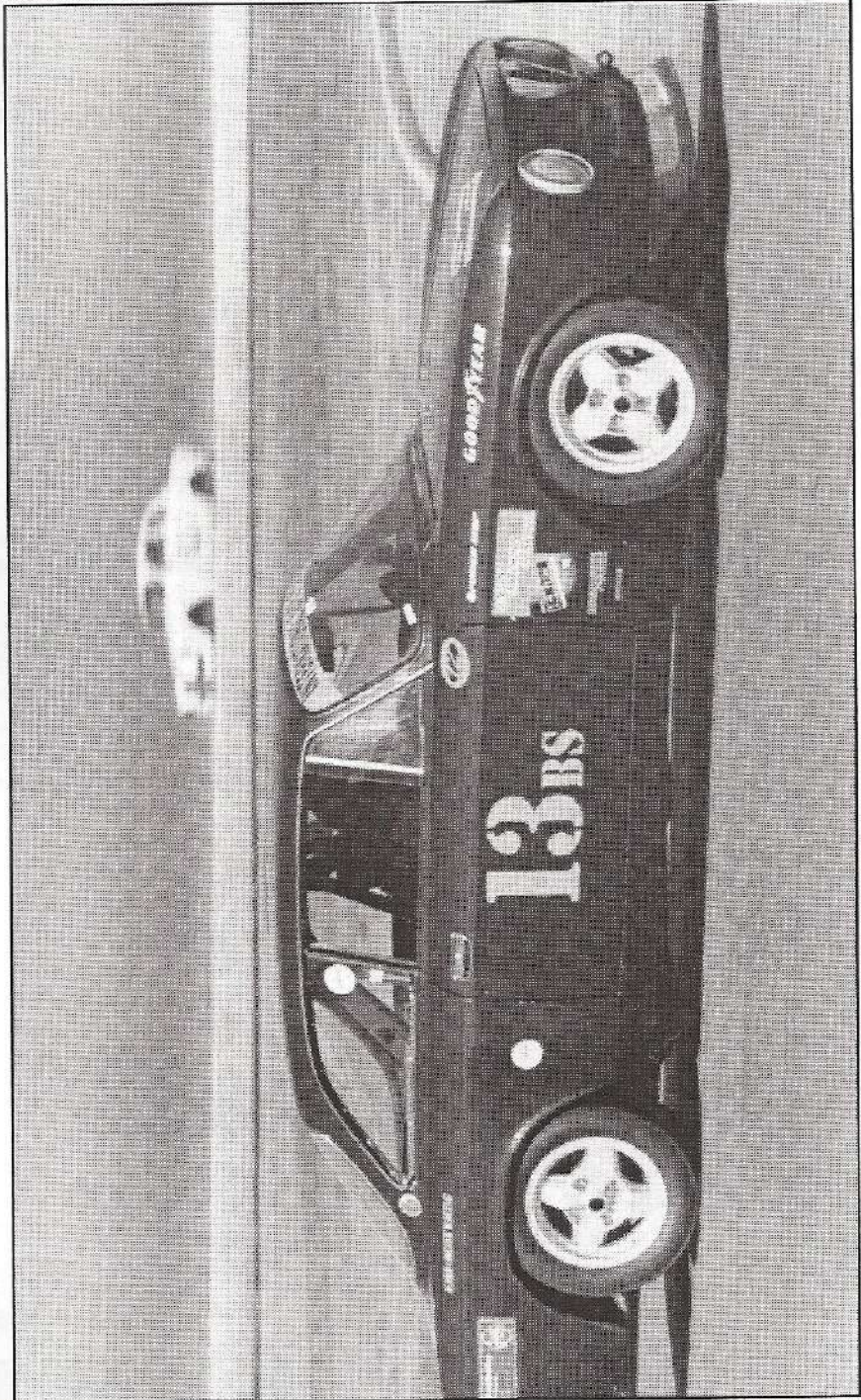


Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



# *Giacionarda*



November 2000

**In This Issue: Drivers School, Swap Meet, Wine 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

This month's cover shot is from the Vintage races at Phoenix International Raceway, October 14 & 15. Alan Ward is shown in Phyllis Gaylard's GTV, with Loren Eakin in the background, in his 1600 Sprint. Loren is a member of AROSC who lives in the Phoenix area. Alan Ward won his class and was third overall behind 2 exhibition cars, while Loren had a gear box failure and was out early. Photo by Laser Imaging.

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

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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*

## **AROSC General Meeting – Friday, 17 November, 8:00 PM**

Join us for the November general meeting at the Veteran's Center in Culver City. It's time for our annual Elections and the traditional White Turkey Auction. Such entertainment! Bring your white turkey item (smaller than a white elephant) and we'll try to find a buyer. You may also find a treasure to buy. You never know what will come to the White Turkey Auction.

At the same meeting, we will be holding our annual elections of the Board of Directors, and voting on a proposed comprehensive By Laws ammendment to bring the club's By Laws into sych with the way we do business. If you can't make the meeting, please mail or fax your ballot in time to be counted at the meeting, in accordance with the instructions provided with the mailed ballot.

All voting members should have received a ballot by now. If you are unable to attend the Club Meeting on November 17, please mail your ballot back to us. However, since voting will also occur at the November meeting, and nominations will be accepted up to the start of the voting, we encourage you to come to the the November meeting if possible.

If you or someone you know would be interested in serving, contact a board member or attend the November meeting to nominate that person from the floor. We elect ten members to the Board of Directors, who choose the officers and committee chairs among themselves.

## **AROSC Holiday Party -- Saturday, 9 December, 2:00 PM**

Joins us for our annual Holiday Festivities. This year, we will gather at the home of Art Russell in Culver City. Art is located about a mile or two from our regular Friday night meeting site, and promises to offer Bocce Ball, food, libation, and good Alfa bench racing. This will be a pot luck affair, so please RSVP and let us know what you will be bringing. See page 5 for more information.

## **AROSC Board Meeting — Sunday, 10 December, 11:00 AM**

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.

This month we will meet at Art Russell's home to help finish off the party food, etc. The 2 main orders of business will be the transition from old board to new board, with the determination of club officers, and the development of the the schedule of events for 2001. If you have some issue to bring to the board, or some ideas for events, etc., please plan to attend.

## **Time Trial & Race at Willow Springs Raceway --13 & 14 January, 2001**

The first time trial of the new year will be held in early January. Get ready now! If you are not currently on the mailing list for the Time Trials and the Drivers School, E-mail Terry Watson at [slaysman@aol.com](mailto:slaysman@aol.com) and he will add you to the list. For more information about the event, contact Doug Bender at (310) 373-3552 or E-mail at [alfabender@earthlink.net](mailto:alfabender@earthlink.net).

## **Annual January Meeting of AROSC at Cirivello's, Long Beach -- Saturday, 27 January 2001, 12:30 PM**

Last year we had a great meeting at Cirivello's Trattoria in Long Beach, and we are planning on a repeat this year. A great Italian luncheon buffet will be offered again, at a moderate price. Don't miss it. Trophies will be handed out for the 2000 competition events, and the new officers will be announced at this meeting. More information will be provided in the December issue.

---

***Is your newsletter always late?  
1st Class mail is offered.***

The *Alfacionada* has been delivered on schedule to the post office for bulk mailing, 12 days prior to the General Meeting, with only one issue being one day late all this year. This month, with the meeting a week early, we are sending the newsletter first class because there was no input to build the newsletter a week early. This issue is scheduled to be mailed on November 13.

If your post office holds up your newsletter and you always get it late, you can now opt for first class mailing of all your issues for only \$5 per year. Bulk rate costs us about 30 cents per issue, while first class costs an additional 25 to 47 cents per issue. With over 400 copies per month, we can't afford to send all of them first class every month.

Just send \$5 to AROSC, 17041 Malta Circle, Huntington Beach, CA 92649 and mention 'first class newsletter' and your issues will arrive well before each meeting.

# View from the Top

*Miscellaneous rumblings from Il Presidente!*

The "Best of France and Italy" car show at Woodley Park is getting bigger each. This was their 4<sup>th</sup> year and we had more Alfes than last year. I counted 75 at 11am, and there were about 5 more "cheap skates" (me included) parked outside. We had quite an array of fine Italian (and several cars of "mixed" heritage). I speak of an Alfa powered sand rail, Dirk's "Gulia Supra" coupe and returning with his Alfa-Toyo pick'em up. A spider with 6 spark plugs, proved that you can never have too many cylinders.

Oh, yeah, there were some other cars there, from someplace called France, some Fiats Lancias, and a couple of etceterinis.

It was good to see Fred and Mel Zimmerman from AROCCC. They had never come down for this event and both seemed to be impressed with all of the cars.

And speaking of our friends in Central Coast, thanks for making our joint wine tour a success. I counted 7 wineries visited: Laetitia (a favorite for our club it seems), Seven Peaks where we had our picnic lunches, Edna Valley, Domaine Alfred, Kynsi and Clairborne & Churchill. Thanks Gene for putting this together. The Santa Maria Inn has had some renovation since we were there 2 years ago.

Start planning for our Holiday party at Art Russell's place on Saturday December 9. He lives in Culver City just a couple of miles from Veterans Park. Remember this party is for the whole club. Come on by, even if you have an hour or so.

Caio,

Sidewaysalfa

## Elections !

*Did You Vote?*

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## It's White Turkey Time!

The November General Meeting in Culver City on Friday, November 17th will be the scene of the famous AROSC White Turkey Auction. Here is your chance to sell all of your *Alfa* junk at inflated prices and purchase incredibly rare and valuable *Alfa* hardware from other members at awesomely low prices.

*Come one-- come all!*

If past events are any guide, this promises to be one of those experiences you will be talking about for years to come! Not only will you have a chance to OD on *Alfa* stuff, but also the auction process itself should provide you with a memorable evening of entertainment.

In addition to the opportunity to buy those parts you have been seeking for ages, and to sell items that may have been gathering dust in your garage for uncounted years, you will be helping to support AROSC. As a fund-raiser for the club, AROSC asks for a 10% commission from the seller. This is a win-win opportunity for all of the members and also for AROSC.

*Be There!*

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# Holiday Party!

Don't Miss Our Annual Fun Day December 9!

## *You Are Invited!*

Join us for AROSC's annual Holiday Party and a day of Alfa-related fun. This year's party will continue in the mode of the last few years: it will be held on the afternoon of Saturday, December 9 at the home of Art Russell in Culver City. As last year, this will be a potluck affair, so bring your specialty. We ask that everyone RSVP so that we can be sure to have a good variety of food. If you can't bring something, an extra charge of \$5 per person will help defray expenses.

In addition to the traditional car-talks and dining activities, the day will feature such exotica as the Winter Bocce Ball competition. Festivities will get under way at about 2:00 PM and will continue until the last member leaves – voluntarily or otherwise.

As is usual at AROSC events, families are welcome, but entertainment facilities for children will be limited.

**When:** Saturday, December 9, 2000  
2:00 PM to ?

**Where:** 3852 Bledsoe Avenue  
Los Angeles, CA 90066  
Two blocks west of the I-405 between Venice and Washington exits.

**Cost:** \$5.00 per person to cover the cost of beverage and incidentals. Some wine, soft drinks, and coffee will be provided; if you have a preference for another beverage, please bring it.

**RSVP:** Please call Art at (310) 391-9522 or E-mail to [art.russell@gte.net](mailto:art.russell@gte.net) by Thursday, December 7 and let him know how many and what you will be bringing.

*See you there!*

## Alfa Trivia: Rubber and the Tire

by Fred Lennard: Rubber and how it got into tires.

*[This is another in a series of technical articles by Fred Lennard, our Southern Correspondent from New Zealand. This is the first of a series on rubber and tires. With the news of Firestone's problems with tires, it seems timely to learn about how rubber works and how tires are made.]*

I got to thinking of where rubber comes from and how it is processed. Armed with this idea in mind I called on a friend in the rubber business and as a result came away with several books on the subject. Admitted the information was rather old as one of the books was written about 1950, but I was assured that the information contained therein still applied.

The name "rubber" that we know so well came from a time when it first appeared in England, where it was sold as a half-inch cube of uncured latex for the purpose of rubbing out pencil marks. Very expensive at the time, but the rich could afford it. This was about 1770 and the name of rubber soon became India rubber, as its source was mainly the West Indies. Columbus was reputed to have brought samples back to Europe from the New World as early as 1495 but it was the French who really did the ground work as they spent some time studying the source and method of collecting it. Their name for it was "cout-chouc" (pronounced cow-chew), a similar word to the native name which meant "weeping tree" as the tree bled when it was cut.

By the year 1790, an Englishman, Samuel Peal, was the first to patent a process of waterproofing fabric by dipping cloth into a solution of rubber and turpentine, and in 1811, a small factory was established in Vienna for the purpose of making elastics.

There was no great progress till the 1820's, when Thomas Hancock, experimenting with rubber to find a better waterproofing, found there was a need of some method to re-use scrap and came up with the first of what is now known as the rubber "masticator". It was basically a barrel with pins and knives sticking out on the inside which literally chopped and chewed the rubber till the scrap came out as a homogenous solid roll and was the forerunner of the present roller system of softening and compounding the rubber which is so important before use.

(It must be remembered that these days were before curing was discovered and these people were working with raw rubber).

Hancock joined forces with McIntosh when the latter found that naphtha was a far better solvent for rubber than turpentine and soon made a name that was known in the rainwear world for many years, but the one problem remained, and that was the rubber would not last; it became sticky and perished easily.

The next advance in the rubber story came from America in 1840, where Charles Goodyear, working on an idea from an associate, perfected a process of curing by using sulfur and white lead mixed with the rubber. This he then heated to a temperature of 140 to 180C for a period of time depending on the size of the product, and was therefore able to produce a durable, tough elastic compound that didn't perish easily. This one process opened the field of rubber to a large number of products including the "hard" rubbers, Ebonite and Bakelite as we know them, but it was Hancock who took out the patent on this process, which he called "vulcanization" in honor of the Roman god of fire, Vulcan. From here on the field of rubber increased quite rapidly, and soon its use as a tire was discovered but although the first patent was taken out in 1845, it was 43 years before a Scottish Veterinary Surgeon named John Dunlop successfully made and fitted air filled tires to his son's tricycle. This proved to be a great benefit to cycle owners who wanted more comfort from their 'bone shakers', but it was in the automotive field when it opened up about 1900 that the rubber trade really began to boom.

But just what IS rubber? ... Raw rubber is an elastic solid obtained from a milky fluid exuded from the bark of a certain species of tropical tree and is generally known as 'latex'. The tree is one of several species which gives off this latex, the best and preferred one being Hevea Braziliensis, commonly known as Hevea. The latex should not be confused with the sap of the tree. It is a milk-like emulsion bled from the bark of the tree. When the tree is 'tapped' for this fluid, a spiral cut is made in the bark very carefully as too deep a cut will in fact affect the sap flowing in the tree and badly damage it, maybe even kill it. Every other day, in the early morning, the lower part of this cut is shaved down about 1/16<sup>th</sup> inch so the latex will ooze from the tree for several hours running down a

groove cut in the bark to a collecting cup at the bottom, which is emptied each day. As the shaving, or tapping proceeds toward the base of the tree, the bark will heal itself. Latex is similar to milk as it contains globules of rubber similar to the fat in milk, and if left will coagulate the same as milk does when it goes sour. To prevent this, ammonia is added so it can be collected and transported while still fluid. At this stage it contains 30 to 40% solids which are mainly chemically pure rubber with a mixture of resins, proteins, sugar, minerals and water. The amount of latex taken from each tree is quite small, about 1.5 pounds each week. In fact it takes about the total yield of two trees for one year to make one tire. (Present day tires of course contain a certain amount of synthetic rubber so this comment really applies to the days when tires were all natural).

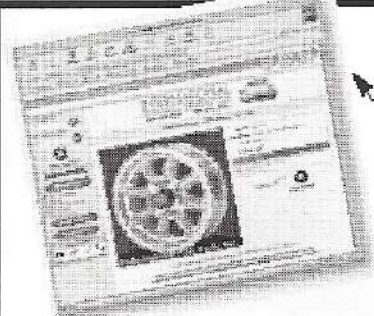
The latex taken for processing is put in vats where it is diluted with water and formic or acetic acid is added which causes it to coagulate. Thin partitions are placed close to each other in the vat so when the coagulation is complete, rubber can be fed out in a ribbon form into rollers which squeeze out the remaining water forming a continuous sheet of raw rubber. This is then cut into lengths and smoked to dry out the remaining water and also, the smoking helps prevent it going moldy in storage. When it passes through the rollers the sheet is ribbed, and after smoking is known on the commercial market as ribbed smoked sheet. Some rubber is supplied in a crumbed form, and some does not even get that far as it is supplied to the end user as latex fluid.

Recently there has been a problem with Indonesian smoked sheet being contaminated with all manner of substances: plastic, wood, fibers, etc., which are very difficult to remove and as a result there has been a move toward crumbed rubber as it is easier to clean.

By the late 1800s the writing was on the wall for the days of collecting rubber from native trees in South America (and some other regions) and seeds were collected which were transported to England and raised in the Botanical Gardens at Kew. Some 2700 seedlings were raised and then taken to Ceylon (now Sri Lanka) where they were allowed to acclimatize before sending on to Singapore and Malaya. Once the raising of trees was under way, the plantation system was taken up by several interested parties including the French and Dutch, and the production of rubber flourished. By 1950 there were some 3.5 million acres of trees in Malaya alone, and a world estimate was 10 million acres, of which about half was cultivated by small holdings.

These trees are estimated to have a productive life of about 30 years, but do not start to produce until 5 years old, and full maturity comes at about 12 years. Over the years high yielding trees have been bred and some of the smaller plantations which have continued to use older trees and not replant with the new higher yielding species are finding themselves in difficulties, particularly as there is a boom again in natural rubber.

To be continued.



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To be continued.



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# Swap Meet Highlights

*Photos by Tom Suter*

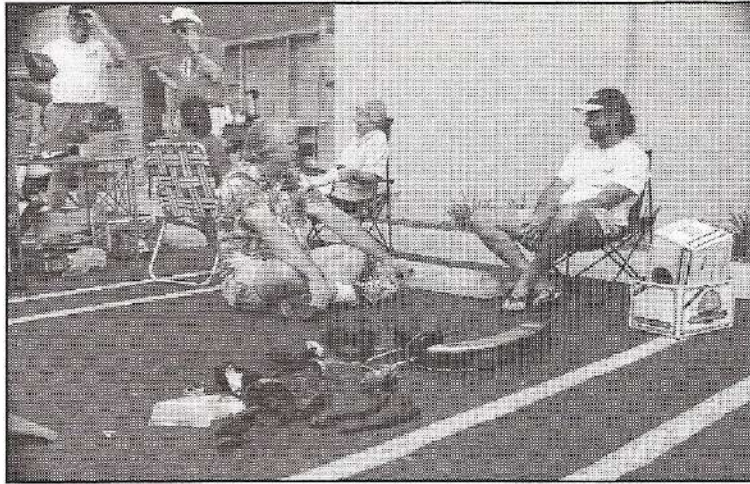
October 1st found the loyal Alfisti gathered at Fred Schueddekopp's Autostrada shop in Huntington Beach for our fall swap meet. Although the turnout was low, we had participation from all over the area. Pat and Glenna Garrett came up from Fallbrook to sell some goodies, and a buyer came down from Ventura County to see what there was. Art Russell provided the usual coffee & donuts, and there was plenty of bench racing when the parts had been picked through. Plan on coming to our next swap meet in the spring, and see what you are missing, or find that part you need.



*Look! More Parts! Big Parts!*



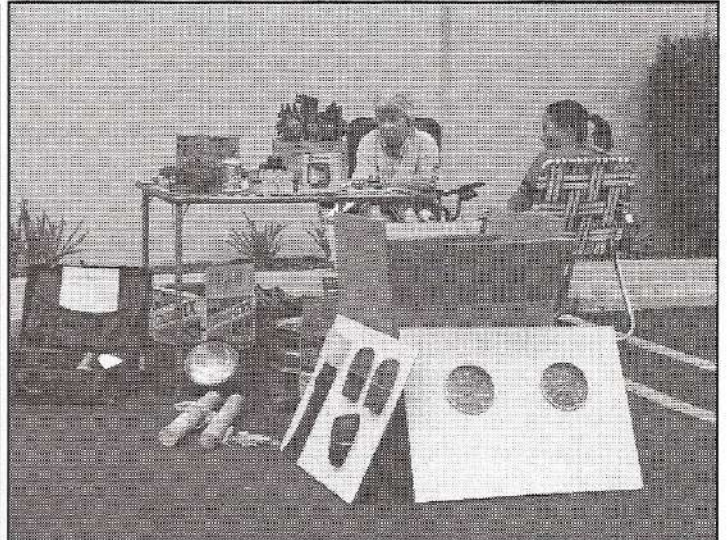
*We had all kinds of parts -- even the Coke was for sale!*



*After seeing it all, there is always lots of conversation*



*Car loads of parts!*



*Glenna Garrett and more parts!*



*Fred Schueddekopp's shop has several interesting projects in work*

## Drivers School at

### The Company Car

by Mike McKibbin

Photos by Art Russell

As we returned home across the desert Sunday afternoon, my brother Mitch and I agreed that the driving school at the Streets of Willow on Oct. 14 - 15, 2000, was probably as good a driving school as there was. We both have a passion for racing, and wanted to attend the school since becoming familiar with the Alfa Romeo Owners Club last year. However, circumstances threatened to thwart us.

"Circumstances" related to our track car, a 1989 Mustang GT which had developed an irritating habit of destroying rear ends, and is currently on jack stands awaiting multiple parts. Thus, family members not similarly obsessed were a bit aghast when I turned my attention to the company car.

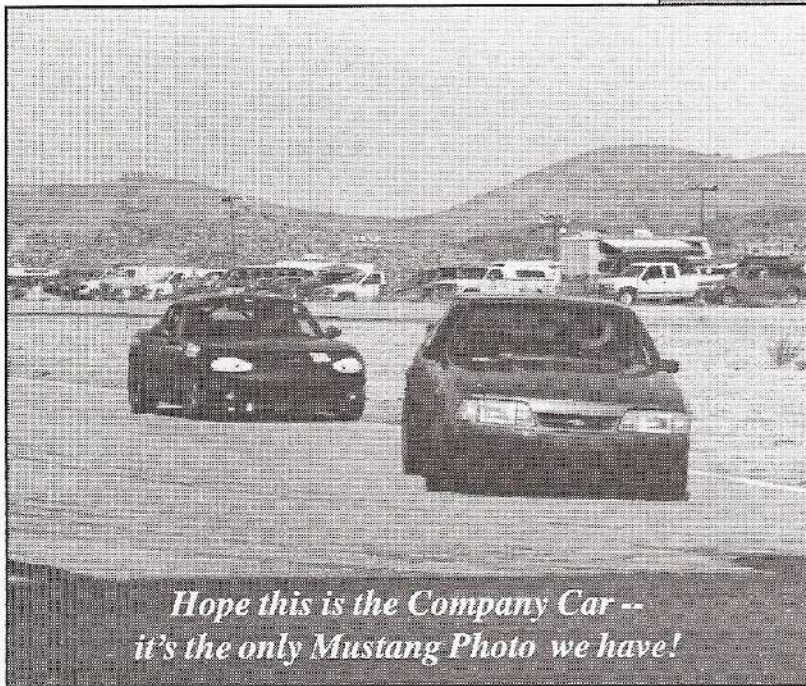
In this case, the company car was a 1997 Mustang SVT Cobra which my firm obtained for me when I became a partner. I suggested to Ed, the managing partner, that a driving school was just the ticket for maintaining the skills necessary to log the many miles I traveled in the course of our business. He halfheartedly agreed, and the car was immediately signed up for the

time trial groups. Ed did become somewhat nervous when the fire extinguisher and five point harness suddenly appeared in the car, but I assured him this was all in the interest of good driving and safety.

The driving school was truly an education. I learned more about that car and what it would (and wouldn't) do in one weekend than I had in the last 3 years. Excellent personal instruction helped me expand my own limits. It's probably just as well Ed wasn't there



*Milt Minter's fast even without a steering wheel!*



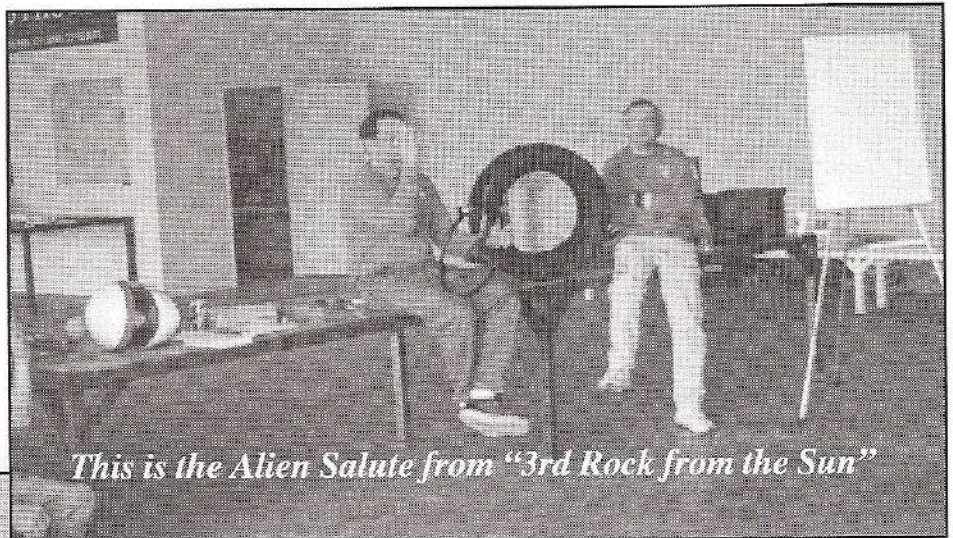
*Hope this is the Company Car -- it's the only Mustang Photo we have!*

to see Milt Minter take 5 laps in the car pretty much at the edge, which provided a rather valuable lesson in car control; or to watch me find out exactly what happens when you turn into the chicane way too late. However, he probably would have enjoyed the skid pad and slalom course, especially in the wet, since these are treacherous conditions everyone encounters on the road. Even for those with no real interest in competition, there was a group dedicated to simply making one a first rate driver, and these people were having as much fun as anyone else.

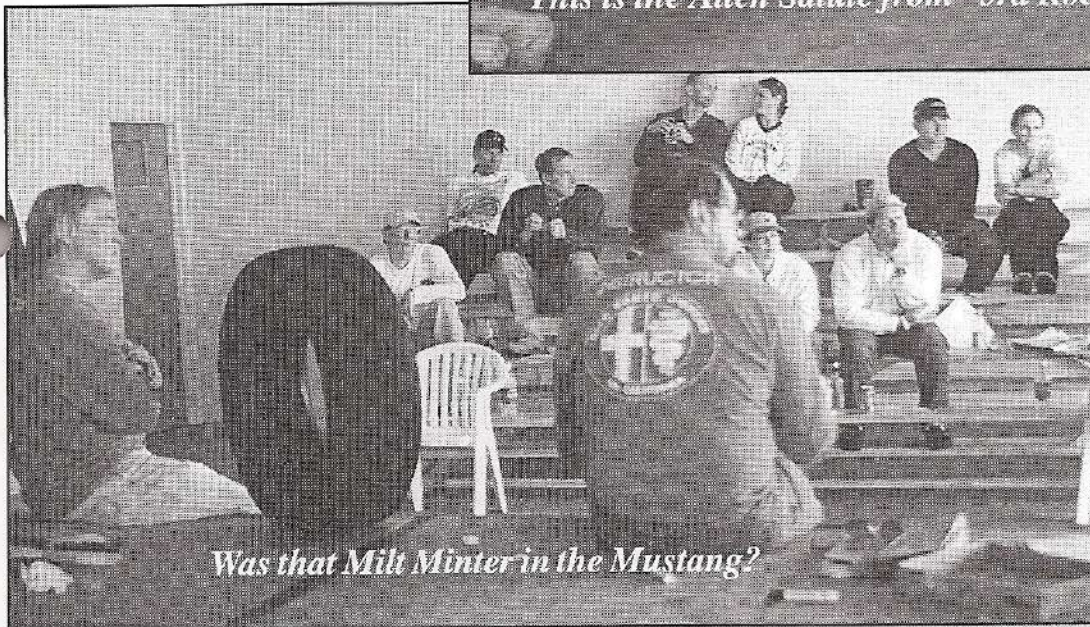
All in all, it was a great weekend. Special thanks to Brad and Paul. I'll be back, and next time maybe I'll bring Ed. He seemed to take it pretty well when I told him the company car needed new tires.

# Streets of Willow

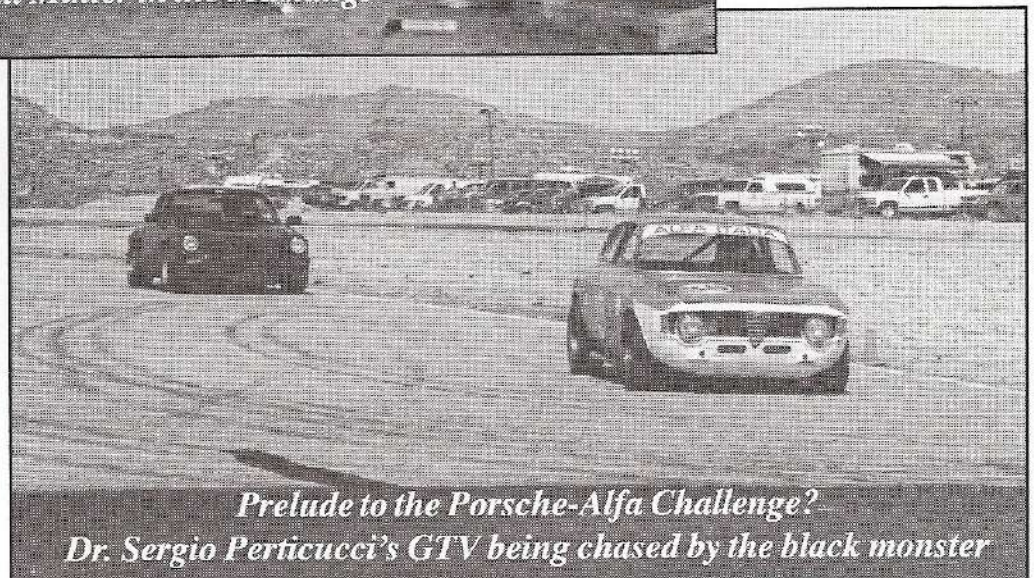
Doug Bender reports: We had 50 cars, everyone had a good time, and we tried a few new things on the skid pad, like breaking that group into two and running half on a mini-track made up from the lower part of the Streets track...even ran it wet for the Advanced group.



*This is the Alien Salute from "3rd Rock from the Sun"*



*Was that Milt Minter in the Mustang?*



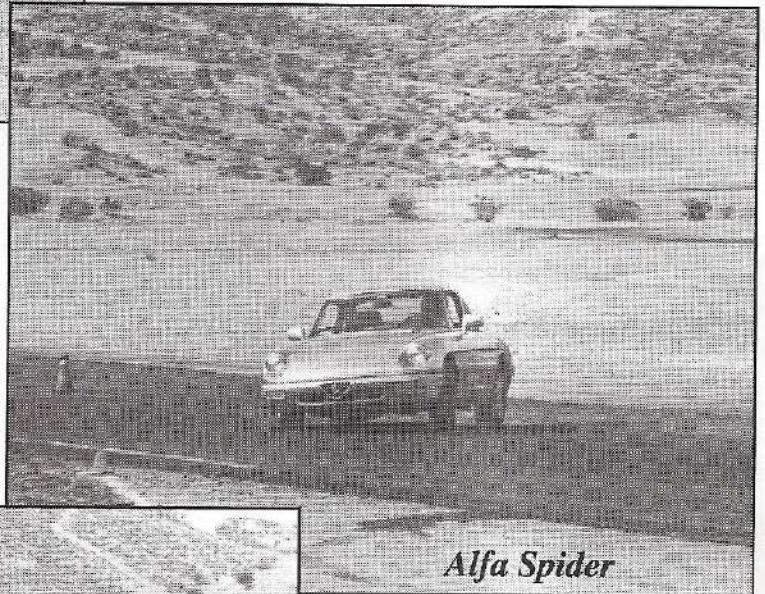
*Prelude to the Porsche-Alfa Challenge?  
Dr. Sergio Perticucci's GTV being chased by the black monster*

# More Drivers School



*Porsche 911*

*Let's Rock & Roll!  
Everybody use up their tires!*



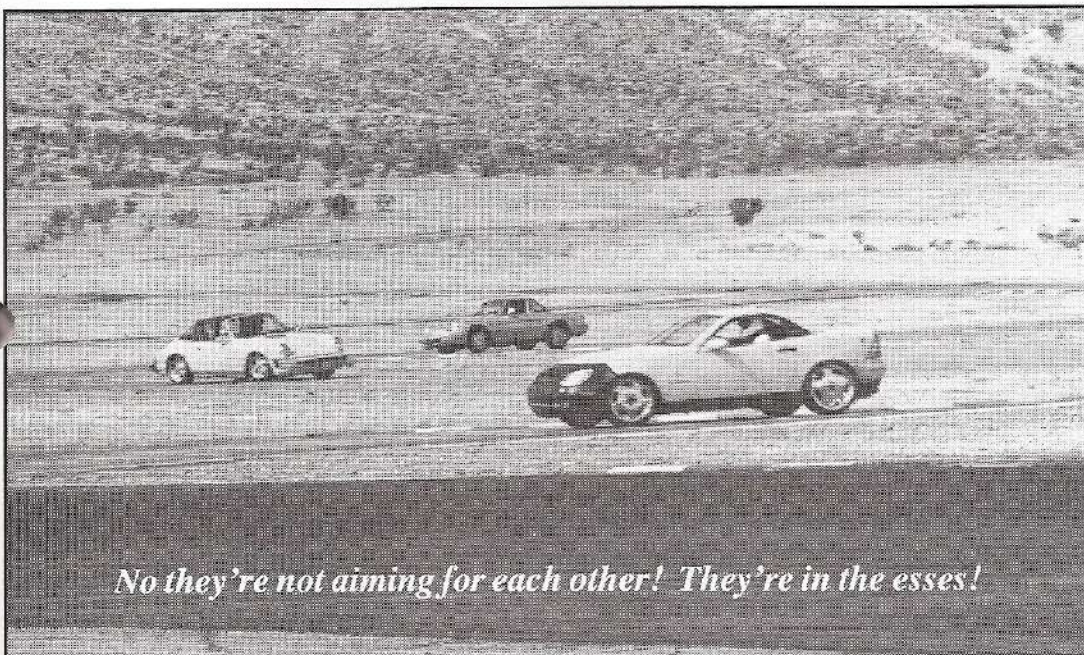
*Alfa Spider*



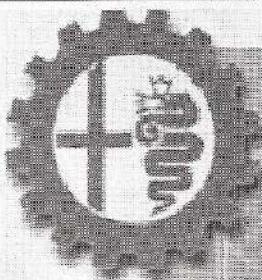
*Mercedes SLK*



*Action on the track!*



*No they're not aiming for each other! They're in the esses!*



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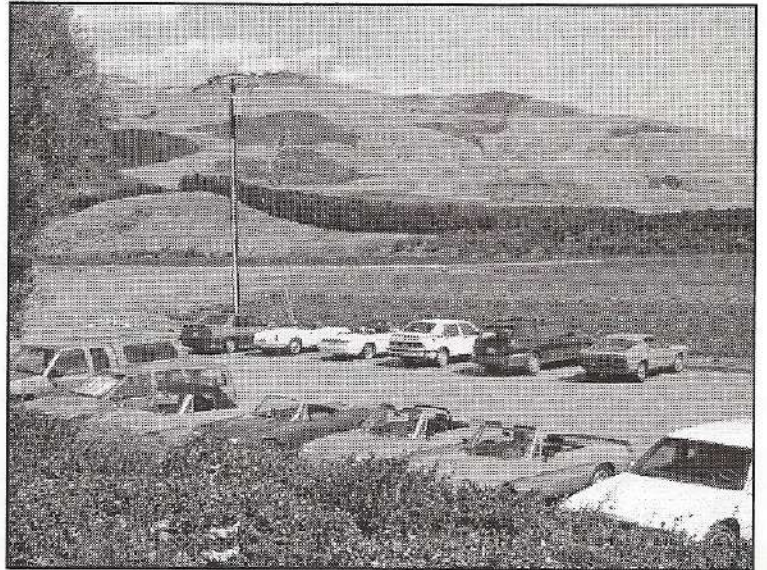
3822 Clarington Avenue Culver City CA 90232  
310/836-3160

# Wine Tour of Central Coast

*A Joint Event With the Central Coast Chapter*

by Phyllis Gaylard  
Photos by Gene Brown

The weekend of October 21 & 22 was perfect for wine tasting, if a bit windy. Our designated winer (whiner?) Gene Brown put together a great tour. We stayed at the Historic Santa Maria Inn (it is called that in the AAA book!), which has its quaint old side and the new tower rooms. We gathered Saturday morning, and after everyone got out of the parking lot going the right way, we motored off to Laetitia winery. We arrived before the tasting room was open, so we had some 'photo opps' and then tasted wines. What wine tastes best after pancakes and maple syrup? I haven't found out yet.



*The view from the Talley Vineyards tasting room -- so many lovely Alfas the tasting host had to come out to judge them!*

I was one of the few that had Speedvision in my room. No one came to join me, so I suspect they all fell asleep early.

Sunday morning was free – some went home early, some slept in and had a late breakfast before heading out. Some went for golf, but I went to Santa Barbara County to find some special wines that I wanted. Still didn't find the right wine to go with maple syrup.



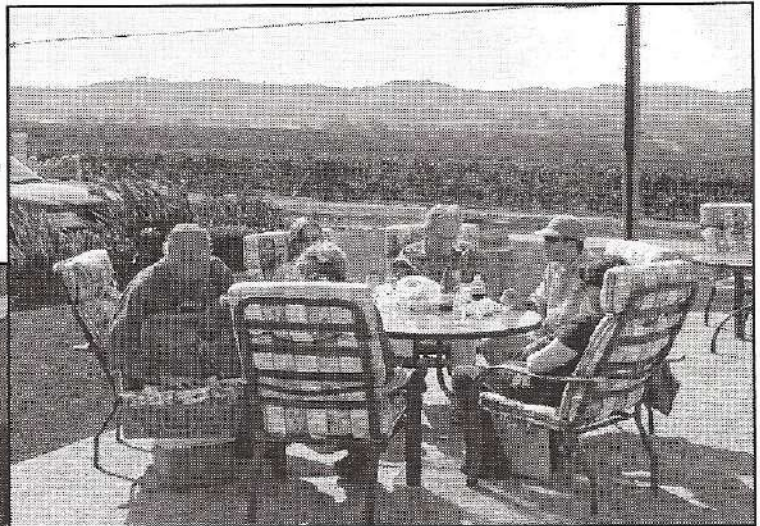
*The usual suspects at Laetitia Vineyard*

We then drove through back roads to Talley Vineyards, Seven Peaks Winery, Edna Valley Vineyard, Domaine Alfred, Kynsi, and Claiborne & Churchill. After this marathon tasting, we wandered back to Santa Maria and rested up for dinner. The spaghetti restaurant across the street was as far as we could manage to go, but the food was plentiful. We made it back to the Inn, and crashed. I set my alarm clock to watch the Malaysia Formula 1 GP at 11:30 that night, since



*Tasting at Domaine Alfred*

This was a great tour with very nice wines. Thanks, Gene! For someone who prefers his 'Big Gulp', he put on a good selection for tasting. Only 2 wineries charged for tasting, which is another plus these days, but at least I came home with two very nice glasses.



*Lunch on the terrace at Seven Peaks*



*Tasting at Claiborne-Churchill*



*Shopping in the tasting room boutique at Edna Valley Vineyards*



*Dinner at Marianne's*



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VISA



# Letter to the Editor

*The Mystery of the P3 at the Portland Convention is Resolved!*

Dear Phyllis,

I was looking through the complimentary copy of *Alfacionada* [September issue -- Ed.] I receive as editor of the Overheard Cams, and noticed on page 13 there were pictures of Pintacuda's 1935 Mille Miglia winning tipo B, or P3, and some question about its history. I thought perhaps you might be interested in how this Grand Prix car raced as a sports car.

1935 Mille: Dual purpose Grand Prix cars

It was not inspiration that created the sports car version of the P3, it was defensive tactics. Varzi had moved over to Maserati for this competition and the brothers decided to create a car of unquestionable potency. One of the supercharged 3.7 liter tipo 34's, with its 290hp twin cam six, was altered physically to accommodate two, or perhaps 1.5, detuned slightly to 260hp and modified to accept Shell's Dynamin Super Sport fuel. In answer Ferrari took a Scuderia modified P3, bulged out the

cockpit enough, if barely, to fit the diminutive Pintacuda, and the even more diminutive Marquis Della Stufa. The close fit of the cockpit can only be described as startling, considering the job ahead and the weather encountered. Varzi's hastily prepared Maser-the brothers' had actually taken the trouble to adapt 4CS bodywork, finishing only the night before the race--lasted a mere 100km on the day, leaving the Scuderia's wolf alone among the sheep. Assuming a rather moderate pace, much to the relief of the Marquis--who spent most of the 1000 mile covered hanging out of the cockpit ala motorcycle sidecar gymnastics--Pintacuda motored on to the laurels in Brescia in 14 hours, 4 minutes and 47 seconds, at an average speed of 71.7mph.

with warm regards,

*S. Scott Callan*

Editor: Overheard Cams

Author: Alfa Romeo: View from the Mouth of the Dragon

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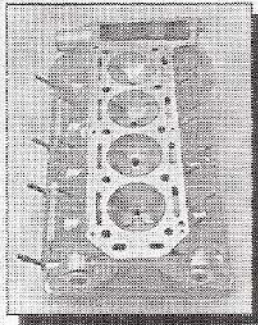
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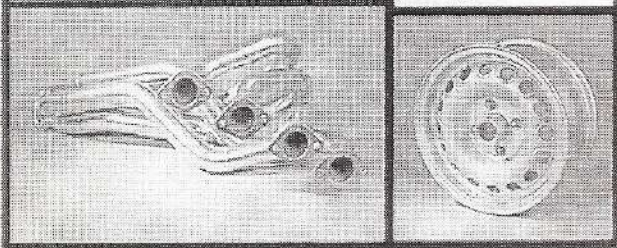
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**Surf's Up!**

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>

**Get Re-Wired!**

**AROSC reminder service needs update**

Are you a member who is Internet "wired"?

Would you like a reminder of upcoming AROSC events?

**Have we got a deal for you!**

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

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

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

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

Unfortunately, Jay's computer hit the dust, and he needs to rebuild his mailing list, so please e-mail him again if

# Classified Ads

Free advertising for members - please send to the Editor

**Bertaglia Mark I:** Homebuilt Sport Car, Alfa Romeo 2.5 liter V6, Porsche 914 transaxle, Toyota Supra suspension, Fiberglass body, Tube frame, Use for Slaloms and/or Time Trials, Handles great, Fun to drive, Over \$25,000 in parts but will sell for \$8500. Call Don @ (858) 292-5000 x660 days, (858) 486-3567 evenings or email me at [dswears@deltad.com](mailto:dswears@deltad.com) for pictures. (11/0)

**1988 Spider,** Black and Tan, always maintained by Uwe Backer/Omega Motorsports, runs perfect, strong engine, mechanically needs nothing. New Alfa "phone dial" wheels and new tires. No rust, but needs paint and top and ready to go! Come see it at 3822 Clarington Avenue Culver City CA 90232. Best offer takes it, I need the cash for my '67 Sprint Veloce restoration. Call Laura/Omega Motorsports 310/836-3160 or Email [alfaomega@prodigy.net](mailto:alfaomega@prodigy.net) (11/0)

**1984 Spider Veloce:** Ivory/tan, power windows, power mirrors, A/C, Blaupunkt AM/FM/Cassette, custom top in good condition, recent smog, 74K miles; maintained by Santos. Looks and runs good. \$4900. Call Richard at (805) 379-0206. (10/0)

**1965 Giulia Ti:** White with new Tan leather interior. 2 Liter motor, Recaro seats, Weber 40's, lightweight flywheel/clutch, 5 star Campagnolo's. \$8200 obo.

**1974 GTV race car:** Green/wht. B-sedan race ready. Class winner VARA, HSR legal. Too much extra to list. Complete with double axle trailer and spares. \$21,500 let's talk. Call Dave Diamond at (323) 469-4629 or E-mail: [davediamond33@hotmail.com](mailto:davediamond33@hotmail.com) (Dave Diamond) (10/0)

**101 Sprint Coupe:** Carefully kept up for the last three years I have owned it, including an excellent paint job from bare metal and general refreshing, NOT a restoration, as I really like all the little details that patina offers. It's all there. Been driving it daily without a whimper. The engine has twin webers, 1750 cams with performance grind (very quick). Lots of extra parts. Needs an exhaust and maybe a valve job in the next year or two (a little smoke on startup, nothing going down the road). The fuel gauge shows full all the time (but the reserve light works) and the speedo needs attention. \$9,800 Call Danilo at (818) 830-8880; see pictures at: <http://www.gurovich.com/alfagallery> (10/0)

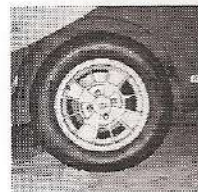
**1992 164L:** Metallic green with beige interior, 106K miles, well maintained, power everything (sunroof, seats, etc.), A/C upgraded (new stepper, compressor). Great Condition Alfa, \$6,300. Call Rob at (626) 449-6800 (days) or (626)

296-1513 (eve). (10/0)

**1979 Alfetta GT:** Very clean, sunroof, many new parts, smog legal. Asking \$1995. Call Barry Klein at (949) 646-1096. (10/0)

**WANTED:1987-1989 ALFA ROMEO MILANO VERDE:** my milano verde got rear-ended and I NEED another one. I am looking for an original RED verde, I prefer one in perfect condition but will consider any RED one, body must be straight and never hit, if anyone knows of a RED verde for sale please let me know. I prefer a CA car but will travel to any part of the western United States. Call Anthony 818-673-5151 or E-mail [ITALCARGUY@aol.com](mailto:ITALCARGUY@aol.com) . (9/0)

**Wanted:** 14x6 Ronal wheel (or wheels) to fit '74 GTV like the picture below. Call Bob Brady, Kennett Square, PA 610-925-1837, or E-mail [mpbrady@bellatlantic.net](mailto:mpbrady@bellatlantic.net). (9/0)



**1978 Alfetta Sprint Veloce:** Ivory, new tan interior, runs good, good tires, alloy wheels, very clean; \$1500. E-mail Frank at [fhoeffner@earthlink.net](mailto:fhoeffner@earthlink.net) (8/0)

**1966 GTV 1600:** Former t-d rally car, with 1750 cam and head work. Car stored outside for 7 years. Good no rust original car, \$5000 OBO, LA area. Call Ron at (818) 713-1909 or E-mail [demuri@earthlink.net](mailto:demuri@earthlink.net) (8/0)

**59 Giulietta Spider Veloce:** Very clean California car, owned since 1970; original except for 5-spd, rugs, and radio. White w/black top and int. 78K total miles with 8K on rebuilt engine. Webers just being rebuilt. Mechanics and cosmetics are excellent with many spares. Shown on page 38 of "Illustrated Alfa Romeo Buyers Guide" (1983). Also, see pictures at <http://people.we.mediaone.net/dherting>. \$16K OBO. Call Dave at (323) 935-6118 or E-mail [dherting@mediaone.net](mailto:dherting@mediaone.net) (7/0)

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

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

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

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

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



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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* <b>Swap Meet at Omega MotorSports, 8am</b> 28 General Meeting - 8pm Culver City 29 Tour Bothwell Antique Race Car collection <b>* Note Date Change</b>
May	June	July	August
4 AROSC Board Meeting 6-7* <b>Driving School - "Streets of Willow"</b> 21 Concours Long Beach 26 General Meeting - 8pm Culver City  <b>* Note Date Change</b>	1 AROSC Board Meeting 3-4 Time Trial at Buttonwillow 24-25 Tour to Julian 30 General Meeting - 8pm Culver City	6 AROSC Board Meeting 19-23 <b>National Convention, Portland, OR</b> 28 General Meeting - 8pm Culver City followed by Tech session at Omega MotorSports	3 AROSC Board Meeting 13 Summer Party at Phyllis Gaylard's home 18 Concours Italiano in Monterey 25 General Meeting - 8pm Culver City 26 Mt. Wilson Twilight hillclimb & picnic
September	October	November	December
7 AROSC Board Meeting 9-10 Time Trial - Las Vegas 17 Concours - San Antonio Winery 29 General Meeting - 8pm Culver City	1 <b>Fall Swap Meet, Huntington Beach</b> 3 AROSC Board Meeting 14-15 Driving School at "Streets of Willow" 21-22 Wine Tour 27 General Meeting - 8pm Culver City <i>Note changed date in boldface</i>	2 AROSC Board Meeting 5 Concours at "Best of France & Italy" Show 11-12 Time Trial -- Willow Springs 17 General Meeting - 8pm Culver City: Elections, "White Turkey Auction"	9 Holiday Party 10 AROSC Board Meeting: Annual planning and election of officers meeting