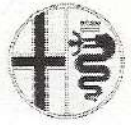


Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



March 2001

**In This Issue: Tipo 103, Nethercutt  
Tour, Upcoming Events, & more . . .**

*Giacionada*



### Meeting Information

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

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

### AROSC Mailing Address

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

### Membership Information

See the inside back cover of *Alfacionada*.

### Important Deadline & Info!

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

### General Information

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

### Classified Advertising

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

### Commercial Advertising Rates

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

### This Month's Cover

This month's cover shot is from the Nethercutt Collection tour, a 1925 Franklin viewed up close in the Grand Salon by several *Alfisti*. More on page 14. Photo by Gene Brown with his digital camera.

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

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# **AROSC Previews**

*An outline of coming events*

## ***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 9. This year will be a bit longer, with a stop or end in Ojai.

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

Join us for the Maarch 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, with a big screen TV. Since the video is 1½ hours long, we will excerpt the Alfa segments into a reasonable program. Popcorn & sodas will be served!

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

Our second Time Trial of the year is set for the parking lot at California Speedway, Fontana. There will only be a Time Trial due to insurance issues. We will have **EvanSpeed Dyno** in the pits for anyone who wants to check their horsepower -- time trial entry not required for this service. For additional information, call Doug Bender at the numbers and E-mails listed on page 2. This is a nice ‘in-town’ event, so come out and spectate if you don’t run your car.

## ***Board Meeting – Thursday, April 5, 7:00 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 we will meet at the Pasta Kitchen in Redondo Beach at PCH & Prospect, at an earlier hour.

## ***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 the day before Easter again, and we look for Laura to make waffles or donuts or something yummy again. See page 10 for more information.

## ***Driving School, 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.

## ***General Meeting – Friday, April 27, 8:00 PM***

Join us for the April 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.

## ***Concours, El Dorado Park – Sunday, May 6, 10:00 AM***

This is our first concours of 2001, at our old favorite El Dorado Park Nature Center in Long Beach. The recent weather problems should be gone by May, since we are avoiding the San Antonio Winery where it always rains on our show in the Spring. Shine up your pride & joy and show it off to others, or just come out to see the cars. See page 11 for more info and an entry form.

## ***Tour to Julian – May 18-20***

Join us for all or part of the 2nd annual “Tour to Julian”. Get out of town Friday night, or meet us at a special AROSC Saturday Lunch with wine tasting as we return to Shadow Mountain Vineyards, a vineyard in the countryside of rural San Diego County. Again we explore little-known mountain roads around the old mining town of Julian, with our path only occasionally crossing the best of what we found last year!

There will be a delicious AROSC dinner in Julian on Saturday night, with famous Julian apple pie of course. We will stay right in the heart of the old town, with a special AROSC rate at the Julian Lodge. Sunday will have special events, relaxing walks, wine tasting at the Julian local wineries, and exciting drives to choose from. Mark your calendars, contact our VP Kevin Coughlan (see masthead) to make reservations, and watch for the April newsletter article that includes all the details.

***Don't Miss Movie Night at  
the Club Meeting  
Friday, March 30  
Popcorn & Sodas Included***



# View from the Top

Miscellaneous Rumblings from Il Presidente!

I got in the last half of Phyllis' 2002 Convention Kick-Off meeting. Boy, what an enthusiastic and creative group! The Convention is in good hands.

The Nethercutt Collection was a great event, as is usual. They have recovered nicely from the '94 earthquake. We had a "sellout crowd" and I had to tell several of you the RSVP list was full. If you missed the visit, make your own reservation sometime. All you have to do is call them at (818) 367-2251. If you can't plan that far ahead, their Museum across the street is open without reservations. Thanks to them for their hospitality.

It is cold and rainy outside. I'm tired of it. What we need is a nice long drive, through some local hills out to Ojai. Sounds like a "In search of the Wildflowers" tour!! Think nice spring-type weather and join us for Jay's latest edition on March 25.

The weekend after that is our first attempt at a Time Trial at, or real close to, the California Speedway in Fontana. Come out, everyone is guaranteed their personal best lap time.

I'll address this to you members who don't get to as many events as you wished you could. In May we will have our Tour to Julian. 2 days and 1 or 2 nights, of Alfa driving in great part of our state to drive through. This is the time to show off your Alfa and meet your fellow club members. So don't be shy and clear your calendar for May 18 - 20.

I'll drag out my soapbox again to talk to the competition group about car safety. With the recent problems with

NASCAR it behooves each of us to recheck our safety equipment.

When was the last time you had your belts out of the car and looked at them closely. What is the date of certification? For those of us with bolt in roll bars, when was the last time you took it out? Has the floorboard rusted out? Are there any loose/missing nuts or bolts?

How about your seat? Once I took my driver seat out by only removing 3 of the 4 bolts, the rail had broken sometime.

Get the idea??

Caio,

Sidewaysalfa

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# Concours 2001

Greetings Alfisti:

Certainly the years have come and gone since I've had the pleasure of addressing the devout multitudes that worship these pagan Idols known as Giulia, Giulietta, Montreal, to name a few. I for one find no better ceremony than the ritual we know as the Concours d' Elegance. It truly is a fitting tribute as to the piety of our beliefs.

This year yours truly will be "coming out" as the Pontiff and I will be rejoicing the psalm of Alfa Romeo whilst our congregation receives communion for the judgement day. I invite all blessed pilgrims to join with me in the liturgy of the Concours d' Elegance! We will anoint those who have sacrificed and toiled for their Alfas for they have forsaken earthly pleasures for new paint, upholstery and chrome plating. The revival meetings for this year will be at:

**Sunday May 6, 2001 at El Dorado Nature Center**

**Sunday July 15, 2001 at the San Antonio Winery**

**Sunday November 4, 2001 at Woodley Park**

It is recommend baptizing your Alfa before bringing her. Don't forget your rosary, hymnal and for the VERY reverent, something to cover one's head.

The entry forms will be in my next sermon (see page 11).

Until then, "Viva Alfa Romeo".

*Rev. Dan Ritter*

PS: Non-Alfas are also welcome to enter these events.

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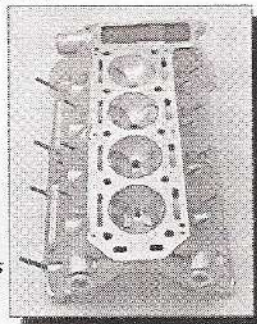
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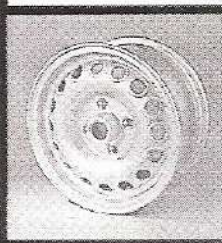
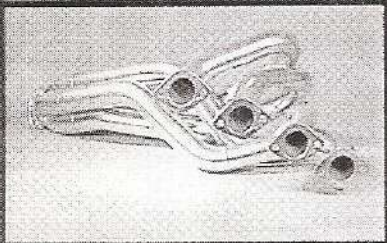
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# The Tipo 103

*by Ben Hendriks, Holland*

*(Thanks to our Southern Correspondent, Fred Lennard, for sending this article from the November 1984 issue of Alfista, the newsletter of the Alfa Romeo Club of Canada. The photos from the article are a bit off because of scanning the textured paper that the newsletter is printed on.)*

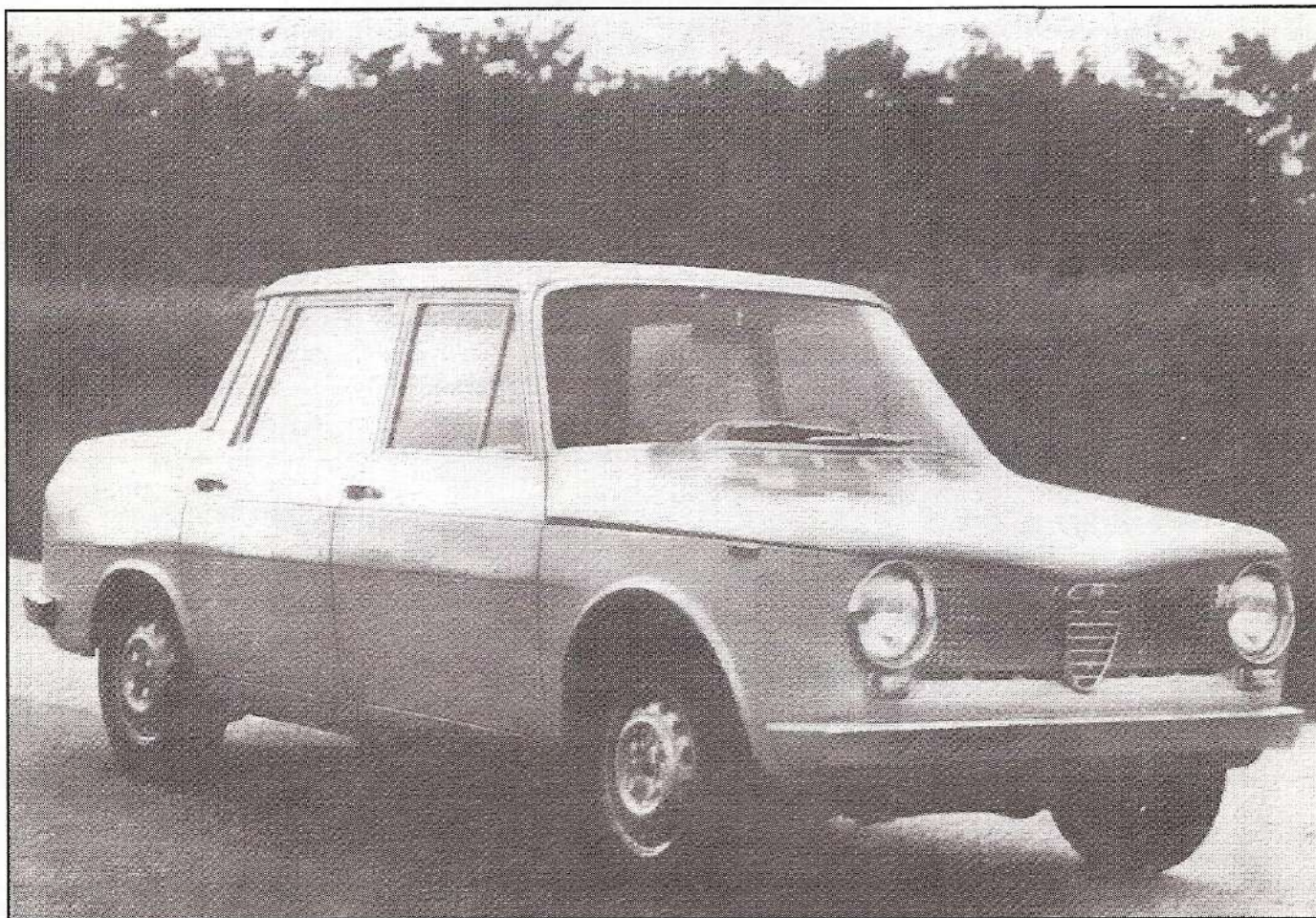
Anyone who has ever visited the Alfa Romeo Factory Museum in Arese has been immediately blinded by the spectacular cars on display. Starting with the first Daracq and working up through the Tipo B, the 2900's, the 2500's, the championship winning Tipo 159, the Sportiva, the TZ's and countless other race-winning models to the futuristic prototypes based on the Tipo 33, one is a bit overwhelmed by the wealth of splendid Alfas.

However, there is also a car which, looking a bit like the Renault 8 of the sixties, seems a little lost amongst all the glamour. It doesn't seem to be a very Alfa-like Alfa and even in Alfa circles it is a little known model. If you



haven't happened to have stumbled over the two pages (567-568) in Fusi's 'bible' you may even never have heard of this Alfa. This is not surprising however, because only one car and three engines were ever made.

The name, "Tipo 103", comes from the first three digits of its serial number. Late Giuliettas and Giulias had numbers beginning with 101 and the cast iron engined 2000's used 102 so it was simply the next sequential number. A fairly

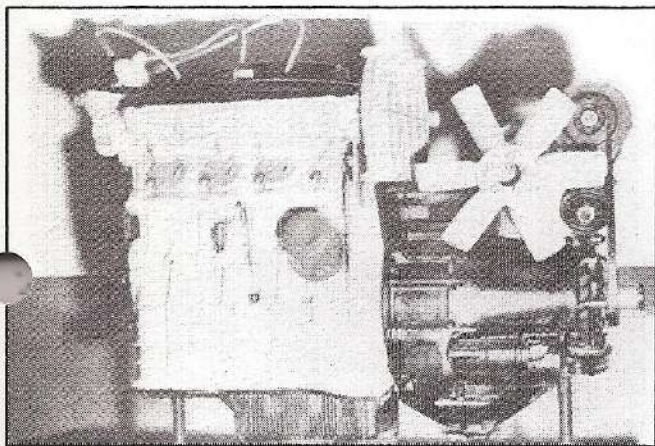




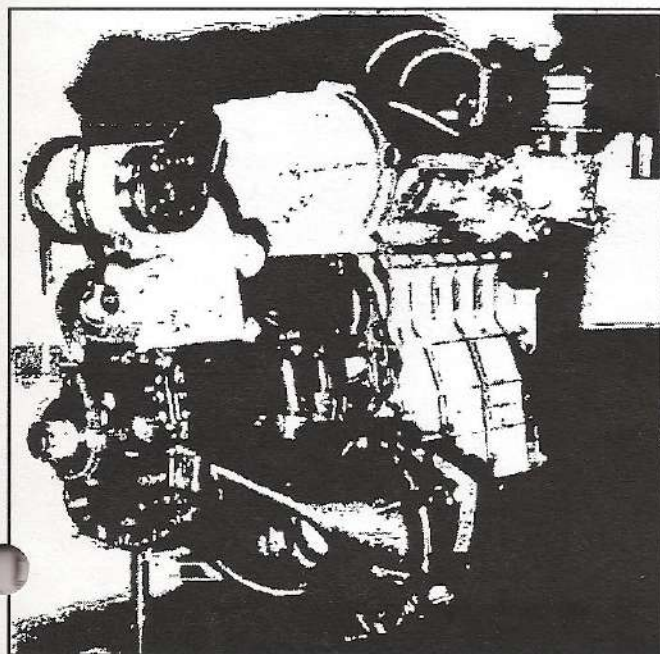
logical move for Alfa! It is probably not, however, a name that they are likely to recycle in their current program of naming new models after famous old ones!

Under the simple and sober exterior was hidden a revolutionary design. The 103 was Alfa's first front wheel drive car and what's more, it had a transversely mounted engine in the front; a design which has become extremely fashionable in later years. The best known pioneers of this layout are perhaps the Austin Mini and the smaller Peugeot.

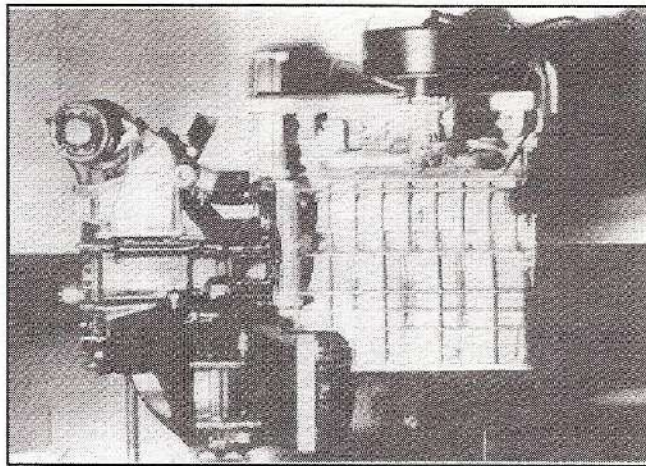
The car was designed and built between 1959 and 1960 under the direction of Alfa's technical manager Dr. Orazio Satta who was later to gain fame with the Giulia Ti and the Giulia Super. Satta knew very well what Alfas were all about and he put some very advanced machinery into this rather common looking car so that, contrary to its looks, it is a real Alfa.



*Engine, Front View*



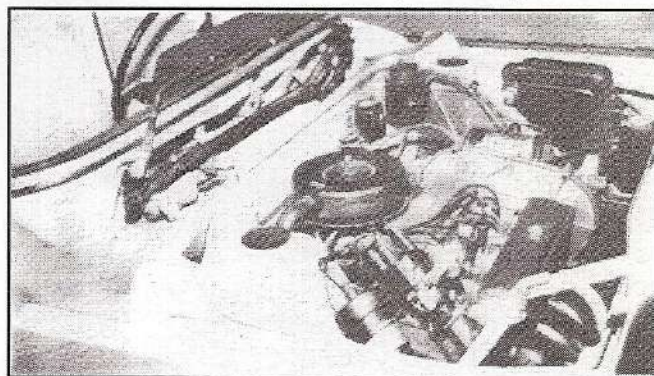
*Engine, from left rear. Note twisted generator belt*



*Engine, Rear View*

The engine was all-alloy and had a displacement of only 896 cc. The twin overhead camshafts were driven by a synthetic rubber belt (yes, in 1959!). Bore and stroke were 66 mm and 66.5 mm respectively, which made the engine almost 'square'. It delivered 52 bhp at 5500 rpm giving this little berlina a top speed of 130 km/hr. Not bad for a 900 cc engine!

The four-speed gearbox and single dry plate clutch were built together as a part of the engine. This can be seen clearly (the dark unit) in the seldom published photos of the



*View under the hood*

engine. The protruding section at the rear of this unit contained the differential. Unorthodox too is the drive for the generator with its twisted belt and intermediate pulley. The distributor was driven by one of the camshafts.

A single two-barrel carburetor was mounted on the rear side of the engine. The cross-flow design of the head (intake and exhaust on opposite sides) meant that the exhaust manifold was at the front and that the exhaust itself ran underneath the engine beside the sump. This sump contained only 3.5 liters of oil, which is rather unusual for an Alfa. The radiator was offset to the left and found room in front of the gearbox. The cooling fan was driven by the same belt as the generator.





*This view looks like a deer caught in the headlights, or that picture of the angry ostrich.*

The pictures show that this layout guaranteed good accessibility to all the vital parts: oil filter, dipstick, water tap, fan belt and starter motor on the front and the carburetor on the rear. The hood hinged forward right from the windshield (i.e., no cowl) which helped access to the rear side of the engine as well as the windshield wiper components.

The unequal length [drive] shafts had constant velocity universal joints. The front suspension used transverse square arms while the rear had swing axles. Coil springs were used both front and rear. The car has 13 inch wheels and disc brakes all around.

There are several reasons why this front wheel drive Alfa was never brought into production. A new factory was being built at Arese, primarily to produce the new Giulia, and the addition of another assembly line to produce this small and inexpensive Alfa would have been quite costly.

There was also a business agreement between Alfa Romeo and Renault, who were already producing the Renault 8.

That car, with its rear mounted engine and rear wheel drive was an entirely different sort of car but was still in the same class and price range. And so Alfa decided to put the Tipo 103 aside until a more favorable time.

When the Italian government (and owner of Alfa Romeo) initiated a project to reduce unemployment in southern Italy, specifically in the vicinity of Naples, by building a small and inexpensive car there, the Tipo 103 was taken out of storage and reexamined. However, by this time (1967) the 103 design was obsolete and the much more modern Alfasud was chosen.

And so the Tipo 103 landed in the Alfa Romeo museum as another of the many unfinished projects standing amidst the glamour of the Zagatos, the Tourings, the Farinas and the Bertones. This is a pity because in its day it was an advanced design that could have been at the top of its class. Should you ever go to the museum, please take the time to look at this very interesting and unusual little front wheel drive Alfa!



# Searching for Wild Flowers in the New Millenium with Jay Negrin

The time for a search for wild flowers is upon us. The time, this year, is the last Sunday in March, the 25th. As in the past, I am suggesting a morning gathering. Meeting at 9:30 am, at our traditional location, with a 10:00 am start time should give plenty of time for the days events. Read below for specifics on where in Mission Hills the start is located, and how to get there.

In the past we have driven the mountains and canyons to the high desert. Suburban Lancaster has been the site of many wild flower blooms of magnificent proportion. We, intrepid searchers that we are, have yet to find one, however. Given that little bit of background, it may come as no surprise to some of you that this year, I am giving our annual Wild Flower Tour only a glimmer of hope for finding the elusive poppy.

We are staying with the format of a single, one-day, morning event that ends in a picnic lunch. Instead of the (traditionally) inhospitable desert of the Antelope Valley, we are going more north and west, to that cute little village of Ojai. It is more coastward than the desert, and the mountain roads to get there can be quite a challenge, and quite beautiful. In our never-ending quest for good driving roads, I, and the beautiful Linda, have given of ourselves, driving these roads, in the dead of winter. Seeing snow piled up, off the pavement thank you, with the limbs of the evergreens bowed under the weight of the freshly fallen white stuff was like driving through a winter wonderland. (Oh, the sacrifice and suffering we do for the club!) What this means for us, on the tour, is that given the time of year we will be touring up to Ojai, there is a fair chance that things will be chilly along the way. Open car drivers and passengers should plan accordingly. Those of you (us) with non-functional heaters should also make a note, and bring appropriate clothing and gear. Even if it is cool (all right, cold) at the upper elevations of our trek, I expect that Ojai, being much closer to sea level, would be more moderate.

I have scoped out a county park just outside of "down-town" Ojai, with large lawn spaces and picnic/lunch tables scattered about. I have written the tour instructions to this location. After lunch, there may be some of our group who would like to stroll through town, taking in several of the many art and craft galleries that populate the area. I am sorry I do not have the names and addresses of these, but if you keep your eyes open as we cruise through town, toward

the park, I am sure you will find shops that will appeal to your varied tastes and interests.

The roads I have chosen total to about 125 miles of driving. With a 10 am launch time from our traditional Mission Hills start location that should put us in Ojai in time for a late lunch. I am estimating 1:30, or so. That assumes a moderate pace, with several re-grouping stops along the way. I have mentioned in the past, that there are two markets, almost in walking distance from the start location. If there is anything you would like to buy before we leave, I am sure that Ralphs or Vons could accommodate you. If there is anything else you think of along the way, you could stop at either of the two markets in Ojai. There are some advantages to touring to places that are not that far outside the bounds of normal civilization.

So, now that I have your appetite whetted, you need to know where all of this is going to start. I have chosen, yet again, the parking lot behind the Bank of America, in Mission Hills. The bank is on the north-east corner of Devonshire St. and Sepulveda Blvd. This is close to the intersection of the San Diego (I-405) Freeway and the Ronald Reagan Memorial Freeway (Cal. State Hwy. 118).

If you are coming in via the San Diego Freeway, from either the north or the south, exit the 405 freeway at Devonshire St. Turn EAST onto Devonshire, at the bottom of the ramp. Continue on Devonshire, past the signal at Sepulveda (much less than 1/2 mile), and turn left into the parking lot BEHIND the Bank of America.

If you are coming in on the 118 freeway, from the east or the west, exit the freeway at Sepulveda Blvd. Turn south, onto Sepulveda. Turn left at the signal at Devonshire St. (about 1/2 mile). Turn left into the driveway, entering the parking lot BEHIND the Bank of America.

Again, I suggest meeting at 9:30 or so, so we can leave at the planned escape time of 10 am. I look forward to seeing many of your smiling faces and shiny cars on Sunday the 25th of March. If your favorite Alfa is a track-only car, or it isn't quite ready for prime time, feel free to bring an alternate vehicle to come play with the rest of us. I will see you then.

*Jay Negrin* ([jmnegrin@earthlink.net](mailto:jmnegrin@earthlink.net)).



# Swap Meet April 14

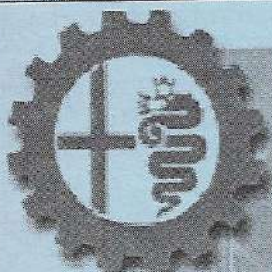
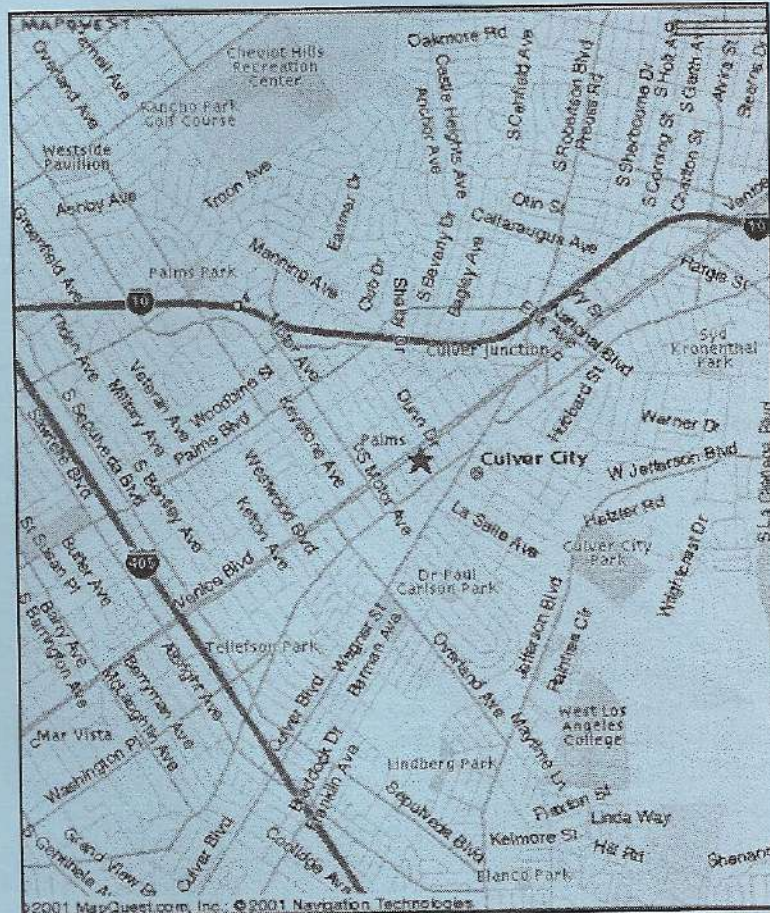
**SWAP MEET**  
**Saturday, April 14**  
**Omega MotorSports**  
**9am to 1pm**

This is our annual spring swap meet, set for the day before Easter. Maybe you can find some lovely 'Easter Eggs', not rotten ones.

Bring your 'priceless antiques' to sell, and/or buy someone else's "junk". See the ad below for the address and phone, or connect to Omega's web site for their map. You can come between 8:30 am and 9 am to set up, and we'll end when we run out of parts or buyers, usually about 1 pm.

Last year, Laura made waffles! This year will be something interesting, so don't eat too much before you come. We will also have coffee, etc.

It is also possible to get rid of stuff without having to sell it! You can donate parts to the club, with proceeds going to the club treasury. Parts will be accepted based on their condition and the demand for the part being donated, so we don't get swamped with useless stuff.



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**Alfa Romeo Owners of Southern California**

**Concours # 1**

**May 6, 2001**

**El Dorado Park Nature Center**

All participants should plan on arriving at the park at around 9:30 am so that judging can start promptly at 10:00 am. Please send your entry form along with a check for \$10 per car entered to Dan Ritter by April 26 so we can plan on classes and ribbons. For those of you who don't have a car to enter, bring down the family for a picnic and take a look at the nice cars.

**NOTE:** ENTRIES ARE NOT RESTRICTED TO ALFA ROMEOS. IF YOUR "WHATSIIT" IS CLEAN AND SHINY, BRING IT OUT AND SHOW IT OFF!

**DIRECTIONS:** The park is shown in the Thomas Bros. Map, page 796 G-2. From the I-405 south in Long Beach, exit at Studebaker Road. Take Studebaker north to Spring St., turn right and proceed east to the El Dorado Park Nature Center, just past the San Gabriel River. From the I-405 north, take the first exit past the I-605 (Palo Verde), go north to Spring St., and follow the above directions to the park. From the I-605 south, exit right at Cerritos/Spring Street and proceed west. Continue to Studebaker road and make a 'U-turn'. The Nature Center is on the right side just after the San Gabriel River over-cross. Note that there is no Cerritos exit from the north I-605, and no entrance from Cerritos to the southbound I-605. You can get off at Katella and go west to Studebaker, then north to Spring St. and east to the park entrance as above.

Go to the booth at the entrance and pay the \$5.00 parking fee. Drive straight ahead to the parking area and Dan will tell you where to park.

---

**ENTRY FORM:**

**NAME:** \_\_\_\_\_

**CITY:** \_\_\_\_\_

**DAY PHONE:** \_\_\_\_\_ **EVE. PHONE:** \_\_\_\_\_

**CAR YR:** \_\_\_\_\_ **MAKE:** \_\_\_\_\_ **MODEL:** \_\_\_\_\_

**BODY STYLE:** \_\_\_\_\_ **COLOR:** \_\_\_\_\_

**FIRST CONCOURS?** \_\_\_\_\_

**PAYMENT ENCLOSED: \$10 EVENT FEE PER CAR: \$** \_\_\_\_\_

**MAIL TO:** Dan Ritter, 205 Paseo de Gracia, Redondo Beach, CA 90277  
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**HOW TO IDENTIFY WHERE A DRIVER  
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1. One hand on wheel, one hand on horn: CHICAGO
2. One hand on wheel, one finger out window: NEW YORK
3. One hand on wheel, one finger out window, cutting across all lanes of traffic: NEW JERSEY
4. One hand on wheel, one hand on newspaper, foot solidly on accelerator: BOSTON
5. One hand on wheel, one hand on nonfat double decaf cappuccino, cradling cell phone, brick on accelerator, gun in lap: LOS ANGELES
6. Both hands on wheel, eyes shut, both feet on brake, quivering in terror: OHIO, but driving in CALIFORNIA
7. Both hands in air, gesturing, both feet on accelerator, head turned to talk to someone in back seat: ITALY
8. One hand on 12 oz Double shot latte, one knee on wheel, cradling cell phone, foot on brake, mind on radio game, banging head on steering wheel while stuck in traffic: SEATTLE
9. One hand on wheel, one hand on hunting rifle, alternating between both feet being on the accelerator and both feet on brake, throwing McDonald's bag out the window: TEXAS
10. Four-wheel drive pick-up truck, shotgun mounted in rear window, beer cans on floor, squirrel tails attached to antenna: OKLAHOMA
11. Two hands gripping wheel, blue hair barely visible above windshield, driving 35 on the Interstate in the left lane with the left blinker on: FLORIDA

*Thanks to Jorge Mazlumian for this insightful study.*



# Urgent Legislative Alert

## SEMA Action Network Legislative Alert - California Legislation Would Eliminate Emissions Testing Exemption for Older Cars

As predicted, legislation has been introduced in the California Senate to repeal the state's current rolling emissions test exemption for vehicles 30 years old and older. S.B. 1172 repeals the current pro-hobbyist exemption and replaces it with a static exemption for pre-1974 vehicles. S.B. 800 repeals the current exemption and replaces it with a static exemption for pre-1975 vehicles.

However, Sen. Maurice Johannessen (a long-time friend of the hobby) introduced S.B. 800 and we believe strongly that this bill will be amended to remove the repeal language. At this point, we do not believe that S.B. 800 poses a threat to the hobby. Therefore, we urge you to contact your State Senators immediately to Oppose S.B. 1172

Existing law in California exempts all pre-1974 vehicles from emissions testing until 2003. After 2003, vehicles 30-years old and older will be exempt from emissions testing. California's current emissions testing exemption recognizes the minimal impact of vehicles 30-years old and older on vehicle emissions and air quality.

Vehicles 30-years old and older constitute a small portion of the overall vehicle population (currently less than 3% of the over 23 million vehicles in California) and are a poor source from which to look for emissions reduction.

Antique and classic vehicles are overwhelmingly well maintained and infrequently driven (about one-third the miles each year as a new vehicle).

Legislators and regulators are feeling the heat from a failed effort to meet air quality goals and are looking for a convenient scapegoat. The old car hobby should not carry the burden of their mistakes!

Contact your state senators to oppose S.B. 1172. To find out who your state senators are, contact the California Senate general information line at 916/445-4311. This information can also be accessed via the Internet at [www.leginfo.ca.gov/yourleg.html](http://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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Washington, D.C. 20004

Attn: Steve McDonald/Brian Caudill

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## **Nethercutt Collection at San Sylmar**

**Bugatti - Duesenberg - McFarlan - Mercedes-Benz - Voisin - Mascot - Grand Salon**

*by Gene Brown*

*Photos by Gene Brown*

On March 3<sup>rd</sup> the AROSC paid a visit to the Nethercutt collection in Sylmar. This collecting of cars, furniture and musical instruments is sometimes referred to as the Nethercutt museum however it is not at all like a typical museum where the object on display are separated from the viewer by velvet ropes and untouched by human hands.

We had our usual pre-event gathering in the parking lot where we viewed the various Alfas that were driven to the event. There were several spiders, a GTV6, GTV, Montreal, Milano, and an Alfetta sedan. I did notice one interesting thing. A security guard came over to where we were parked and, ignoring the Alfas, stopped to admire at Art Russell's Porsche Boxter. Is there no hope for the younger generation?



*The usual suspects gathered outside the facility*

At the appointed time Paul waved us over to the garage of the San Sylmar building. The Nethercutt collection consists of two buildings, the original Nethercutt Collection in the San Sylmar building and the Nethercutt Museum in the new building across the street. Both are open to the public but reservations are required to view the Nethercutt Collection. The Nethercutt Collections differs from the museum in that there are no barriers between the displays and the viewers. It was like being in a private residence. The vehicles are all licensed with fuel, oil, water, and charged batteries and are driven regularly and the antique styled chairs and sofa are there for the use of the viewers. There were a few rules about not touching the vehicles but we were allowed to walk among the displays and view the items from any angle.

We started the tour in the basement where there were 15 to 20 vehicles of various ages including a Duesenberg, a beautiful 1940 V16 Cadillac, a Tucker and a couple of 1970's vintage Lincolns. There were also on display a Packard Merlin V12, a Packard Marine engine from a PT Boat, and a 420 C.I. Duesenberg straight 8 ready to run on a test stand.

The tour of San Sylmar is a guided tour. The tour guide gives a brief explanation of the displays in the area and then the group is allowed to wander around and get a close up look at the displays. We started in the Grand Salon that contains the vehicle collection. The Grand Salon is



*The view from the Mezzanine*

patterned after the automotive salons of the 20's and 30's with marble floor and columns, crystal chandeliers and mirrored walls. I could have spent the entire time just in this area. The displays change periodically so what you seen this time will probably not be the same as next time. Among the vehicles on display were Cecil B. DeMille's V16 Cadillac, Fatty Arbuckle's 1923 McFarlan, a 1923



*Fatty's car*



Avions Voisin, and a 1932 Austro Daimler. In all there were about 30 vehicles on display. After too short of a time we proceeded up the Grand Staircase to the mezzanine level where there was displayed various pieces of antique French furniture and the collection of automobile mascots and hood ornaments. Included in this area is the desk that J. B. Nethercutt uses when he is at the facility.



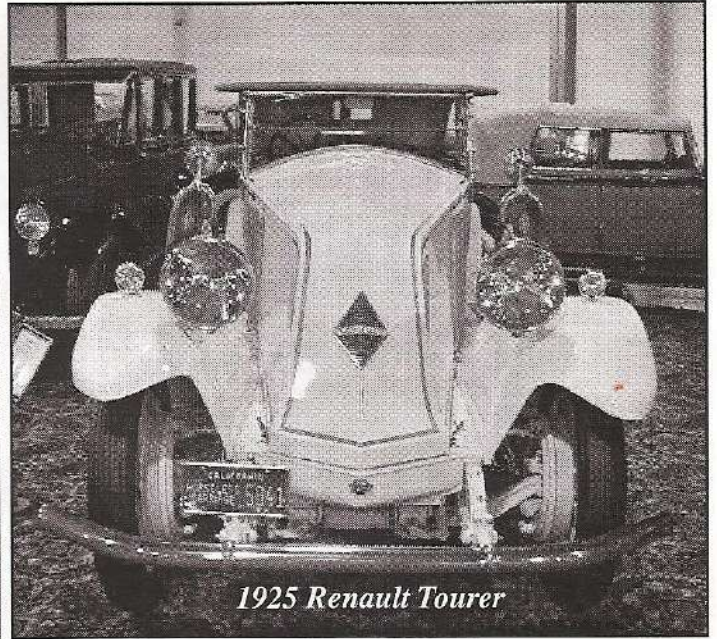
*J. B. Nethercutt's Desk*

The final stop in the San Sylmar Collection was the Music Room which contains a collection of automatic mechanical musical instruments including "Nickelodeons", "Orchestrions", music boxes and the Mighty Wurlitzer theater organ. About half of the tour time was spent in this room listening to descriptions of the instruments and hearing them in operation.

After the tour was complete some of us went over to the Nethercutt Museum to view the vehicles on display there. Like San Sylmar it was overwhelming. There are over 100 cars in this display, mostly pre-World War II but some later models. There is the entire set of Rolls-Royce Phantoms



*Kevin & Dawn on the Julian Tour?*



*1925 Renault Tourer*

from the I to the VI. There is also a 1967 Ferrari 365 California Spyder, one of only 13 production models made.

All in all it was a very entertaining afternoon. If you missed this tour you can still get an opportunity to view the collection. The Automobile museum is self guided but you need to call for reservations for the San Sylmar tour.



*1923 Avions Voisin*

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# Get Wired!

*AROSC reminder service*

Are you a member who is Internet "wired"?

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

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

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

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

## LATE NEWSLETTER?

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The *Alfacionada* has been delivered on schedule to the post office for bulk mailing, 12 days prior to the General Meeting, with only one issue being one day late all last year. We plan to maintain this schedule for 2001.

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

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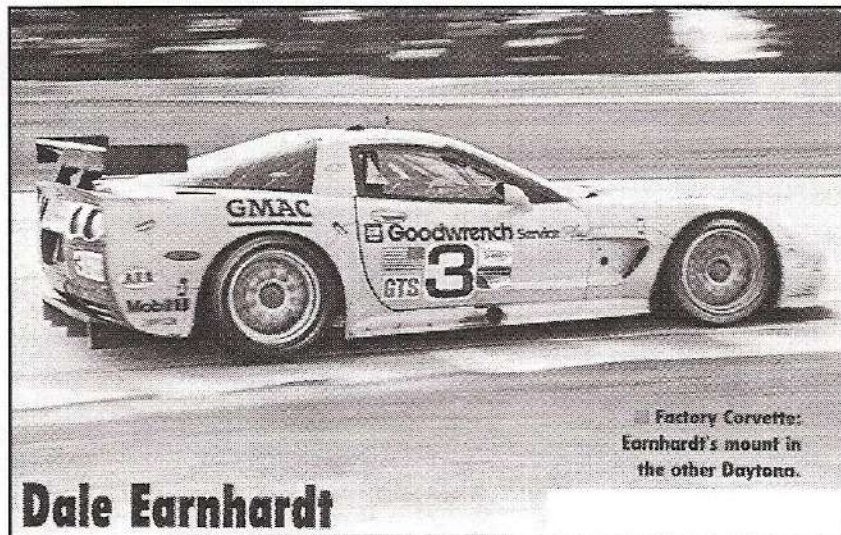


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## Classified Ads

Free advertising for members - please send to the Editor

**1995 164Q**, White exterior with black leather seats in perfect condition; set of OZ racing wheels w/F1 cups, 17/7 with new Perrelli 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 \$19,500. 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](mailto: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](mailto:jlaskus@earthlink.net) (3/1)

### Parts for Sale:

#### Giulietta/Giulia:

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

#### Manuals:

Alfetta GT 2000 Owners Manual (1976)  
1978 Sport Sedan owners manual  
Giulietta Shop Manual Technical Characteristics  
Alfetta Work Shop Manual, Clutch, Gearbox, Differential  
Haynes 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)

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

#### Ferrari Stuff:

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**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](mailto:binadel@yahoo.com) (2/1)

**Parts For Sale:** 1991 164L black leather seats in good condition. \$500 firm. Call *Jim* (310) 265-9877.

**Parts Wanted:** 1969 rear GTV bumper without dents. Call *Jim* (310) 265-9877. (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)

**Parts for sale:** All parts listed are from a 1974 GTV with about 5,000miles since complete rebuild for street/time trial. 3 core radiator with electric fan \$150 - rebuilt and balanced drive shaft \$175 - new alternator \$150 - starter \$100 - remote oil filter and cooler setup \$150 - 14" steel wheels widened to 6" set of 5 \$125 - fuel injection pump just rebuilt with less than 100 miles cost \$700 sell \$350 - Recambiplex electronic ignition \$175 - brake master assembly with over head pedals \$125 - Shankle heel toe kit and sure start \$20 & \$35. Call *Phil* at (949) 831-5882 or E-mail: [guiral@juno.com](mailto:guiral@juno.com) (1/1)

**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)



**Parts:** 105 series Weber Manifold., \$150 complete with new thermostat. 101 Series coated exhaust manifolds, \$150.  
 1967 GTV front & rear bumpers \$150 each, hood & trunk lid \$75 each. NOS SZ front springs, #101 26 21505 00, best offer. Giulia spider hood & trunk lid, \$100 each. 101 series 1600 engine \$500. Call Fred at Autostrada (714) 379-9084. (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)

**1986 GTV-6:** Moving out of Santa Barbara forces me to put my gtv6 up for sale. It's an '86, beautiful black exterior, tan leather interior, 135K miles, engine runs smooth and strong, shifts without crunching, suspension is tight, new T-Belt, water pump, brakes (rotors, pads, braided lines), Panasonic removable face in-dash CD player, cold A/C, Yokohamas AVSi's. A very well taken care of car. \$4500 OBO. We web site for more info and pictures: <http://www.gtv6.org/vangelis/> Call Vangelis at (805) 564-3165 or mail [vangelisk@home.com](mailto:vangelisk@home.com). (12/0)

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

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

**1992 164L:** Metallic green with beige interior, 106K miles, well maintained, power everything (sunroof, seats, etc.), A/C upgraded (new stepper, compressor). Great Condition Alfa, \$6,300. Call Rob at (626) 449-6800 (days) or (626) 296-1513 (eve). (10/0)

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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 ?? Evening Tour, Malt Shop (Postponed)
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 AROC Convention, Nashville, TN 29 General Meeting - 8pm Culver City	5? AROSC Board Meeting 15 Concours, San Antonio Winery 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 hillelimb & 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, "White Turkey Auction"	8 Holiday Party 9 AROSC Board Meeting: Annual planning and election of officers  HAPPY HOLIDAYS!