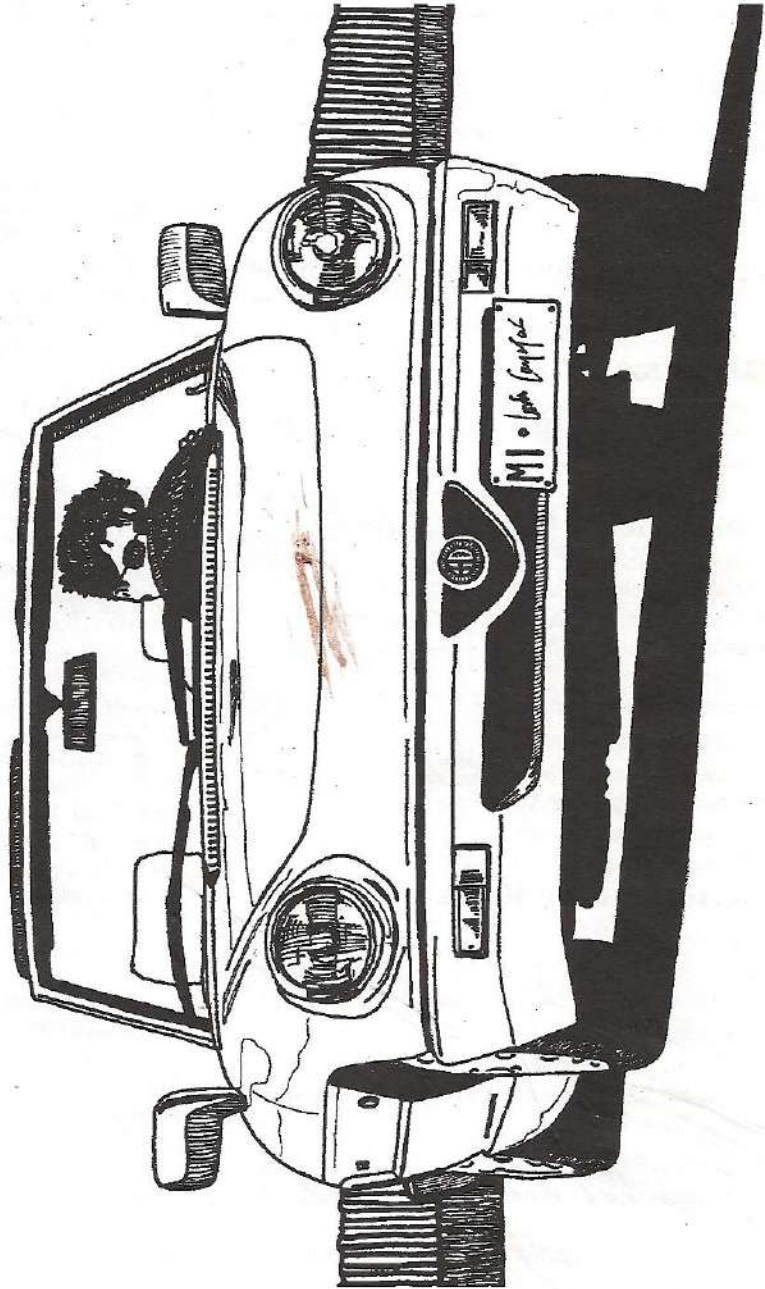


Magnum

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



May 2001

In This Issue: Drivers School, Swap Meet, 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 is a drawing by our member Louis Cayafas. It's Spring -- really -- and time to put the tops down and take the Spiders out for some driving. Particularly on our Julian tour this month. Thanks, Louis.

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

AROSC Board of Directors - 2001

President

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

Vice President

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

Secretary

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

Treasurer, Editor

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

Meeting Refreshments & Raffle

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

Competition Chair

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

Time Trial Director

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

Web Meister

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

Membership Chair

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

Member-at-Large

Anthony Rimicci (310) 452-9474 (Work)
19930 Eagle Ridge Lane (818) 673-5151 (Home)
Northridge, CA 91326 ltalcarguy@aol.com

Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

AROSC Previews

An outline of coming events

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 see the article on page 10 that includes all the details.

General Meeting – Friday, May 25, 8:00 PM

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

Time Trial, Buttonwillow Raceway Park – June 2-3

Our third Time Trial of the year will be held at Buttonwillow Raceway Park, next to the I-5 in the San Joaquin Valley. Buttonwillow is due west of Bakersfield. This is an interesting course, and there is grass in the pits! And indoor bathrooms! Come run your car or just watch. For additional information, contact Doug Bender at the phone number or E-mail listed on page 2.

Board Meeting – Thursday, June 7, 7:30 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 plan to attend. This month's meeting will be at the Pasta Kitchen in Redondo Beach. Please contact Doug Bender for directions and dinner reservation.

AROC National Convention – Nashville, June 21-24

See the Alfa Owner for more details. Some of us will be going to Nashville to see how they run this convention, and to promote attendance at our convention in 2002. Let's be a presence and tell everyone how great it will be in So Cal next year.

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.

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

The Board of Directors meets monthly at the home of one of the Board Members, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please contact a board member to find out the location of the meeting, and plan to attend.

**Don't Miss the Julian Tour
May 19-20**

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.

General Meeting – 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.

View from the Top

Miscellaneous Rumblings from Il Presidente!

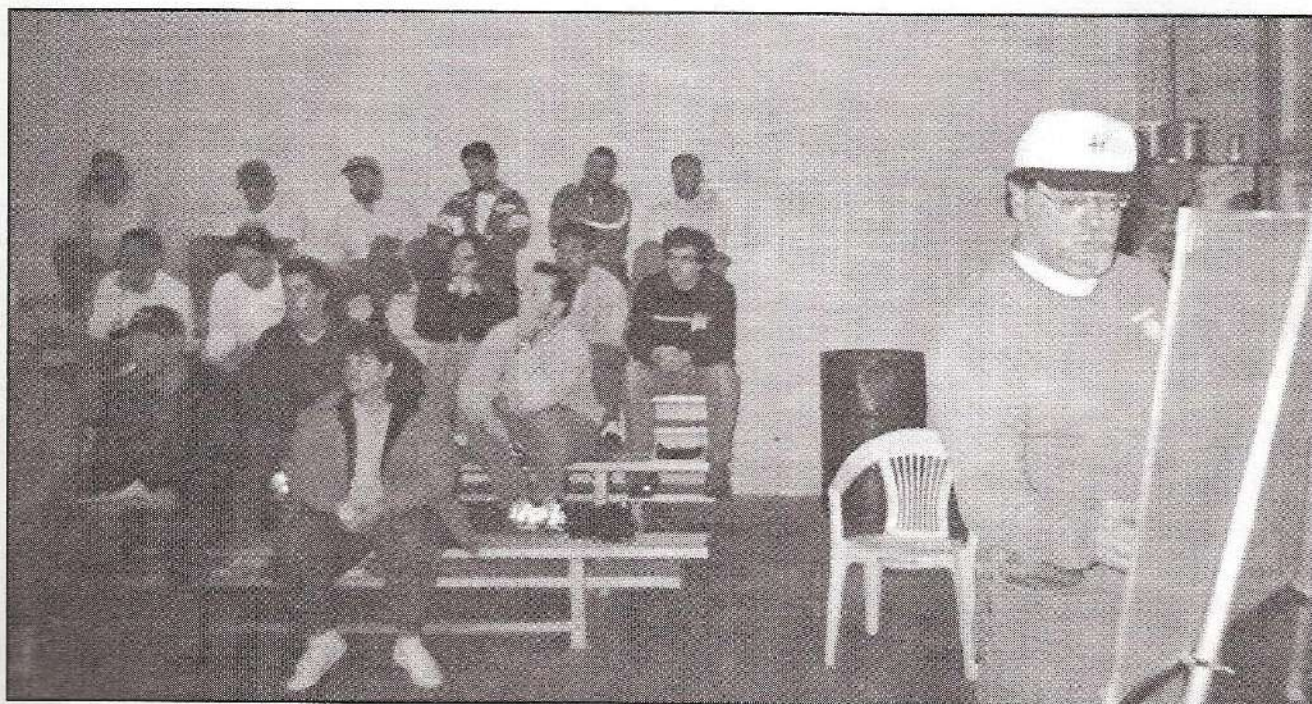
This Space for Rent?

Our President, Paul Blankenship, has been severely preoccupied with his weekly trips south, spending weekends helping wife Mary with selling her mother's house, resettling her mother, and other such family issues. As a result, this month's President's column has been

sacrificed. He presumably promises to write a column when these issues are settled, hopefully next month.

Paul did find time to instruct at our Drivers School last month, as shown below, although the students seem quite uninterested!

Photo by Doug Bender



Stainless Steel Performance Exhaust Systems

CUSTOM OR READY BUILT 1-888-8 STEBRO LIFE TIME WARRANTY

Giulia Spider Veloce
System complete \$699 US

4-Cyl GTV, Spider
Front \$225 US
Center \$199 US
Rear \$199 US

ALFETTA GT/GTV
Front \$225 US
Center \$199 US
Rear \$199 US

MONTREAL
Front L/R \$365 US ea.
Rear L/R \$234 US ea.

GTV-6 (US-cat)
Front complete \$475 US
Center \$199 US
Rear \$225 US

MILANO (US-cat)
Front complete \$475 US
Center 5sp/Auto \$199/225 US
Rear \$199 US

164 LLS/S
Front Flex Assy \$295 US
Center L,LS/S \$199/225 US
Rear oval/twin tip \$235/275 US

for your *Alfa Romeo*
2600 Spider \$699 US

MasterCard

STEBRO PSD Ltd., 1545 River Rd., Manotick, Ontario K4M 1B4, Canada.
Order: 1-888-878-3276, Info: 1-613-692-4984, Fax: 1-613-692-0405, E-Mail: stebro@istar.ca

VISA

Get Wired!

AROSC reminder service

Are you a member who is Internet "wired"?

Would you like a reminder
of upcoming AROSC events?

Have we got a deal for you !

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

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

jmnegrin@earthlink.net

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?

1st Class mail offered

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

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

We Got a Letter!

*Spider Buyer Seeks Former Owner
Was This '74 Car Yours?*

From: Esa Pitkaranta <esa.pitkaranta@pp.inet.fi>

To: Glenna Garrett <glenna@incom.net>

Date: Monday, April 23, 2001 10:21 AM

Subject: Alfa Romeo Spider, 1974

Hi there!

I am an Alfa enthusiast from Finland and I have bought and shipped an Alfa Spider from California, USA. The car is so great condition, so it seems to belong to an another Alfa enthusiast. There is a AROSC sticker on the windshield so I think to ask you, if you have any knowledge of this car, chassis number: AR3045657, model year 1974, colour code 102. So if you have any kind of information of a former owner, could you kindly mail it to me (esa.pitkaranta@pp.inet.fi)?

With Best Regards,
Mr. Esa Pitkaranta

Alfa Only

*Service and Repair for
Alfas Only
Parts New and Used*

**(323) 662-3916
3422 Glendale Blvd
Los Angeles, CA**

**1/2 Mile South of Glendale
in Atwater Village**

Swap Meet at Omega MotorSports

Photos by Laura Slagle and Phyllis Gaylard



Omega MotorSports was the scene of another successful swap meet, at least until the Culver City Parking Control started writing tickets for people parked across the street! But lots of Alfa parts found new homes.

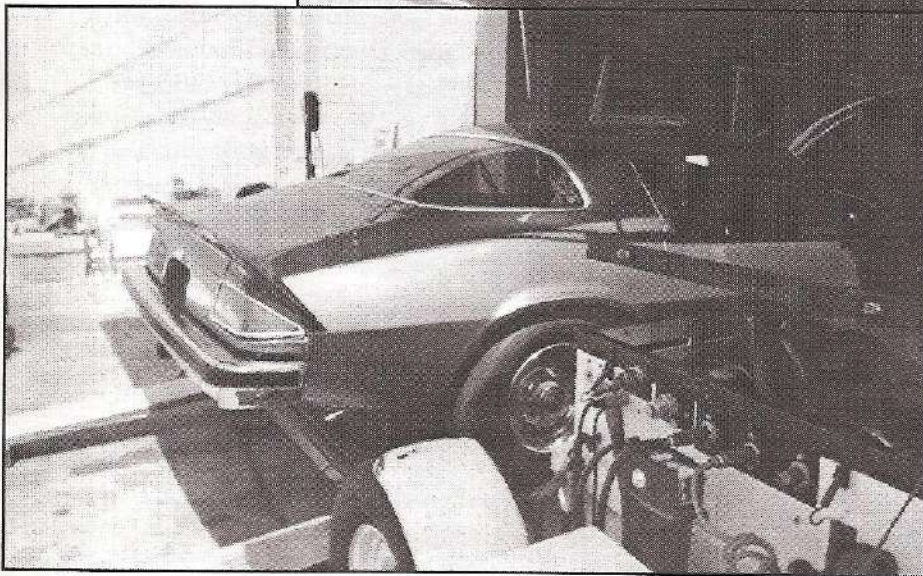


Laura fed us waffles again this year, and Kevin Coughlan brought the real maple syrup. As the noon hour approached, Laura finally got a chance to sit down and read her magazine, as the Alfisti were stuffed.





As a bonus, Dave Evens, EvanSpeed Dyno Service, brought his portable dyno. At left, Dave tries to get the computer to realize that the 164 has 6 cylinders, not 4 or 8! Below, Uwe Backer watches the results for his 164S.



Dirk Stoehr brought his big blue Camaro and set the day's record for horsepower, and noise level.

Alfa Trivia: The Shocking Truth

By Fred Lennard, Southern Correspondent (New Zealand)
Reprinted from *Alfa News*, November 1994

Recently I was driving across town when the mileage register caught my eye – it was almost to the 99999 mark so I shortly had the pleasure of watching it go over the 200,000 miles. In reality I have another 15,000 miles to go before I can say I have driven the car for that distance. It's like waiting for the end of the Century, the year 2000, what will it bring? By the time that ticks over I will probably be more worn out than my Alfetta. At least I can replace the parts on the car, or recondition the old ones. It's an ongoing thing, the engine was given a 100% overhaul at 120,000 miles, so it still has a few miles to go till it needs another, so what may be worn out now? Shock absorbers. Let me see now, the records show the originals were replaced with new Bilsteins on Jan 2, 1985 and now have 95,000 miles. One thing about Bilsteins, they can be reconditioned. I inquired about this and was told it is about time to have them done and then they will probably last another 100,000 miles. I am glad I put them on the car; they were expensive but it's the old story, you get what you pay for. In 1985, they cost \$130 each for the fronts and \$100 each for the rears. Not cheap, even in those days [in New Zealand dollars – Ed.].

Good shock absorbers are a must on any car, as they not only control the ride but are an important part of the suspension setup. In fact sometimes they are built in as part of the suspension. The McPherson strut is part of the suspension setup in many cars. The upper link of the old Morris was another instance I can think of where the shock absorber was part of the suspension.

Worn shocks can cause many problems and all are related to the handling of the car: they can cause it to roll and pitch particularly when braking, and also can cause bad tire wear. The impact of a tire hitting a bump on the road is transferred to the springs and if not dampened by the control of a shock absorber, the springs oscillate (in this instance this means to bounce). This causes the tire to bounce on the surface of the road resulting in bad grip on the road surface which in turn transfers back to the driver as bad handling and braking. [This can result in bottoming out and breaking the oil pan when you hit a dip – been

there, done that – Ed.] The difference between driving a car with good shocks as against worn out ones has to be experienced, as there is just no comparison. In fact I cannot understand why shock absorbers are not part of our [New Zealand] vehicle warrant of fitness, they are that important.

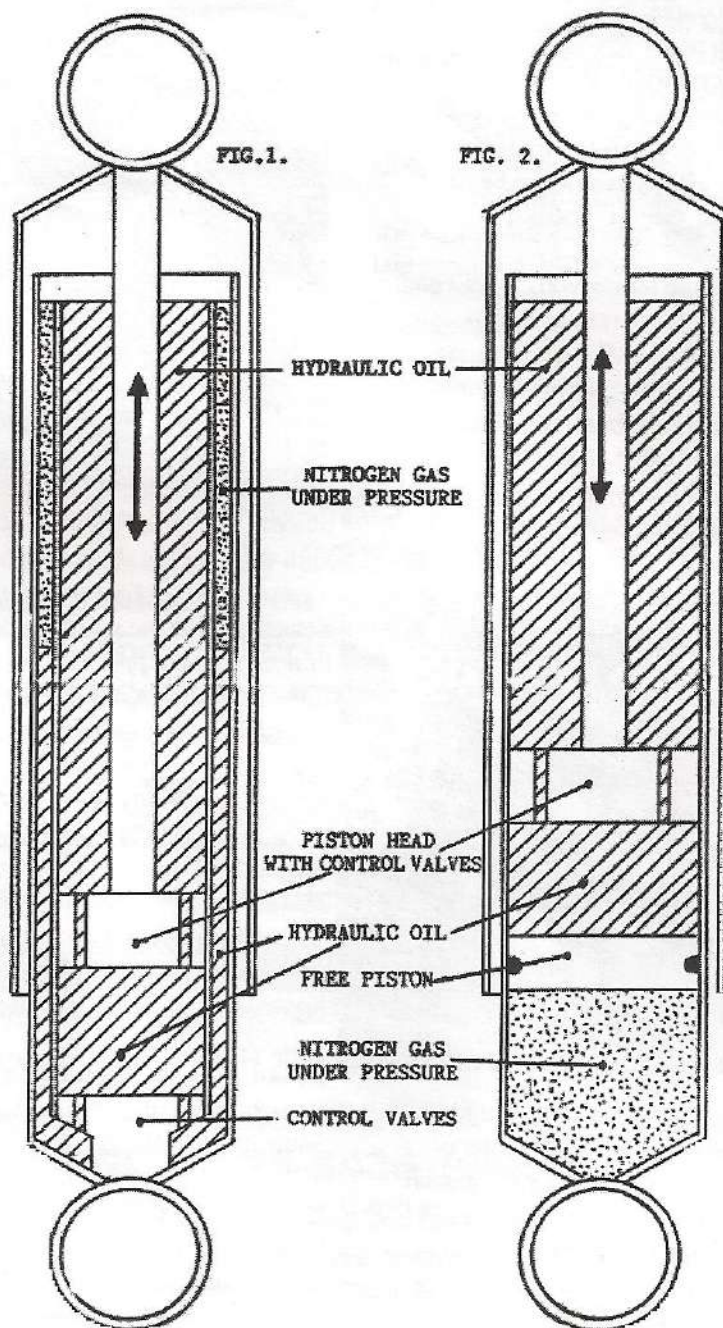
There are various types of shock absorbers, but they all do the same work. Early ones from way back were simply friction discs where multiple discs of friction material were clamped between steel plates and worked the same way as a clutch. These at least had the advantage of being adjustable merely by the turn of a bolt, but there again, they probably wore quite quickly and had to be adjusted frequently. Like all things, shock absorbers soon succumbed to technical advance and became hydraulic, where a piston equipped with valves worked inside a cylinder of hydraulic oil. Many of the early types were zinc alloy die cast monstrosities that wore out rather quickly, but in recent times they have settled down to a reliable unit based on a simple piston in a steel cylinder using a special hydraulic oil as a damping medium. More recently, high pressure Nitrogen gas has been used in these cylinders, (about 350-psi) to pressurize the oil to prevent the oil from foaming. With the piston going up and down at a rapid pace when the car is being driven it is easy to imagine the oil foaming due to cavitation if nothing else. This pressurizing is done in various ways and each manufacturer has their own preference. Bilstein for instance favors a layout as depicted in Figure 2, while Monroe goes for the more complicated double tube as in Figure 1. The final difference is probably little, as performance of each would be similar, only the valving layout could make a difference. It is quite probable that the design of the individual shock absorber is covered by Patents and therefore the manufacturer would have to find different methods to achieve the same ends.

Quality of material is what makes the mast, quality of the of the steel tubing and quality of the moving parts, piston and piston rod, as well as the seals, valving, and of course the accuracy of the machining.

To check the condition of shock absorbers it is best to remove them, but a short inspection will always give some

idea of their condition. Is the shock leaking oil? Is it obviously damaged in any way? Are the rubber bushes worn out or nonexistent? Then there is the old method of pushing the car up and down to see if they work at all. How often do you check the shocks when you buy a car? They could cost \$400 or so to replace, and if you don't replace them it could cost another \$400 for new tires, or even a higher amount if the car goes out of control and slides off the road.

The accompanying drawings (Figs 1 & 2) will give an idea of how they work and it should be remembered the car manufacturer does not necessarily put on quality shocks. The ones they use are calculated to give the occupants a soft ride while still controlling the handling, and at a moderate price. It is a bit like tire pressures, they recommend pressure that give a soft ride, not the pressure that gives good performance and makes them last longer. The much forgotten shock absorber is responsible for ride, handling and tire wear, much more than most people imagine.



Tour to Julian Planned

Another Back Road Trip to Apple Pie Country!

Scenic Backroads, and the Great Food & Wine of Rural San Diego County

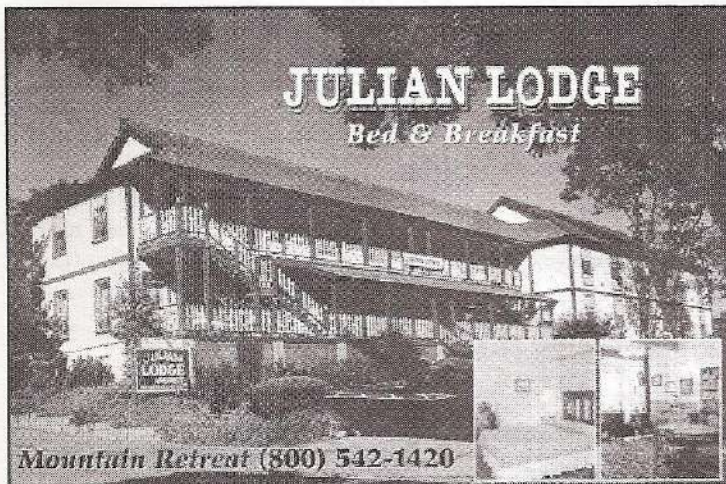
AROSC will hit the backroads once again! Join us as we explore spectacular vistas, a whole new set of little-known country roads, excellent food & wine, and apple pie of course. From the pine scented mountain roads of Idyllwild, to the historic Butterfield Stage Route, be prepared to enjoy some of the most delightful countryside in the Golden State. Those familiar with this wonderful region of rural California know what a treat it can be, so come along with us and share our "secret" roads.

Check out the schedule and note the rendezvous places and times! Join the Tour at any one of these rendezvous points, and stay with us for as long as you like. Either Saturday or Sunday will make a great day trip, but why not relax and make it a weekend? Stay with us in the heart of Julian, at the quaint and comfortable Julian Lodge. AROSC has negotiated special rates for some of their best rooms: from \$86 to \$104 per night + tax. Call (800) 542-1420 by 11 May 2001 to reserve your room.



We only have a limited number of rooms reserved, so make your reservations early! Be sure to tell them you are with AROSC.

Day trip or weekend, your club has also arranged for you to enjoy some great food, but you need to reserve a



All booked up? Or maybe you don't want to stay in town, but prefer to stay among the orchards a few miles away. AROSC thought of that, and can offer you another special deal at the simple and rustic Apple Tree Inn, a roadside motel of the kind just about extinct in Southern California. AROSC rates are from \$73.80 to \$82.80 per night + tax. Call (800) 410-8683 by 11 May 2001 to reserve your room.

place at the table! We have scheduled a Saturday Lunch with wine tasting at the delightful Shadow Mountain Vineyards, repeating a very popular event from last year. Saturday night we will have a club dinner in Julian, with famous Julian Apple Pie. Sunday morning will find us at a Late Breakfast in Julian. You will have plenty of time to sleep late, or to stroll around town before breakfast. Attend one or all, but please RSVP by 11 May 2001 to our V.P. Kevin Coughlan, - (818) 507-5072, or by email to kncdzn@discoveryroad.com. Please include your name and the number in your party, and which events you will attend. We will be ordering off the menu, and all locations have very moderate prices. If you have any questions about how to find any of the rendezvous points, contact Kevin by phone or email for more detailed directions.

Julian Tour - Schedule of Events

Route maps will be available at each rendezvous.
Saturday, 19 May 2001

Rendezvous 1 - 9:00 am - For those of us who love a scenic mountain road in the morning, we begin roadside on California State Highway 243, south about 3/4 of a mile from the Interstate 10 overpass. Take any of the several offramps for the town of Banning (about 7 miles east of

where the 60 and 10 meet), and follow the signs (or get directions) to "Highway, 243 to Idyllwild". If you get there first, choose a likely spot just off the pavement about 1/4 of a mile south of the 10, before the grade begins. We will hit the road at 9:30am., stop for coffee/light breakfast in Idyllwild, and stop at several other very scenic points along our route.

Rendezvous 2 - 12:30pm - Our special **AROSC Saturday Lunch at Shadow Mountain Vineyards** in North San Diego County. 35124 Highway 79 South, in the village of Sunshine Summit, look for it on the "west" side of the road. Tel: (760) 782-0778 - see the map in this newsletter. No vines are visible from Highway 79, so look for Alfa's in a parking lot beside the road in Sunshine Summit. You can also park at the winery, but be advised that there is a half-mile of (well-groomed) dirt road; so if you wish, a shuttle service is provided from the parking lot mentioned above. This is a very small hamlet, so you will find us, have no fear!

Rendezvous 3 - 5:30pm - Do not miss our delicious

AROSC Dinner in Julian. Meet us in the Washington Room at the Julian Lodge, 4th and "C" Street in the town of Julian. Parking is on the street unless you are staying at the Lodge, but there is plenty of street parking available. We will walk to the restaurant from here, leaving the lodge about 6:00pm.

Sunday, 20 May 2001

Rendezvous 4 - 9:00am - **AROSC Sunday Breakfast.** A leisurely affair for those inclined to wake up, so meet us in the Washington Room at the Julian Lodge, 4th and "C" Street in the town of Julian. We will walk to the restaurant from here, leaving the lodge about 9:30am. We will be at breakfast until at least 10:30 am, so if you arrive late ask at the desk of the Julian Lodge - they will know where we are. After the overnights have eaten and checked out, we will be off again! Be ready for a cool and historic drive along the historic Butterfield Stage Route, and other exciting and scenic rural and mountain roads. Our schedule will ensure that everyone gets home before the evening gets late... too bad we have to go home at all! See you there!

ALFA ROMEO PARTS (510) 525-9435

ONE STOP HEADQUARTERS FOR YOUR ALFA ROMEO PARTS NEEDS

FACTORY ORIGINAL PARTS 1300 TO 164

AFTER MARKET PARTS AT REDUCED PRICES

VOR AND SPECIAL ORDERS FOR YOUR CONVENIENCE

REBUILT SPICA INJECTION PUMPS IN STOCK

LIBERAL WHOLESALE DISCOUNTS

**Jon Norman - Ruth Ann Yager
Combined over 35 years Alfa Parts Experience**

IN CALIFORNIA 1-800-890-ALFA (890-2532)

**HONORING ALFA ROMEO SPRING SALE PRICES
AS ADVERTISED IN THE CURRENT ALFA OWNER**

**ALFA PARTS
(510) 525-9435 (voice)
(510) 524-3636 (fax)**

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

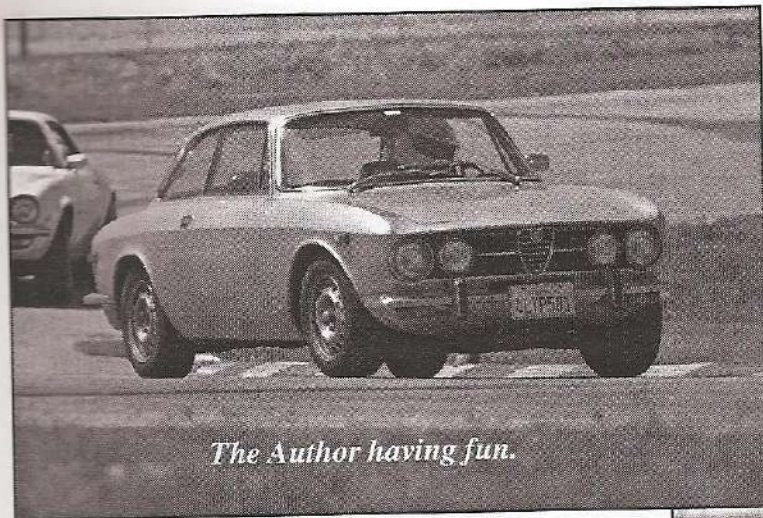
High Performance Driving School

Article and Photos by Steve O'Brien

AROSC held another highly successful drivers school at the Streets of Willow Springs on the weekend of April 21 & 22. In addition to many drivers returning for the time trial and race groups, there were 24 new drivers enrolled in Group One, street performance.

This well-run event began right on schedule Saturday morning with a chilling wind blowing the remnants of the previous night's storm from the area. Steve Hamilton and his array of knowledgeable, friendly instructors provided serious, straightforward instruction while keeping the tone light, remembering the ultimate goal was to have fun learning to be more competent drivers. The instructors do a super job contending with a large diversity of talent and equipment brought to the event by the students, with everyone significantly advancing their driving skills.

After a stimulating day at the track, Saturday evening was



The Author having fun.

spent at a banquet at a nice Chinese restaurant in Lancaster where we were entertained by the fascinating stories of the guest master instructor, former SCCA National Champion and highly successful professional racer, Milt Minter.

On Sunday the weather was warmer thanks to the wind having blown over into Nevada, and the drivers were all anxious to reinforce the previous day's learning, and to develop additional new techniques. A slow walk of the track with a pair of instructors before the morning sessions began was perhaps the most illuminating part of the weekend for the writer, as you

could see 'the line' for each turn more clearly, and detailed answers to why that particular line was best were easier to absorb than when you are at-speed setting-up for the next corner. After 30+ years of driving on the right side of the road, 'the line' on a dedicated racetrack where you are expected to use all available road surface is not intuitively obvious. I recommend a walk around the course as an essential step toward learning the subtleties of a new track.

My 18 year-old son and I each brought our daily driven 1971 1750 GTVs to the school, and are proud to report that except for using-up the front brake pads on Brendan's car in the final track session, these 31 year-old cars allowed us to completely enjoy the entire weekend, including the 175 mile trips to and from Willow Springs and Escondido. Aside from the five-point harnesses in Brendan's car, these two GTVs are pretty much like they left the factory. That they would have this much spunk left in them in 2001 is a testament to their design and build quality.

By the end of the final Sunday track session all of the drivers were circulating much more quickly (and safely) than at the start of the event. A show of hands in final classroom session indicated that most of the Group 1 participants had been fully inoculated with the bug, and would be back to continue their training in the Time Trial school convening at the same track in October. I know Brendan and I will be there...maybe we'll see you there, too!

[Thanks for the article --Phyllis]



Brendan O'Brien is having fun too.

Drivers' School: Another View

by Dave Johnson, Photos by Doug Bender

A lump had grown in my throat as I sat in my car on the track for the first time. Am I really ready for this, I was asking myself. Everybody had assured me that the driving school would be great fun. I had wanted to attend one since I was in college, but something always got in the way. When I bought a GTV and joined the club three years ago, driving school went back to the top of my list. Twice a year since then, the dates had rolled by, but I was never ready. The litany should be familiar; suspension needed rebuilding, drive train needed rebuilding, engine down on power, etc. This Spring, as the date approached, nothing I could see was going to stop me. So I sat there, sweating slightly, and a little nervous. Well, as soon as I popped the clutch, I knew the answer. This really was great fun.

The school is divided into three groups: Race, or Advanced; Time Trial or Intermediate; and Street Performance or Beginners. I was in the last group. The word "Beginners" is a misnomer. The cars in our group included a turbo Porsche, a pair of Corvettes, a Cobra, a couple of late model RX-7s, a pair of Alfa based racers and then ranged downward in power to a pair of stock 1750 GTVs. Little about the drivers warranted the description "Beginner" either. Most everyone had track experience of some sort. Was I in the wrong place, being a novice in a stock GTV? Nope. That was one of several great things about the course. Each exercise was designed to build upon the previous one. And each exercise was sufficiently elastic that one could repeat the course and still have something to learn.

Steve Hamilton was chief honcho of the school and lead instructor for the Street Performance class. With good

humor and firm direction, things moved smoothly. Time was never wasted and we never sat idly waiting. My group had an hour of class time covering safety, track rules, and basic driving techniques. An hour on the skid pad followed where we practiced these techniques. On the dot, the groups shifted and we were on the main track. After a quick track tour, we were sent off individually, but the instructors kept a close eye on us. As needed, we were flagged in for a pointer or to be sent out again with an instructor in our car. What brave men and women they were! A short lunch break followed and then the sequence was repeated. I finished my last track time about 4 pm. Sunday followed a similar schedule.

I have to confess that on the first day I couldn't remember everything I was taught. On the track we were supposed to have the correct hand movements on the steering wheel, remember the proper line through the bends, the braking
(Continued on next page)



Guest Instructor Milt Minter buckles up in a Boxster



Brenden O'Brien's stock 1750 GTV on the skid pad.



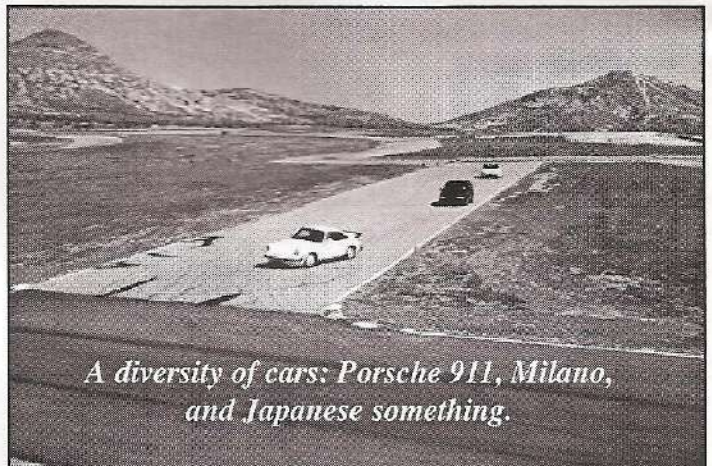
The Zambri brothers and their Milanos helped us.

points, the shift points, the meaning of the flags, when to drift and how hard to punch it. At least I remembered to wave the faster cars past me on the straight. On Sunday, Paul Blankenship rode with me a couple of times and with a combination of humor and gentle cajoling, drummed in what I should be doing to drive competitively. It wasn't until the second day that it clicked and I could take every corner correctly. I couldn't do it consistently every corner every lap, but with practice I will. And that's what the school is all about: teaching the proper fundamentals and giving the participants the opportunity to incorporate them into their driving.

Of course, that's not all the weekend was about. Good company, good times and good car stuff was in abundance as well. At Saturday night's banquet in Lancaster friendships were cemented and stories swapped. Milt Minter, who drove for Ferrari at LeMans, was the guest of

honor and was gang-pressed into telling stories of his own. These included a gem about having his head taped to the roll bar of his Alfa T33 after he had broken his neck and an insight into how Italian team owners once used a management style reminiscent of the Godfather movies. Stories don't get better than that.

For many, the finale of the weekend was the races at the end of Sunday's instruction. Open to the advanced classes, those with the proper safety equipment and instructors, these short races pitted the most varied iron against each



A diversity of cars: Porsche 911, Milano, and Japanese something.

other. My favorite pairs were a Caterham 7 and a Z28, an S2000 and a smoking (literally) Alfa spider driven by a teenager, and best of all, a Duetto that dominated an NSX. I had been promised a great time, and the AROSC driving school delivered!

[Thanks for the article -- Phyllis]

VISITING SANTA FE?

Stay with Alfisti - cloverleaf rates!

Fort Marcy Hotel Suites

...the best value in downtown Santa Fe hotels!

800-745-9910 www.santafehotels.com

Lancia

Alfa Romeo

FIAT

Santo's Italian Car Service

Santo Rimicci
8816 Amigo Avenue
Northridge, CA 91324

Telephone
(818) 701 - 1614

Monday thru Friday 8 to 6, Saturday 9 to 3



point
click
WOW...

www.international-auto.com

- Over 75,000 Alfa Romeo parts and accessories in stock, and ready to ship.
- Delivery to California, Washington & Oregon in 3 days.

Check out our website or call today for our

FREE 72-page catalog
1-800-788-4435

INTERNATIONAL
auto parts

Route 254 N, Charlottesville, VA 22906

LAS VEGAS SPEEDWAY

C	1:29.734	Alan Ward	GTV	6/11/95
D	1:28.64	Alex Brown	GTV	4/5/98
E	1:35.82	Randall Higa	GTV	4/5/98
M	1:36.574	John Cote	Spider	6/11/95
N	1:37.75	Carl Buckland	M3	4/5/98
O	1:28.443	David Currier	Corvette	6/11/95
P	1:33.596	Brian Laine	RX-7	6/11/95
Q	1:33.97	Anthony Dominguez	Toyota MR2	6/11/95
	1:37.28	Lorien Kranen	CRX	9/17/95

BUTTONWILLOW RACEWAY PARK CW

A	2:12.170	Anthony Rimicci	GTA	6/4/00
B	2:12.754	Rube Erickson	Spider	4/7/96
C	2:09.463	Terry Manchester	GTV	6/4/00
D	2:14.503	Chris Kattchee	Super	6/4/00
E	2:21.030	Anthony Rimicci	Giulietta	6/4/00
M	1:59.493	Matt Brandau	Viper	6/4/00
N	2:03.693	Bob Blizzard	Mustang	6/4/00
O	2:08.309	Dan Longacre	MG-B	4/7/96
P	2:10.020	Kim Nelson	RX7	6/4/00
Z	2:12.894	Dirk Stoehr	GTV/GT3	6/4/00

BUTTON WILLOW CCW

B	2:14.405	Rube Erickson	Spider	9/15/96
C	2:07.062	Mike McGinnis	GTV-6	9/15/96
D	2:15.886	Randall Higa	GTV	9/15/96
E	2:20.090	Steve Smith	GTJR	6/14/98
M	1:57.215	Bill Schepengerdes	Corvette	7/4/99
N	2:03.06	John Hammack	BMW M3	6/14/98
O	2:09.207	Greg Nelson	RX7	6/14/98
P	2:11.145	Ted Hedman	Datsun 510	6/14/98
Q	2:28.672	Fred Hamilton	Buick Regal	7/4/99

Catalytic Converters

Alfa Romeo: Spider & Alfetta, 1975 - 1981 (Spica Inj.) \$139
 Fiat & Lancia: All Models, 1975 - 1980 (3-bolt flange) \$175



Alfa Sport

tel 949 636 3847; fax 949 494 8073
 E-mail: alfa-sport@excite.com

SPERRY

Valve Works

2829 Gundry Ave.
 Signal Hill,
 CA 90806
 Ph. (562) 988-5960
 Fax (562) 988-5962

E-mail us at 70510.44@compuserve.com

Performance Through Better Breathing



Let Mike Sperry's entertaining and educational 21 min. video take you on a step by step tour through Alfa's unique cyl. head designs.

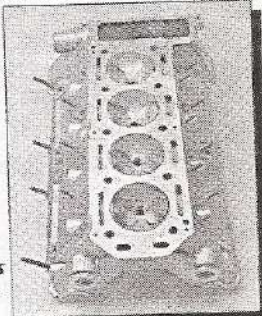
- Understand what's necessary to service the heads properly.
- See some of the common mistakes that cause serious problems.
- Learn what to avoid and what to demand.

• \$15.00 outright purchase price, can be applied to your head preparation job!

AMERICA'S ONLY ALL ALFA MACHINE SHOP! THE BEST ACTUALLY COSTS LESS!

15 POINT "STAGE ONE" SERVICE includes

- Vacuum Test Read
- Install Silicon/Aluminum Bronze Valve Guides & Viton Seals
- Diamond Hone Guides
- Grind Valves
- Full Radius Seat Cut
- Install HP Valve Springs
- Adjust Valve Clearances (4 cyl.)



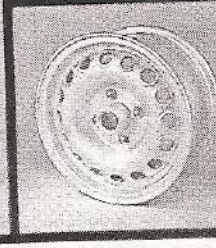
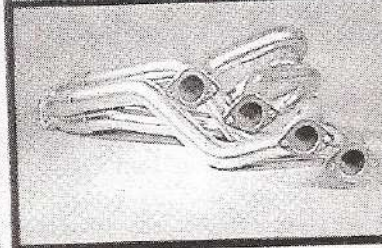
Only Sperry Valve Works offers five Complete Performance Stages of Head Preparation, starting at only \$495.00

COMPREHENSIVE HEAD SERVICE TO GIVE YOUR ALFA PEAK PERFORMANCE, POWER & RELIABILITY ON THE ROAD! CALL TODAY!

NEW PRODUCTS AT SPERRY VALVE WORKS

Competition 4 into 3 Headers
 Hundreds of dyno and race track hours have produced the best race header anywhere! Stepped tube design gives strong power 3000 thru 8000 RPM, ceramic coated. \$850.00, available NOW for four cylinder!

GTA Replica Wheel, 14 X 6 1/2
 Highest quality forged aluminum wheel. Will fit 105 and 115 series cars, finish off that project right! \$275 ea.



VISIT OUR WEBSITE,
http://ourworld.compuserve.com/homepages/sperry_valve_works

Classified Ads

Free advertising for members - please send to the Editor

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 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, Schmieder 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)

Wanted: 1965-'69 Duetto or '70-'74 Spider: Should be all original, complete, sound, running condition; rust free, never abused or wrecked; never stored outside without protection; preferably low mileage, maintained, restored or not. Call Bob at (520) 886-6848 in Arizona. (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 spd, 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 \$19,500. Call Silvano Soto at (562) 439-1796.

Wheels 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
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
rear wheel cylinder - 1

Rear brake adjuster - 1
 Front wheel hub - 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)
 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
 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
 Thermostatic Actuator - used
 Spica Intake Manifold
 Spica fuel injection pump/pulley
 FISPA Full Filter assy.
 Brake master cyl. (2) - used

Clutch master cyl -used
 Drive Shaft coupling (open in center) new
 Brake Rotors, rear - new (2)

Ferrari Stuff:

Weber carbs. 40 DFI for 365 (3)
 Marelli Distributor Points (5sets)-new (should fit GTA distributor)
 Marelli Coils BK3A (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)

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

Bumper 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)

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

*Alfa Romeo Owners
of Southern California
17041 Malta Circle
Huntington Beach
CA 92649*

Presorted Standard
U.S. Postage Paid
Santa Ana, CA
Permit #350



Dan Ritter
205 Paseo de Gracia
Redondo Beach, CA 90277-6103

A

Our 2001 Calendar

January	February	March	April
<p>4 AROSC Board Meeting 13-14 Time Trial - Willow Springs 27 AROSC Annual Meeting 12:30pm Luncheon Cirivello's Trattoria, Long Beach</p>	<p>1 AROSC Board Meeting 23 General Meeting - 8pm, Culver City 25 Convention Committee Kickoff Meeting, Hilton Costa Mesa</p>	<p>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</p>	<p>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</p>
May	June	July	August
<p>3 AROSC Board Meeting 6 Concours El Dorado Park, Long Beach 18-20 Tour to Julian 25 General Meeting - 8pm Culver City</p>	<p>2-3 Time Trial at Buttonwillow 7 AROSC Board Meeting 21-24 AROSC Convention, Nashville, TN 29 General Meeting - 8pm Culver City</p>	<p>5? AROSC Board Meeting 15 Concours, San Antonio Winery 27 General Meeting - 8pm Culver City followed by a tech session at Omega MotorSports</p>	<p>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</p>
September	October	November	December
<p>6 AROSC Board Meeting 9? Swap meet, 9am at Sensor Systems 22-23 Time Trial -- Willow Springs 28 General Meeting - 8pm Culver City</p>	<p>4 AROSC Board Meeting 13-14 Driving School at "Streets of Willow" 19-21 Wine Tour 26 General Meeting - 8pm Culver City</p>	<p>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,</p>	<p>8 Holiday Party 9 AROSC Board Meeting: Annual planning and election of officers</p> <p>HAPPY HOLIDAYS!</p>