

# Giacionardi

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



**In This Issue: Concours at San Antonio Winery, Party, Tech Session, Upcoming Events, & 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 by the end 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 Club, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscription to this newsletter is included as part of the annual AROSC membership fee of \$55; non-members of AROSC may subscribe for \$22 per year.

Permission is hereby granted to other Alfa Owners Clubs to reproduce any original material herein, provided credit is given to the author and to the AROSC *Alfacionada*.

### 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 shows Concours Chair Dan Ritter manning the Browning machine gun in attempt to bring order to the San Antonio Winery Concours. The gun is mounted in the Alfa Romeo 'Matta Torpedo' entered by Dirk Stoehr, and winner of the People's Choice Award. Looks like a jeep to me! Photo by Phyllis Gaylard.

### AROSC Board of Directors - 2001

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**NEW AROSC Web Site: [www.arosc.org](http://www.arosc.org)**

**New Web Meister: Brendan O'Brien**  
[brendanobrien00@hotmail.com](mailto:brendanobrien00@hotmail.com)

### 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 Italiano/Monterey Historics – Aug. 17-19**

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

## **Mt. Wilson Twilight Hillclimb & Picnic – Saturday evening, August 25**

This was a great event last year, although few attended. Make up for last year and come out to see the city lights and have a picnic dinner at the top of Mount Wilson, after driving up a neat Alfa road. There will be 2 rendezvous points: 5:00 pm at the Veterans Center Park in Culver City, and about 6:00 pm at the UNOCAL 76 station at the Northeast corner of South Arroyo Parkway and East Glenarm Street, at the end of the Pasadena Freeway. We will then caravan up to Angeles Crest Highway and Mount Wilson in time for a beautiful sunset.

Bring who- and what-ever you like for a picnic on Mt. Wilson, and stay as long as you like.

## **General Meeting – Friday, August 31, 8:00 PM**

Join us for the August general meeting at the Veteran's Center in Culver City. We may have a special program, or some surprise entertainment – it's too early to tell.

## **Board Meeting — Thursday, September 6, 7:30 PM**

The Board of Directors meets monthly 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. We will gather at the Pizza Show restaurant in Hawthorne for dinner and meeting.

## **Swap Meet – Sunday, September 9, 9:00 AM**

We are planning a swap meet at Sensor Systems in Chatsworth once again, to benefit our valley-dwelling members, located behind 8929 Fullbright Ave. See the map on page 7 for detailed directions. The cost is \$10 per space to sell, no charge to buy, except for coffee and donuts at \$1.

## **Time Trial and Race, Willow Springs – September 22-23**

Our fourth Time Trial will be held at Willow Springs Raceway. For additional information, contact Doug Bender at the numbers or E-mail in the Masthead, page 2.

## **Driving School at the Streets of Willow – October 13-14**

Do you want to drive better? Faster? This is the place to learn how. We offer instruction in improved street driving, beginning and advanced time trial driving, and race driving, so you can sign up for whatever level of skill you want to develop. This 2-day event can't be beat for the price, track time, and instruction. For more information, contact Steve Hamilton at (310) 214-5110.


## **Annual Wine Tour, Paso Robles area – Oct. 19-21**

Gene Brown has been making plans for our annual stock-up your wine cellar tour. See page 6 for early details. He has booked a block of rooms at the Historic Santa Maria Inn again this year, so you can make reservations now!

## **Concours at "Best of France & Italy Car Show" -- Sunday, November 4**

This is the final Concours of 2001, held at Woodley Park in Van Nuys. This is the biggest showing of Alfas in the area, so come show your beauty, or just come park with all the others and see all the lovely French and Italian cars. There is also a swap meet!

**Don't Miss the Mt. Wilson  
Twilight Drive & Picnic  
Saturday, August 25**



**The Board of Directors announces vacancies on the current board, and a need for at least 3 candidates to run for the board in November. If you have any ideas on club activities, or just want to get out of the house another night of the month for dinner and Alfa talk, contact any board member listed on page 2, or just come to any board meeting listed above.**

# View from the Top

*Miscellaneous Rumblings from Il Presidente!*

What a nice picnic we had at Phyllis' place. I counted 6 new people, some members, some just interested. Nice weather, good food, great friends. Who could ask for more?

Speaking of which, if any of you know an Alfa owner who isn't sure about joining our club, we are always willing to give them a couple of months free *Alfacionada* to try to get their interest. Just send Phyllis the Name & Address so that she can get them set up.

Last month's meeting at Omega Motorsports had a larger than usual turnout. Perhaps it is the pizza and drinks that Uwe provides. Many thanks to Uwe for providing his shop each summer. We appreciate his hospitality. And thanks to Alan Ward from Las Vegas who showed up, since he just happened to be in town that day. Uwe had a Milano and a 164 up on the racks for us to look at and ask questions about.

So what's the deal with General Motors? Are they trying to make themselves into a real car company? And not just a supplier of "refrigerator on wheels" type transportation devices. Here's what I mean.

Last year they completed their design studio in North Hollywood. GM is the last car company in the Universe to come out to the left coast where lots of interesting cars are designed.

They bought interest in Fiat, admittedly for car parts and European marketing reasons, but with it comes Alfa Romeo and GM's plans to bring our favorite marque back to us.

Then last week they hire Bob Lutz, of Chrysler fame. Bob is a "car guy" (he actually has a driver's license and owns his own cars) credited with the Prowler, Viper and PT Cruiser.

Is GM going to try to put some "sex appeal" in their car line? Will they get some practice with performance and customer support in time to understand what they really have with Alfa Romeo?

Last month's *Alfacionada* introduced the logo for Alfiesta 2002. Kevin Coughlan did the artwork, but his credit was omitted. Thanks Kevin. We want to see the convention logo plastered everywhere.

The Saturday after the Picnic the Convention Committee will meet to move the planning up to the next level.

Something we have to start lining up is a guest speaker for the evening banquet. Also we want to have the best Alfa Romeos in So Cal at the Convention Concours. So if any of you are having lunch with Dan Gurney or the President of GM any time soon, get them to pencil in the weekend of July 4, 2002. And for those of you who own older Alfas, if enough of you bring out your 8C2900s we could make a class just for them!!

You get the picture. If any of you know someone, who knows someone who is somebody let them know about Alfiesta.

Web site update. Brendan O'Brien has changed our address to "arosc.org". As of tonight it is the same old site, but he is very busy working to get a new site put together.

That's all for now.

Caio,

*Sidewaysalfa*

## *Surf's Up! We've Moved!*

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. And yes, Virginia, we have a new web meister to keep up the site for the *Alfa Romeo Owners of Southern California*.

As a result of having a new web meister, we now have a new web site address as well. Brendan O'Brien is setting things up for us, and is making progress. It may take a couple of months to complete, but all will be in place soon, so keep checking it out!

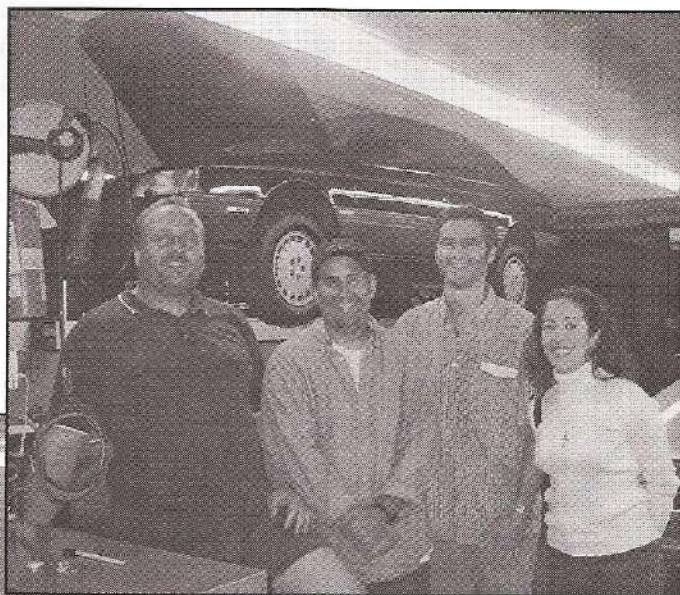
Rather than attempting to describe everything you will find there, we will let the *AROSC* web site speak for itself. To sample this new dimension to the club at first hand, visit us at:

[www.arosc.org](http://www.arosc.org)

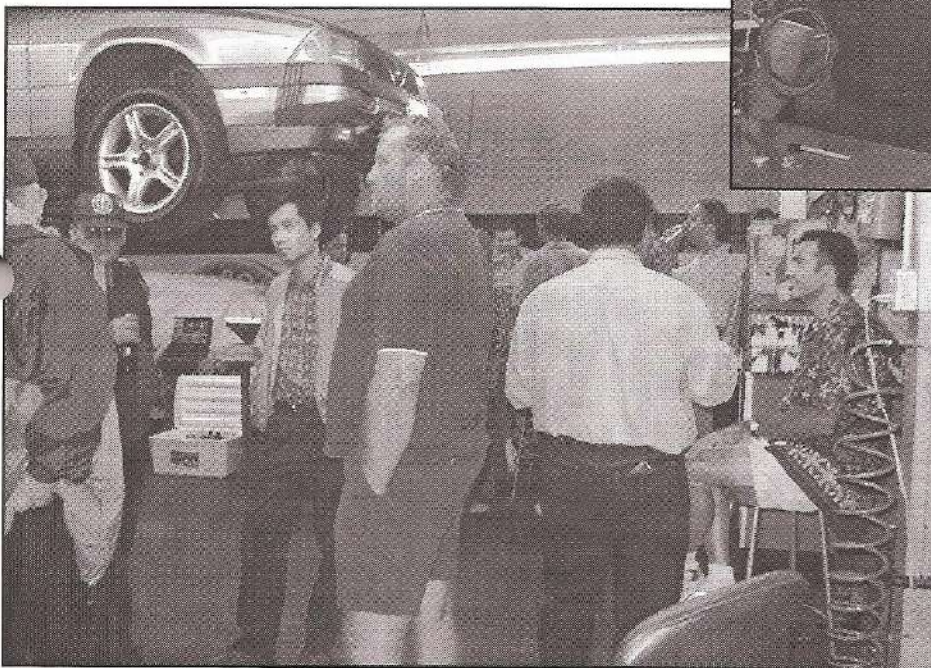
# July Meeting: Tech Session

*Special Program Held at Omega MotorSports*

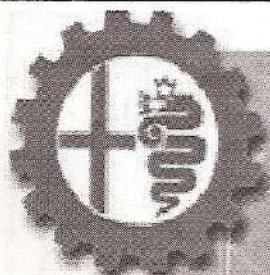
Many thanks to Uwe and Laura for hosting our July meeting Tech Session. We had an excellent turnout, including some new members and some 'old' ones; even Alan Ward stopped by on a quick trip from Las Vegas. We purused the underside of 2 nicely maintained cars: a Milano and a 164 and Uwe answered lots of questions. There was also plenty of pizza and beverages donated by Omega! We will very likely impose on their hospitality again. Laura sent along these 2 photos, thankfully, as Ms. Editor left her camera home.



*Uwe Backer and some new Alfa friends*



*There was plenty of Alfa Talk and Bench Racing along with the pizza*



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## Visit Us On The Web

Site created by Alfacionada's Official Web Meister  
Eric Sands

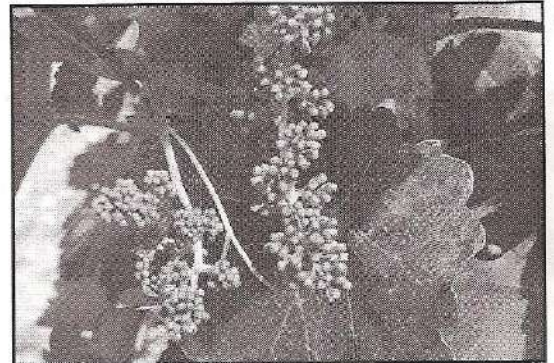
*Pages.prodigy.net/alfaomega*

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

## October Wine Tour Planned

Summer is upon us and before you know it October will be here. And you know what big event October brings? No, not Halloween – the Annual AROSC Wine Tour. That's right, it's time to take an inventory of your wine cellar and start making a list of what you will need to hold you through those long cold winter nights.

This year we will be visiting the wineries of the Paso Robles area, the home of many award winning wineries. We will be staying at the Historic Santa Maria Inn once again. A block of rooms have been set aside for October 19<sup>th</sup> and 20<sup>th</sup>. The rates are \$69 per



night in the original inn and \$89 in the tower. There are suites available at \$119 and \$149 per night, however since they are not in the reserved block of room they may be booked. The Historic Santa Maria Inn can be reached at (805) 928-7777. Be sure to mention the Alfa Romeo club to get the special rates.

For further information contact Gene Brown (805) 527-8520 or [simigene@pacbell.net](mailto:simigene@pacbell.net).

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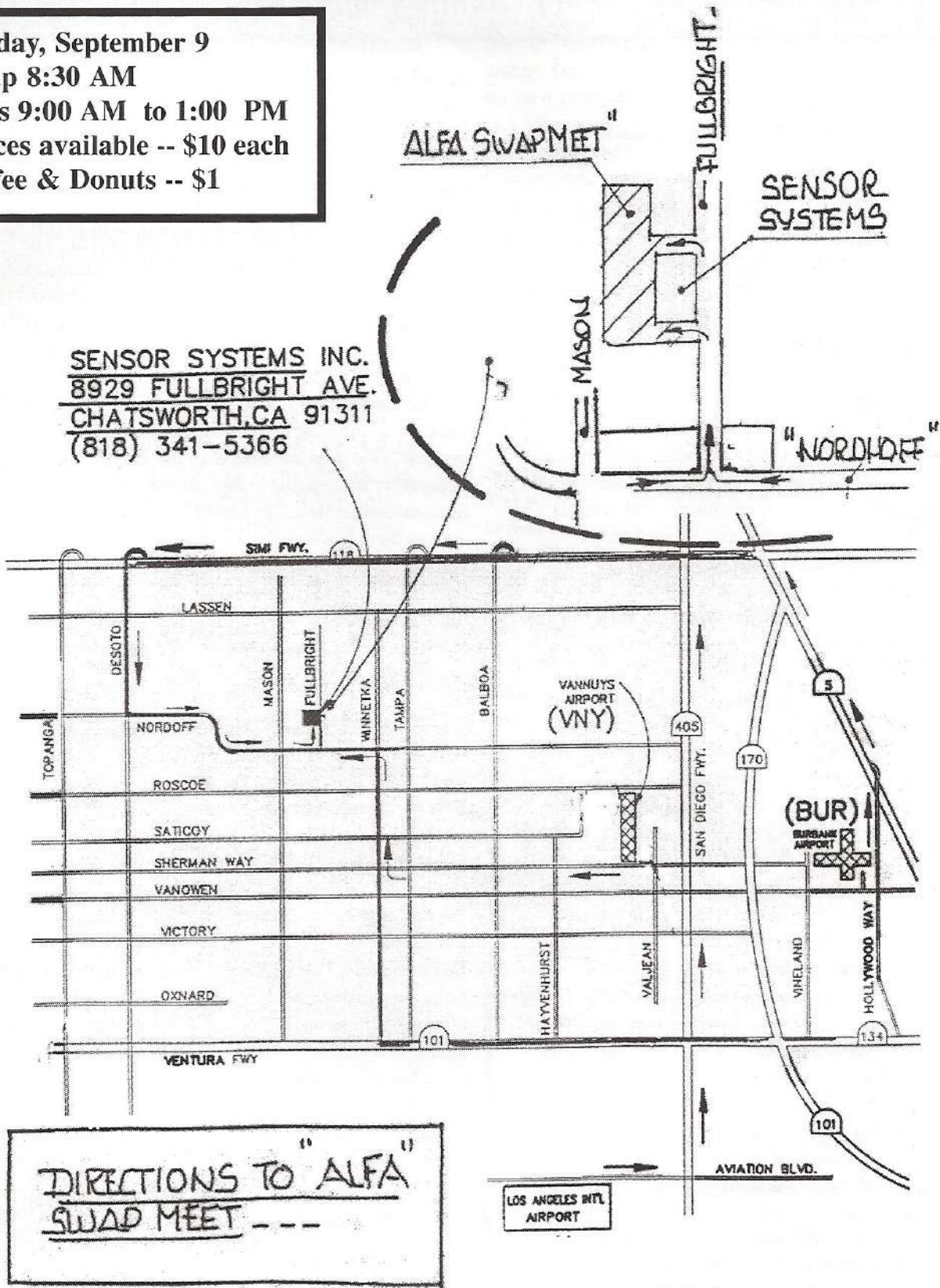
**ALFA PARTS  
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(510) 524-3636 (fax)**

**1221 Fourth Street  
Berkeley, Ca. 94710**

# SWAP Meet Directions

Sunday, September 9  
Setup 8:30 AM  
Sales 9:00 AM to 1:00 PM  
Spaces available -- \$10 each  
Coffee & Donuts -- \$1

SENSOR SYSTEMS INC.  
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CHATSWORTH, CA 91311  
(818) 341-5366



# ABS Adventure

## *Keep Your Milano Stopping*

by *Patrick Farrell*

[Reprinted with thanks from the May/June '01 *Alfanatic*, Newsletter of the Alfa Romeo Owner's Club – Wisconsin].

Not many of us would describe troubleshooting ABS brakes as an adventure, but my recent efforts were a bit of one. They involved a little reconnaissance, some initial trial paths leading to dead ends, a search for alternate paths, and finally – success. In case you have ABS troubles with your Milano, I'll tell you my story.

First, I need to credit the sources I used in attacking my ABS problem. The basic source I used is the Milano Workshop Manual (MWM), which has an extensive section on the ABS (Teves or ATE Mark II) system in the car. There is a long trouble-shooting section as well as many tests, though some require specialized equipment. A second source of information was the World Wide Web. Many of you may already know that some of the Alfa Owners Club chapters not only maintain web sites, but also keep extensive lists of Tech Tips from the pages of their newsletters. Among these is the St. Louis site (<http://www.catenary.com/isaluti/>) in which Rich Hirsch has put several articles on ABS systems including one on how to remove the system altogether. These were very helpful even though I decided not to remove mine. A third reference, possibly mostly for background, was a book *Brake Systems OEM & Racing Brake Technology*, by Mike Mavrigian and Larry Carly. This book has lots of general information on brakes, and some very useful information on ABS systems, including a list of which vehicles used which ABS systems. More on this, later.

For those of you unfamiliar with the Milano's ATE Mark II ABS system, it is an integral type system, meaning that the ABS system is not an add-on to a regular braking system – it *is* the system. While there are significant engineering advantages to this system, one disadvantage is that if the ABS system is really kaput, your brake system may be too. The basic system is composed of a brake 'master cylinder' with a number of solenoid-controlled valves in it to control where and when brake fluid is delivered to brake calipers; a fluid reservoir on top of the master cylinder; a hydraulic pump to pressurize the brake fluid controlled by the master

cylinder; a hydraulic accumulator to store pressurized brake fluid (so the pump doesn't have to run all the time); and wheel rotation sensors and an electronic control module (ECU). The system is fairly complex, but in operation the basic idea is that the brake pedal is in part a source of energy as in a conventional or even vacuum assisted system, but mostly it is a proportional switch. The switch allows pressurized brake fluid from the accumulator to flow into the brake lines based on how hard it is pressed (or how far) and on the wheel slip calculations from the ECU. If the ECU decides to invoke the ABS function, one or more of the valves to the brakes (I think there are 3 channels, RF, LF, and Rear) is closed for about 1 second, preventing brake fluid pressure from actuating that channel of the brakes. Two important parts of the system, and ones apparently susceptible to age, are the hydraulic pump and accumulator system. In the ATE Mk II system, the accumulator has a rubber bladder to separate brake fluid from pressurized nitrogen, pressurized to 180 bar (about 2650 psi). You might note that this pressurized fluid allows the ABS system to switch only, not actuate brakes. It also serves as a brake booster, as a vacuum booster might on a non-ABS car.

The initial indication of problems was the occasional 'ABS' light being lit after motoring off in my '87 Milano Platinum. The 'ABS' light indicates a variety of faults, as outlined in MWM, including low pressure and no sensor signal, for example. Usually, a little fiddling with the electrical connector to the brake fluid reservoir/master cylinder system would make the light go out, suggesting it was only poor or dirty electrical contacts.

More recently, I had a steady 'ABS' light and the hydraulic pump ran nearly continuously. It might eventually stop, but after each brake application, it was on (light and pump) again. The various sources suggested one should get from 8 to 15 brake applications from one accumulator 'charge' before the pump had to come on again. From Rich Hirsch's articles and the MWM, the diagnosis seemed to be a failed accumulator. So, I tried to find a replacement accumulator. I tried 'the usual suspects' to paraphrase Claude Rains. No luck. Apparently, they are no longer stocked (but try your favorite Alfa parts supplier – I didn't try them all). At this point, some of the comments from



the Alfa Digest came to mind in terms of other vehicles that used the same system. The Mavrigian and Carly book lists quite a number of cars using ATE Mark II systems as well. I would not interpret the fact that the 'same' system was used in these cars to say parts are interchangeable. I have seen enough cases where a vendor (like ATE) will make modifications to the system to suit a big buyer. Mavrigian and Carly indicate as much in their description of the fault codes displayed for the ABS system. Depending on the vehicle, a large number of specific faults may be indicated, or all may be lumped into a single idiot light (like Alfa) which only indicates there is a fault, not what it is.

One car with this system discussed on the Alfa Digest was a 1987 Merkur. I called the local Ford dealer to see whether accumulators for some late 1980's Merkurs were available. He was quite helpful, as he figured out it had to be a 1988 or 1989 Scorpio (that was in the book, but I forgot). But ... no longer available. My next hint was a Buick Reatta. As Mavrigian and Carly show, there are 15 or 20 cars with the ATE Mark II system, mostly 1988 and 1989 GM products, with some Fords as well. I called my local Buick dealer to ask about Reatta accumulators. He was almost *too* helpful. He wanted my car's VIN to be sure he had the right part. I thought I had been caught. (You've all had the experience in the car parts store where as soon as you say *Alfa Romeo* they say 'we don't have any parts for that', even if all you want is a light bulb.) I mumbled something about the car being at home and I was at work. That seemed to get me through. Anyway, he had one and would hold it for me. I raced over and picked it up. I still wasn't sure it was exactly the same as the OEM Alfa part, so I gave it a good look. As near as I could tell it was identical - even made in Germany. The part number was **AC Delco 255 35686**.

I replaced the old accumulator with the new one and figured I would be all set. Wrong. Turning on the ignition (energizing the hydraulic pump) started the pump, then it stopped and the 'ABS' lamp was on. The pump fuse had blown, and continued to blow after replacing it. The consensus from my sources was grim - the pump was probably toast. Apparently it could pump against a leaky accumulator, but not a good one. Back to the phones. My local dealer was dubious about a pump for my 'Reatta'; he wasn't sure if he could get one or when. I wasn't even sure it would work, since there are slight differences among the installations of this system in the different vehicles. I went to the web (WWW, search on Buick Reatta parts,...) and found a dealer who had one for not too bad a price (AC Delco part no. **255 28382**). I ordered it and it came a few days later.

Opening the box, I was a little disturbed. The basic pump was similar (still made in Germany), but the mounting locations for the accumulator and the banjo fitting to the master cylinder were in different locations from the Alfa unit; the connector to the pressure switch was also different from the one on the Alfa wiring harness. I wasn't sure the pressure turn-on and turn-off points would be the same either. I decided to go ahead and try it, but first I removed the new pressure switch from the new pump and put the old Alfa switch on. If I had thought if it I probably could have gotten the right GM connector, but I didn't. If you do this pressure switch swap - be careful. The housing is aluminum so gentle wrenching is needed.

Anyway, I installed my new pump, and fired it up. I got lots of pump noise, but it didn't stop after 20 seconds or so, which would have indicated the accumulator was up to pressure. The only idea I had was a bit far out; what if GM (or ATE) had decided to reverse the power connectors (12v and ground) from the way they were in the Alfa OEM system pump? Since most DC motors will happily run backwards if wired up backwards, the fact that it ran didn't rule this out. Anyway, swapping the leads did the trick. The pump ran, slowed as it used to under load as it came to near the system switch pressure, and then stopped as the accumulator pressure reached the set point. The combination, despite the slight change in location for the accumulator mount and the banjo fitting, worked well.

Since the accumulator-pump replacement, the system has worked well, suggesting that even my initial problems that appeared to be wiring related, may have been an indication of incipient accumulator and pump problems.

I hope my experiences may help others with Milano ABS problems. I do not claim to be an expert on braking systems, but I think I have found a way to repair my ABS system. The references I found were very useful and I urge anyone interested in the Teves (ATE) Mark II system to check them out.

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# Concours at San Antonio

*No Rain in July at one*

By Dan Ritter,

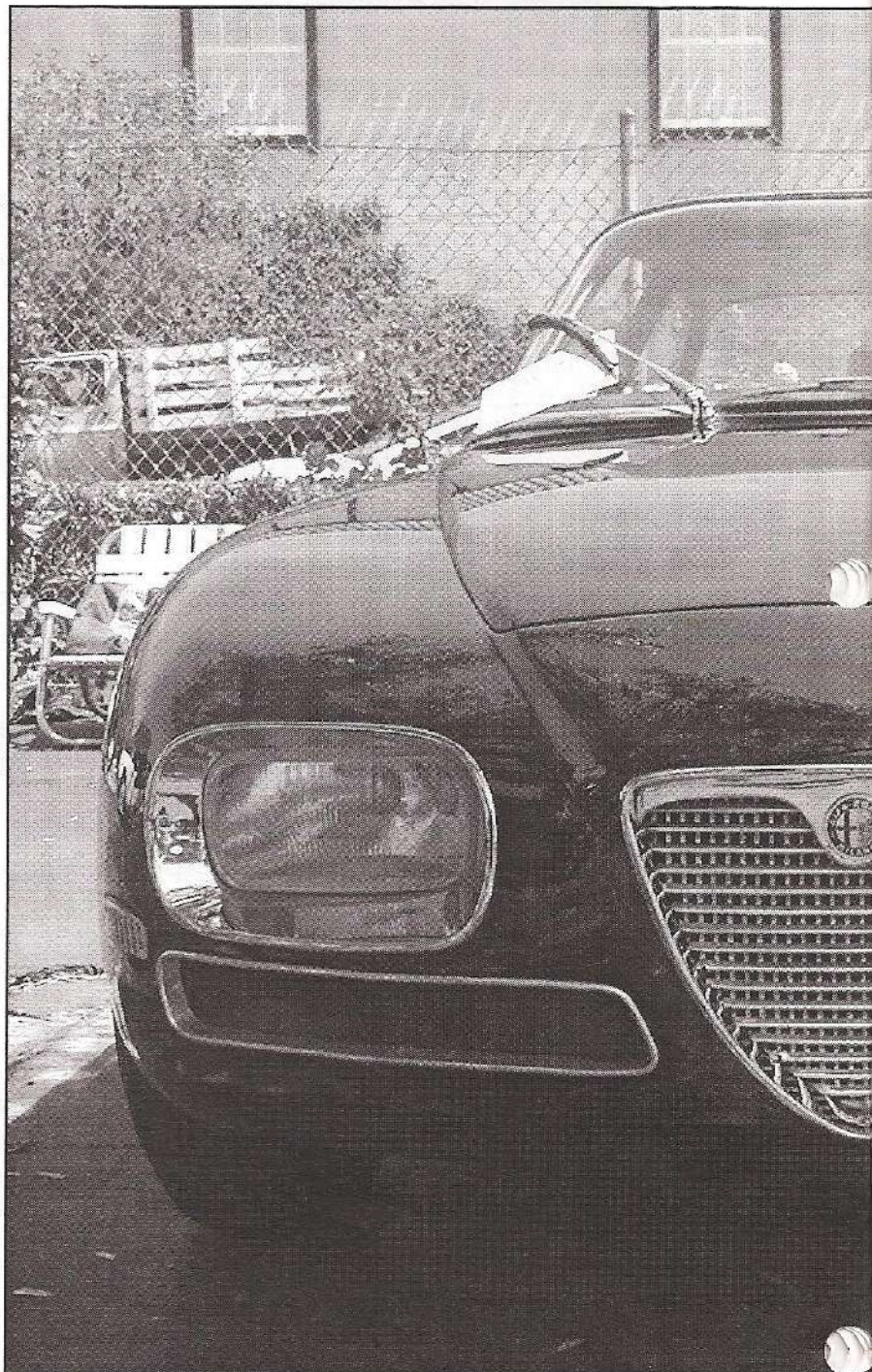
Photos by Gene Brown and Phyllis Gaylard

Greetings Alfisti!

AROSC has presented many shows through the years and I would like to count our last event as one of the all time premiere "Concours d' Elegance". As predicted, the weather was fabulous, a little cloud cover through most of the morning and after lunch, moderate sunshine. The setting for all this was perfect – the famous San Antonio Winery located right downtown Los Angeles! The Winery has it all, enough parking for a show, picnic area and of course the winery with wine tasting, tours and a restaurant that has great food and is able to accommodate large parties.

Now for the competition and wow, what an incredible turnout of Alfas manufactured from early postwar to contemporary. Our oldest entry was Dirk Stohr's 1951 Alfa Jeep which is rightly called a "Matta Torpedo" Incidentally the Matta Torpedo arrived sporting a very real 50 Caliber Browning Automatic Machine gun mounted in the back seat with plenty of ammo! (A marvelous thing to have when 'road rage' takes over! Sorry- the barrel's welded). Dirk also brought 3 more cars from his extensive collection, a Giulietta SZ, a GTA and a Jr. Z ! It doesn't end here: Gene Brown's '72 Montreal, (check out his wire diagram for this car) and 3 164's: yes, thanks to Doug Bender, Dom Vitarella and Andrew Cupp. First Time Entrant Jim French entered his '74 GTV. Spiders were abundant and one in particular unfortunately was not able to enter the competition: that of Nick Muto. His '74 "Super Spider" sports a 2.5L V-6! Long Time Concours competitor Carrie Adrian had a friend drive her '93 Automatic Spider when she was unable to attend—what spirit! Norm Bianchi brought his Time Trailer '74 spider and had a very respectable showing.

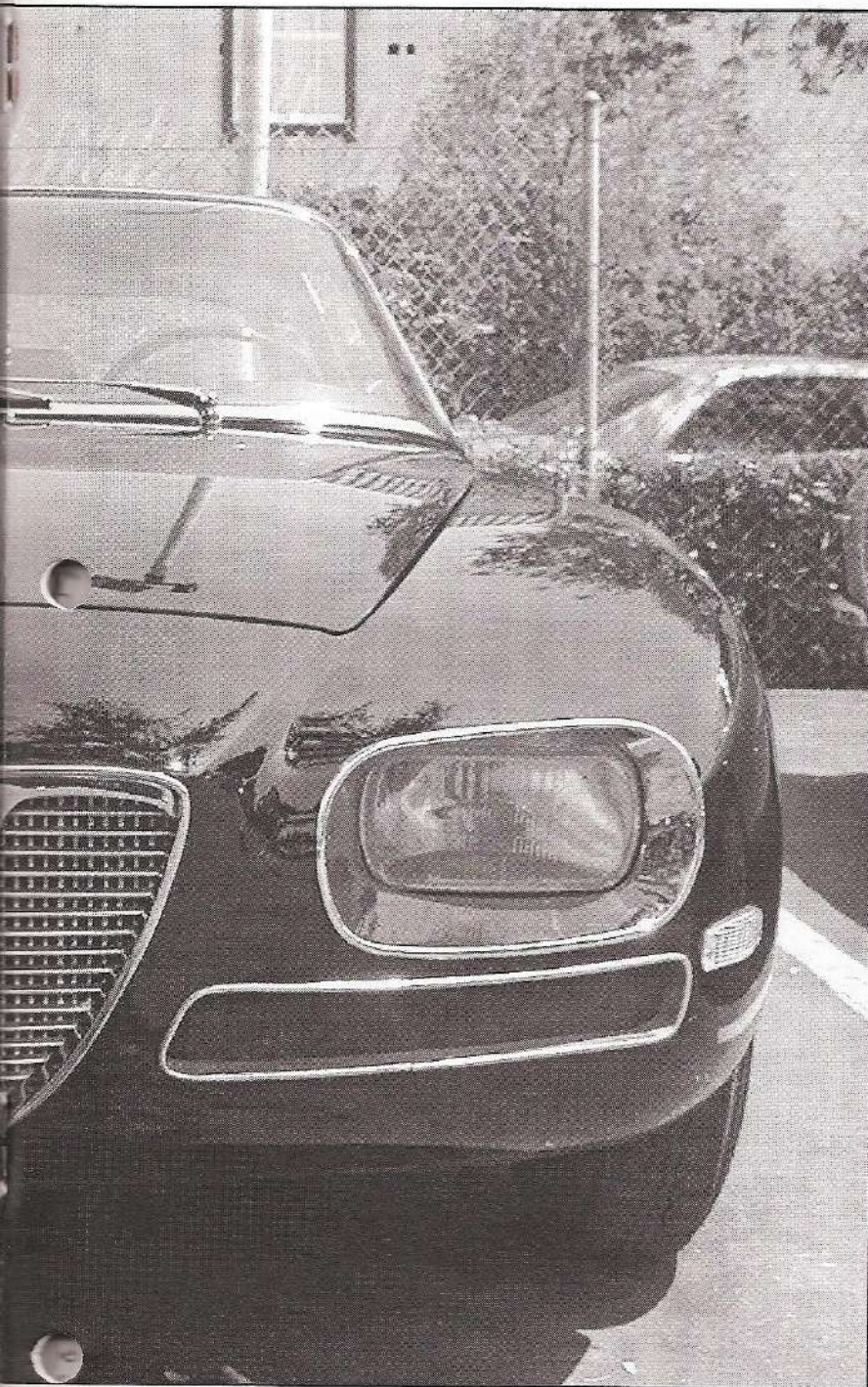
The competition was very fierce and those left standing were indeed cars that had the professional attitude, although only one of the cars that won a ribbon arrived on a trailer. In the Open Class Bill



*The always beautiful 2600 SZ won*

# Antonio Winery

*of our Favorite Venues!*



*Best of Show for Al Cortes -- again!*

Burks' 87 Quadrifoglio walked away with first place; however, Randy Harris' beautiful 101 spider ran a strong 2<sup>nd</sup> Place. Third Place went to Norm Silverman in his Giulia Spider Veloce.

In the Closed class First Place went to Ben Nye with his impeccably prepared 1970 GTV — not bad considering this is his first concours — congratulations Ben! 2<sup>nd</sup> and 3<sup>rd</sup> Place went to our resident "Emperor of Alfas" Dr. Dirk Stohr with his exciting '61 Giulietta SZ and '65 GTA respectively.

When the dust settled it was Pebble Beach competitor Al Cortes' 1967 2600 SZ that edged out the other Alfas to win Best of Show— Congratulations! Thanks to our Judges who so tirelessly executed their duty, they are: Long Time Concours Competitor Fred Firschin, El Presidente Paul Blankenship and non other than the CEO of Vintage Eurosport Ing. Fabio Garbini.

## **RESULTS:**

**Best of Show** – Mr. Al Cortes -- 1967 2600 SZ

**Peoples Choice**- Dirk Stohr -- 1951 Matta Torpedo

### **Closed Class**

First Place -- Ben Nye -- 1970 GTV

Second Place -- Dirk Stohr – 1963 Giulietta SZ

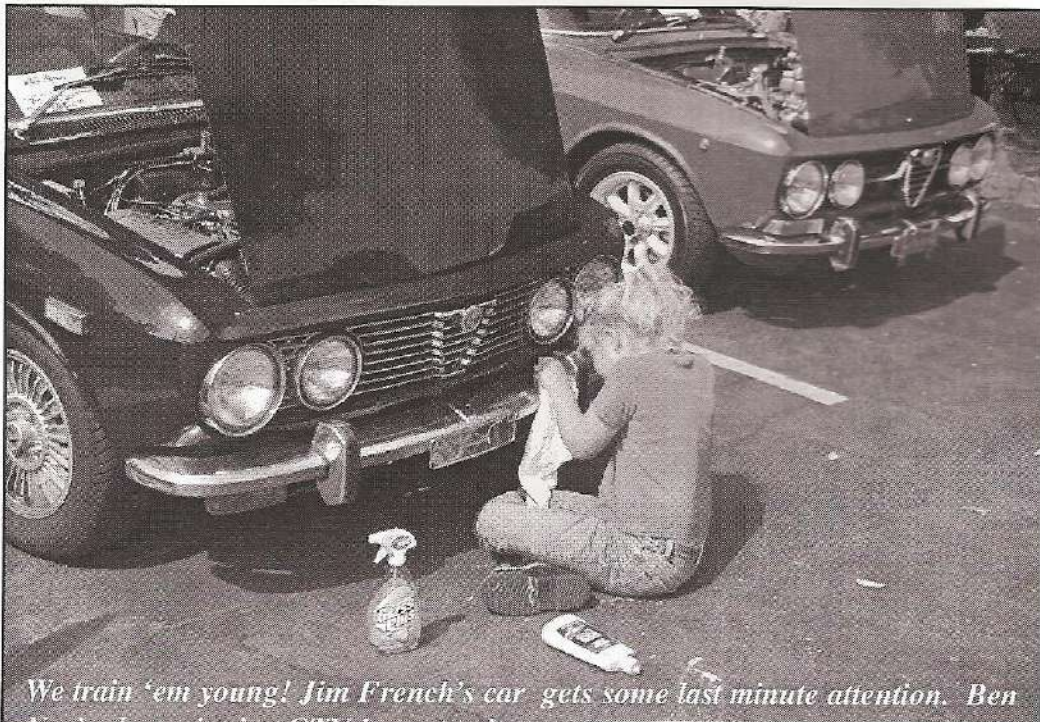
Third Place -- Dirk Stohr – 1967 GTA

### **Open Class**

First Place -- Bill Burks – 1987 Spider Quadrifoglio

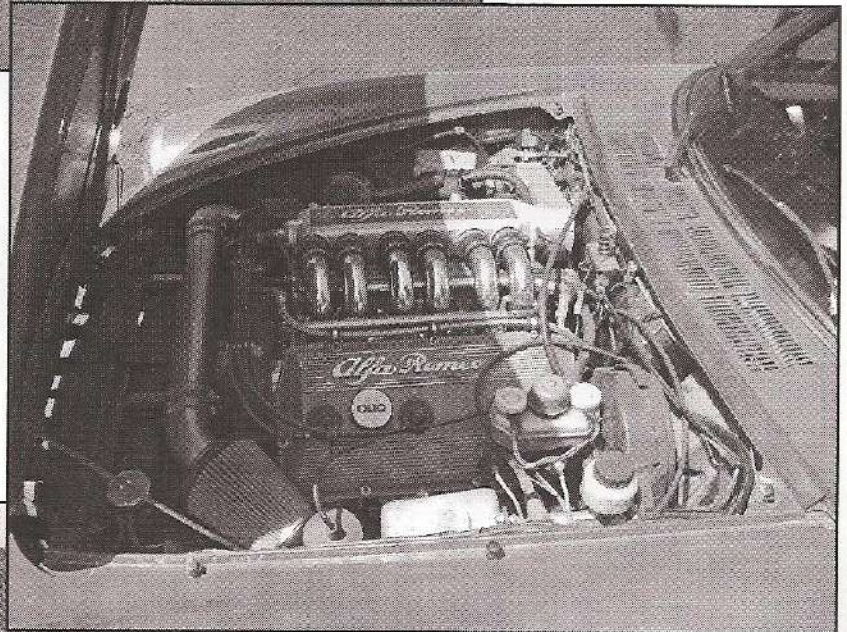
Second Place – Randy Harris – 1963 Spider Normale

Third Place – Norm Silverman -- 1965 Spider Veloce



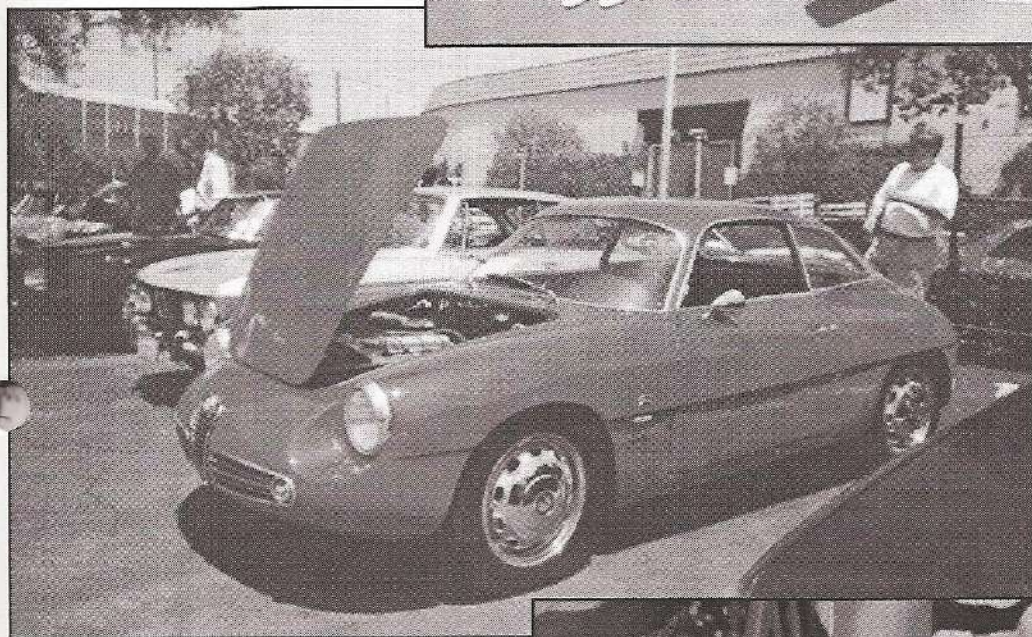
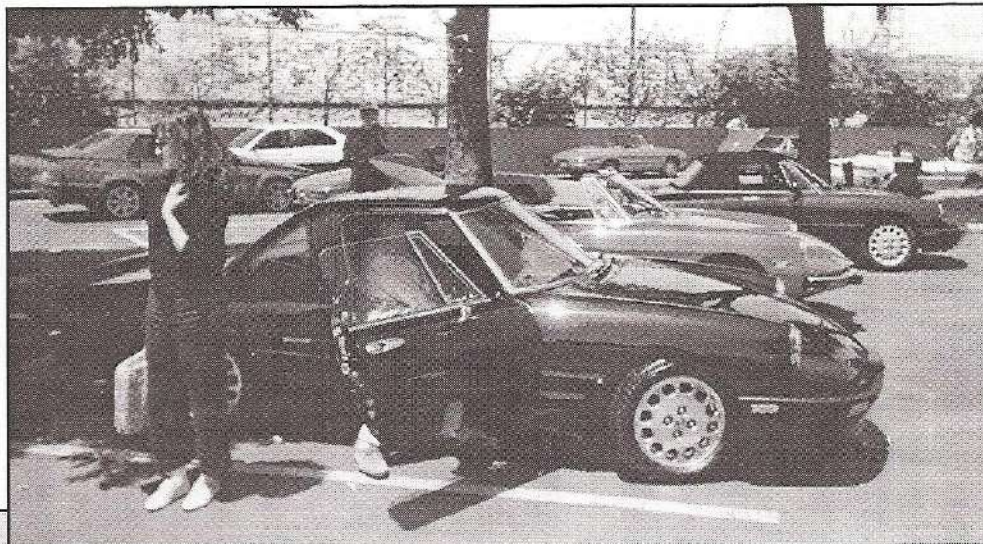
*We train 'em young! Jim French's car gets some last minute attention. Ben Nye's class winning GTV is next to it.*

*Nick Muto's '74 'Super Spider' was on display -- a very nice installation of a 2.5l V-6 engine.*



*Another view of the 2600 SZ Winner of Al Cortes*

*Bill Burks' Black Beauty was the winner of the Open Class, again. One more win and he may be moved up to Concours Director! Or at least have him give a class in car preparation.*



*Another of Dirk's toys: this beautiful 1963 Giulietta SZ placed 2nd in the Closed Class.*

*The Vitarella's daughter is a welcome fixture at our events. She is less than 1 year old, but already a veteran of the Search for Wildflowers Tour. She is also up on the Alfisti tradition of eating at our events, although she doesn't eat very much yet, and leaves the wine alone.*

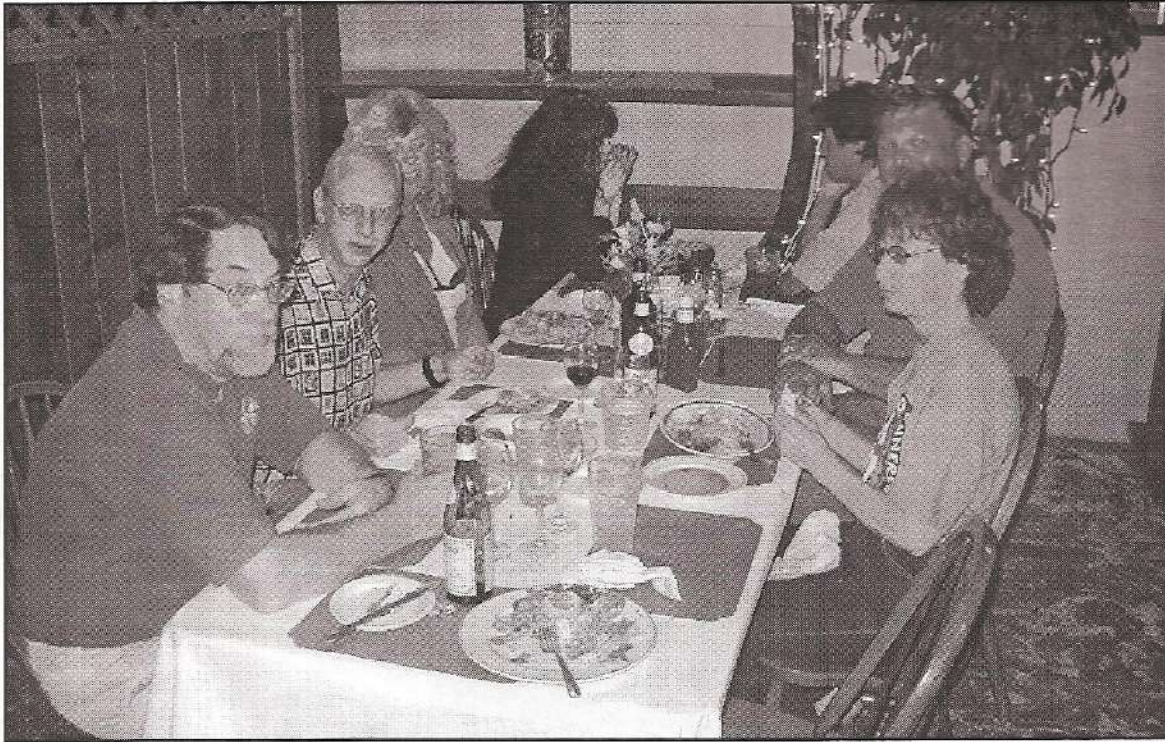


Our Next Concours Event will take place at Woodley Park in Encino (That's in the Valley) on November 4<sup>th</sup>. This is the Main Event for Alfas gathering. Those who are interested in competing in the concours please either call or e-mail (rit7@juno.com) me, or send in the application attached to the September or October issue of this newsletter. We also need judges so if you would like to

My phone number is (310) 375-0572 Hm., (213) 625-6729 Wk., (310) 283-5357 Msg.; E-mail to rit7@juno.com or dritter@lausd.k12.ca.us

A Rivedrella

Dan Ritter



*Paul Blankenship, Charlie & Bonnie Schwartz (facing), Randy & Adrienne Harris (facing), and an unidentified couple always find good food at any club event.  
P.S. Mary Blankenship, we all miss you.*

judge please contact me. For Woodley Park the number of entries double so count on at least 3 classes. I'm thinking of adding a Time Trialer class or if we have enough early cars we can class the entries by decade or model. We also need at least 5 judges. I will be soliciting members to judge. The reason for this is I don't want to tie up people for too long so they can enjoy the show of French and Italian automobiles. Plus the vendors and everything!

Woodley Park is off the 405 Fwy exit on Burbank. West on Burbank, Right on Woodley—follow the signs. Arrive early so as to facilitate the positioning and judging of all those beautiful Alfa Romeos.

One other thing- Yours Truly will be vacating this position next year as my second job has increased demands for out of town gigs. So I implore you- the membership - to please let me or Doug Bender, Competition Chair, know you are interested in picking up this most important of chairs.



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*AROSC reminder service*

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.

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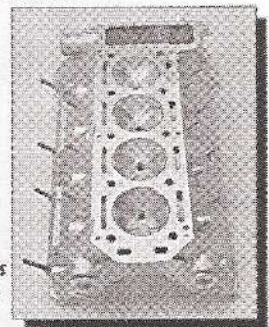
- Understand what's necessary to service the heads properly.
- See some of the common mistakes that cause serious problems.
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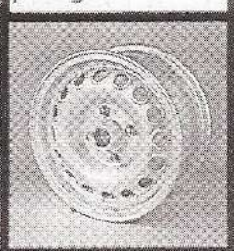
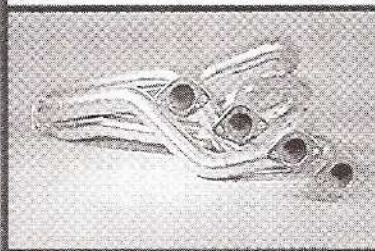
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# Another Great Summer Party!

*Huntington Beach Weather Holds Mild for AROSC Annual Gala!*

by Phyllis Gaylard

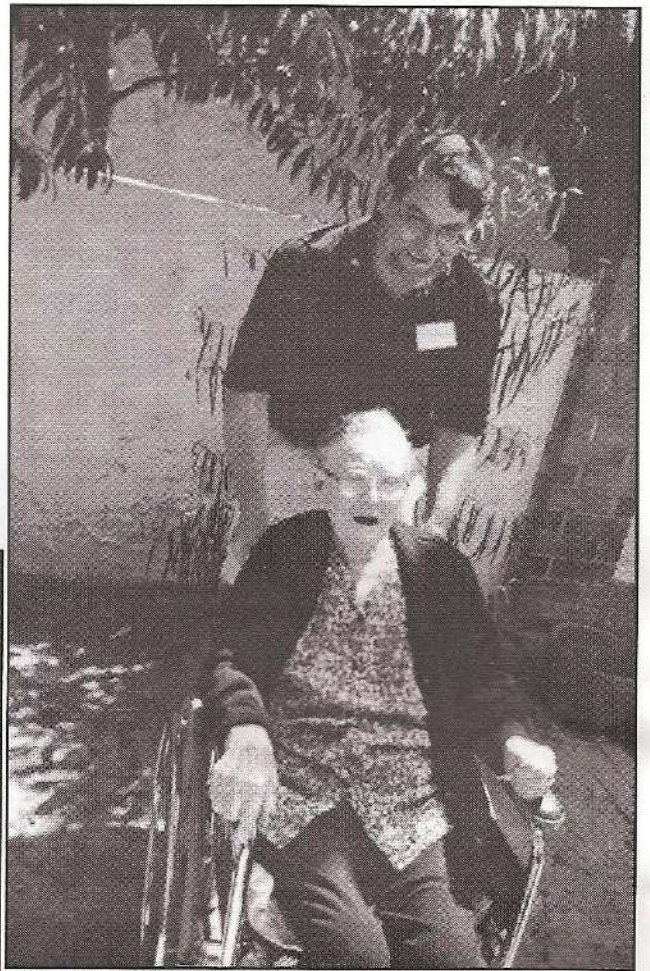
Another summer has come, and another party in my back yard! There were about 40 Alfisti and friends enjoying pot luck lunch, peach picking, and conversation for a pleasant afternoon in August. The neighbors were treated to a car show, and placed dibbies on various ones, hoping they would be left behind. As usual, the group was well mannered, and nobody called the cops on us. Bocce ball was not played, as the wind-fall peaches were a hazard, and looked just like yellow bocce balls, but lots softer. So we picked the good ones to eat, and I still see no reduction in the size of the crop.



*Nobody wants their picture taken! Nothing but backs!*



*Randy Harris was the designated peach picker*

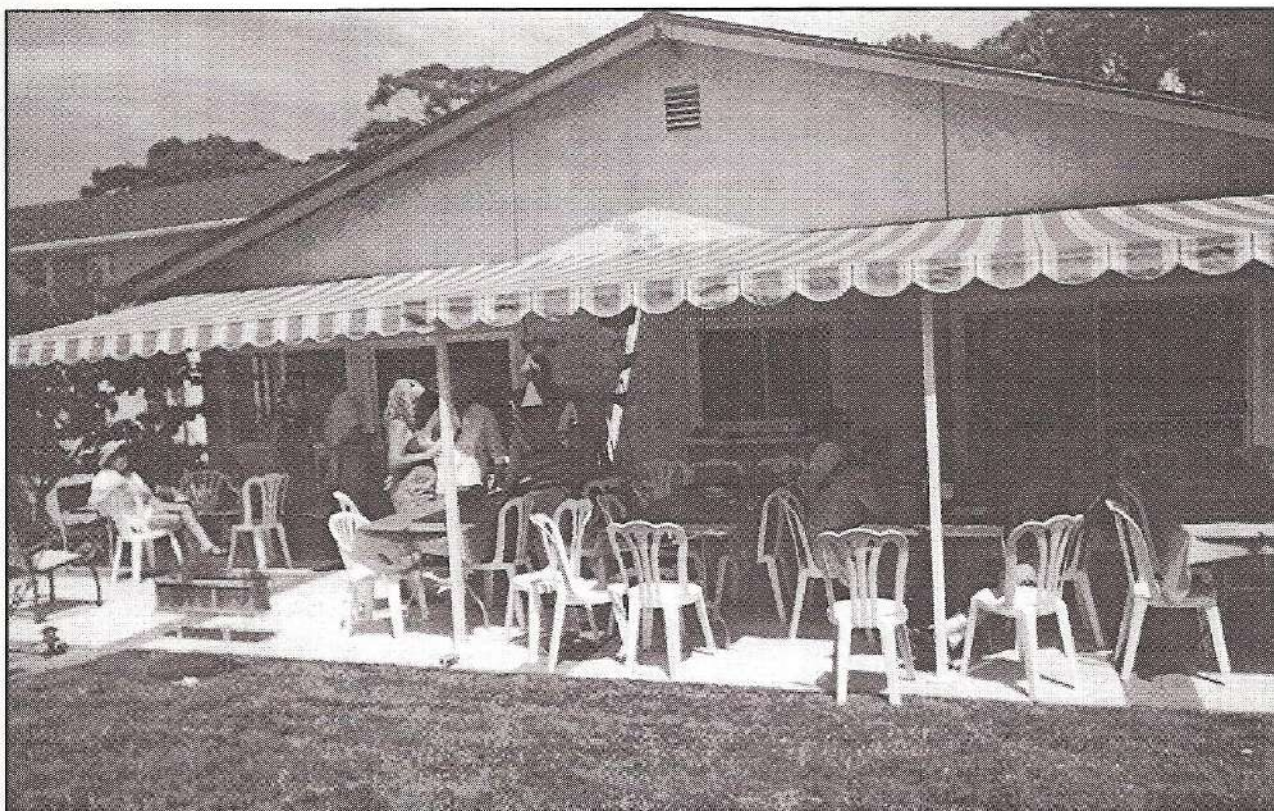


*Paul & Mary and her mom came, and Paul gave Mom a ride to remember!*



*Those are peaches, not bocce balls!*





*A view of the 'terrace': nearly everyone stayed in the shade.*

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 Rear \$199 US

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*Free advertising for members - please send to the Editor*

**1960 Giulietta Spider Veloce Racecar:** Original Veloce serial # AR170380 w/rare and sought after Pininfarina hardtop. Unlike SCCA and converted street cars, this example has a very rich Italian and La Carrera ('96, '97) history, including the Historic Targa Florio. This car has FIA papers and is eligible for the most prestigious events worldwide. It has been stripped to bare metal ready for restoration. It has a 1300cc Veloce motor with dual Webers, Koni shocks, and original drum brakes. Perfect for the person looking for a worthy restoration of a significant historic racecar. \$9,000/interesting trade? Call Mark at (310) 550-5910 days or (310) 457-2132 eves, or E-mail at [fastdap@earthlink.net](mailto:fastdap@earthlink.net) (8/1)

**1988 Milano Verde,** 131K miles, Gray, Recaro interior, excellent maintenance, new tires, no rust, one owner, Shankle anti-sway bars, beginning to use oil, \$4,500.00 obo. Call John or Peggy Law, (650) 851-1730, No. Cal. (8/1)

**1979 Sprint Veloce:** Ivory exterior with new tan velour upholstery, 125k miles with 15k on rebuilt engine, sunroof, slight rust, runs good, original owner, must sell: SACRIFICE @ \$850. Call Vic at (310) 455-0034 (day or evening) or E-mail to [v.grosvenor@worldnet.att.com](mailto:v.grosvenor@worldnet.att.com) (8/1)

**Parts for Sale: Carburetor Conversion Setups;** including 40mm carbs, manifolds, euro cams and air boxes \$775.00 (for 105-115) Milano parts, also. Call Bob at (503) 325-1957 or E-mail to [robert\\_lesher@hotmail.com](mailto:robert_lesher@hotmail.com) (7/1)

**1986 Spider Quadrifoglio:** Silver exterior, gray leather w/red carpet, new top, new tires, runs great! No hard top, \$5900. Call Vince at (714) 390-6769 or (888) 456-0447. (7/1)

**1974 GTV 2000:** Burgundy/Black, new paint, tires, some trim. Runs great, interior could use some work. I leave for Europe next month so I must sell it rather quickly. It is in excellent shape. I paid \$9,000 last year and put \$2-3k of work into it. I will sell (hesitantly) for \$9,000. There are some pics at [http://webp1102.ntx.net/images/custom/webp15d0\\_alfa2.jpg](http://webp1102.ntx.net/images/custom/webp15d0_alfa2.jpg) and [http://webp1102.ntx.net/images/custom/webp15d0\\_alfa1.jpg](http://webp1102.ntx.net/images/custom/webp15d0_alfa1.jpg). Contact Mike at [finetimes@yahoo.com](mailto:finetimes@yahoo.com) (San Francisco) (7/1)

**1974 GTV:** Excellent condition, over \$11,000 invested; sacrifice at \$6,500. Call Bill at (661) 254-2222 or (661) 252-1712. (6/1)

**1969 Spider Veloce:** Red/black, two owner car, present owner since 1974, Ward & Deane rebuilt engine and transmission, Spica fuel injection, all maintenance records, kept in garage, a southern California car just waiting for an Alfa aficionado; \$17,500. Call John at (626) 355-6909 (days), (626) 355-8710 (nights) E-mail: [JohnJDavisAssoc@cs.com](mailto:JohnJDavisAssoc@cs.com) (6/1)

**Parts For Sale: 1991 164L** black leather seats in good condition. \$350 firm. Call Jim (310) 265-9877. (2/1 - 6/1)

**1981 Spider Veloce** with 69K original miles, always garaged indoors, red with brown leather seats, interior is in very good condition, no cracks in dash, paint job is in great condition, rust free, some minor dents, asking \$4,000 obo.

**1980 Spider Veloce** with 94K original miles, black with brown suede seats, interior is also in great condition, exterior paint is a little more worn than the red one, but no dents, rust free, runs great, no discernible oil leaks on either car, asking \$3,000 obo. Call Regan at (310) 659-6690 evenings, or E-mail at [copple@la.com](mailto:copple@la.com) for arrangements to view or drive either car. (5/1)

**1983 GTV6:** Silver exterior, black interior, 90K miles. Lots of new parts: clutch, donuts, water pump, valve job, brakes. Good paint, clean interior. Konis, Shankle rear springs, Shankle front & rear sway bars, Yokohama A032 tires. Needs a few details, air conditioning currently out of car, but drives good. Lost storage space. Priced \$2500 for quick sale. Call Doug Bender at (310) 373-3352 or E-mail to [alfabender@earthlink.net](mailto:alfabender@earthlink.net) (5/1)

**1978 Alfetta Sprint Veloce:** 30K original miles, smogged. First \$1K takes. Call Ben Briggs at (562) 431-7945; [www.newspongebob@yahoo.com](http://www.newspongebob@yahoo.com) (5/1)

**1989 Milano Gold:** Champagne paint with excellent condition velour interior. Engine has just been rebuilt: all new belts, water pump, valves, Schnieder cams, everything! CD player, sunroof, power seats. Has always been a California car. All books included, 108k miles; \$3,500. Call Ash at (858) 679-2863, days. (5/1)

**1988 Milano Verde:** Red/grey, new paint, perfect interior, 90K miles, sunroof, Shankle sport springs, major service just done, must see \$8,500. Call Santo at (818) 701-1614 or E-mail to [SANTOICS@aol.com](mailto:SANTOICS@aol.com) (4/1)

**1994 Spider Commemorative Edition,** #95 of 190; Red/black leather with Comm. Ed. Walnut console, door trim & gear-shifter; 12-disc CD changer, AC, 5 speed, tires in perfect condition, new low-dust brake pads. Body & paint in excellent condition except for ding on left rear quarter panel. One-owner car has never had any mechanical problems, always maintained very well through dealer and now Santo's and Alfa Milano. 20,000 miles, excellent condition, always garaged and in LA. On-line photos at <http://photos.yahoo.com/alfistogty>. \$17,400 OBO. Call Jess at (323) 465-4659. (4/1)

**1993 164S,** black/tan, 61,300 miles, 5-speed. BEAUTIFUL EXAMPLE. Recent timing belt, valve adj. Outstanding paint &

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**1995 164Q**, White exterior with black leather seats in perfect condition; set of OZ racing wheels w/F1 cups, 17/7 with new Pirelli tires 215-45X17; new drilled rotors all around; stainless steel brake lines; Porterfield brake pads, 50,000 miles. 50,000 mile tune-up done. Asking \$17,900. Call *Silvano Soto* at (562) 439-1796.

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## Our 2001 Calendar

January	February	March	April
4 AROSC Board Meeting 13-14 Time Trial - Willow Springs 27 AROSC Annual Meeting 12:30pm Luncheon Cirivello's Trattoria, Long Beach	1 AROSC Board Meeting 23 General Meeting - 8pm, Culver City 25 Convention Committee Kickoff Meeting, Hilton Costa Mesa	1 AROSC Board Meeting 3 Merle Norman Car Collection Tour 25 Tour "In Search of the WildFlowers" 30 General Meeting - 8pm Culver City 31 Time Trial -- Fontana	1 Time Trial -- Fontana 5 AROSC Board Meeting 14 Swap Meet, 9am at Omega MotorSports 21-22 Driver's school at "Streets of Willow" 27 General Meeting - 8pm Culver City 28 Evening Tour, Malt Shop
May	June	July	August
3 AROSC Board Meeting 6 Concours El Dorado Park, Long Beach 18-20 Tour to Julian 25 General Meeting - 8pm Culver City	2-3 Time Trial at Buttonwillow 7 AROSC Board Meeting 21-24 AROSC Convention, Nashville, TN 29 General Meeting - 8pm Culver City	5 AROSC Board Meeting 15 Concours, San Antonio Winery 27 General Meeting - 8pm Culver City followed by a tech session at Omega MotorSports	2 AROSC Board Meeting 5 Summer Party at Phyllis Gaylard's home 17 Concours Italiano in Monterey 25 Mt. Wilson Twilight hillclimb & picnic 31 General Meeting - 8pm Culver City
September	October	November	December
6 AROSC Board Meeting 9 Swap meet, 9am at Sensor Systems 22-23 Time Trial -- Willow Springs 28 General Meeting - 8pm Culver City	4 AROSC Board Meeting 13-14 Driving School at "Streets of Willow" 19-21 Wine Tour 26 General Meeting - 8pm Culver City	1 AROSC Board Meeting 4 Concours at "Best of France & Italy" Show 10-11 Time Trial -- Willow Springs 16? General Meeting - 8pm Culver City: Elections,	8 Holiday Party 9 AROSC Board Meeting: Annual planning and election of officers  HAPPY HOLIDAYS!