

# 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	235
	From Grants Pass arrive in Portland (Embassy Suites, Tigard, Oregon) via I-5			
<b>Total Trip</b>				<b>1,130</b>

### 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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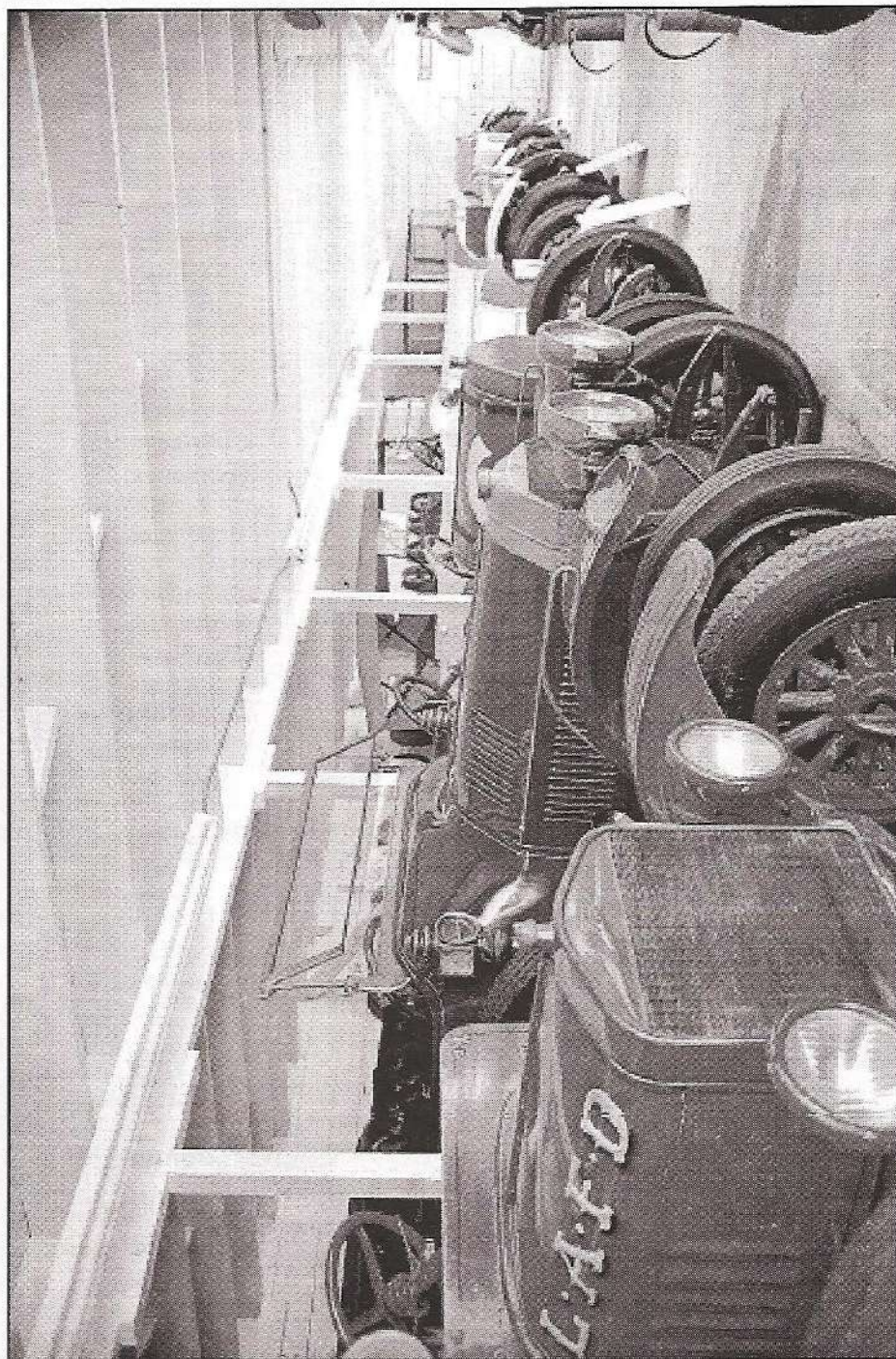
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# Alfa Romeo

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



**In This Issue: Bothwell Collection,  
Roman Roads Tour, & more . . .**

### Meeting Information

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

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

### AROSC Mailing Address

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

### Membership Information

See the inside back cover of *Alfacionada*.

### Important Deadline & Info!

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

### General Information

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

### Classified Advertising

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

### Commercial Advertising Rates

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

### This Month's Cover

#### *The Bothwell Collection*

This month's cover photo was compliments of Tom Suter, who shot this selection of cars from one of the many barns full of old cars on the Bothwell Ranch. This shows an early LA Fire Truck, along with a Mercedes, Studebaker, etc.

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

### AROSC Board of Directors – 2000

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#### Competition Chair

**Doug Bender** (310) 373-3352 (Home)  
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### Disclaimer (a.k.a. *Lawyer Repellent*)

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

# **AROSC Previews**

*An outline of coming events*

## **Concours – 21 May, 9:00 am**

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

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

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

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

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

## **AROSC Time Trial & Race at Buttonwillow Raceway – 3-4 June**

Our third time trial will be at Buttonwillow, next to the I-5 in the San Joaquin Valley, due west of Bakersfield. For additional information, call Charlie Thieriot at (310) 476-8812, or e-mail at [chthieriot@compuserve.com](mailto:chthieriot@compuserve.com).

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

Join us for the 1st annual "Tour to Julian". Enjoy a special AROSC Saturday Brunch at a rural winery in North San Diego County, a quick visit to the scenic

sailplane airport of Warner Springs, and the spectacular vistas as we explore little-known mountain roads from Mt. Palomar to the old mining town of Julian.

There will be a delicious AROSC Barbecue in Julian on Saturday Night, with famous Julian apple pie of course! Sunday will feature a Club Breakfast, and a fun and exciting link-up with VARA for their vintage races at French Valley Airport in Temecula. Coordinate hotel accommodations through the club if you wish to join us for both days of this special event. Mark your calendars, contact our VP Kevin Coughlan (see masthead) to make reservations, and Pages 6-7 for more information about this exciting event!

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

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

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

## **AROC National Convention – Thursday, 20 July – 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. See the Itinerary on Page 4 for more information.

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

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### There is also a Track Day in Seattle that Week!

You may have heard the talk about a "pre-convention" track day at Seattle International Raceway (SIR), the day before the convention. Gordy Hyde of the Seattle Club responded to an inquiry with the note below.

We in the NWARC really do pride ourselves on our track events. There certainly is room for you and anybody else that would like to participate.

I just posted information to The Owner how and who to contact for our event(s), so you may wish to watch for the June Owner. However, if you want to go to our website before then, there will probably be more information and registration information. If it not there yet, contact either our Competition Chair, Thomas Moll; or our Treasurer, Jay Wardle (links to them on our website). They will be able to send you application forms and give you the details on the event.

We will do the track event on Wednesday, July 19. Those towing trailers to Portland are planning to caravan down I-5. I will have a scenic tour planned for anybody that wants to take the alternate route on Wednesday. Then on Thursday, after the track event, I will "lead" a tour the scenic way. I will also send route directions to anybody who would like to enjoy the scenery, but may not want to travel in a caravan. I am the club contact for any of that tour information, however, I do not yet have the route directions written up. Let me know how I can help.

Gordy

*Editor's Note: SIR is a great race track, running through the trees and grass, with a moderately long front straight, good rhythmic esses, and some elevation change as well. One of my favorite tracks -- Phyllis*

## View from the Top

*Miscellaneous rumblings from Il Presidente!*

Had our first speaker in a long while at the April meeting. Larry Wood, "Mr. Hot Wheels" told us something about what he has been doing at Mattel for the past 30 years. He brought along quite a collection of Hot Wheels from his office. I noticed at least one person with a Hot Wheels tee shirt in the audience. Thanks Larry for taking time to talk to us Alfacionados and thanks to Art Russell for arranging things. It is difficult for us to get speakers at our meetings. Seems most want \$\$\$ to show (not the case with Larry Wood). Do any of you out there have any connections??

The convention starts Thursday July 20 and runs through a closing lunch and concours Sun. July 23. We are leaving Sun. July 16 to take 4 days and no day's drive is longer than 310 miles. We have a route planned out, following 101 mostly and we have motels booked. We have 5 confirmed on the Tour so far. There is still room for more Alfas towed or driven.

Here are the Tour plans so far:

- ❖ Sunday – Carmel Valley Village, BBQ and "wine tasting" at the motel.
- ❖ Monday – Willits, staying among the redwoods.
- ❖ Tuesday – Grants Pass, drive along the north coast, lunch at the Samoa Cookhouse in Eureka. Here we plan to meet up with other Alfa clubs.
- ❖ Wednesday – arrive in Portland (Tigard actually is south of Portland).

The Alfa Romeo Owners of Oregon host the Convention. The Embassy Suites is the hotel they have booked. The itinerary is published in your Alfa Owner. Here is my version:

- ❖ Thursday – AROC annual board (bored) meeting (this meet-

ing lasts ALL day and I, your Presidente, must attend. Dedication??!!) A bus tour for wine tasting is scheduled as well as tech inspection for the Time Trial. Welcome party at the hotel that night.

- ❖ Friday – Time Trial, autocross and swap meet at Portland Int'l Raceway. Tour to the Oregon coast for non-competition types. That evening is a dinner with guest speaker.
- ❖ Saturday – seminars at the hotel, TSD rally (Jay??!!), tour to Mt. Hood, art show and model car concours that Eric Sands did well at last year, and a dinner dance that night. I assume the dance will be formal so I will be shopping for a new tee shirt and tennis shoes to wear.
- ❖ Sunday – concours of all the Alfas and a closing lunch.

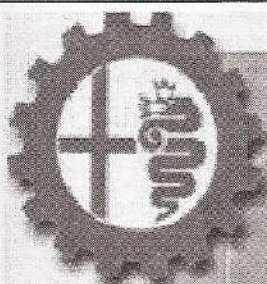
How could you all not want to go?? Take 2 weeks of vacation. One week with AROC and one week to drive back home. We are talking to the other Alfa Clubs in Calif.: San Diego, Central Coast, ARA in the San Francisco area, Delta Sierra in North Calif. (I used to think they were a Greek society until I figured out their name) as well as national AROC. We want to get a lot of Alfas from the Golden State in Portland.

A note about my bragging about the reliability of my Milano a couple of months ago. The day after we received our February newsletter the water pump seized on the way home one night. Only 45,000 miles on the pump! What's up with that.

Call me with your Convention Tour questions, we have a route and motels planned.

Caio,

Sideways Alfa



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## Visit Us On The Web

Site created by Alfacionada's Official Web Meister  
Eric Sands

*Pages.prodigy.net/alfaomega*

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

# Julian Tour

## Scenic Back Roads, and the Great Food & Wine of Rural San Diego County!

AROSC will hit the road this June with a great new event. Join us as we explore spectacular vistas, little known country roads, excellent food, wine, and apple pie - even a bit of Vintage Grand Prix racing - from the historic Butterfield Stage Route, to the old mining town of Julian. Those of us familiar with this wonderful region of rural California know what a treat it can be, so come along with us and share our "secret" roads.

Check out the schedule and the map!

The events of either Saturday or Sunday will make a great day trip, but why not relax and make it a weekend? Stay with us in the heart of the Anza Borrego Desert State Park, at the scenic Palm Canyon Resort. AROSC has negotiated a special rate for some of their best mountain-view rooms: \$70 per night + tax. June nights in Borrego Springs mix very well with the swimming pool at the Palm Canyon Resort! Call (800) 242-0044 by 10 June 2000 to reserve your room (later reservations only as space permitting!) - be sure to tell them you are with AROSC.

Day trip or weekend, your club has also arranged for you to enjoy some great food, but you need to reserve a place at the table! We have scheduled a Saturday Brunch at a rural winery, and a Saturday BBQ Dinner in Julian, with famous Julian Apple Pie of course! Attend one or both, but please RSVP by 20 June to our V.P. Kevin Coughlan, - (818) 507-5072, or by email to [kncdzn@discoveryroad.com](mailto:kncdzn@discoveryroad.com). Please include your name and the number in your party, and which events you will attend. We will be ordering off the menu, and both locations have very moderate prices.

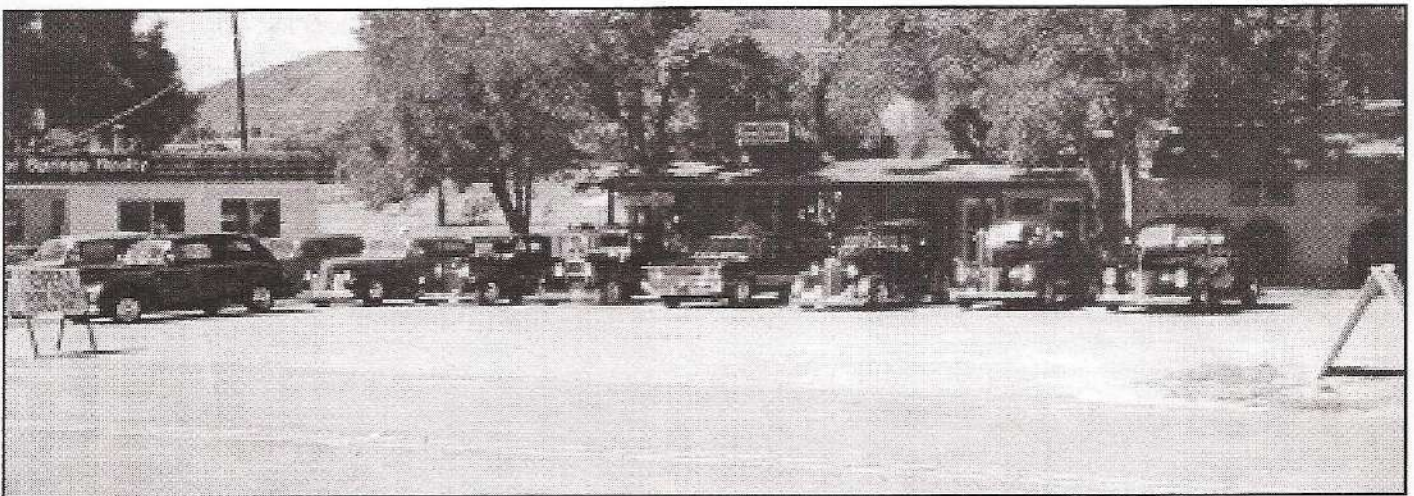
## Schedule of Events - 24th & 25th of June

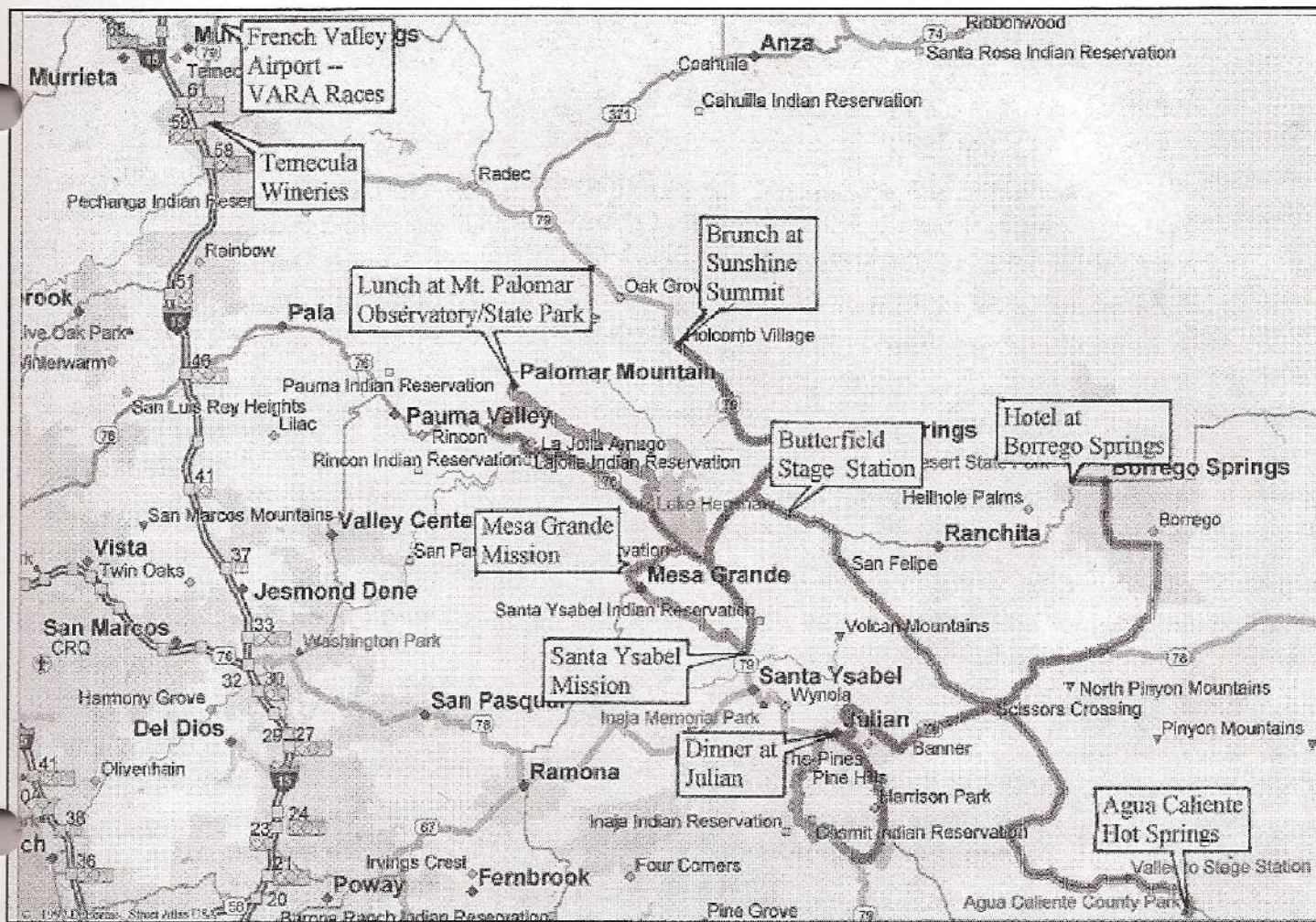
### Saturday, 24 June 2000

10:30am - We begin with a special AROSC Saturday Brunch at Shadow Mountain Vineyards in North San Diego County, 35124 Highway 79 South, in the village of Sunshine Summit, look for it on the "west" side of the road. Tel: (760) 782-0778 - see the map in this newsletter. No vines are visible from the road, so look for Alfa's in the parking lot. After brunch, a scenic drive via the sailplane airport of Warner Springs, two historic Missions (Mesa Grande and Santa Ysabel), and several old mines.

2:00pm - Don't want to get up early enough for brunch? Meet us at our Rendezvous at Mt. Palomar. Arrive early and bring a picnic. Those of us arriving from the scenic drive after brunch will meet you in the parking lot nearest the Observatory. Followed by a scenic drive to Julian; "the long way" via the lesser-known East Grade Road (S7), and the historic Earthquake Valley Road (S2), and assorted twisty back roads through the oaks.

5:30pm - Do not miss our delicious AROSC Barbecue in Julian, at Bailey's BBQ Pit (free parking for AROSC in the lot behind the Restaurant). Bailey House is a historic building, and a fine bit of Old California that serves great BBQ, fresh baked pot pies, and a changing assortment of true "Home Cooking". At the very end of Main Street, just as it turns into Farmer Road. Afterwards; apple pie at the famous Julian Pie Co. of course! Followed by a Sunset Drive to Borrego Springs down the hwy. 78 grade, to a balmy evening at the Palm Canyon Resort.





**This map shows the basic route to be taken during the tour. If you start late, you can see where to catch up with the group.**

Sunday, 25 June 2000

AROSC Sunday Breakfast. Location TBA, but close to the resort if not actually in it. A leisurely affair for those inclined to wake up, followed by a cool drive and cooler weather in the high country. Destination? Your choice, or do both!

Noon - Temecula Wine Country for wine tasting. After all that zip, perhaps a little Zin?

OR:

Noon - Temecula Vintage Grand Prix at French Valley Airport, via the back roads of the Temecula Wine Country. VARA racing and Alfas in action! More details at the tour. Alan Ward, Anthony Rimicci, Dirk Stohr, and David Wall, among others, will be racing on this new venue.

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# Swap Meet -- Italian Style

## The 2000 Reggio Emilia Mostra Scambio

By: Anthony Rimicci

It came about really like most great ideas, unplanned and spontaneous.....

What if a bunch of So. Cal Alfaholics packed up our bags for a weekend headed to the place all our cars were born. Imagine a weekend in Italy just to go check out cars, parts, and other go faster goodies. No museums, no tour buses, no wineries, just CARS. "What if" soon became "why not!" Dirk Stoehr and I set our sites on Reggio Emilia, the granddaddy of all Italian car and motorcycle swap meets. On the map, Reggio doesn't look like much, as a matter of fact, it's just a small farming town outside of Brescia. This swap meet makes Pomona look like a grannie's Sunday garage sale. Here is an account on how our days went:

### DAY 1

After a customary two hour Alitalia delay at LAX, then a seemingly unending 10 hour flight to Milano, then a traditional Italian one hour delay for a connecting flight to Bologna which lasted another hour, I was already having second thoughts. Once we landed, we met up with Fabio Garbini, yes Fabio was there too! As soon as we saw him he gave us some good news. He said the dollar was stronger than ever. The dollar was at 2000 Lire, which meant we just had to divide the price in half after we negotiated the price on items down. Also, he already had located all the GTA body panels I needed to make my race car lighter along with some other stuff I needed. He also found Dirk a few cars that he has looking for. Things were looking better already.

### DAY 2

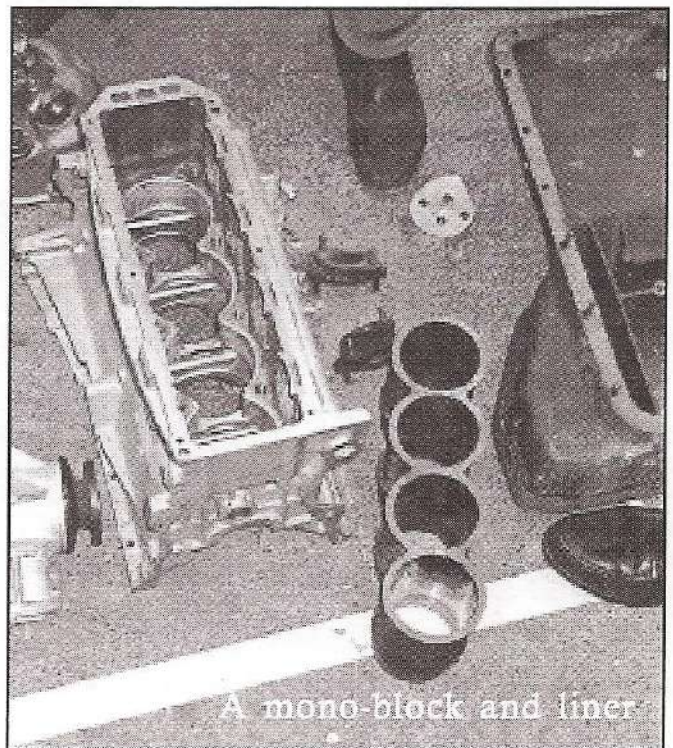
Arriving at the Swap Meet at 8:00am, we found a line backed up for a mile with people trying to get in. Once we were in, we saw row after row of parts and cars for sale. Just the indoor portion made Pomona look tiny. We did not know where to start. What we did was we brought walkie-talkies and divided into two groups. Dirk and I went one way and Fabio and his friend went in the other direction. This worked out good because Fabio saw stuff that we needed and we saw stuff he was looking for. Cars and parts were everywhere and at

prices we here in the US only dream of. At the end of the first day of the swap meet, Dirk and I had amassed a huge collection of parts. We bought things we needed for our various restoration projects, things we might need some day, and things we will probably never need, but couldn't resist them.

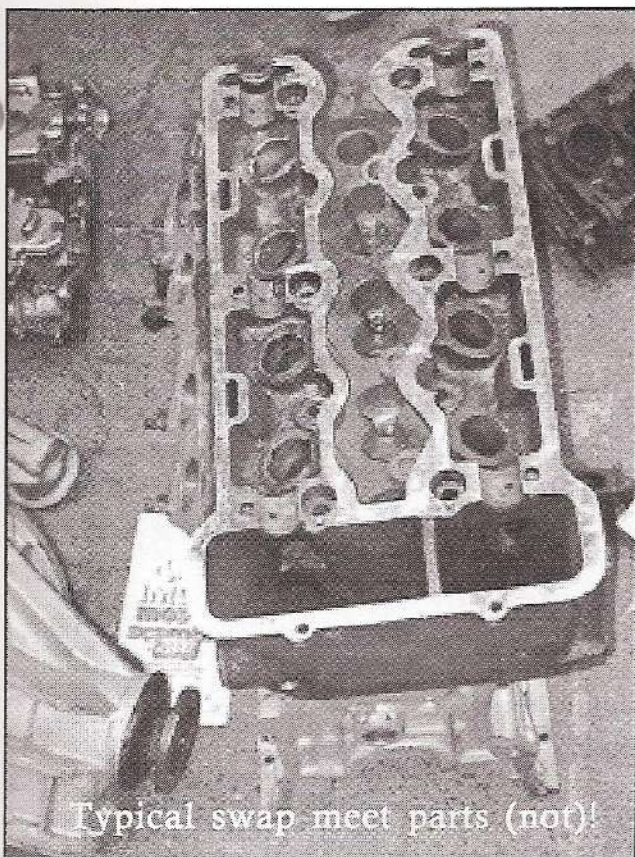
Thinking back, the best deals of the day were a pair of restored MV Augusta mini bikes (\$350) and a set of four NOS GTA wheels (\$700). Dirk also found an incredible deal on some rare Fulvia HF parts he needed. While Dirk and I were off buying things, Fabio was lost in the large amounts of literature and models for sale. He found the very rare and original homologation papers for a Junior Zagato and an original owner's manual for a TZ 1. Also, amongst his finds was a hand built 6C 2500 model with incredible detail. Our first day was done and we spent over 10 hours walking and buying. We still had not seen half of everything that was there and little did we know the best stuff was still to come.

### DAY 3

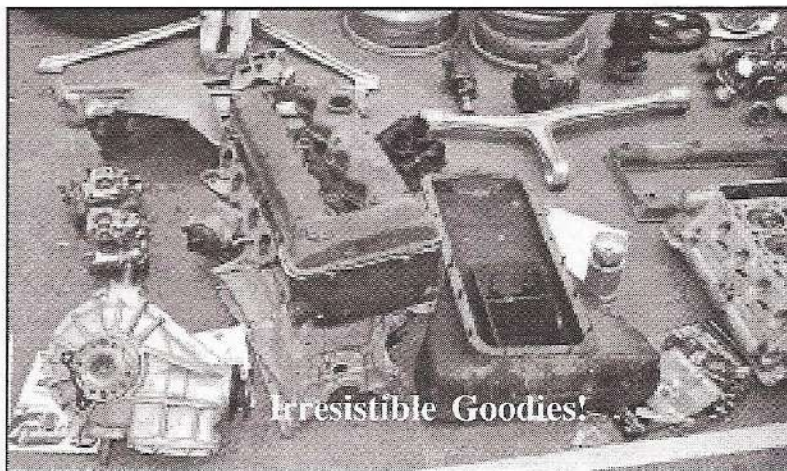
This was the day we were supposed to go look at cars for sale, but after no answer at one of the owners' house, we decided to go to the swap meet on the last day



A mono-block and liner



Typical swap meet parts (not)!



Irresistible Goodies!

hoping to catch even better deals from sellers who didn't want to lug all the parts back home. Throughout the day, I kept saying to myself that I was not going to buy any more stuff, but that idea left my head every time I saw something cool. I spent most of the day hanging out with an ex Autodelta employee who had lots of parts for sale from a TZ 1 differential, GTA distributors, a set of TZ 2 wheels, along with many other GTAm and T33 parts. After I told him about Dirk's GTA, his eyes lit up and a huge smile came across his face. He told me he had the complete history on that car. He immediately introduced me to the man who put the GTAm flares on the car back in 1969 so the car can run in a higher group since it destroyed the competition in its class in 1968 when it won the European championship with Monzeglio behind the wheel. At this time the car was painted yellow with a brown roof. At this time I thought the guy had a lucky guess. He said a year later, Autodelta purchased the car and painted it blue for its French driver who later hung himself after a bad day at the track. Him telling me about the blue paint led me to believe him because two months ago the paint was taken down to the metal and there was blue paint between the original yellow and the most recent red. After Autodelta, the car exchanged owners three more times with Dirk being the last and hopefully me being the next when Dirk gets

tired of it. While I was talking with this guy, he offered me something all of us dream of which I didn't want to turn down and didn't have a phone to call home and get some money wired over immediately. So, I went to my next option, tell Dirk! I radioed into him and Fabio via walkie-talkie and they were there in a matter of minutes. I won't say what it is, but when it's ready, it will be shipped here and all of you will find out what it is then, unless someone can bribe it out of me. A few interesting buys today were three NOS 13x8 GTA SA rims, an Autodelta sliding block, a complete close ratio GTA trans with magnesium bellhousing, a fender for my brother's Giulia Super race car project, a Fiat 600 panel van, a Fiat 500-based Moretti which only four of were made, that item I'm not mentioning, and a Giulia Super with really low kilometers and documented ownership to one of the three original founders of Autodelta.

Now we are back at home and I am anxious for the shipment with all the goodies to arrive at my dad's shop next month. In September, we plan on going back to Imola for a swap meet that is way bigger than this one we just went to. Hopefully we will once again find the unexpected.



You name it, you bought it

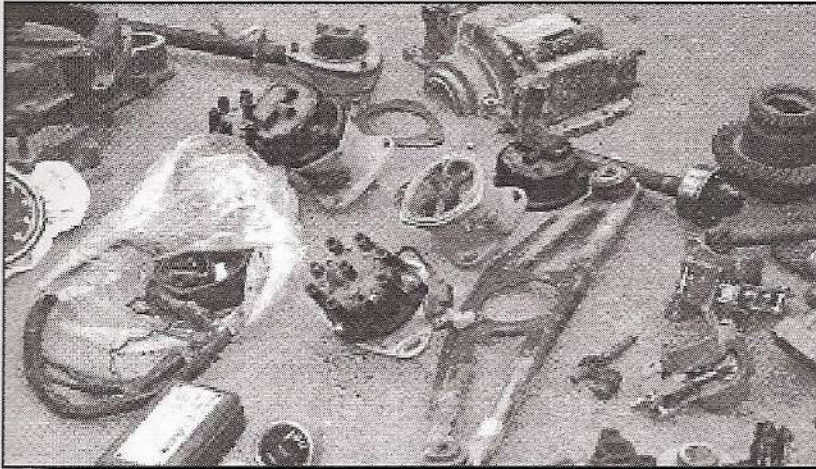


**An Alfa Tow Truck!  
And it's yellow!**

**Yes, it does have a  
tow hook.**



## **AROSC Swap Meet**



**More irresistible goodies from the Reggio Emilia swap meet**

Club members gathered on the cool, cloudy Saturday before Easter to swap parts and stories. Uwe Backer offered the facilities of Omega MotorSports and his neighbor's parking area as well, and Laura Slagle kept busy making waffles all morning. Many thanks!!!! The waffles were great, and we took in lots of donation for the refreshments, even though we had plenty of donuts left over.

Many people went home richer, and others poorer but with a trunk full of stuff. We even snagged an Alfa driver who was going to Trader Joe's Market down the street, and couldn't resist the display of parts. See the pictures from the previous pages of the Italian swap meet to see the effect. Those pictures show rather more exotic parts than we had available, but the effect is the same.

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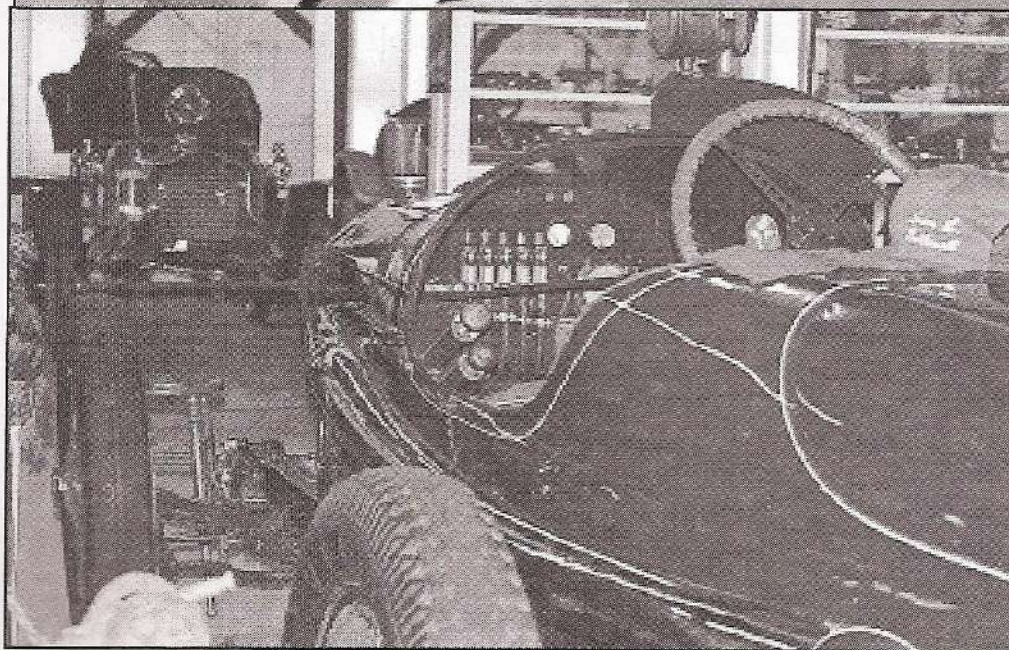
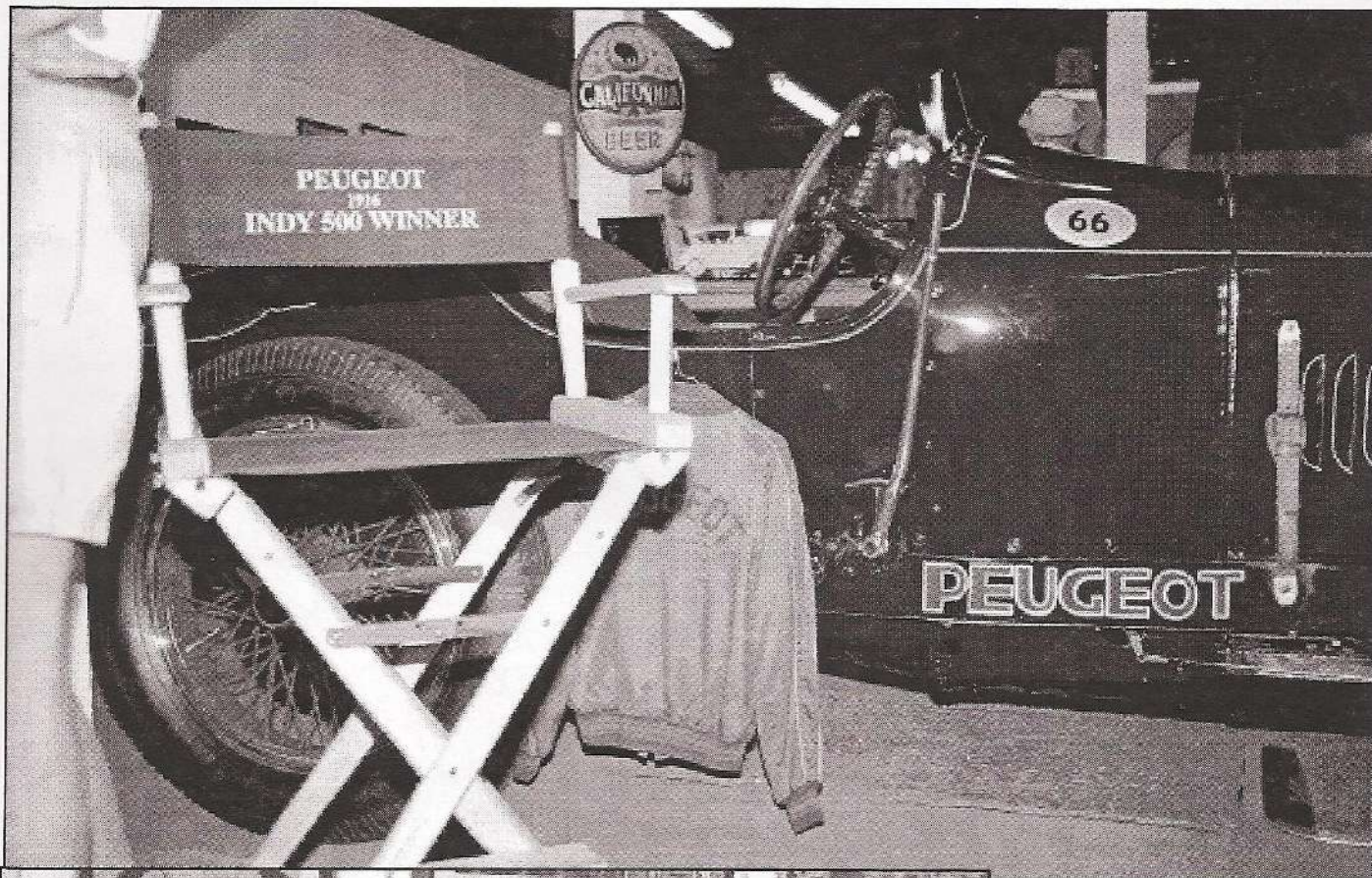
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# The Bothwell Collection

Photos by [unreadable]

On a lovely Saturday at the end of April, AROSC joined with the Citroen and Maserati owners clubs to tour the Bothwell Collection. This is a family collection of historically interesting street and race cars, trucks, railroad cars, tractors, etc.



This 1912 7.6 liter Peugeot which won the 1916 Indy 500 is a highlight. It won with an average speed of 75.9 mph, lapping at times at 93.5 mph.

This car was qualified to run Indy many years later, but was withdrawn as too out of date to compete and too uncomfortable to drive by the drivers of the later day).

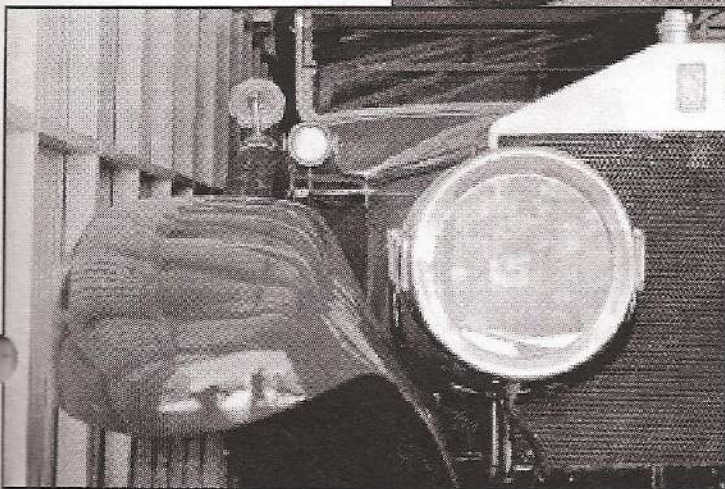
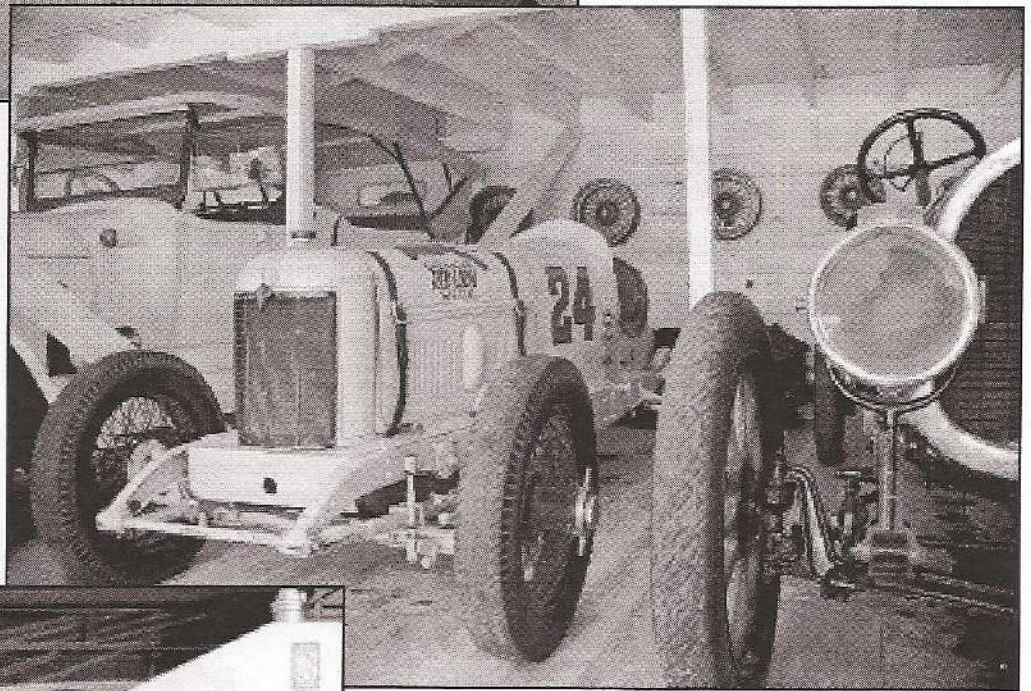
# Lots of Neat Old Cars

Tom Suter



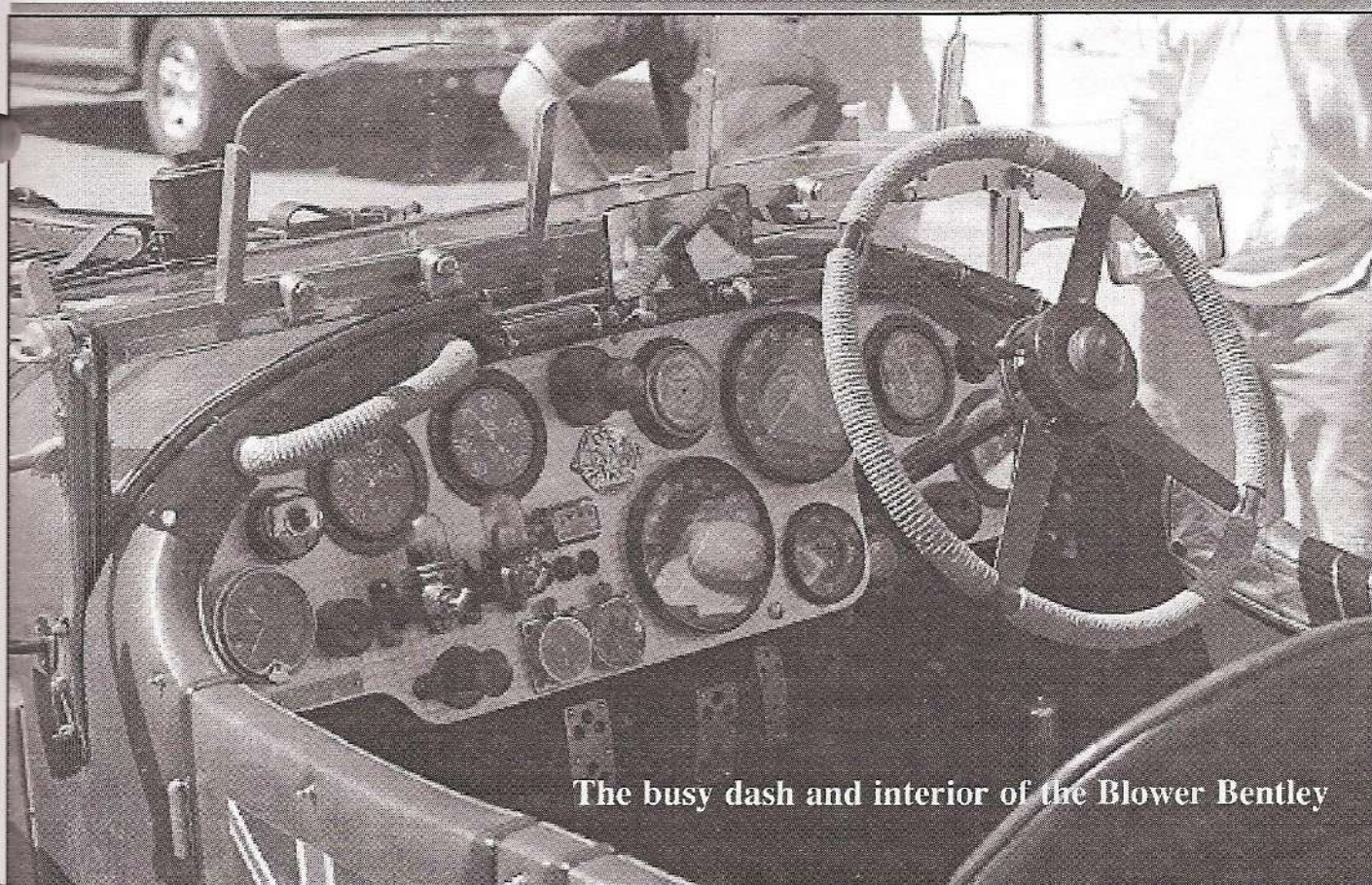
A large barn with some of the earliest cars, including the 1908 (?) 'Merry Oldsmobile' that started the collection when purchased from a relative for \$50 in 1922.

Right, a Gilmore 'Red Lion' Indy race car in running condition, along with it's 'barn-mates'.



Left, this Rolls Royce is from the early 1920's, and has the RR logo in red, rather than black, since it predates the death of Mr. Royce.

*Continued on next page*

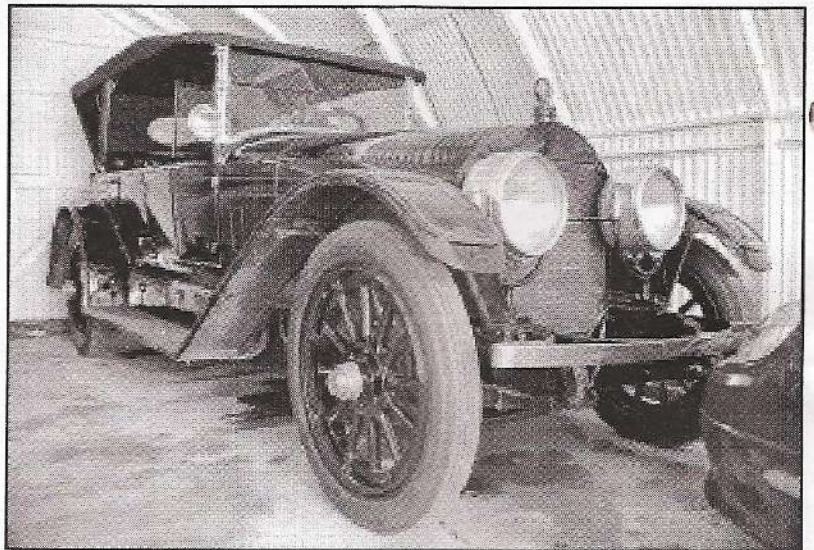


The busy dash and interior of the Blower Bentley

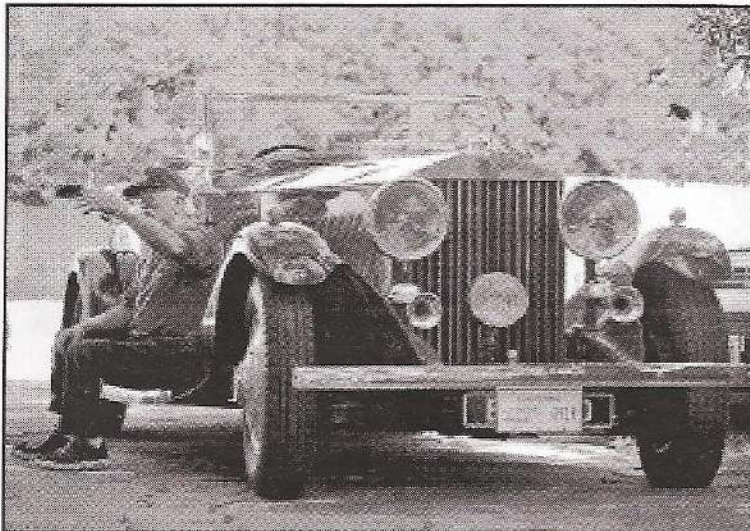


This classic Blower Bentley was driven to the tour and barbeque, and found parked on the street! It drew a good crowd, as you can see.

Right, this is a typical old classic in one of the Bothwell ranch 'barns' that house the collection.



Below is a Rolls Royce (possibly from the '30s) that was driven to the tour and on to the barbeque lunch, where the owner needed a place to sit.



## Get Re-Wired!

*AROSC reminder service needs update*

Are you a member who is Internet "wired"?

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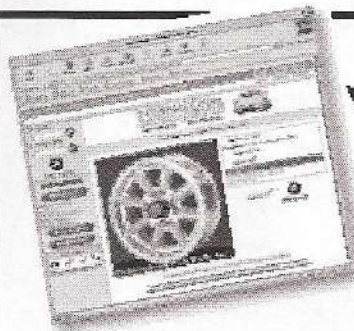
*AROSC* is now sending out e-mail reminders of *AROSC* events to those who wish to have their memory jogged. Your presence on our "wake-up call" mailing list is strictly voluntary and you will be removed from the list whenever you desire.

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

[jmnegrin@earthlink.net](mailto:jmnegrin@earthlink.net)

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

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



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# All Keyed Up?

by Jay Negrin

When I bought my Alfetta, lo these many years ago, at a club swap meet no less, I bought it with the set of keys on the ring. Nothing more. An ignition key and a door key. "What more would you need?" I hear you ask. Actually a key to lock the trunk, but that would asking for a minor miracle at this point. What would be nice, though, to afford a little piece of mind, would be a duplicate set of keys in case something happened to the originals. Remember, the originals were all I had for several years.

So why am I getting paranoid now, after several years of success? How about, "Common sense finally took hold!" Thus began a trek that took many months. I won't bore you with all the details of that, but it should have been a noteworthy warning that the Auto Club, who will cut you a plastic door key for your wallet, for no charge, just in case, couldn't come up with a match. At the last lock shop I went to, I was fortunate to meet a man who accepted a challenge. It took an hour, or more, but I finally was presented a working copy, or two, of a door and ignition key. No, they don't have Alfa Romeo stamped on them, and I doubt that they show up in anyone's list of compatible parts.

The ignition key is cut from a Fiat blank. At least it's Italian. There are two numbers embossed by E.S.P. Lock Co., the manufacturer I guess. On one side is F74T. On the other is FT36. Take that for what it's worth. There may only be a small bit of security in this, considering

Fiat's place in the U.S. Market. The proof is in the pudding, though. The blank was available, it was cut, and it starts the car. The door key was more difficult. Once found, though, it was laughable. It is a General Motors door key. Curtis, the key maker, saw fit to label it as a B-51D. Being a GM, it shouldn't be too hard to find a blank to fit.

Of course, Murphy being who he is, and his law being what it is, I will likely never need to prove the worth of my newly cut duplicates. But, as I said, the piece of mind is priceless. I can only hope that this little bit of arcana can help someone who really does, or will, need it.

## 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:

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## Roman Roads II

by Kevin N. Risi-Coughlan

Recall that in the first article of this series, we left Ascoli Piceno to jump into the Gran Sasso d'Italia, highest of the Apennine mountain range. Italy 4, Via Salaria, could have you in Rome by sunset. You might want to take longer, and this column intends to give you some very good reasons to linger in the Gran Sasso d'Italia.

Above Ascoli Piceno, the valley of the river Tronto is gateway to a hundred mountain roads. They curve ever-upwards 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. The high valleys twist and turn between crags and summits, and it is sometimes hard to say when you have crossed over to the western slope of the Apennines; but the rain that trickles down the walls of medieval fortresses and Romanesque churches will become cascades and waterfalls that flow into the watershed of the Tiber itself.

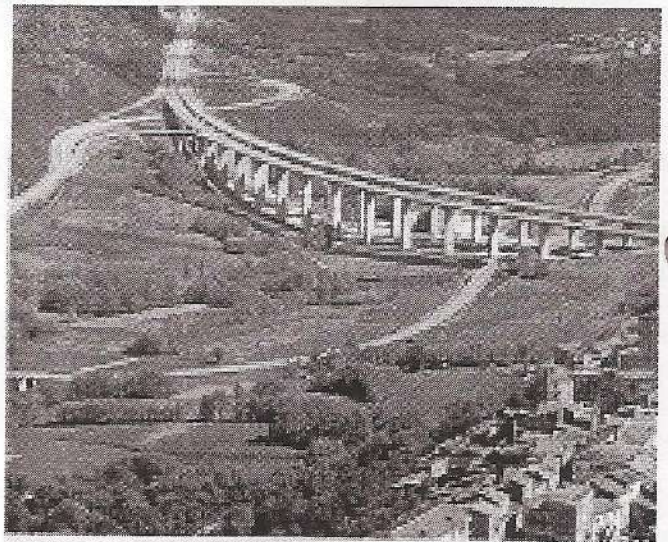
Not all great roads are so out of the way. Via Salaria itself is another glorious "strada principali", in that country so dedicated to stunning roads and the vehicles



designed for them. It clings to the curves of the river, crossing and re-crossing the Tronto as it ascends the eastern slope. The summit is easily missed, but suddenly

the road finds another river to follow (the Velino), a natural and scenic path through the mountains that will take it most of the way to Rome. It is because of a people in love with roads like this, that we have Alfa Romeo.

So which road to choose? Well, you cannot really make a bad choice, but I suggest you leave Ascoli Piceno by the road to Valle Castellana and Paranesi, then rejoin the Via Salaria just before the road reaches Acquasanta Terme. This loop into the mountains rewards you with truly spectacular panoramas, and wonderfully scenic medieval towns. The road is curvy, even tortuous in places, but the rewards are great and every potential rest



stop worth the trip all by itself. The tourist industry has been left behind; lunch should be in some small cafe sampling the local food and wine. Side roads invite you to explore. It is easy to linger all day on the Paranesi road. If this happens to you, stay in Acquasanta Terme and treat yourself to the sulphur baths. This pleasant town has been a place to "take the waters" since long before the Romans took the place over, and it is worth a look. Alternatively, Amatrice is just up the road and is more historically scenic. It boasts a beautiful church in glowing pink stone, and the Torre Civica echoes the distant fortresses that were so decoratively dotting the horizon all day.

If you prefer to spend the night among the sights of a larger town, a major treat awaits just an hour away. L'Aquila is the capital of the Abruzzo, but you will never mistake it for the "big city". Compact and ancient,



this was the 2nd city of the Kingdom of Naples and despite war, revolution, and earthquake, still looks the part of a renaissance royal city.

Stay in L'Aquila long enough to see the church of Santa Maria di Collemaggio, built by Pope (and later Saint) Peter Celestine when he was still just a hermit-priest. Perhaps his good taste was enough to have him canonized, because the facade is a masterpiece. Take a pleasant walk around the Piazza del Duomo- the Duomo

itself is unimpressive- one of L'Aquila's most attractive neighborhoods. Seek out the Fontanelle delle

Jovantanove Cannelle, but do a little reading on the history of this fountain and you will discover the historical soul of L'Aquila. That reading will come in handy when you visit the Castello, built by the Neapolitans not to protect the residents of L'Aquila but to keep them in line! The Museo nazionale d'Abruzzo is quartered here now, and it is not to be missed since it is one of the finest regional museums in Italy. The long corridors of the Museo have wonderful views of the Gran Sasso d'Italia, where so many roads remain to be explored.



Dinner in L'Aquila is a major treat as well. Ristorante Tre Marie is actually under the protection of the Italian Ministry of Culture, and rates

an "Excellent" in *le Guide de l'Espresso* (what Michelin is to French Cuisine, *le Guide de l'Espresso* is to Italian). You dine in the faithful restoration of a private home,

typical of the wealthy merchant class circa 1800. The cuisine is regional, showcasing the specialties of the Abruzzi: delicious salted meats, a famous lentil soup, unusual pastas such as Stripelle in Capon Broth, and of course the superb lamb of the region. This is saffron country, and Tre Marie are masters of its subtle use. Explore the wines of the region and you will discover treasures you have never even heard of, and that are simply not available here at home. Price is moderately expensive, but well worth a splurge.

Should you need to be in Rome tomorrow, the Autostrada (A24) can have you there in less than an hour; much less in an Alfa Romeo! But perhaps you can spare another day or two? It will be worth it!

Next time we head south into the lands of the Marsi, those ancient people that gave Rome more trouble than all the rest of Italy combined. These mountains were their highland stronghold, and they are wild and unconquered to this day. True wilderness is rare in Italy, but the Parco nazionale d'Abruzzo is one of Europe's most important nature preserves and a World Heritage Site. Once a royal hunting preserve, today it protects the Apennine wolves, Chamois, Marsican Brown Bears, and Eagles that inhabit forests of Beech, Maple, and Hornbeam. A few of the towns here are so traditional in their ways that they keep to

modes of dress dating back centuries, and it is not for the benefit of the tourists. Hiking, walking, canoeing, and horseback riding are the attractions of the wild Abruzzo, and the superb but simple local cuisine features game of all varieties.

And after that will we then, finally, follow the roads to Rome? We shall see...



# Vintage Race Report

In The Driver's Seat  
By: Anthony Rimicci

Since I have become actively involved with VARA (Vintage Auto Racing Association) I decided to start a column in the *Alfacionada* covering Alfas in vintage racing. VARA has been around since the 1970's and is dominated by British cars.

Yes, the Alfa's have a lot of potential but when we are out numbered, things can get crazy. The most popular Alfa that is used in VARA is the GTV. These cars are very well balanced and can be classified in almost every production car class depending on which motor you plan to run with. The regular Alfas that run with VARA are: John Dettinger's 1967 GTV, David Diamond's 1974 GTV, Stuart Cannes' 1962 Giulia Spider, Dick Hughes' 1959 Giulietta Sprint, Si Robin's 1964 Giulia Spider, Alan Ward's 1973 GTV, David Wall's 1967 GT Jr., Peter Giacobbi's 1959 Giulietta Spider, Kevin McKee's 1967 GTV, Peter Nitoglia's 1967 GT Jr., Henry Manney's 1967 GTA, Dirk Stoehr's 1966 GTV, and myself in a 1968 GT Jr.

You may think that this is a lot of Alfas but trust me, it's nothing. VARA's main track is Buttonwillow. This is one of the tracks used by AROSC except VARA runs it the opposite way and has a bus-stop corner in the middle of the back straight. The races are run on Sunday afternoons with qualifying on Saturday afternoon and practices on both mornings. The racing is always pretty competitive and there is always at least one Alfa in the top of its group. Alan Ward usually cleans house in Phyllis Gaylard's B Sedan GTV; David Diamond and Kevin McKee breath down the necks of the top runners in D Production GTV's and sometimes have the pack trying to catch them; and Peter Giacobbi gives the large number of 911's a run for their money in C Production with his Giulietta Spider. As for the rest of us, we usually run good races in the middle of the pack and often finish well.

VARA's last race was on April 9th at Buttonwillow. I didn't pay much attention to the races this time and the Alfa participation was down. In my race, I started 24 out of 31 cars. In the qualifying race, I was running in

13th until I spun and everyone passed me. With two laps left in the race, I passed six cars, which gave me the 24 starting spot. At the start of the race I passed four cars going into turn one and 5 more before the third corner. It was great, I got passed by a few cars and then I passed a few more. At one point I was running as high as 11th but settled with 14th. I was happy with this finish since it was only my second time on this track with VARA and the last time I drove the track was six months ago.

The only other Alfa's I followed that weekend were Peter Nitoglia who finished right in the middle of the pack in his GT Jr. and Dirk Stoehr who finished a little bit behind Peter in his GTV after an amazing last corner move. Dirk was overtaking a Devin Sports racer which he refers to as the "fiberglass monster" when suddenly it went sideways in front of Dirk exiting the last corner and came inches away from his nose. The driver of the

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"monster" did the wrong thing and brought the car back on the track while having no control of the car and came close to hitting Dirk again. Dirk punched the gas and dove around him gaining a last minute position before the chequered flag. A couple casualties were Alan Ward who had clutch and drive line problems and Kevin McKee who decided to bring his car in after being black flagged twice, the last being for over aggressive driving (I thought this was racing). The next VARA race will have been completed by the time this article comes out but there is still plenty of racing left this season.

**VARA SCHEDULE**

May 26-28 Lexus 2000 G.P. - California Speedway parking lot, Fontana

June 24-25 Temecula Vintage G.P. - French Valley Airport - Temecula, CA

Sept. 2-4 Springerville Vintage Grand Prix, Springerville, AZ

Sept. 21-24 Anaheim Thunder 2000 - Anaheim, CA

Oct. 14-15 BMW/Lotus Challenge - Phoenix International Raceway - Phoenix, AZ

Nov. 10-12 Porsche/Alfa Shootout - Las Vegas Speedway - Las Vegas, NV

If anyone would like more info on these races or VARA email me at [ITALCARGUY@aol.com](mailto:ITALCARGUY@aol.com).

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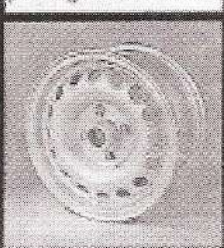


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**1974 GTV-** built to be a reliable time trial/vintage racer that can be driven to the track. Less than 5K miles since rebuild of engine, transmission, drive shaft, LSD, and injection pump. Gutted interior-excellent yellow paint-Ward and Dean springs-has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

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

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

**1987 Milano Silver:** Red, excellent car except for recent water pump failure and ac pump problem. Lots of goodies (164-style belt tensioner, Shankle springs/bars, Shankle Sure-seal, ANSA muffler, Stonegard headlight covers, Ronal wheels, new headliner, reupholstered interior, Aeroquip power steering hoses). Well maintained, good daily driver. Too busy and too many Alfas forces sale. Will sell "as-is" for \$2,750 or will sell

"fixed" for \$4,250 (repairs will be done by Alfa Only). Call Ed at (909) 279-8323 (eves/weekends), [edwardng@pe.net](mailto:edwardng@pe.net) (see photos at <http://www.pe.net/~edwardng/milano.html>) (3/0)

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

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](mailto:vangelisk@home.com) (3/0)

**1972 Spider:** Project/Parts car, body rough and rusty, but can be repaired, interior fair, mechanically good. Will run once (newly rebuilt) radiator and water pump are re-installed. First \$750.00 takes it. Call Bob Florey at (818) 340-5508 or e-mail [rfl0z@aol.com](mailto:rfl0z@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 [uritan@earthlink.net](mailto:uritan@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, xInt 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 [Pantolino@aol.com](mailto:Pantolino@aol.com) (2/0)

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

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

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

**1983 GTV-6:** Project car, S/N ZARAA6692D1003319; 103K miles (?) with usual rust, complete; includes stock wheels,

new Dunlops, new carpet, runs good, needs registration update; \$1,500.

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

**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)

*Membership Application*

*Alfa Romeo Owners of Southern California*

Dues for 1 year membership in the Alfa Romeo Owners of Southern California (AROSC) and the national organization, the Alfa Romeo Owners Club - US (AROC) ..... \$55.00

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

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

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

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

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

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

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

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



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



Bulk Rate  
U.S. Postage  
Paid  
Permit #350  
Santa Ana, CA

**Dan Ritter**  
205 Paseo de Gracia  
Redondo Beach, CA 90277

## Our 2000 Calendar

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