

# Giacionardi

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



January 2001

**In This Issue: Concorso Italiano  
2000, Holiday Party, & more . . .**

### Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Urnapan 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 pits at the 2000 Monterey Historic Races. One of the best collections of historic *Alfas* and other neat cars was observed by Regan Copple.

Photo by Louis Cayafas.

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

### AROSC Board of Directors - 2001

#### President

**Paul Blankenship** (818) 883-0266 (Home)  
20325 Hartland St. [sidewaysalfa@email.msn.com](mailto:sidewaysalfa@email.msn.com)  
Winnetka, CA 91306

#### Vice President

**Kevin Coughlan** (818) 242-8349 (Home)  
1717 Gladys Drive [kncdzn@discoveryroad.com](mailto:kncdzn@discoveryroad.com)  
Glendale, 91206

#### Secretary

**Gene Brown** (805) 527-8520 (Home)  
2176 Bigelow Ave. [simigene@pacbell.net](mailto:simigene@pacbell.net)  
Simi Valley, CA 93065

#### Treasurer, Editor

**Phyllis Gaylard** (714) 377-6377 (Home)  
17041 Malta Circle (714) 377-6377 (FAX)  
Huntington Beach, CA 92649 [phyllis3@aol.com](mailto:phyllis3@aol.com)

#### Meeting Refreshments & Raffle

**Art Russell** (310) 391-9522 (Home)  
3852 Bledsoe Avenue [art.russell@gte.net](mailto:art.russell@gte.net)  
Los Angeles, CA 90066

#### Competition Chair

**Doug Bender** (310) 373-3352 (Home)  
261 Vista Del Parque [alfabender@earthlink.net](mailto:alfabender@earthlink.net)  
Redondo Beach, CA 90277

#### Time Trial Director

**Charlie Thieriot** (310) 476-8812 (Home)  
2500 Roscomare Rd. (818) 783-5747 (Work)  
Los Angeles, CA 90077 (818) 783-5749 (FAX)  
[CHThieriot@compuserve.com](mailto:CHThieriot@compuserve.com)

#### Web Meister

**Eric Sands** (714) 838-4633 (Home)  
2362 Caper Tree (949) 362-6821 (Work)  
Tustin, CA 92780  
[esands@home.com](mailto:esands@home.com)

#### Membership Chair

**Regan Copple** (310) 659-6690 (Home)  
840 S. Holt #C (310) 334-1061 (Work)  
Los Angeles, CA 90035 [copple@la.com](mailto:copple@la.com)

#### Member-at-Large

**Anthony Rimicci** (310) 452-9474 (Work)  
19930 Eagle Ridge Lane (818) 673-5151 (Home)  
Northridge, CA 91326 [lialcarguy@aol.com](mailto:lialcarguy@aol.com)

### Disclaimer (a.k.a. Lawyer Repellent)

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# **AROSC Previews**

*An outline of coming events*

## ***AROSC General Meeting – Saturday, 27 January, 12:00 PM***

Join us for the Annual Meeting of AROSC at Cirivello's Trattoria, in Long Beach. After a sumptuous Italian buffet lunch, we will introduce the new officers for 2001 and present year-end trophies for the Time Trials, Concours, and Overall competitors. Art Russell also promises some neat door prizes. Last Year, Cirivello's gave away 3 free dinners for two! There will be a limit on attendees, so reserve early and plan to be there!

## ***AROSC Board Meeting — Thursday, 1 February, 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. This month's meeting will be at Art Russell's home.

## ***AROSC General Meeting – Friday, 23 February, 8:00 PM***

Join us for the February general meeting at the Veteran's Center in Culver City. We are working on a special program, "Racing Red", a video history of Italian race cars. Since the video is 1½ hours long, we will excerpt the Alfa segments into a reasonable program.

## ***AROSC Board Meeting — Thursday, 1 March, 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.

## ***Tour of the Nethercutt Collection, San Sylmar – Saturday, 3 March, 1:30 PM***

We are booked for a 2-hour tour, with a maximum of 35 allowed, so RSVP's will be required. They will not allow jeans, kids under 12, or flash photography. They have also opened up their Nethercutt Museum across the street for self

guided tours. More in the February Alfacionada.

## ***In Search of Wildflowers Tour – Sunday, March 25***

Join us for our annual driving tour "in search of Wildflowers". We may not see any flowers, as Mother Nature is fickle that way, but we will see interesting roads to drive and Alfisti to share the road. See more information on page 7. This year will be a bit longer, with a stop or end in Ojai.

## ***AROSC General Meeting – Friday, 30 March, 8:00 PM***

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

## ***Time Trial & Race, California Speedway – March 31-April 1***

Our second Time Trial of the year is tentatively scheduled for the parking lot at California Speedway, Fontana. This is a new venue, and a chance to get in with this location before their real road course is built, so this event is a must! For additional information, call Charlie Thieriot or Doug Bender at the numbers and E-mails listed on page 2, or call Phyllis Gaylard for an entry form.

## ***Spring Swap Meet – Saturday, April 14***

Our semi-annual swap meet will be the day before Easter – come look for some 'beauties' and get rid of your 'rotten eggs'. We will meet at Omega MotorSports this time and we look for Laura to make waffles or donuts or something yummy.

## ***Spring Driving School at Streets of Willow – April 21-22***

Do you want to drive your Alfa better? Faster? This is the place to learn how. You could even learn how to drive your non-Alfa better/faster, as there is no restriction on the marque. 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 price, track time, and instruction. For more information, contact Steve Hamilton at (310) 214-5110 or Email him at [srh@flashcom.net](mailto:srh@flashcom.net). For an entry form, contact Phyllis Gaylard at the phone or Email listed on page 2.

# View from the Top

*Miscellaneous Rumblings from Il Presidente!*

New Year's Resolution – write an article every month. Well our AROSC election results are final (no Florida jokes here. Too easy) And you will be relieved to know that we have tossed out the Y2K board members. Rumors of malfeasance, misappropriation, and general misconduct in office were found to be true. So, we all decided to keep our old positions for 2001.

Regan Coppel will be continuing his efforts with Membership. Remember we have AROSC “yellow windshield flyers” and our business cards printed. See Regan at any meeting or gathering. These items are a pretty easy to let Alfa owners you meet know about our club. Lots Alfa drivers I meet don't even know AROC exists. (No wise cracks about the Board).

The 2001 Calendar has some date changes from last year. Jay has some interesting ideas for the March 25 “In Search of Wildflowers”. He wants to add some more driving and take it into new territory.

We have a date at the Nethercutt Collection, San Sylmar to use the correct name, on Sat. March 3. Mark your calendars. We will have a RSVP for this because the guided tour is limited to 30 people. No kids, dress code (no jeans, shorts, flash photography). They have also opened up a DIY museum across from the main building. Looking forward to this because Mary worked there a long, long time ago. The last tour we took there I noticed she was mouthing the tour guides descriptions.

Kevin has made the May 18 – 20 Julian Tour (In search of Apples?) an official 2 night, 2-day tour. He and several others started out on Friday night last year and it was well received.

Regan Coppel will have a little more publicity for his 2 evening tours. April has the “Malt Shop” cruise. August will see the second “Mt. Wilson Drive”. Both are quick, 1 evening chances for us to make a nice drive, look at each other's cars and get something to eat.

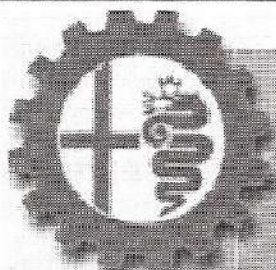
Gene's Wine Tour is October 19 – 20. We all seem to like driving up to the Santa Inez-Arroyo Grande area. But if you have any suggestions, let Gene know. This event is one that we have with our Alfa friends in the Central Coast area. With the exception of Fred Z. they are a pretty friendly bunch. (This part is a way to see how quick Pres. Fred gets his newsletter and calls me.)

The AROC National Convention will be in Nashville June 21 – 24. A nice long drive but well worth it. We have sent in our bid to host the 2002 Convention. Wish us luck.

Something Phyllis and I will add this year will be a list of new AROSC members for the month. With a membership over 340 we have members coming and going every month. And it is always nice to see your name in print.

Caio,

Sidewaysalfa



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**Eric Sands**

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# January Meeting

*Cirivello's Trattoria Again!*

Last year's Annual Meeting at Cirivello's Trattoria was a great success, with 65 people in attendance for an Italian buffet lunch and the annual introduction of new officers, along with the presentation of Year End Trophies for time trials, concours, and over-all competitors. We took over the whole restaurant, and had a great time. There was even an informal clean car show in the parking lot, in the daylight!

So, we're going to do it all over again! We expect even more Alfisti to attend, but keep in mind that this is a small restaurant, with a limit of 80 people, so make reservations early. Also, a reservation is secured by payment, so please send a check to AROSC at 17041 Malta Circle, Huntington Beach, CA 92649 in advance to be sure to get in. Art Russell plans to have plenty of neat door prizes for us, and last year the restaurant gave away a few dinners for two, so how can you miss?

Mark your calendars, give us an RSVP and a check, and

come see us there. You can get home in plenty of time for the pre-pre-pre-super bowl game shows.

**Location:** **Cirivello's Trattoria**  
3843 E. Anaheim Street  
Long Beach, CA 90804  
At corner of MiraMar,  
1 block west of Termino  
(562) 434-9394

**Date:** **Saturday, January 27, 2001**

**Time:** Doors open at 12:00 noon  
Lunch is served at 12:30 pm  
Meeting ends by 3:30 pm

**Cost:** **\$12.50 per person**

**RSVP:** by January 21 to Phyllis Gaylard  
(714) 377-6377  
E-mail to [Phyllis3@aol.com](mailto:Phyllis3@aol.com)



**Directions:** From the San Diego Fwy (I-405) exit at Lakewood Blvd., between the Long Beach Fwy (I-710) and the I-605. Go south, and at the traffic circle, turn out onto Pacific Coast Highway, heading southeast. Turn right on Ximeno Avenue, and right again onto Anaheim Street, and head west for about 1/2 mile. If you miss Ximeno Avenue, turn right onto Anaheim Street and head west for about 1 mile. The restaurant is on the right and parking is on the west side, or on the street.

## News Flashes!

This just in from Peter Nitoglia:

From Crain's *Automotive News*, dated January 1, 2001:

### Next Alfa Spider gets GM Platform

By Luca Ciferri, staff reporter:

"TURIN, Italy – Fiat Auto S.p.A. will use General Motors' future Vectra/Omega platform for the next Alfa Romeo spider instead of one of its own platforms.

"The change, confirmed by suppliers involved in the project, means that the new spider will be launched a year later than scheduled. It also will delay Alfa's planned return to North America.

"The original plan, described for *Automotive News Europe* by Fiat Auto Managing Director Roberto Testore in early November, was to use Fiat's own D-D-H modular platform for the Spider.

"The first model to be built off the C-D-H platform will be the Fiat Bravo/Brava replacement in October. Using the C-D-H platform, the Alfa Spider would have been launched in Europe in 2003 and North America a year later. The new timetable, suppliers say, is 2004 in Europe and 2005 in the United States.

"The decision to switch platforms is the latest example of Fiat Auto using GM's Epsilon platform as a cost saver. Epsilon also will be used for Fiat's 22003 New Large project, the successor to the Croma flagship sedan that was killed in 1996.

"Epsilon also will be used for the next-generation Alfa 156 sedan and Sportwagon, due in 2004.

"GM will use Epsilon for the Vectra and Omega replacements in Europe, for future large Saabs and for various mid-sized cars in North America, such as the next-generation Chevrolet Malibu, Saturn L series and Pontiac Grand Am.

"In March, GM acquired 20 percent of Fiat Auto, and Fiat S.p.A. in turn bought 5.1 percent of GM.

"Fiat considered both the Epsilon and GM's smaller Delta platform for the Spider. GM is using Delta for the 2004 Astra replacement. But Delta, like Fiat's own C-D-H, was conceived as a Europe-only platform. Epsilon is designed for both Europe and North America.

"That distinction makes Epsilon appealing to Fiat. Making a new Alfa Spider a better fit for North American tastes is a key consideration in the relaunch of the Alfa Romeo brand there."

### Alfa Romeo 147 Voted Europe's "CAR OF THE YEAR 2001"

"The Alfa 147 was voted Europe's Car of the Year by a jury of 56 European auto journalists. The compact, sporty model manufactured by Italy's Fiat polled 238 points, beating the Ford Mondeo, which received 235 points. The Toyota Prius was third with 229 points. Other cars on the 2001 list included the Audi A2 (184 points), the Mercedes C class (164 points) and the Opel Corsa (133 points)."



### Correction:

It seems that I made a mistake in my Willow Springs article for the December issue of *Alfacionada*. Steve Hamilton in the Lola was second in the race, ahead of the Porsche.

Doug Bender

### Woodley Park Update

We received a note from member Douglas Brown:

It was encouraging to see the size of the Club's turnout at the Woodley Park 2000 event and the coverage in the Newsletter.

The members might be pleased to know that an Alfa received "Best Italian Car" award, my 1956 Bertone Sprint.

I, also, was pleased to accept the award as a tribute to Alfa quality and design.

# Let's Search for Wildflowers

## THE WILD FLOWERS ARE COMING

Jay Negrin

This is the advanced warning. The Wild Flower Tour for the new year is being written as you read this. There will be some changes, and some things will remain as they have been.

After much debate with others, as well as with myself, I have decided that the basic format for the tour will remain the same. We will use the same start location in Mission Hills, in the north San Fernando Valley. The tour will still be held in early spring, the last Sunday in March. The start location will be familiar for those who have joined us in the past. It will be a morning tour, starting at ten o'clock, to lunch. The lunch that I envision, though will not be the picnic lunch which has been part of the Wild Flower Tours to date.

Also, we will also be going a bit further afield than we have gone before. The destination will be Ojai, a quiet artist-type community in Ventura County. Because the final destination will be a bit further than we have gone in the past, the tour will be a bit longer. Exactly how much I haven't figured out, as the course has not been completed. Watch this space, in the next issue of *Alfacionada*, for more details, as they become available.

## Catalytic Converters

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**Fiat & Lancia:** All Models, 1975 - 1980 (3-bolt flange) \$175



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# Alfa Trivia - The Car Battery

*by Fred Lennard, Southern Correspondant (New Zealand)*

I decided to have a look at the car battery, something no car can do without these days. It's main function is cranking over the engine for starting; gone are the days when a car could be started with a crank handle while a magneto took care of the ignition. Without a reliable battery there would just be no start. Even towing a car to start, or running it down a hill is questionable these days as the automatic gear boxes don't take kindly to that sort of treatment, so the battery becomes a most important part of the modern car. Older Alfas need not come into this category as a flat battery can be easily overcome with a push start, and with the absence of hi-tech electronics there is no problem with a jump-start from another battery. (Some electronics I believe are prone to damage when started this way.)

The battery is the box that stores electrical energy in a chemical form, ready to be used when required. An early name for it was an electric accumulator, meaning to gather, collect or store, which is just what it does: providing current for starting, ignition, and the many other requirements, whether the engine is running or stationary. The name 'battery' is something that has been adopted over a period of years, and means a collection or group, and as the car electric accumulator is made up of a number of cells the name applies, as it is a battery of cells. For a 6-volt unit there are three 2-volt cells, and for a 12-volt unit, there are six 2-volt cells. Actually the voltage is slightly over 2 volts but let's not split hairs. An interesting sidelight that comes from this concerns the common dry battery (flashlight battery). In actual fact it is not a battery but a 1.5-volt cell, and strangely these days they have the word battery printed on them. There was a time when the words 'dry cell' were printed on them. Dry cells become a battery when two or more are used in conjunction, i.e., a battery of several dry cells.

The car battery is a storage facility for electrical energy. This is done by chemical means using lead and sulfuric acid. The lead-acid battery as it is known, has been around for a great number of years and I think one would find that it would pre-date the automobile by quite a few years. It seems to be one of those things that does its job well, is very simple, easily maintained, and nobody has yet come up with a viable alternative. There are many other types of electric energy storing and producing units available but none it would seem that can provide the

sudden high current required for engine starting. This is one thing that gives it the advantage, when starting a car, that high flow of current is needed for instant power. Sure, other types of batteries could be used; one for instance that would supply a high voltage and low current; and a starter motor could be built to operate from it but you would probably find everything, battery, starter motor, and even generator for charging, would be much greater in size.

In a way, the present system is a compromise. The battery can be compared with a tank of water. Water is pumped into the tank, the pump can be called the charging unit, or alternator. Once the tank is full the water can be held till it is needed. When this happens a stopcock (the starter switch) is turned on and the water flows through a pipe (the battery cable) to a water wheel (starter motor) and causes it to turn. Now the water flows according to the height of the tank, which supplies pressure (like voltage) and the size of the pipe regulates the flow (current). So you can see one can use a tank that is low down and has a large pipe leading to the water wheel, or a high tank using a small pipe, both do the same work. One used flow (current) and the other pressure (voltage). The automobile starting system uses the low tank and relies on a large flow (about 120 to 180 amps current). Thus your battery needs to supply that current to run the engine at starting speed and still have ample reserve. When this high current occurs at starting there is a voltage drop and the battery must be able to cope with this without dropping below 9 volts at the ignition coil, causing ignition problems, so the battery chosen for a particular car must be of suitable capacity.

The whole thing ties in together: the current required by the starter motor to turn over the particular size engine and the minimum voltage required by the ignition system all go together in the decision of what size battery is required in a particular car. Select a smaller capacity battery when you replace a dead one and there are problems. A bigger one does not cause problems except for physical size.

There is also the size or capacity of the charging unit, or alternator. The alternator is used now because it is simpler and more efficient than the generator. It will produce useable current at a much lower RPM than the old generator. There was a time about 1950 when Police



cars had problems keeping batteries charged because of slow driving on patrol at nights. The generator would not provide enough current to keep batteries charged. Once the alternator was introduced there were no more problems. I don't know why this should be but it does happen. An alternator produces alternating current (AC) rather than the direct current supplied by a generator (DC), which is used by all the car's systems. The current from the alternator is put through a unit called a rectifier, which changes it from AC to DC for charging the battery, making the current compatible with all the other systems of the car.

This is how the battery works: its cells are composed of plates, 9, 11, or 13 are usual for car batteries. Of these plates, half are positive, meaning the positive current flows from these plates to the negative plates. Originally the positive plates were the smaller half, such as 5 of 11, with 6 plates negative. In the modern battery, there is a trend to make 6 positive plates and 5 negative plates for 11 total. Apparently it has been found that this configuration gives a slightly high current output, something that is necessary to start a high compression engine.

Battery plates are made up of a paste of lead oxides, water, and sulfuric acid applied to a lead grid. The sulfuric acid reacts with the lead oxide to form lead sulfate which apart from being the working part of the battery also acts as a cementing agent which keeps the plates firm and enables them to be handled without falling apart. It also tends to cause the plates to expand slightly. Too much expansion and they will buckle and shed the paste off the grid but the right amount helps to hold the plates together. Also, the addition of substances such as barium sulfate, carbon black, and lignin compounds are added to the negative plates to prevent their later hardening, and improve their performance, especially at lower temperatures.

This paste is applied to a lead grid, which is then placed into a weak sulfuric acid bath, and an electric forming current is passed through them. After drying, they are connected into groups ready to be inserted into the casing. Also to be noted is the separators in between the positive and negative plates. These separators are made of a porous paper based material, although some are made of sintered PVC with or without a glass fiber base mat. On one side of these separators there are ribs and this side is placed against the positive plate while the other side which is smooth goes against the negative plate. The reason for this is that to operate efficiently, the positive plate needs a free flow of acid against it while the negative plate

requires a lower acid concentration, so this form of separator achieves both requirements. Groups of plates, with their separators are assembled and slid into a container, these days made of polypropylene, though there are still battery cases being made of hard rubber compounds.

When all this is assembled, the internal connections between cells have been made and the whole thing sealed, the battery is filled with a weak sulfuric acid solution known as the 'electrolyte'. This is a solution of concentrated sulfuric acid and distilled water and is mixed to the required specific gravity to suit the battery. By using units of specific gravity (SG) the battery can not only be filled with the required strength of acid but can also use this scale to test the battery to determine its state of charge. Water has a specific gravity of 1.000. The acid in a lead acid battery is between 1.100 and 1.300 depending on its state of charge. Temperature also affects this figure and there is a scale of correction figures that can be used in the case of high or low temperatures, but I don't intend to go into those here. The instrument used for all this is the commonly known battery hydrometer.

So now we have a battery with its plates formed, the separators in place, assembled in a casing and filled with acid to the right specific gravity, but there is no current. It has to be charged. The chemistry of what happens is as follows: A charging current which is slightly higher than the battery's 12 volts (usually about 14 volts) is driven through the battery in the reverse direction. This causes the sulfate to leave the plates and be absorbed into the electrolyte (dilute sulfuric acid) which becomes a stronger solution as the charge rises, hence the rise in specific gravity. When the battery is fully charged the plates have lost their sulfate component and become lead dioxide on the positive plates and 'spongy' lead on the negative plates. On discharging, the reverse is the case, and the plates are transformed by the action of the electrical discharge and become a lead sulfate while the sulfuric acid electrolyte weakens in strength. The electric energy in a battery has a direct relationship to the strength of the sulfuric acid electrolyte. As a battery is being charged, oxygen is given off from the positive plates and hydrogen from the negative. This is the characteristic gassing of a lead acid battery, and is the reason why good ventilation is always needed, as this gas combination is highly explosive. One small spark to ignite this gas and it will explode with enough force to blow the end or side out of the battery. In my time I have seen 3 batteries destroyed in this way, so please don't become the fourth; beside the loss of a battery, it makes one hell of a mess and acid on clothes or body can cause bad burns.

## **Concorso** *A Retrospective*

Many years before I ever went to the Concorso Italiano and the rest of the events at Monterey, I had heard of the Concours at Pebble Beach. This past year I finally found the time and resources to actually go, to Monterey that is; Pebble Beach still remains somewhat out of my realm with respect to ticket prices. A few months beforehand I had been hearing about all of the great things that happen there during the short weekend that was the Monterey Historics, and I knew that I wanted to go. Besides, I now had the perfect car to travel up there in style, a 1972 Montreal, far from being a hundred point car, but in good enough condition mechanically to make the trip. Later, as I was to find out, it was also cosmetically good enough to turn quite a few heads all that weekend.

I had been discussing the Concorso at my mechanic's shop with one of the Ferrari mechanics that also worked there, Louis Cayafas, and he expressed interest in going with me. So between the two of us, we made preliminary plans to go up there and go to the 2000 Concorso. My original plan called just for us to go to the Quail Lodge event and then head on up to Berkeley, where I had attended college at the university, and stay with a friend for the rest of the weekend. But this was before I met Jim and Elise Barrett. But just a couple weeks before the event, Jim and Elise invited Louis and I to come up there, and stay with them at their campsite near Quail Lodge. In finding out the logistics of their accommodations, it became painfully apparent to me that I would need to go and buy some camping gear. So I anxiously rushed over to the nearest REI, and purchased a tent, two sleeping bags, and two air mattresses. Now I felt that I had enough equipment for Louis and I to spend the weekend with a minimum of comfort.

Some months prior to the trip, in January, I had been tagged in the front end by a hit-and-run driver on the left side. This left one side of the bumper mashed in with the consequence that I couldn't easily drop the left louver for the headlights. So in July, Louis and I had disassembled the entire front bumper assembly, and I had turned them over to Victor at V&C Metal Polishing in North Hollywood. What he was supposed to do was straighten the mashed bumper, polish both stainless steel sections, and rechrome the center section. He even offered to straighten out the bent wire backing using the other one as

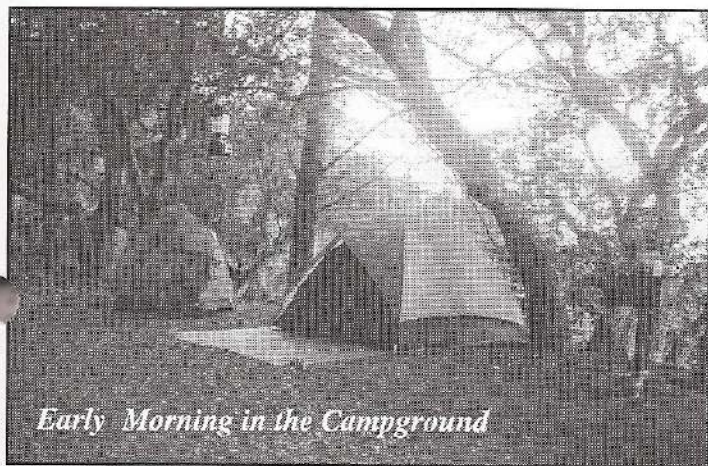
a guide. I had assumed that he would be done in time for me to go up to Monterey with a restored front end, but in calling him, days before I was supposed to leave, he informed me that he still wasn't finished. But on Tuesday, I extracted a promise from him that he would be done by Thursday evening. So that day, Louis and I packed our gear into the Alfa and prepared to head up the coast, with a short side trip to Victor's shop. We arrived at about 6:30pm, picked up the now straightened, polished, and rechromed bumper assembly, paid the man, and continued on our way.

This delay was to cost us dearly since I didn't leave work until four that afternoon, I had to fight traffic all the way up to my house, and then up to V&C Metal Polishing. By the time Louis and I reached Santa Barbara, it was already past nine o'clock. I optimistically estimated our arrival time at somewhere past midnight close to one in the morning, but due to things not going entirely as planned, we didn't pull in to the campsite until 2:00am. One of those events was meeting a gentleman at a gas station along the way driving a red Ferrari Dino. His name was Manny, and he was traveling up to Monterey with his girlfriend, so, after he caught up with us about an hour later, he decided he wanted to race us. Being in an obliging mood, I mashed the gas pedal to the floor, and the both of us raced along the 101 at better than one hundred mph. Since there was no traffic at that hour, I felt there was no immediate danger, but the longer that we traveled down the road at that speed, the more likely we were to run into a CHP or two, so we slowed down and the Dino pulled ahead. I thought I would tell Manny what we were going to do, but in the process of reaccelerating, we both heard a loud pop from the front end. Louis and I looked at each other ominously, this did not sound good. So we pulled over to a gas station to fill up and check out the problem. After we had popped the hood and were examining the engine for the source of the noise, we noticed a spray of oil on the upper surface of the hood. At this time, the gas station attendant came out of his cubicle and asked us what kind of car was that, a Ferrari? After I informed him of the correct make of the car, he told us that he had been listening to the police radio, and the CHPs had just pulled over a red Ferrari doing about a hundred on the freeway. Louis and I looked at each other and then burst out laughing; we had come within a

# Alfano 2000

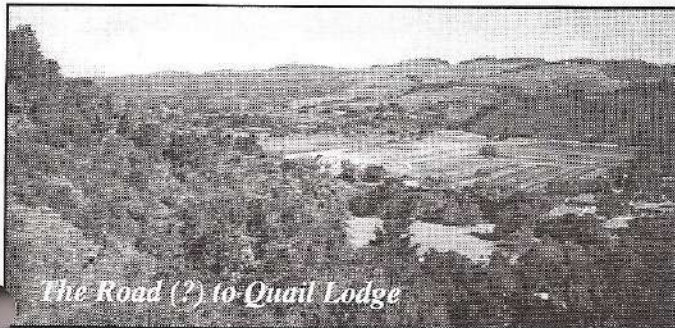
by Regan Copple

hairsbreadth of getting a big speeding ticket, and we had only been saved by the fact that we needed gas. But finding the source of the leak wouldn't happen until later in the weekend, when we finally figured that the oil cooler had either blown out a passage or a gasket, by the amount of oil sprayed on the upper side of the hood. But finding out where it was coming from proved more difficult. Either way, I now had a slow oil leak to contend with. But it didn't affect Louis' and my adventures the entire weekend.



*Early Morning in the Campground*

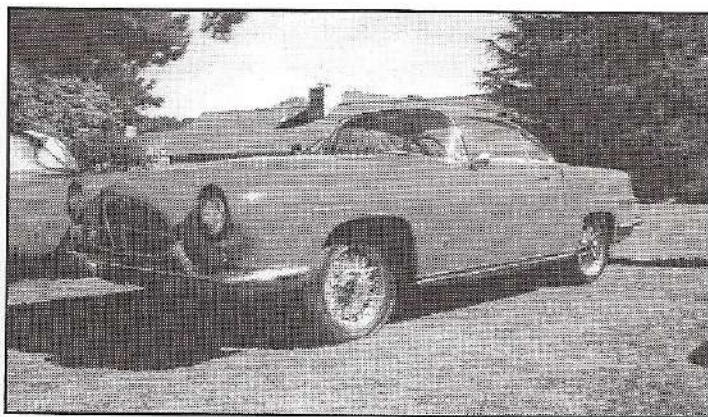
We were awakened at 6:00am Friday morning by Jim, and since we hadn't finished setting up the tent and the sleeping bags until 3:00am, we hadn't had very much sleep, but after a shower, and a quick breakfast, I didn't care. I was too excited about going to the Concorso. All morning long, we had been watching and listening to the great sounds of the cars whizzing by the campsite on the road below going to Quail Lodge. Despite our early



*The Road (?) to Quail Lodge*

risetime, we didn't arrive at the club until around 9:00am, so we parked the Alfa, bought our tickets, grabbed our goodie bags, and went across the bridge to the Lodge.

The first order of business was to find out where Jim, Elise, and Steve were parked, since they had acquired parking inside at the Italian Car Corral, and we had been relegated to parking outside. We, having the larger car, had been given the cooler with everybody's lunch in it. So we had to go find their Spider so that we could drop it off. When we found their Alfa, they were nowhere in sight, so we placed the cooler behind the rear bumper of the car, and walked around the corral checking out the other interesting Ferraris, Lancias, Alfas, and others. Since Jim and Elise were nowhere to be found we finally walked across the road to the Lamborghini corral to check out the Miuras, Diablos, Countachs, and others. Then we were off to the Alfa corral where Louis managed to snap all of the interesting pictures you see here, which was quite a feat considering how few people are in them, contrary to how many were walking around at the time. We finally reconnected with the Barrett's and Steve, and after eating some lunch, Louis and I went off to check out the rest of the cars. I also got the chance to talk to friends in ARA, DSARC, and AROSC who were present at the Concorso. Luke Kowalski, and Rich Lasner were there from ARA, Dwayne Wiseman, who works at Barber Alfa in Sacramento, and my friend Mike Williams, as well as Jim Treadwell were there from DSARC, and Tony Rimicci, and Al Cortes were there from AROSC.



*A 1954 1900 SS Coupe America Bodied by Ghia*

Louis and I looked at all the other sections, the Ferraris, Maseratis, Panteras, vendors, bleachers, and the clubhouse. By the end of the day, I was numb, I felt like I was suffering from Italian Metal Overload or IMO, but all I really had was a good sunburn. At the end of the day as all the others were leaving, we all headed over to the

## More *Concorso Italiano* 2000



*The Campground Caravan Preparing to go to Laguna Seca Raceway*

clubhouse for a wine and cheese event hosted by ARA. While I was there, I also got to meet quite a few people on the Alfa Digest hosted by Richard Welty of Krusty Motorsports since I had been wearing my "I Digest, Therefore I Am" nametag. Mike Williams had posted these, and other things on his website prior to the Alfa Convention in Portland for fellow digesters as a means of identifying each other more easily. I adapted these for the Concorso, and so had Jim.

Afterwards, we headed over to the grocery store in Carmel to buy food for a barbecue, and something to soothe my sunburn, but since we had so little energy, we bought a fully cooked chicken, some potato salad and cole slaw, and headed back to the campground. We ate and retired early, as we were all very tired.



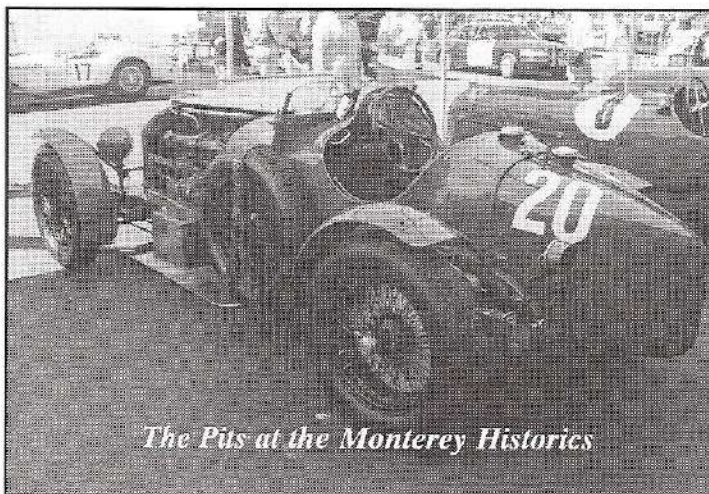
*Alfa Corral - 3 Different Front Bumpers*

The next day was much more leisurely, and after breakfast we all headed over to Laguna Seca for the races. I had never been here before, but Jim was nice enough to procure a pass for me in the Alfa corral so we didn't get separated this time. But we still ended up waiting for Steve, who had to park his Jaguar over on the other side of the track. We finally went inside and watched the majority of the races, not from the bleachers where we eventually ended up, but all around the track. We walked all over, visiting the food vendors, the merchandise vendors, and the pit area. I saw many beautiful cars there that day, including some old Alfas that you see in the pictures, and I learned more about racing and the history of racing than I had ever dreamed.

Since Maserati was the featured marque, we also went to the main tent and looked at all of the beautiful designs there. Afterwards, we headed back to the campsite to change and go into Monterey to get something to eat and watch the auctions. When we arrived, we found parking and walked over to the Doubletree Hotel where the auction was taking place. The organizers had fenced off the area around the hotel to keep out the non-paying spectators such as our little band, so we contented ourselves with listening to the auctioneer solicit bids from the paying customers. We also watched while the autos next in line were prepped, polished, and then pushed into the bidding area. The highest seller of the evening was an original Shelby Cobra, owned by Carroll himself, sold for just over three million dollars.

Afterwards, we decided to go get something to eat, but after a lengthy search we found out that all of the restaurants were either closed, had stopped serving, or were preparing to close. So we decided to walk back to the Doubletree, where by now, the auction was over, so we walked inside and found out that the hotel restaurant was still open. So we all sat down and had a buffet supper, and after we had eaten and drunk our fill, we went back to the campsite and sat around talking about all that we had seen that day.

The next day was even more leisurely than the first, with trips to the auto supply store in search of some oil, and breakfast at a very good diner near Quail Lodge. After a great breakfast we had intended on going back to Laguna Seca, but due to the high price of admission, and the fact that Jim, Elise, and Steve had other things to do, we decided to call it a weekend. We went back to the campground and struck our tents, packed up our gear, and loaded up the vehicles. We then went our separate ways, the Barretts' and Steve up to Salinas to visit friends, and Louis and I down the 101 for an early return to Los Angeles.



*The Püs at the Monterey Historics*

Next year I hear Sergio "Pinin" Farina will be present at the 2001 Concorso Italiano along with several of his designs. Will Louis and I be there? You bet, along with Jim, Elise, and Steve! And whoever else may decide to join us as well. I recommend that everyone who considers themselves a lover of Alfas make this trip, this haj, to the mecca of California Italian Automobiles at least once in their life. I hope to see you there this next August during the extended weekend of the 16th through the 19th at the Monterey Historics.

Ciao!



*Always Some Neat Alfas at Monterey*



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## **Alan Ward Exposed!**

**Editor's Note:** I have been threatening to run these photos of Alan Ward for some time, and this month I have space to fill, so here's most of Alan's exploits. He is best known as Ward of Ward & Deane Racing, and he is still very fast in my GTV. He was second in the VARA B Sedan Championship for 2000 by only 2 points, and but for a balky Colotti gear box at the last race, he would have won it. I still don't have a photo of his bowling prowess, however.



*The One That Got Away -- Phoenix Int'l Raceway, Feb. 2000*

*The Big One That Didn't Get Away:  
Feb 2000, off the coast of Mexico*



*This sure looks like Alan Ward!*

*From the New Zealand Alfa News:*

*Da-da-daaa...*

*Dada-da daaaa.....*

*DA! (boomboom)*

*Da-da! (boomboom)*

*Oh, you get the picture. This is reported to be John Rhodes spotted in the pits at Taupo, New Zealand, displaying the sort of form that had most of the Universal Studios heads rueing their decision to overlook him in favor of Demi Moore for the lead in "Striptease".*



# Holiday Party Recap



*We Filled Art Russell's Backyard!*



*Paul Blankenship is stealing chips from Doug Bender*



*Lots of Alfisti and lots of food makes a typical good time at an AROSC party*



*We also tasted lots of wine*

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**New Members for 2000!**

Robby Bass	Los Angeles	1991 164L
Klemmet & Gwen Belt	Glenbrook NV	
Robert Bigler	Palos Verdes Estates	1967 Duetto
Bill & Fiona Carson	Culver City	1974 Spider
Chris Cartsonas	Menlo Park	1988 Milano Verde, 1971 GTV, 1968 GTA
Louis Cayafax	Los Angeles	
Alain & Kathy Clenet	Zephyr Cove NV	
Rich & Karen Conklin	Long Beach	1966 Giulia Sprint GT
Regan Copple	Los Angeles	1979 Spider, 1972 Montreal
John Cote	Laguna Niguel	
Ralph diLibero	Manhattan Beach	1974 Montreal
Kevin & Lisa Dosch	Los Angeles	1974 GTV, 1979 Sports Sedan
Gabriel Eckstein	Beverly Hills	
John Fentis	Rancho Palos Verdes	1965 Spider Veloce, 1974 GTV, 1983 GTV-6, 1994 164LS
Thomas Fucci & Marva Nabili	Los Angeles	
Oleg Garanda	La Habra	1973 Spider
Jamie Garzon	Cypress	1974 GTV
Elizabeth Gee	Los Angeles	1967 GTV
Konstantin Golovchinshy	Venice	
Danilo Gurovich	North Hills	1964 Spider
Greg Haskin	Fountain Valley	1967 Duetto
Greg Hicks	Palm Desert	1973 Spider
Peter Horvath	Lakewood	1974 GTV
Joseph Landers III	Granada Hills	1969 Spider
Neil Larson & Sarah Scivier	Los Angeles	1985 Spider Veloce
Renst Leneman	Los Angeles	1988 Milano
Hap Lovejoy & Kristin Hansen	Burbank	1983 GTV-6
Ed Lutz	Westminster	1974 Spider
Bruce MacKown	Santa Ana	
David Marks	Los Angeles	1986 Spider Veloce
Neil Martin & Denise Orzel	Sunland	1963 Giulia Spider, 1967 Giulia Sprint GT
James & Patricia Peacock	Beverly Hills	1959 Giulietta Spider
Richard Pellicone	San Jose	1960 Giulietta Spider
Gian, Karlo & Glamaris Perez	Union City	1991 164L
Barry Pollack & Nancy Adel	Los Angeles	1984 Spider
Tony & Letty Presto	San Bernardino	
John & Yvette Reche	Santa Clara	1960 Giulietta Spider
Mark & Marinel Robinson	Pasadena	
Josef Rosen	Santa Monica	1991 Spider, 1985 Milano
Sam & Susan Sapienza	Hermosa Beach	
Kimberly Smith	Los Angeles	1981 GTV-6
Robert Storovich	Huntington Beach	
Brad Thomas	Long Beach	
Deanna & Jeff Turner	Woodland Hills	
Dom Vitarella	Tustin	164
Frederick Wolf	Chatsworth	1987 Spider Veloce
Nizam Zamberi	Cupertino	1994 164LS
Alain Zimmerman	Long Beach	1957 Giulietta Spider, 1967 GT Jr., 1995 194Q
Bill Zimmerman	Agoura Hills	1974 GTV

**Plus members transferred from other chapters:**

Stuart Coleman	Hollywood	1985 Spider, 1984 Spider, 1986 GTV-6
Brian Douglas, Isaac	Los Angeles	1985 GTV-6
Hamlet Hartounian	Tujunga	
Robert & Amanda Herzog	Forest Falls	
Don & Bobbi Lehman	Valencia	1969 Spider, 1986 Spider Veloce, 1977 Spider Veloce
Robert & Tessie Methenitis	Sherman Oaks	1973 GTV
Will & Tania Owen	Pasadena	1987 Milano, 1972 Berlina
Julius (Jay) Wachtel	Garden Grove	1974 GTV

## Classified Ads

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

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**1986 GTV-6:** Excellent condition, near perfect new champagne gold paint, black leather interior, well maintained, runs super strong. \$4200.00 *Call Abra at (805) 644-0486 or E-mail to [apaudler@west.net](mailto:apaudler@west.net) (12/0)*

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**1987 Milano Gold:** Red, 116000 miles, engine only 87.000. New Pirelli Tires, CD player, LA car. All service records, original owner. Needs some body work. Asking \$2500.00 obo *Call Jacek Laskus at (323) 969-8188 or E-mail [jlaskus@earthlink.net](mailto:jlaskus@earthlink.net) (12/0)*

**Wanted:** 15 inch wheels, 4 each, that will fit 1973 GTV; prefer Panasports in like new condition or any other alloy wheel that would be an appropriate fit for this car. *Call Fred at 714-773-1473 or E-mail [alfaawe@aol.com](mailto:alfaawe@aol.com) (12/0)*

**1992 Spider Veloce:** Red/black leather. New top, new tires, Sony AM/FM CD player. Original owner, garage kept. All maintenance records. 52,000 miles, mint! \$13,500. *Call Deborah (310) 252-3782 (day) or (310) 827-8701 (evenings). (12/0)*

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**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)*

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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)

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)

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Affiliation/subscription: member of another AROC Chapter wishing to join AROSC ..... \$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  
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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	1 AROSC Board Meeting 3 Merle Norman car collection Tour 25 Tour "In Search of the Wildflowers" 30 General Meeting - 8pm, Culver City 31-1 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 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 27 General Meeting - 8pm Culver City	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 16? Concours - San Antonio Winery 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, "White Turkey Auction"	8 Holiday Party 9 AROSC Board Meeting: Annual planning and election of officers meeting