member of our club, does own a very clean 164. He pointed me in the right direction, and followed up when I mentioned that I had problems making contact with the staff at the Petersen. Then, after meeting us in the parking lot of the Petersen on Saturday morning, offered to guide us through the museum. Truly a gentleman, Paul should be thanked for making this a wonderful visit to our very own automotive museum.

For those not familiar with the Petersen Automotive Museum, let me just mention that it can be a bit daunting. They have several floors of displays, some of which change every couple of months. The quality and quantity of rolling stock is quite impressive. This is my way of saying that, even if you have been there before, there is always something new to learn at the side of one who knows more. Paul does know, a lot, and he is very willing to share that knowledge with anyone willing to listen.

The two major exhibits this time around were Low



Riders and Spin Dizzies. The low riders are a (primarily) Hispanic, cultural interpretation of automotive art. The craftsmanship and talent are very evident in the custom body work, paint jobs and ideas that are presented as rolling art-work. Many may say that low riders have no place in an automotive museum, but I differ with that opinion. Hispanics are an integral part of the Los Angeles

cultural scene. Therefore, their concepts of the car as art, socio-political message, or what have you, is an important part of Los Angeles automotive history. Kudos to the Petersen for having some of the best on display.

Spin-dizzies, as they are currently being called, are motorized model cars from many years ago. Apparently, they ran on tethers over custom-made tracks. Some were simple models, with the motor, typically a model airplane two-stroke. Others had custom body work that looked almost like space ships. Several models were scale cars that had operational scale motors. The coach craft, for it could be called nothing less, was as impressive in its scale as the low riders were in theirs.

Again, thank you Mr. Dexler, for you assistance in making this, AROSC's first non-competition event of the New Year, a great success.

Corse Bianco: Alf

Another in Our Series on Classic Alfas We Want to Know More



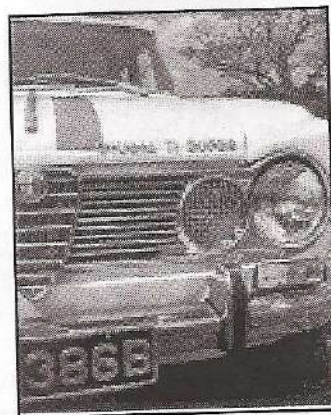
(Ed. Note: I found this article and photos in the October 1999 issue of *AutoItalia* Magazine from Britain, and they graciously permitted me to reprint it. This is a great magazine for the Alfa enthusiast, if you can keep from drooling over the pictures and ads for unobtainable models. Since I suspect that most of you have not seen this Magazine, I thought this would be a good addition to my irregular series on the unique, older Alfas we occasionally see at a Concours, car show, or even a club event. You can find out about subscribing from their web site at www.autoitalia.co.uk; they distribute in the US by second class postage from New Jersey.)

Writers searching for more original metaphors than 'housebrick' and 'Lada' to describe the appearance of Alfa Romeo's 1960s Giulia sedans require some redirection of thought. Remind them that the sculpted flanks and Kamm tail contributed to a 1990s standard of drag coefficient at 0.34. Enlighten them with tales of TI Super touring car victories in races, rallies, and hill climbs across Europe and the Southern Hemisphere. Then watch the rising color of their embarrassment.

In a recent poll of best-ever sedans, conducted by *Classic and Sports Car Magazine*, the Giulia came 13th in the top twenty chosen. Point made! So let's take a

closer look at the TI Super, the rarest, quickest, and most intriguing version in a model range that enjoyed a production span of fourteen years.

The 'TI Super' was shown to the press at Monza on the 24th of April 1963 with Alfa's test drivers Sanesi and Zanardi on hand to impress the journalists. Essentially it was a competition version of Alfa's mid-range berlina, the Giulia TI, which had been launched in June 1962. Turning the TI into the TI Super involved the parallel process of upgrading the mechanical specifications and reducing the car's overall weight. The 1570cc twin-cam unit in the TI, fueled by a single twin-choke Solex carburetor, churned out 92bhp at 6200rpm. By adopting the 112bhp engine and exhaust of the Giulia Sprint Speciale, and replacing its already more potent twin Weber 40 DCOE carbs with 45 DCOE 14s, the TI Super had the right ingredients for Autodelta and other Italian tuning shops to stir. The mechanical fuel pump aperture was



a Romeo TI Super

bow - Thanks to AutoItalia Magazine for Words and Pictures

blanked off and a Bendix electric fuel pump was fitted at the rear of the car, while Lodge RL47 racing plugs came as standard equipment.

Dunlop disc brakes anchored all four wheels and this led to an interesting detail difference between earlier and later TI Supers, which should keep Alfa 'anoraks' happy. The brakes in the original TI Super were servoless, but from August 1963 the standard TI adopted the all-disc system with servo assistance. The servo was attached to the back left corner of the firewall, which resulted in moving the brake fluid reservoir and the fusebox from



the firewall, to the left and right sides of the engine bay respectively. Even without the servo the other two changes were applied to the TI Super and distinguish the 178 cars built before August 1963 from the 323 built after that date.

The standard TI weighed in at 1,000kg (2200 lb.) and the TI Super was homologated at 910kg (2000 lb.). To achieve this reduction of 90kgs slightly thinner sheet metal was used, all the sound deadening material was left out and fixed Plexiglas windows were put in the rear doors. Campagnolo alloy wheels and lightweight fixed-back bucket seats completed the main elements of weight reduction.

All the cars were left-hand drive but the actual specification of every TI Super produced is not well documented. We do know, however, that there were differences.

Most cars had no over-riders on the bumpers but a few did. Some had the standard window winding mechanism on the rear doors to suit glass windows. Nearly all the cars had two metal-grilled air intakes substituted for the inner headlights but a few were kitted out for rallying and



retained the normal lighting configuration. On the later cars the ignition coil was differently positioned and some have a brake servo. In truth the cars were built to order and this accounts for certain unrecorded differences.

The car featured here belongs to Richard Everton and its originality and correct detailing earned the car the overall award at the National Alfa Day Concours in June 1998. Chassis number 10516/595496 makes it the sixth from last to be made. It was first registered in the French city of Nimes on the 9th of November 1964. The car had a succession of owners in Nimes and appears never to have been used in competition.



The usual Giulia sedan seen in competition is not a TI Super; for example this Giulia Super from Colorado which runs in Vintage races.

2000 Competition Program

A Note From Your New Competition Director

By Doug Bender

I am the Competition Director for 2000, and would like to share some of my thoughts and ask for volunteers.

First a few words about myself. Four years ago in 1996, I reawakened a long-ago enthusiasm for cars and bought a 1974 GTV. Less than a month later I participated in an AROSC driver's school, and soon after that I turned out for my first time trial, which was also the Club's first time trial at Buttonwillow raceway. I have only missed a few time trials since, and I have attended most club meetings. During the past four years, I have steadily improved as a driver, learned about my car, and gotten to know a lot of people in the club.

One thing I have learned is the depth of knowledge and experience and the hard work and devotion there is in the club. Many of the people you see at time trials and drivers schools have years and years of experience racing and running the competition program: people like Charlie Thieriot, Alan Ward, John Cote, Phyllis Gaylard, and many others. These people, and their predecessors, have built up and run the AROSC competition program over a period of twenty-five years or so.

So what is a neophyte like me doing as Competition Chair? I have two answers. One answer is that I volunteered to run for the Board of Directors, with the intention of getting involved and helping in some areas that I thought could be improved. Volunteer organizations like AROSC seldom turn away help, and if anyone reading this ever wants to be on the board they will find it easy to do – it's generally quite a challenge to get ten people to volunteer and some have to be asked. My other answer is, it really isn't necessary for the Competition Chair to be an expert at any of the areas. The job is mostly administrative and promotional. With twenty years of experience in engineering management at Hughes Space Company (soon to be Boeing), I have become quite good at organizing, documenting and delegating.

Meanwhile, Charlie Thieriot has ably served as Competition Chair for AROSC for several years, and will continue to run the time trial and race program — and I'm darned glad, because I couldn't do that job, and during time trial weekends I spend most of my time keeping my

car running.

AROSC currently has two main competition programs: time trial/race, and concours. As I said, Charlie Thieriot will continue to run time trial/race (with John Cote as co-director), and Anthony Rimicci runs Concours. Also included in the time trial/race program is the Drivers School, run by Steve Hamilton. Because these jobs are all rather involved and Charlie and others devote a tremendous effort to keeping them going, I'd like to spend a little time describing what goes into each one.

Time trial and race is the biggest effort. Here are the tasks Charlie and his helpers do for each event:

- schedule the tracks
- arrange for insurance
- arrange for safety and corner workers
- send out flyers
- collect entries
- sort cars into run groups and classes
- arrange for hospitality (hotel and Saturday banquet)
- register cars at the track
- sell car numbers at the track
- do late technical inspection at the track
- hold drivers meetings
- run the event from the tower
- run intro. group
- run timing
- hand out awards
- deposit checks into the bank
- prepare profit/loss statements
- add up annual points
- purchase trophies
- promote the events
- write articles and take pictures for *Alfacionada*

Driving schools are similar but have some slightly different demands, such as arranging for instructors. The point is, you can see how much goes into these events. The jobs break down into separate functions, such as Registration, Instructing, etc. However, much of this work (I am still learning how much!) is done by Charlie Thieriot personally, particularly arranging for tracks etc. Most of the key functions are ably covered as of now. We are currently working on a transition for the Registration function, which Pierre Pfeffer has ably handled for the past two years. Alex Brown recently took over Timing. But there is always a need for people

to help. Just see Charlie or me if you want to get involved. A couple of specific areas anyone could help with are:

Promotion: YOU are the best sales force for this program, and if any of you know anyone who like cars and is interested, get them out here, and if you know people in the media, see if you can get free publicity. We can give free entries to Driver's Schools for the right kind of publicity.

Articles: I have been writing articles about the events for the past year, and will continue to do so if no one else wants to. But, if anyone else wants to give it a try, please go ahead; or if you want to email me a paragraph or two of your observations or experiences I will be glad to include them. Art Russell took photos at the last event, but anyone with a camera can take pictures.

Car numbers: this one is easy. All that is involved is going to a sign shop and having some vinyl numbers made up, then being at registration on Saturday morning to sell them.

Now, about Concours: AROSC holds two to three Concours a year. We try to hold them in nice places like

the San Antonio Winery. The tasks involved in running Concours are:

- arrange the location
- publicize (mostly in Alfacionada)
- arrange for (draft) some judges
- make up judging forms
- purchase trophies
- announce awards
- keep track of awards for year-end points
- write articles and take pictures for Alfacionada

Anthony Rimicci has been doing this job quite ably for a couple of years. But again he can always use help in promoting and publicizing.

What then is my function? Primarily, promotion, keeping track of year-end points, and reporting to the Board meetings. Rather than give more detail on this, let me talk about some of the new initiatives we would like to pursue this year:

The AROSC Competition Handbook has formulas for how many points each place in a competition are worth, and based on these points, we give out prizes at the Annual Meeting for the entire-year performance. We

Continued on next page

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Continued from page 13:

have a special category of prizes for people who compete in more than one category. Only members of AROSC are eligible for these awards. Three or four times a year I will publish the points totals toward these year-end awards. The idea is to increase the excitement level and get people out to more events, and maybe get more people to join AROSC so they can get awards.

Promotion: We need to get as many people as possible coming to the Drivers School in particular. To this end, we are giving two free entries to the Drivers School as premiums during the KPFK Car Show annual fund drive. We also want to offer free Drivers Schools to newspaper writers or other journalists in exchange for being written up, and take advantage of any other free publicity. This is where some of you might be able to help. Contact Charlie Thieriot, Anthony Rimicci, or me as appropriate, if you can help with publicity for Drivers Schools, Time Trials, or Concours. Our phone numbers and email addresses are inside the front cover of *Alfacionada*.

Internet/web page: We have an AROSC web page, well run by Eric Sands. But we are considering a separate time trial/race web page to facilitate and automate registration.

New programs: Slalom and Rally. We have excellent Time Trial/Race and Concours programs. But there are at least two other programs we could pursue: Slalom and Rally. The great thing about these programs (besides that they are a really good test of driver's skills and finesse) is that no special equipment is needed in the cars: any car can run. The positions of Slalom Director and Rally Director are open. Contact me if you are interested in giving either of these a try.

Update the competition handbook: I have a particular interest in this one, because in early 1998 if I had known about the true classification of transaxle cars I would have run on race tires and probably avoided the one serious off-course excursion I have had. Anyway, the point is there are lots of details not written into the handbook, and some areas such as year end points could be improved. We may or may not get to this in 2000. If you are interested in working on a handbook update contact Charlie or me.

Anything else: If you have ideas about how to improve the competition program, or add new events, please contact me. But keep in mind that anyone coming to me with a new idea will likely find himself or herself volunteering to run it!

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

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

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

Surf's Up !

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

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

<http://drive.to/arosc>

We Got Mail!

Kevin Coughlan reponds to last month's letter:

Finally someone (other than me) raises the issue of Italian Spelling... but why in this most noble task do my Bocce balls get impugned! I know all about their provenance and efficacy, I assure you, even if no one else can spell. Italian they are, or my mothers name is not Risi, and Mr. della Santina rightly pointed out that Italian balls are Bocce and not bocci.

So it was with considerable surprise that I was made victim of this old Italian pun by people who no not "di ortographia". Since at least one other got the pun, our editors should know that "tu bocci ..." is an Italian verb form for "you fail ...", as in reference "failing as a candidate" per esempio.

I'll get you for that, Editors past and present.

Ahh, but Phyllis and Tom, you cannot deny that the balls in question are clearly labeled, in perfect Italian, right on the side of the container they are stored in, and visible to all those involved our clubs now notorious semi-annual Bocce tournament!! You both can speak of the power and precision of these balls, deny it though you might try.

Seriously, can we change the newsletter's name now?

KNC
V.P. AROSC

GAS-OUT Planned For April 7-9:

As you may have heard, gas prices are skyrocketing beginning this week (they are thinking around \$2.00/gallon for premium), and speculation has it the price will not be going down until the end of summer.

Last year on April 30,1999, a gas out was staged across Canada and the U.S. to bring the price of gas down, and it worked. It's time to do something about it again.

This time lets make it for three days instead of just one. The oil cartel decided to slow production to drive up gasoline prices. Lets see how many Canadian\American people we can get to band together for a three-day period in April, NOT TO BUY ANY GASOLINE, during those three days. LET'S HAVE A GAS OUT. Do not buy any gasoline from APRIL 7, 2000, THROUGH APRIL 9, 2000. Buy what you need before the dates listed above, or after, but try not to buy any during the GAS OUT. If you want to help, just send this to everyone you know and ask him or her to do the same.

We brought the prices down once before, and we can do it again! Come on North America lets stand together.

WE CAN MAKE A DIFFERENCE!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Even if you receive this 100 times keep passing it around, this way you know everyone is being informed and no one will forget!!!!!!!!


IT'S OFFICIAL!

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

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

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Bring your "priceless antiques" to sell, and/or buy someone else's "junkie".

See ad at bottom of next page for address & phone, or connect to Omega's web site though AROSC's site for their map.

And Here's a Way to Get Rid of Stuff Without Having to Sell It!

At the last board meeting, it was decided to set up a little area at the swap meet to sell parts whose proceeds will go to the club. What we need is for the club members who want to just get rid of parts to bring them to the March meeting or the swap meet. This is not a tax write off but simply a generous donation. Parts will be accepted based on their condition and the demand for the part being donated, as decided by the board members.

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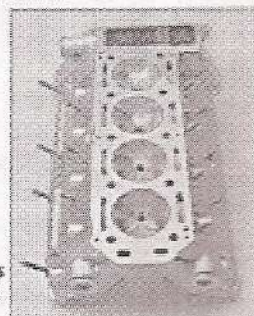
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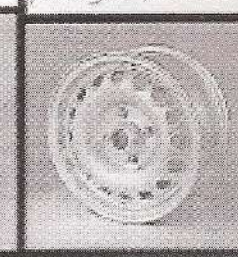
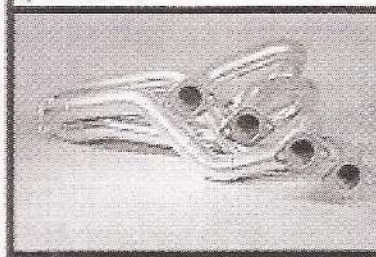
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Meet Anthony Rimicci

The First in a Series of Articles About Your Board Members

Anthony Rimicci is our current Meeting Program Chairperson and has been a member of AROSC for the past three years. His interest in Alfa's began when he was four years old and his father, Santo bought a 1964 Giulia Spider Normale as a daily driver. His dad promised to give him the car when he got older and he did.

Through the years, Anthony has been involved in learning the mechanical side of Alfas from hanging out at his dad's shop when he has time off school and on the weekends. When Anthony turned sixteen, his parents bought him a 1988 Milano Verde to use as a commuter car since the Giulia is too valuable to give a teenager for daily use. This is when Anthony really got involved in the club. In 1998, Anthony attended his first club event, the San Antonio Winery Concours. There, he placed second in "closed class", fourth at El Dorado Park, and came in third at Woodley Park the same year. He ended up finishing first in closed class for the 1998 Concours season.

It was also in 1998 that Anthony got his first taste of Time Trials. After a year and half of waiting for Paul Blankenship to let him do the driving school (he recommends a few years of driving on the road), he finally did the school and competed in two Time Trial events. In 1999, Anthony built a race car out of a 1968 GT Junior he found abandoned in someone's yard. He did this because he wanted to be able to run with more racing organizations and needed the Milano to use for transportation to and from school and work.

After finishing the race car in July, Anthony has competed in two VARA races and two AROSC Time Trials. In 1999,

Anthony competed in two concours. He received a third place ribbon with his 1967 GTV, which he recently sold, and a fourth place at El Dorado Park with his Milano. At the end of the year, he placed 3rd in "closed class" for concours, 2nd in Class A in Time Trials and tied for first place in overall club competition.



Other cars Anthony has competed with on the track have been a 1967 Alfa GTA which ran out of tires on his timed laps and a tube frame GTV that slid all over the place in the rain. Hopefully, he'll have better luck with the two cars in the future. Anthony currently has five Alfa's: a 1957 1900 CSS, 1964 Giulia Spider, 1968 GT Junior, and a 1988 Milano Verde. He enjoys club activities because everyone is very friendly, even when they

are competing against each other on the track or concours green.

Preparing For a Concours

Spring is quickly approaching and will be on our doorstep before we know it. That means it's time for AROSC Concours! So, start getting that wax and Armor-All ready. This year is going to be pretty busy and hopefully the concours program will do even better than last year.

Our first concours will be held in May at El Dorado Park in Long Beach followed by our second concours at the San Antonio Winery on September 17. Usually, we hold our first concours at the San Antonio winery and it has gotten rained out for the past two years in April so, we've moved it to September so we can see if it will rain in Downtown L.A. in the middle of September.

Finally, our last concours of the year will be held at Woodley Park in Van Nuys in conjunction with the Best of France and Italy car show. This is always a great event and seems to be getting bigger and bigger every year. I look forward to seeing everyone and hopefully lots of new faces and cars as well.

—Anthony Rimicci

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Classified Ads

Free advertising for members - please send to the Editor

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), or e-mail 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), or e-mail edwardng@pe.net (see photos at <http://www.pe.net/~edwardng/gtv6.html>) (3/0)

Turnkey race prepared **Toyota MR2** and **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 or e-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 seals, plugs, points, rotor, and cap. That's all I can remember at this time. Receipts for all parts. I did all the work. Rebuilt: ATE calipers (all 4), DCOE 40 Webber carbs. Recored and pressure tested radiator. Body work entails mostly finishing the prior owners body work. No rust holes or thin spots anywhere, just surface rust. Photos can be e-mailed upon request or go to <http://images.honesty.com/cgi-bin/honesty-image.cgi?image=1185826&name=GTV.jpg> E-mail to puritan@earthlink.net (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, xlnr 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 Pantdino@aol.com (2/0)

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

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

1979 Spider: Project car, 75K miles, stripped to bare metal, primed, 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@mamel.com (2/0)

Continued on next page

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

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

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

Alfa Romeo 2.0 Twin Spark Engine out of Alfa 75, hard to come by in United States, runs good with low kms, can fit into Alfetta/GTV6/Milano, will also fit into GTV's and Spider's with modification

Call Anthony or Santo at (818) 701-1614 (work) or (818) 673-5151(voice) (2/0)

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

1967 Giulia T I: Rare model, red/grey, very nice daily driver, runs great, looks beautiful, some spares. Hate to sell it, but I'm moving; \$5,900. Call Gerry at (818) 985-1556 or e-mail GerWoolery@aol.com CA (2/0)

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

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

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

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

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

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

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

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

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

Call Charlie at (310) 476-8812. (9/9)



Membership Application

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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

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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 * Note Date Change
May	June	July	August
4 AROSC Board Meeting 6-7* <u>Driving School - "Streets of Willow"</u> 14 Concours Long Beach 26 General Meeting - 8pm Culver City * Note Date Change	1 AROSC Board Meeting 3-4 Time Trial at Buttonwillow 23-25 Tour to Julian 30 General Meeting - 8pm Culver City	6 AROSC Board Meeting 19-23 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
September	October	November	December
7 AROSC Board Meeting 9-10 Time Trial - Las Vegas 17 Concours - San Antonio Winery 24 Swap Meet TBA 29 General Meeting - 8pm Culver City	5 AROSC Board Meeting 14-15 Driving School at "Streets of Willow" 27 General Meeting - 8pm Culver City 28-29 Wine Tour	2 AROSC Board Meeting 5 Concours at "Under 3 Liter", Woodley Park 11-12 Time Trial- Willow Springs 17 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	9 Holiday Party 10 AROSC Board Meeting