

Giacionarda

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



In This Issue: Buttonwillow Time Trial, El Dorado Concours, 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, 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 shows Paul DeRosier receiving his third ribbon at the Concourse at El Dorado Park from Concours Director Dan Ritter. Paul received first in class, Best of Show, and People's Choice awards! Congratulations! Paul showed his 1972 Berlina, which shows that you don't need an exotic *Alfa* to get recognition. Thanks to Tom Suter for the photo.

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

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AROSC Previews

An outline of coming events

General Meeting – Friday, June 29, 8:00 PM

Join us for the June 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, although we are trying for a slide presentation of interest.

Board Meeting — Thursday, July 5, 8:00 PM

The Board of Directors meets monthly at the home of one of the Board Members, or at a restaurant, 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.

Concours, San Antonio Winery – Sunday, July 15, 10 AM

Join us for our annual Concours at the Winery. We don't expect rain in July, so no worries! We will show the cars in the parking lot just past the Winery, and after the judging we can go in for lunch, a tasting, and/or a tour of the facility. This should be a lovely day for a Concours, so give your beauty a bath and shine, and bring it out to show. Even if you don't want to get it into Concours condition, bring it anyway and park next to the show for a great Alfa display. Remember, we now have a non-Alfa class, so if your beauty is some other marque, come out anyway.

General Meeting & Tech Session – Friday, July 27, 8:00 PM

Join us for the July general meeting at the Veteran's Center in Culver City. We will have a special technical session following the break: a short drive to Omega MotorSports for some technical insight and Q&A, compliments of Uwe Backer. This was a great success last summer, so we are doing it again.

Board Meeting — Thursday, August 2, 8:00 PM

The Board of Directors meets monthly at the home of one of the Board Members, or at a restaurant, 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.

Summer Party – Sunday, August 5

Join us for the annual AROSC Summer Party. We will return to the cool breezes of Huntington Beach in Phyllis Gaylard's back yard for a potluck lunch, Bocce ball tournament, and lots of conversation. There will be shade and sun, grass and pavement, whatever you desire, but expect a fun afternoon with fellow Alfisti. And you don't have to drive an Alfa to come! More details in the July issue. Be There!

Concours Italiano/Monterey Historics – August 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, 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.

***Don't Miss the Concours at
San Antonio Winery
Sunday, July 15***

Help Wanted!!

Computer Nerds & Techno Geeks!

Our Web Meister, Eric Sands, is looking for someone to take over our web site updates. If you are knowledgeable with web site updating and would like to do this task, posting event results and newsletter excerpts, please contact our President, Paul Blankenship, at the phone or E-mail listed on the masthead, page 2.

View from the Top

Miscellaneous Rumblings from Il Presidente!

Hi. I'd like to introduce myself. At one time I was a very active member of AROSC but my family life has been a little weird for the past several months.

I hear and read about a lot of events you people do. It sounds like you are a very active group of Alfa Owners. That trip, or I guess you call it a Tour, to Julian sounded real nice. And the Time Trial at Buttonwillow showed a lot of driving enthusiasm.

I have spent most of my weekends this year driving down south to Vista to visit Mary where she is taking care of her Mom while we get ready to move her up here. Not much time to work on cars or come out to our Club events. Most of my weekend drives have been in our old Chevy van since it holds more junk than the Milano or the Alfetta (I figure I better put some Alfa related stuff in this part). Miss the joy of an Alfa, but don't miss the stick shift in the late Sunday traffic around LAX.

I met a couple of new members the other day while I was visiting my transmission in the "hospital", a nice couple who owned a Spider. She had never driven a stick until

the Alfa. What a nice way to learn. I told them all about our social happenings. Hope to see you two at an event soon. (Hope to see Mary and me at an event too!!)

And it is not too early for all of us to make plans for OUR Convention in 2002. So get into work and make your vacation plans around the 4th of July weekend next year. We want to see every Alfa Romeo in So. Cal out there. Phyllis' committee members are working on plans for it now.

And speaking of far away events, I have been getting email from a group trying to put together The Alfa Romeo Pan-America Rally to be run in August 2003 from Virginia Beach, Virginia to San Francisco. They say it would take about 13 days. Why don't some of you check out their web site at <http://www.alfissimo.com>. Sounds interesting, complicated and very expensive.

Caio,

Sidewaysalfa

Alfa Pan American Rally Planned

Dear fellow Alfisti,

This letter will introduce you to The Alfa Romeo Pan-America Rally, scheduled to take place in August 2003. The Alfa Pan-America Team has been busy planning the route for this major Alfa event, and with your help the rally will pass within your area. Now why would you want that to happen? Well, having the rally stop in your city will provide your club with a great opportunity to mix with Alfisti from all over North America, with some other participants coming from as far away as New Zealand. You will also have a chance to see some wonderful cars and to attract the public and the media to heighten your club's visibility and public support. By running an event, like a cookout, show and shine, or minor track event, you may also find that the rally can provide a fund-raising opportunity to help with club revenues. To make this rally the success we would all like it to be, we will need the cooperation and assistance of several Alfa Romeo Clubs like yours. Please discuss the rally and your assistance with your membership.

So what is this rally all about? Hopefully, the following paragraphs will provide you with a good introduction to the Alfa Pan-America Rally concept:

How did the Alfa Romeo Pan-America Rally get started?

"Hey Skip! How about you and I take our Alfas and drive to the Left Coast?" I asked at an Alfa event last summer. Well, not only did he say "sure! Just hang on while I go home and grab a suitcase!" but several others within earshot also said they wanted to come. After I calmed Skip down and told him "I didn't mean tonight!" it started me thinking about the many automotive "Coast-to-Coast" and other 'long drives', which have been run successfully by non-Alfisti. Since then, a lot of work has been done to plan for Alfa Pan-America and I believe that it is now high time that you all had a chance to hear about it.

What is the Alfa Romeo Pan-America Rally? The aim of this rally is to bring together Alfisti from across North America and around the world to participate in a relaxed touring rally across the USA. Alfa Romeo Pan-America will be a 'fun' rally, run from Virginia Beach, Virginia to San Francisco, California in August 2003, with entry open to all Alfa Romeo vehicles legally titled for road use. The rally will be conducted as a series of 'stages' across the USA, permitting entrants who are unable to complete the entire rally to join for only one or two of these 'stages'.

participation.

What kind of rally will it be? Alfa Pan-America will be a fun rally, conducted on public roads. It is not a speed-related event. Each participating vehicle will receive a 'Passport', which will have a number of pages which should be 'stamped' at selected checkpoints along the rally route. The collection of these 'stamps' will contribute to the vehicle's scoring for prizes at the end of each 'stage' and at the end of the rally.

Where does the rally go? The route is in the planning stages at this point and a lot will depend on the response we get from the various chapters across the country. Obviously, we won't be able to pass through all the localities that will wish to participate, but the clubs that are enthusiastic about helping out will certainly have a big impact on how the rally will go! The basic idea of the rally is this: Leaving Virginia Beach in early August 2003, the rally will be completed in approximately 13 days and will take participants across the USA, over some of the most historic and wonderful roads in America. There will be at least one "day-off" along the route. The rally will be conducted mainly on non-interstate roads and will hopefully include a large portion of "Old US Highway 66". Daily 'stages' will usually not exceed a distance of 300 miles, and some portions will likely best be covered in the evening to avoid over-heating vehicles and participants in the summer sun. The final day of the rally we will all join together for an Alfa Romeo parade across the Golden-Gate Bridge into San Francisco, where we will end the rally. This will be followed by an awards ceremony where the overall winners will be announced.

How much will it cost? An important aspect of this rally is to make it as affordable as possible, so that everyone can participate. To that end, we aim to keep the entrance fee below \$500 for the complete rally. It would be nice if we got sponsorship to help offset some of our costs, as their help will allow us to keep the entry fee low. If you have any sponsorship ideas, please let us know! Each participant will be responsible for his/her own accommodations, food, etc. A Registration Package will be provided to all participants and will contain recommendations for places to sleep, sites to visit, and places to eat along each 'stage'. Although repairs and parts will be your responsibility, we are negotiating with parts suppliers and trusted Alfa repair facilities across the route to provide entrants with priority service and rapid parts delivery. Whether you intend to camp-out across the country, or can afford the luxury of an expensive hotel, we want you to join us! If you don't think that you can participate in the entire rally, consider joining for the stage nearest you.

How do I get more information? The Alfa Pan-America Team is working hard to get the details worked out, and will be producing periodic updates as new information is confirmed. Our Web-Site designer is developing an Alfa Romeo Pan-America Rally web-site, which can be found at www.alfissimo.com. Although still in its infancy, this site will eventually have everything about the rally, and will have regular monthly updates. We welcome your comments and questions.

How can I help? We will need lots of assistance from sponsors and regional Alfa Clubs to make this rally into a great event. If you want to help, please contact us and we'll discuss your

How do I contact the Alfa Pan-America Team?

By mail:

Alfa Romeo Pan America Rally

1500 Eleanor Court

Norfolk, VA 23508

Attn.: Alex Csank

Telephone: (757) 248-6009 (evenings and weekends), or (757)

462-8208 ext. 3303 (weekdays)

E-mail: csank@infi.net, or alfaromeodriver@hotmail.com

So, now you have an idea about what we are planning. Nothing is cast in concrete yet, but we're moving fast! If your regional club is interested, the following are some ideas of what you could provide:

1. A scenic route through your club's area (not too complex or out of the way). This route should have interesting site-seeing points;
2. Some recommended places to eat on the route (all price ranges);
3. Some recommended campgrounds, motels and hotels (we will also be working with national chains to get discounts);
4. A list of "Alfa-friendly" repair shops;
5. A one-day event (a three to four hour event like a show and shine - or dream up something fun!);
6. At least three locations (restaurants, parks, museums, etc.) that will receive a special Alfa Pan-America stamp and participate as a rally checkpoint as the rally traverses your area;
7. Local media and police liaison (we all want the Alfa Pan-America rally to be a positive event).

Thank you very much for reading about our upcoming rally. We really hope that we can work with your club to make the Alfa Romeo Pan-America Rally a great success. Please contact Kent Decker, (Route Planning Officer) or Alex Csank (Rally Director), who will be pleased to answer any questions or comments.

Sincerely,

Alex Csank
Rally Director

Kent Decker
Route Planning Officer

1500 Eleanor Court
Norfolk, VA 23508

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Concours at El Dorado Park

Photos by Tom Suter and Gene Brown

By Dan Ritter, Concours Director

Greetings Alfisti,
Beautiful weather and the El Dorado Park/Nature Center made for a most serene setting for our first Concours event of the year. On this occasion we had fourteen entrants with more or less an equal number of open to closed cars. Throngs of spectators were on hand to cheer the

But as on many occasions there always seems to be one car that shows that extra something and that was Paul De Rosier's 1972 Berlina. One would not think that a 4-door sedan could win a Best of Show Ribbon but Paul's fastidious preparation and no compromise approach to cleanliness and authenticity was non-parable.

The competition featured some very clean cars to say the



Cars & food & conversation -- that's a typical AROSC event.

competition and one has to applaud the participant's hard work in bringing their machines to the high level our club has fostered over the years. Actually the cars speak for themselves and it is gratifying to note that AROSC promotes the exacting standards of which I myself strive for in coordinating these events. Alfa Romeo as a marque commands our admiration, enthusiasm and passion. It is our charge and duty to maintain the purity, ideals and to check or repel any vile subversion that could compromise these standards.

The competition was judged by their peers who graciously gave their time and expertise for the two classes that were formulated for this event. I wish to express my gratitude to Phil Guiral, Al Cortes and Doug Bender for judging this event. Judging a Concours competition is a challenge especially when the cars are so closely competitive as with this event: only one or two points decided the class awards.

least. Mr. B. Burk's Black Beauty (below) was truly a



wonderfully prepared automobile, not to mention the '67 GTV of long-time concours competitor Phil Guiral. I want to mention that the competition gets better each event, that is I see the Alfas that continually come out to the concours

are at a higher level of preparation thus improving the resale of the vehicle! So I cordially invite you to display your Alfa proudly and enjoy an afternoon of great cars. On to the results:

Best of Show — Paul De Rosier, 1972 Berlina

Peoples' Choice – Paul De Rosier, 1972 Berlina

Open Class

First Place – B. Burks, 1987 Spider Veloce

Second Place – Norman & Evelyn Silverman, 1965 Giulia Spider Veloce

Third Place – R. Lucidi, 1958 Giulietta Spider

Closed Class

First Place – Paul De Rosier, 1972 Berlina

Second Place – Phil Guiral, 1967 GTV

Third Place — D. Vitarella, 1991 164-S



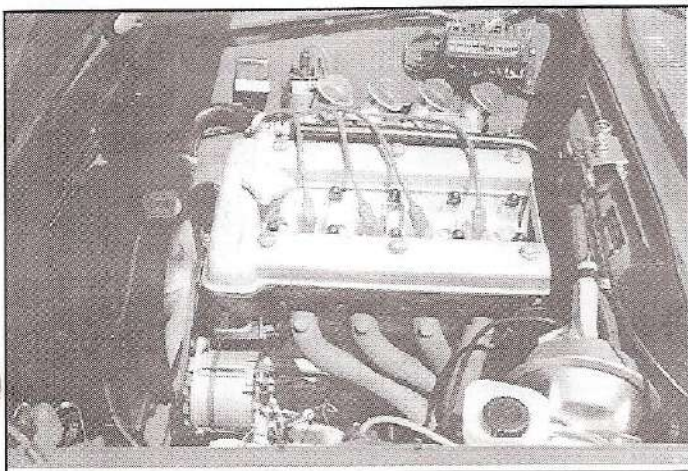
The Vitarella family is proud of their ribbon and of their littlest Alfista!

The next concours competition will be Sunday July 15th at the San Antonio Winery. The Judging will start promptly at 10:00 and the awards presentation will commence after our luncheon, If you are anticipating attending the luncheon please let me know as soon as possible so as to develop a guest list for our luncheon. For those who have not had the pleasure of dining at the San Antonio Winery you will be in for an Epicurean delight. They have remodeled the tasting room and restaurant, which can accommodate a moderately large party. I have from a reliable source that the weather will be moderate and conditions excellent. The cars will converge in the parking lot adjacent to the entrance of the restaurant / tasting room. As always arriving early will facilitate a preferred parking place—see you there!

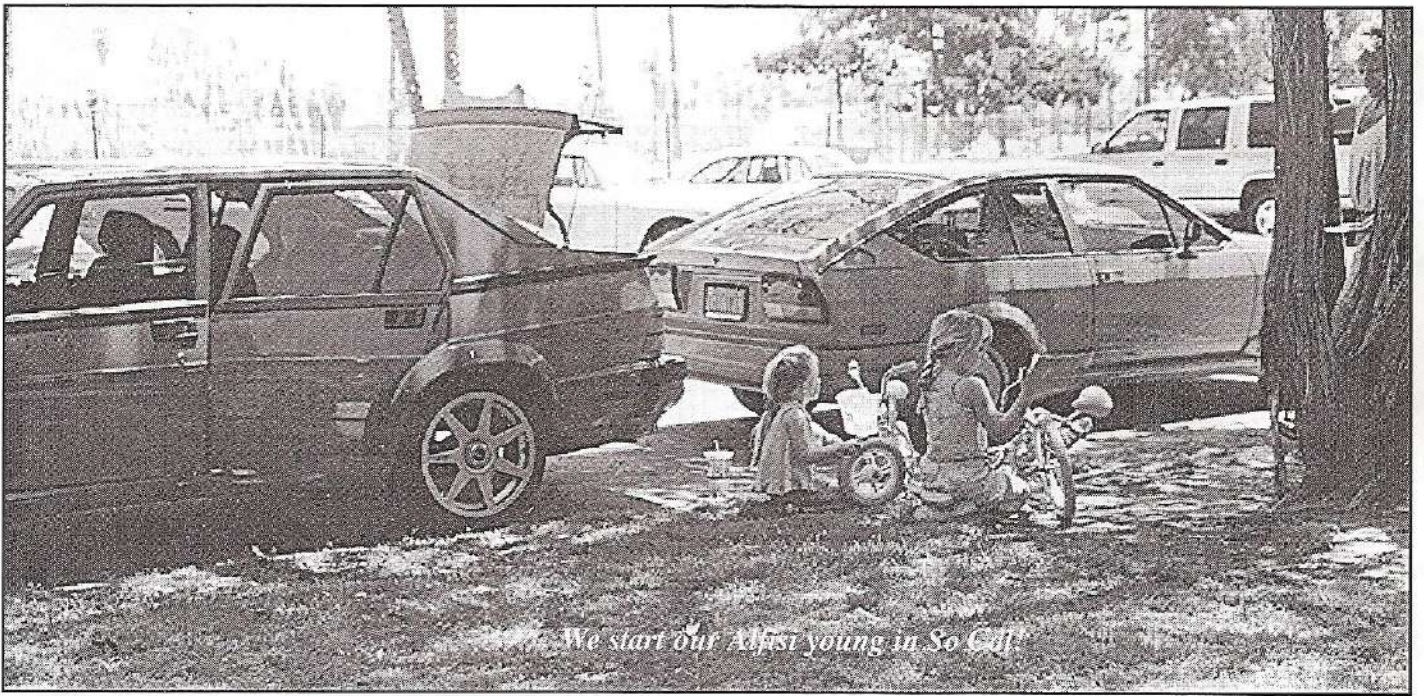
On your entry form please note to check (✓) that you are dining in the restaurant, or if you are not competing in the concours call me at 310-375-0572 (Hm) or 213-625-6729 (Office) to let me know that you'd like to join us for lunch.



Attention to detail makes a winner!



It's all in the details -- clean enough to eat off!



We start our Alfasi young in So Cal!



There was the usual assortment of neat cars: spiders, GTVs, and sedans, of all ages, but mostly from the 60's and 70's.

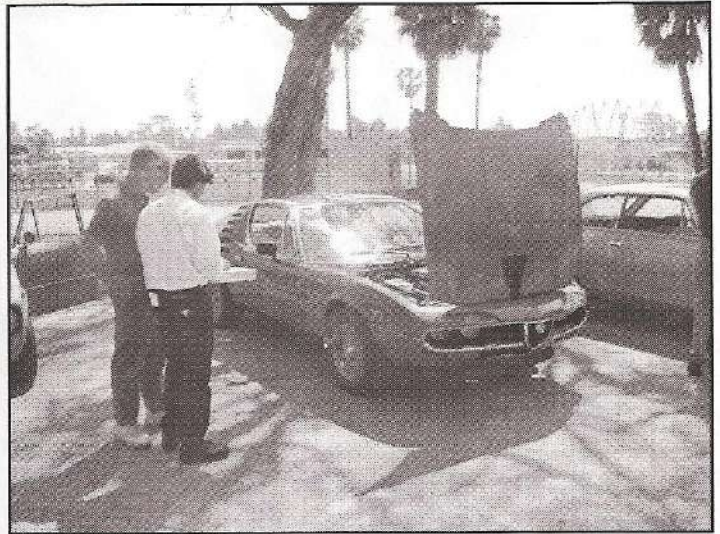




We had a few non-Alfas judged as well

Our intrepid photographers failed to a better shot of the winning Berlina than this view of it in the background!

Gene Brown always wants a picture of his Montreal included -- the price we pay for his pictures! Who would want a picture of this beauty? Just give us the car!



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Buttonwillow Time Trial

Photos by Art Russell and Terry Watson

Buttonwillow Time Trial...June 2-3 2001

Doug Bender

For our third time trial (but only our second race) of the year AROSC returned to Buttonwillow Raceway in the California's Central Valley near Bakersfield. People who went a day early said the heat was terrible on the Friday before, but by Saturday it cooled to the low 90s.

Buttonwillow, for those who haven't read my earlier articles, is a really nice and quite new track with plenty of turns, some of which are a lot faster than they look and reward drivers' track knowledge and willingness to "go for it". The track amenities have been greatly improved in the past year, with a new 3-story tower/classroom/cafeteria building (air-conditioned!). We had a good turnout of about 90 cars (including some new faces, but no one in Intro Group). While I am glad to see all kinds of cars joining us, I am gladdest to see new Alfas turning up, and new Alfas seem to keep coming out of the woodwork. The large pit enclave run by Dirk Stoehr and Santo Rimicci (and various relatives and friends) included various GTAs, GTVs, and two tubeframe Alfa specials. The most interesting was the Giulia TI painted like an Italian police car complete with rotating, flashing light on top (in which Santo Rimicci shattered the Class E track record). Besides this, we had the usual assortment of GTVs, GTV6s,

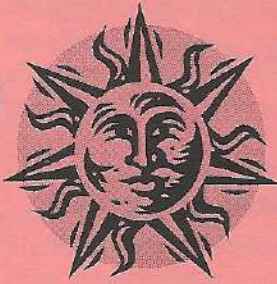


Mustangs, Corvettes, Camaros, BMWs, Porsches, RX7s, a Lancia Scorpion, and a Lotus Europa (how I love to get BMWs and Porsches to our events instead of their own clubs!).

Results are nearby. Buttonwillow can be run either direction. This time we ran clockwise, for only the third time I think, and we had new records in Classes D, E, M, O, P, Q, and Z (look in the May Alfacionada to see the previous records). Craig Goldenson looks to have Class C locked up for the year, and likewise Peter Kemos is dominating Class D. Aaron Meyer came out with a newly purchased Class C GTV6 and won second place in his first time on the track. There were about 15 cars in the race. The two sports racers dropped out due to various mechanical issues, and the Dunestang quit after one lap. With these DNFs and DNSs, the race was essentially a Corvette affair, with Bob Blizzard in an intimidating-looking Mustang fourth behind three Corvettes. Wayne Graham did very well in his Sprite racecar.



Accommodations Director Brad Gray arranged for a catered barbecue at the track following the race. This turned out to be quite popular and made enough money so that we could treat the corner workers. As an additional attraction, Brad arranged for Milt Minter, who has been our celebrity instructor at driver's schools for the past couple of years, to come Saturday night and show slides of his career. Unfortunately, a week before the time trial Milt and Brad were offered a chance to drive a Porsche 934 Turbo at the Porsche Owners Club enduro at



AROSC Summer Party

It's Time! Summer is here! Let's party! August 5 is the date!

We had lots of fun last year in Phyllis Gaylard's backyard, with good food and friendship, and lots of Alfa talk, along with mild weather. Let's do it again! Bring a sweater! Come and cool off from the inland heat wave!

Phyllis Gaylard's house in Huntington Harbor has plenty of back yard, paved patio, and shade, and she has invited us to party there again. She still has Jay Wachtel's Bocce balls, and the lawn is in good shape. She is located about a mile from the ocean and beaches, up on a hill with a great breeze. There is street parking and a shopping center one block away if the street fills up.

We have again decided on a potluck format, and request that attendees bring something to nosh, snack, and nibble upon. We suggest primarily home-prepared dishes, cold or room temperature. We can heat up things in the oven or microwave, but want to limit the stove-top cooking to just a few items.

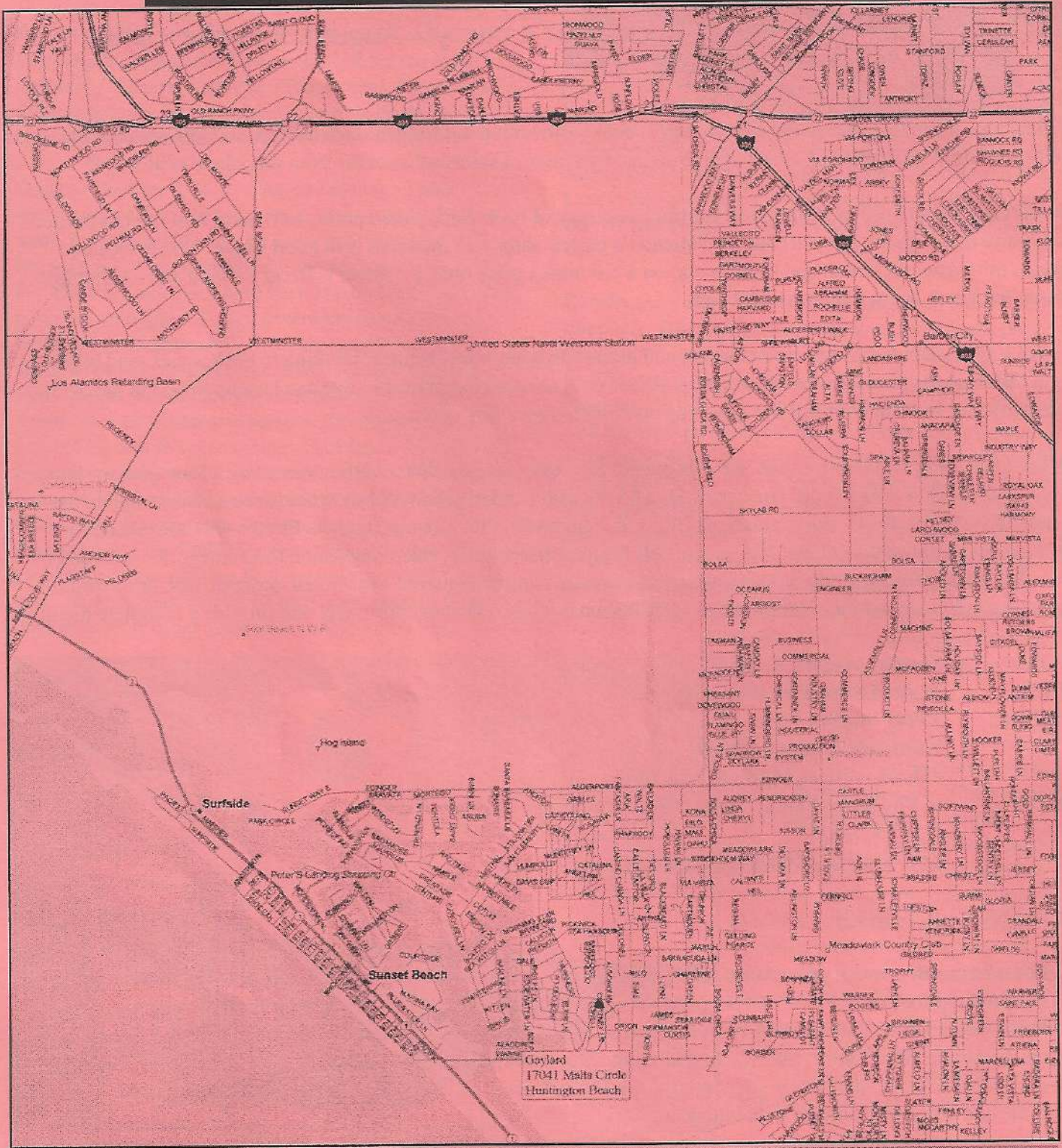
As last year, there will be no charge for this event. However, we ask that all attendees bring a food dish to share. If you can't cook or bring food, you can make a \$5 donation and Phyllis will buy what is needed to complete the menu. In order for this to work, you must call or E-mail an RSVP before party day. Phyllis will coordinate the food items so that we don't have 10 kinds of Jell-O salad and nothing else. Suggested food categories include but are not restricted to: antipasto, appetizers, salads, breads, sandwich meats, casseroles, pasta dishes, or anything appealing as luncheon fare. Just please tell Phyllis what it is so she can coordinate and provide a complete menu.

DATE: Sunday, August 5, 2001
TIME: 11:00 AM to 3:00 PM or???
WHERE: 17041 Malta Circle
Huntington Beach, 92649
(Thomas Bros. Map page 857 C1)
RSVP: to Phyllis by Friday, August 3
(714) 377-6377
or E-mail to phyllis3@aol.com

HOW TO GET THERE:

1. From the north or west, proceed east of the I-405/I-605 interchange for about 2 miles; get into the far right lane looking for the 22 FWY exit from the 405, and exit onto Bolsa Chica Road from that interchange. Follow Bolsa Chica Road south about 4 miles to Warner Avenue and turn right. Stay in the right lane, and turn right at the next light, Algonquin. Take the first left, onto Davenport, and again take the first left at Courtney, but make it a double left onto the access street next to Davenport. This leads you onto Malta Circle to the right. 17041 is the one-story white house with blue trim.

2. From the east or northeast, **take** the 22 FWY west to Valley View, just before the 22 joins the 405. Turn left at the signal onto Bolsa Chica, **and** follow the directions above. Valley View and Bolsa Chica are the same street, but the name changes **at** the 22 FWY.
3. From the south or southeast, **take** the I-405 north to Warner Avenue exit, and proceed west on Warner about 4.5 miles to Algonquin, and **follow** the directions above. OR, take Pacific Coast Highway through Huntington Beach to Warner Avenue, and **proceed** about a mile to the first traffic light, at Algonquin. Turn left and follow the directions above.



Willow Springs Saturday night. As it turned out they didn't run after all and Saturday afternoon they rolled up to the track towing the Porsche, and those who hung around after dinner got to hear Milt tell some stories.

We didn't have any bent metal or other injuries this weekend. But I think that to some extent we got lucky. The only wall at Buttonwillow is the one separating the front straight and pit row, and the one dangerous turn is the last turn onto the front straight. This turn has claimed several cars, but seems to be worse running counter-

clockwise, which is why we now appear to have standardized on clockwise. At the driver's meeting Saturday morning John Cote gave the usual speech about this turn and the hazards of trying to keep the car on the track if it gets out of shape there. Despite John's speech I counted at least three (and I think more) cars doing just what John said not to, and I think it's by luck we didn't have any bent metal. People need to be careful out there!

I personally had nearly a worst-case weekend. On Saturday halfway through our second practice my car quit running. Diagnosis (with the help of Santo Rimicci): broken Spica fuel injection pump. I called my wife and described to her how to find my two spare Spica pumps in the garage, but asked her to also stop at my friend Fabio Garbini's garage on the way to get another one just in case. She arrived at the track around 6:00, just in time for the catered barbecue, with Fabio's pump and...two Spica airboxes from my garage!



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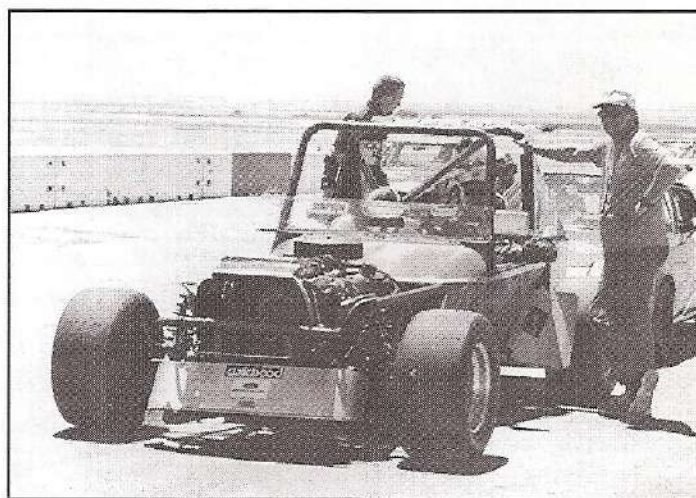
Doug's trying to fix a fuel injection pump

Good thing Fabio was in the garage to give her the real article. Anyway my friend Art Russell stayed at the track till 10:30 helping me put the pump; we worked by flashlights after 8:00 (we would have been out of there by 9:00 if we had seated the belt properly on the crankshaft in the first place). While we worked we saw Milt Minter with a crowd around him... we must have missed some good stories. Later we heard the Hamilton/Ellis gang, camping at the track, having a good time shooting off firecrackers or guns or something. It was kind of spooky. Anyway, when we were done I started the car up and drove it to the hotel, then had to borrow Art's car and drive back to the track to get some tools to tighten some nuts I'd forgotten. So far so good, I was tired but at this point it seemed that I could run on Sunday.

Bright and early Sunday morning I tried to start the car and the starter turned a few cranks and gave up. Push starting didn't work and I was running out of ideas. All this was further complicated by the way I had rebuilt the differential... I tightened it up to provide for more limited slip, but I overdid it and the differential is now essentially locked, making it a three-man operation to push the car except in a straight line. Anyway, I rode with Art to the track, and got Adrienne Harris to drive me back to the hotel

later in the morning so I could try my spare solenoid and pack the car with all my gear in case I had to tow it home. Later in the morning Art drove me back to the hotel again to try some more ideas (shorting across various terminals). Nothing worked, the starter was completely dead, and I started to think something was seriously wrong. In the end I borrowed Art's GTV to run the timed laps; with no practice, I beat Art's time by two tenths of a second... guess that's the last time he'll let me borrow his car! Interesting how two GTVs, supposedly set up similarly, can feel so different. Art's car felt tail happy to me but he says it has neutral handling. Now I want him to drive mine and see what he thinks.

Sunday night I hitched a ride home with Registration Director Terry Watson. Terry was having his own car problems (racing is hard on car) so we convoyed back to Los Angeles with the Hamiltons in case Terry had a problem on the way. Monday I rented a U-Haul tow dolly to go back to the hotel and bring the car home. U-Haul advised a 45-mph limit, and I learned why. Towing the Alfa behind my Jeep Cherokee, I blithely rolled along the freeway at 60 and the first time I hit some rough pavement all hell broke loose. The Jeep and trailer got into an oscillation, swinging left and right about 10 degrees from



Paul Ellis's Dunestang on the grid

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straight ahead, all the tires were squealing, and I was just a passenger waiting for it to slow down. Pretty scary. I was mentally writing the LA Times article while I waited for the oscillation to die down... "Vintage race car nut overturns on Interstate 5, causing 40 car pileup"! I left the car at Fabio's garage and got home at 4:30 in the morning. Wednesday I went to the garage to help Fabio with the repairs and all we had to do was put in a working starter. Seems there is some circuit path in the starter that went bad making it so that neither the starter nor the solenoid worked.

The bottom line from all this is that it's great, in fact indispensable, to have friends at the track who are able to help when something goes wrong. But, even the most heroic efforts sometimes fall short. This is the first time in my five years of time trialing I wasn't able to drive the car home. Thanks to Art, Adrienne, Fabio, and others who helped out.

And let me thank the usual gang for arranging and running everything. John Cote ran the event, Brad Gray set up accommodations, Steve Hamilton ran licensing, Terry Watson ably ran Registration, and Craig Goldenson and Phyllis Gaylard



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On the Grid at Buttonwillow

got mailers out. Alex Brown came out Sunday to do timing with considerable help from Pat Rinaldi and others. We also had some help in the Tower... Mitch and Mike McKibben came up and put headphones on during several practices. We need more of our rank and file to do this kind of volunteering.



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AROSC Time Trial #2001-3
Buttonwillow Clockwise
June 2-3, 2001

Position No.	Driver	Car	Fast Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
CLASS A								
1	67	Stoehr, Dirk	GTA	2:14.699	2:18.129	<u>2:14.699</u>	2:16.937	2:15.858 2:15.493
CLASS C								
1	18	Goldenson, Craig	GTV6	2:13.269	<u>2:13.269</u>	2:13.285	2:14.488	2:14.060 2:14.386
2	55	Meyer, Aaron	GTV6	2:13.600	2:17.810	2:15.923	2:15.971	2:14.851 <u>2:13.600</u>
3	681	Rimicci, Anthony	GT Jr.	2:14.168	2:14.969	<u>2:14.168</u>	2:14.565	2:15.024 2:18.770
4	28	Harris, Randall	Duetto	2:15.205	2:15.554	2:15.400	<u>2:15.205</u>	2:19.869 2:16.615
5	89	Mazlumian, Pablo	Milano	2:15.820	2:19.402	2:17.835	<u>2:15.820</u>	2:16.298 2:16.049
6	58	Dickman, Larry	GTV6	2:16.654	2:16.926	2:17.746	<u>2:16.654</u>	
7	52	Lambert, Alan	GTV6	2:17.268	2:17.791	<u>2:17.268</u>		
8	680	Rimicci, Fabrizio	GT Jr.	2:17.876	2:19.458	2:18.555	<u>2:17.876</u>	2:40.797 2:20.528
9	76	Procopio, Peter	GTV	2:24.763	<u>2:24.763</u>	2:27.375	2:30.213	2:26.208 2:25.857
CLASS D								
1	73	Kemos, Peter	GTV	2:12.911	2:14.769	2:13.708	<u>2:12.911</u>	2:13.684 2:15.037
2	74	Mazlumian, Jorge	GTV	2:19.113	2:21.728	2:21.954	2:20.336	2:20.733 <u>2:19.113</u>
3	83	Bender, Douglas	GTV	2:19.416	2:21.605	2:20.316	2:19.476	<u>2:19.416</u> 2:19.894
4	84	Russell, Arthur	GTV	2:19.532	2:20.475	<u>2:19.532</u>	2:21.027	2:20.115 2:19.729
CLASS E								
1	79	Rimicci, Santo	Giulia Ti	2:14.457	2:16.180	2:15.108	<u>2:14.457</u>	2:21.095
2	805	Valsecchi, Emilio	GTV	2:15.406	2:17.470	2:15.473	2:16.297	2:15.515 <u>2:15.406</u>
3	4	Cupp, Andrew	Spider	2:19.341	2:20.375	2:20.267	2:20.692	2:19.777 <u>2:19.341</u>
CLASS M								
1	6	Chmielewski, Brian	Corvette	1:58.958	1:59.329	1:59.465	1:58.958	2:00.652 2:00.961
2	33	Blizzard, Bob	Mustang	1:59.915	2:01.610	2:00.663	<u>1:59.915</u>	2:00.365 2:01.557
3	155	Purcell, Ted	Corvette	2:05.884	<u>2:05.884</u>	2:22.690	2:14.389	2:10.213 2:10.530
4	190	Foye, Mel	Camaro	2:15.032	2:16.129	2:15.079	<u>2:15.032</u>	
5	90	Foye, Kevin	Camaro					
CLASS N								
1	44	Padilla, Jose	RX7	2:04.218	<u>2:04.218</u>	2:05.223	2:18.258	2:06.625 2:09.997
2	77	Knoke, Jim	944 Turbo	2:06.768	2:07.122	2:08.774	2:08.023	2:07.529 <u>2:06.768</u>
3	9	McKibben, Mitchell	Mustang SV	2:09.293	2:11.950	<u>2:09.293</u>	2:10.940	
4	19	McKibben, Mike	Mustang SV	2:10.787	2:10.825	<u>2:10.787</u>	2:11.673	2:10.957 2:11.141
5	131	DeAnda, Cesar	Mustang	2:13.549	2:13.783	<u>2:13.549</u>	2:13.821	2:14.380 2:15.581
6	247	Rusciolelli, Remy	Europa	2:15.398	2:19.417	2:17.518	2:16.895	2:16.619 <u>2:15.398</u>
7	60	Wagner, Donald	Mustang	2:16.170	<u>2:16.170</u>	2:18.619	2:22.886	
8	91	Rhodes, Robert	Mustang SV	2:19.041	2:19.587	2:20.596	2:21.206	2:21.514 <u>2:19.041</u>
CLASS O								
1	72	Choe, Danny	M3	2:04.532	<u>2:04.532</u>	2:05.045	2:06.018	2:06.362 2:09.090
2	71	Rogers, Matthew	M3	2:08.910	<u>2:08.910</u>	2:10.045	2:10.027	2:09.742 2:09.792
3	22	Heesacker, Greg	M3	2:13.297	<u>2:13.297</u>	2:13.944	2:13.673	2:13.959 2:13.619
4	68	Harris, Ian	968 Cabrio	2:14.845	2:16.563	2:16.480	<u>2:14.845</u>	2:27.496 2:36.870
5	87	Harris, John	944S	2:25.089	2:25.281	<u>2:25.089</u>		
CLASS P								
1	47	DeArman, Daryl	RX7	2:06.273	2:07.158	2:07.471	2:11.333	2:07.127 <u>2:06.273</u>
2	78	Stoehr, Hans	911SC	2:08.978	<u>2:08.978</u>	2:09.368	2:09.040	2:32.885 2:24.828
3	511	Fibrow, Dennis	RX7	2:10.594	2:11.466	2:20.295	2:12.797	2:11.988 <u>2:10.594</u>

4	98	Naggiar, Chris	X19	2:15.564	2:19.278	2:16.121	2:15.836	2:15.564	2:17.847
5	56	Adler, Doug	Scorion	2:17.205	2:21.540	2:20.242	2:20.358	2:19.318	2:17.205
6	238	Toyofuku, Alan	RX7	2:18.904	2:19.537	2:20.258	2:19.208	2:19.355	2:18.904
7	46	Adler, Davidson	MR2	2:20.506	2:20.506	2:21.015			
8	88	McNall, Todd	2000	2:24.034	2:26.145	2:24.435	2:25.922	2:24.034	
9	93	Kutkus, M.J.	SLK230	2:27.695	2:28.521	2:28.962	2:27.974	2:29.023	2:27.695

CLASS Q

1	10	Luftman, Steven	MR2	2:12.728	2:15.501	2:13.654	2:12.728	2:36.321	2:13.255
2	8	Clemens, Bruce	912	2:15.251	2:16.620	2:15.251	2:15.832	2:15.358	2:15.259
3	99	Masdea, Gianfranco	200SX	2:23.398	2:23.398	2:25.687	2:36.018	2:33.527	2:33.982
4	81	Hamilton, Fred	Regal GS	2:31.136	2:31.136	2:32.553	2:36.037	2:33.311	2:33.724

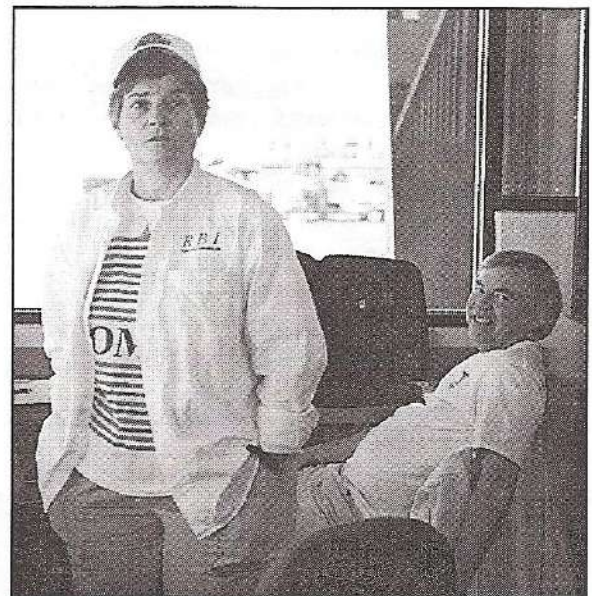
CLASS Z

1	69	Rimicci, Fabrizio	GTV-GT3	2:06.631	2:08.052	2:06.631	2:07.144	2:07.026	2:07.202
2	17	Leone, Joe	Spts Racer	2:19.372	2:19.372	2:20.718	2:19.569	2:20.130	
3	117	Barbagiovanni, Claudio	Spts Racer	2:21.315	2:23.834	2:22.806	2:23.008	2:22.004	2:21.315

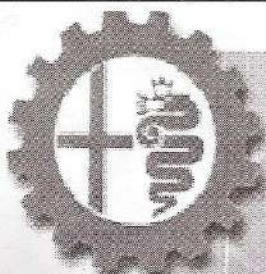
Fastest time by Chmielewski, Brian car # 6, Corvette, Class M, time of 1:58.958

**Buttonwillow Race Results
June 2-3, 2001**

O/A Position	Name	Car	Class	Class Pos
1	Rupert Bragg-Smith	Corvette	M	1M
2	George Smith	Corvette	M	2M
3	Bill Schepegerdes	Corvette	M	3M
4	Bpb Blizzard	Mustang	M	4M
5	Randy Hernandez	Acura	O	1O
6	Wayne Warren	Sprite	N	1N
7	Greg Nelson	RX-7	O	2O
8	Daryl DeArman	RX-7	P	1P
9	Dave Burgoon	Alfa GTV	C	1C
10	David Krueger	BMW	P	2P
11	Tony Presto	MR2	Q	1Q
12	Kim Nelson	RX-7	O	2O
13	Randy Harris	Alfa Duetto	C	2C
14	Steve Luftman	MR2	Q	2Q
15	Paul Ellis	Dunestang	M	5M



Many thanks to our timing crew: Pat Rinaldi and Alex Brown, who look with displeasure at those who interrupt them.



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Vintage Sedans at Thunderhill

Magnaflow Vintage 2.5 Challenge

At Thunderhill, the racing was hot and the weather was not. The heat wave that had gripped Northern California broke on Friday and racers and fans were treated to perfect weather on Friday and Saturday. Sunday was a little (OK, a lot) windy but everyone had a great time. The racing was close as always which is why a recent article in Victory Lane magazine stated "...This is a great series, shades of the old U 2.5 Trans-Am days and (we) hope that more of these great cars turn out in the future."

Jeff Hecox drove a flawless race to win the third round in his BMW. With Jeff's win we have a different marque winning each race. It can't get much closer than this.

The points tie was broken but remains very close with Kevin McKee holding onto a slim 2-point lead over Jeff Hecox. Sitting one point back in third is Steve Link and C.J. Bonura is only one point behind Link!

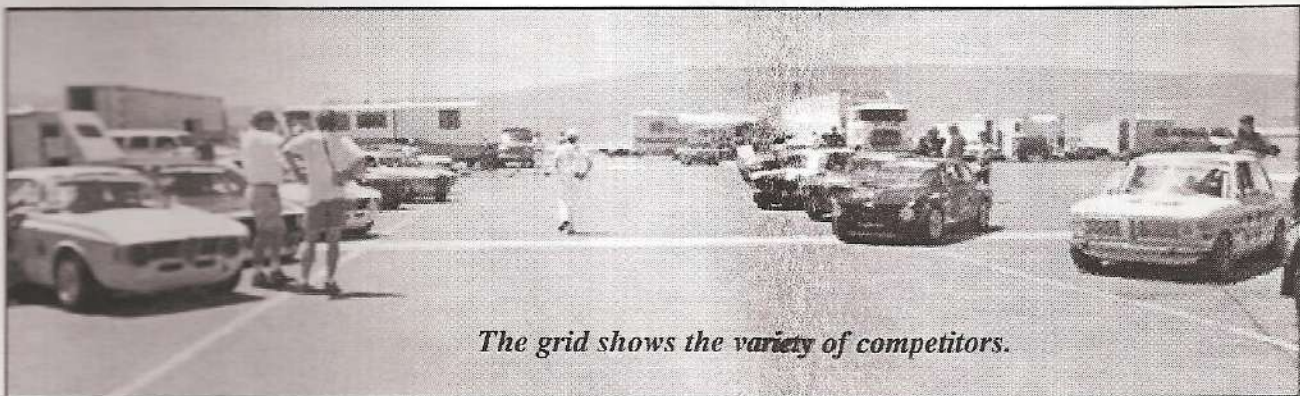
Jim ~~Froh~~ and Terry Tinney drove their Alfa to a solid win in the ~~Porsche~~ vs. 2.5 Sedan enduro. We hope the enduro will ~~become~~ a standard part of our races but with the ~~sedans~~ winning the first two, the Porsche crowd may lose interest!

Fred's ~~Grill~~ was in full swing on Sunday and VSRG hosted about 40 drivers, friends and family to 'burgers and dogs'. During the lunch break we also raffled off lots of goodies provided by Cunningham BMW, Dinan, Sparco and Magnaflow. Magnaflow also provided all of the drivers with a really nice embroidered T-shirt along with hats for the top 3 finishers.

The next Western Region race will be at September 22-23 at Laguna Seca. Entry forms are being mailed this week and all Western Region members that have shown an interest in entering this race will receive an entry packet. If you do not receive a packet in the next few days and you would like to enter the race, drop us an E-mail at jim@bsedan.com.



Competition was hot, as seen in this view of the front straight.



The grid shows the variety of competitors.

SEMA Alert

The following was forwarded by Randall Higa:

From: Brian Caudill [mailto:brianc@sema.org]
Sent: Wednesday, June 06, 2001 1:49 PM
Subject: SEMA Action Network URGENT Legislative Alert - CA Bill to Destroy Pre-1970 Cars Awaits Floor Action in Assembly

URGENT LEGISLATIVE ALERT — California Bill to Destroy Pre-1970 Cars Awaits Floor Action in Assembly.

A bill (A.B. 1390) that would allow carmakers to crush pre-1970 vehicles in exchange for credits toward their obligations under the state's Zero Emission Vehicle (ZEV) program is moving quickly through the legislature. The bill is currently awaiting final action on the Assembly floor! Contact Your Assembly Legislators Immediately To Oppose this Bill

- A.B. 1390 provides flexibility to auto manufacturers at the expense of automotive hobbyists.

- A.B. 1390 provides no means by which to verify emissions reductions from vehicles destroyed by this program.

- A.B. 1390 makes no provisions for rescuing valuable parts and parts-cars for repair and restoration projects.

- A.B. 1390 fails to recognize that pre-1970 cars are typically second or third vehicles rarely driven in the first place.

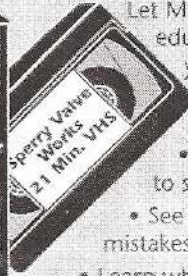
- A.B. 1390 ignores the fact that lower income car owners often cannot afford to purchase new or even newer used vehicles with the money provided by this program.

Contact your state legislators to oppose A.B. 1390. Protect vehicle enthusiasts and collectors in California. To find out who your Assembly legislators are, contact the California Assembly's information line at 916-445-2323. This information can also be accessed via the Internet at www.leginfo.ca.gov/yourleg.html or by calling the SEMA Washington, DC office at 202-783-6007. Please fax a copy of your letters to us at 202/783-6024 or mail to:

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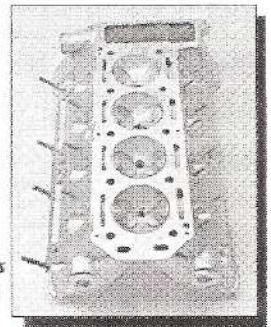
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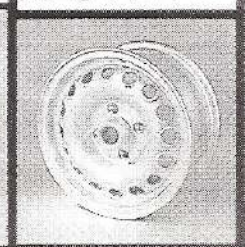
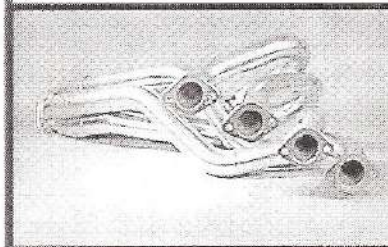
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1979 Sprint Veloce: Ivory exterior with new tan velour upholstery, 125k miles with 15k on rebuilt engine, sunroof, slight rust, runs good, original owner, \$1,100. Call Vic at (310) 455-0034 (day or evening) or E-mail to v.grosvenor@worldnet.att.com (6/1)

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

164S wheels: in fair condition, \$200.00 OBO. Call Dom at 714-838-5427 or E-mail: vitarella_family@yahoo.com (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 (6/1)

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

1991 164S: White with black leather seats, 5 speed, good condition, runs great; 125K miles, \$4500. Call Alex at (949) 497-1487 or E-mail to rbirac@home.com (5/1)

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 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 (5/1)

1978 Alfetta Sprint Veloce: 30K original miles, smogged. First \$1K takes. Call Ben Briggs at (562) 431-7945; 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 (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 & leather. New Dunlop SP5000's (2k mi), Ricambi computer chip (stock chip incl.), K&N filter, ANSA rear muffler, Mintex brake pads, new rotors, heater core, motor mount, fuel hoses, much more! Excellent custom amplified stereo system. Includes all service records from new. Delivery possible, preferably no further north than San Francisco. Pictures at: <http://members.home.net/alfaracer75/> \$13,000. Call Chip at (858)254-8340 or E-mail to alfaracer75@home.com (4/1)

1995 164Q, White exterior with black leather seats in perfect condition; set of OZ racing wheels w/F1 cups, 17/7 with new Perreli 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.

Parts for Sale: Sets of OZ racing wheels w/F1 cups: 17 by 7 for 164, Milano or GTV6; 16 by 7 for 164, Milano, or GTV6; 15 by 7 for 164, Milano, or GTV6. Lots More!!! Call Silvano Soto at (562) 439-1796. (3/1)

1973 Spider, 65,000 miles, current registration, no rust, new top and seat covers. Good condition but needs head gasket and heater fan. \$5000. Call Gary (805) 492-7306 or E-mail to gurban@vcnet.com (3/1)

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. **PRICE DROP TO 2000.00** obo Call Jacek Laskus at (323) 969-8188 or E-mail jlaskus@earthlink.net (3/1)

Parts for Sale:

Giulietta/Giulia:

- Bosch Starter (2bolt), Lucas Generators (2)
- Rear brake backing plate, Rear brake shoes - 2 sets
- Transmission mount (metal, not rubber)
- Drive shafts (front) - 2; Front wheel hub - 1
- Bosch Distributor, Mechanical Fuel Pump
- Quart of Dentax, Oil pump - used
- Oil Filter body adapter to block
- Front timing gear set - used
- Rear wheel cylinder - 1, Rear brake adjuster - 1
- Solex 35 APAI Dual Throat Carb. Kit-new
- Solex 35APAI/C carburetor - used
- Intake manifold - normal
- Lucas fender mount mirrors (2)
- Valve lifters & adjusting caps (101 series)
- 5th/reverse gear for split box

Manuals:

- Alfetta GT 2000 Owners Manual (1976)
- 1978 Sport Sedan owners manual
- Giulietta Shop Manual Technical Characteristics
- Alfetta Work Shop Manual, Clutch, Gearbox, Differential
- Maynes Sedan & Coupe 73 to 80 manual
- Giulietta Cars Shop Manual

Giulia Sprint and Spider manual in case

Giulietta Cars instruction Book

Misc. Spica maintenance data

Alfetta/Sports Sedan:

- Flywheel and clutch - used
- Spica injectors (4) & fuel pumps (electric)- used (3)
- Dual point Distributor condenser assy-new
- Steel fuel lines, FISPA Fuel Filter assy.
- Thermostatic Actuator - used
- Spica Intake Manifold & pump/pulley
- Brake master cyl. (2) - used, Clutch master cyl -used
- Drive Shaft coupling (open in center) new
- Brake Rotors, rear - new (2)

Any reasonable offer accepted for these parts. Call Joe Pulone (714) 921-2897 or E-mail jpulone@aol.com (2/1)

1978 Spider Veloce: British Racing Green, fully restored, new engine, tires, and clutch; all new electrical system components. All new black leather interior and carpeting, new cloth top, roll bar, Alpine CD stereo, Ward & Deane suspension. \$6,000 obo. Call Bernie Nadel at (323) 465-5006 or e-mail binadel@yahoo.com (2/1)

1991 164: (base model) 5-speed trans, 118,000 miles, white with black Recaro seats & leather trim; excellent shape, valves set, all new belts, rear brakes replaced, 4 new koni Struts at 115K, stepper & blower motors, radiator, & tires replaced. 7"X15" Ronal wheels, recent clutch, all shop manuals plus sun roof. All reasonable offers considered. Call Glen (559) 277-8516 evenings (Fresno). (2/1)

Membership Application

Alfa Romeo Owners of Southern California

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

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

OR: use a credit card at the AROC web site: www.aroc-usa.org

Name _____ Spouse _____

Street _____ City _____ State ____ Zip _____

Home Phone () _____ Work Phone () _____

e-mail _____ Alfa(s) Owned _____

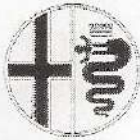
AROC Member Number (if applicable) _____ Check enclosed for \$ _____

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

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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!