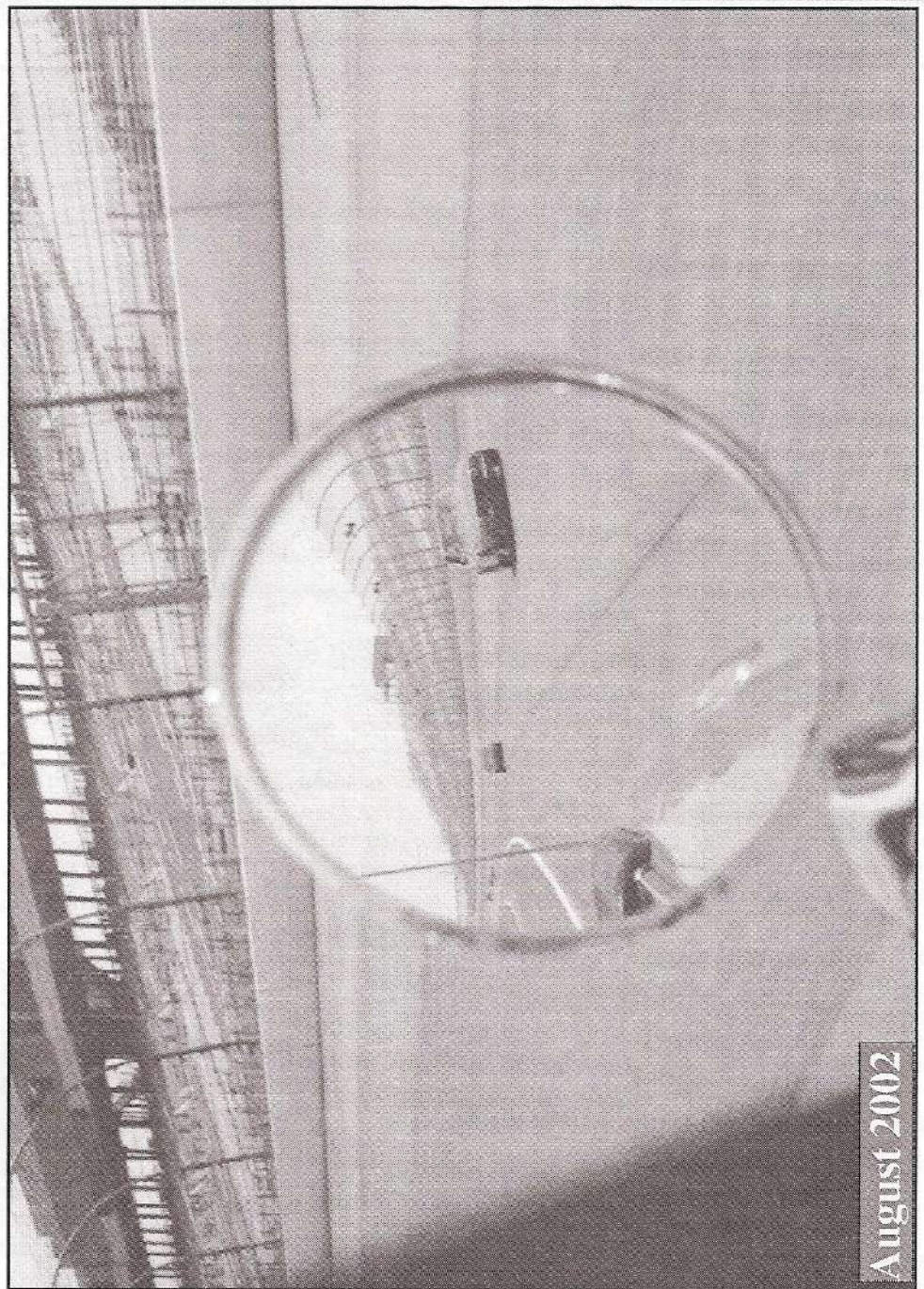


Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



August 2002

In This Issue: More *Alfiesta* 2002, Summer Party Report, & more

Alfacionista

Meeting Information

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

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

AROSC Mailing Address

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

Membership Information

See the inside back cover of *Alfacionada*.

Important Deadline & Info!

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

General Information

Alfacionada is the monthly publication of the Alfa Romeo Owners of Southern California, a Chapter of the Alfa Romeo Owners Club, Inc., a national non-profit organization of Alfa enthusiasts. Subscription to this newsletter is included as part of the annual AROSC membership fee of \$55; non-members of AROSC may subscribe for \$22 per year.

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

Classified Advertising

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

Commercial Advertising Rates

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

This Month's Cover

2,4,6,8 -- who do we appreciate? The historic twin blower 8C motor, the 24 valve V6 new Spider, or the twin-spark 4 cylinder new Spider? Can we have a choice? Photos by Paul Dexler & Alfa Romo Inc.

NEW AROSC Web Site: www.arosc.org

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.

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AROSC Committees

Website Chair

Brendan O'Brien (760) 822-7821
Brendanobrien00@hotmail.com

Events

Jay Negrin (818) 894-3549
Jmnegrin@earthlink.net

AROSC Previews

An outline of coming events

General Meeting — Friday, September 27, 8:00 PM

Join us for the September general meeting at the Veteran's Center in Culver City. The usual coffee and donuts will be served as well as our monthly drawing for an assortment of prizes. There may be a surprise program or entertainment – it's too early to tell.

Concours at Will Rogers State Park – Sunday, September 29

Get your car cleaned up from the summer jaunts and get ready for our fall Concours, at Will Rogers State Park. If your car is not in show condition, come anyway and kibitz those who do show their cars, and bring a picnic lunch to enjoy the location and the Polo Match. Check pages 8-9 for details and see page 11 for an entry form, or call Charlie Schwartz at (818) 760-0189.

Board Meeting – Wednesday, October 2, 7:30 PM

The Board of Directors meets monthly at a restaurant, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please plan to attend. The location will be Hank's Bistro on Hawthorne Blvd at Rosecrans Avenue in Hawthorne.

Swap Meet at Dirk's "Museum" – 13 October

Dirk Stoehr has offered his facility for our fall swap meet and a viewing of the assorted cars he stores in his "museum". We have seen several of these unusual Alfas at Concours, and it is worth a visit, even if you don't have or need any parts. The location is in central Los Angeles, at 1750 Cordova Street, Los Angeles 90007. He is offering a raffle of parts & models, a free BBQ using his "Giulia Super BBQ", and Santos will have a big stack of fenders and bumpers at 'cheap' prices.

Fall Driver's School – October TBD

John Cote is trying to find a site for our fall drivers' school, since the Streets of Willow have been booked up solid. When the site and the date are set, entry forms will be sent out. A tentative location is the parking lot at California Speedway, Fontana.

General Meeting — Friday, October 25, 8:00 PM

Join us for the October general meeting at the Veteran's Center in Culver City. The usual coffee and donuts will be served as well as our monthly drawing for an assortment of prizes. There will also be a slide show by Jim & Paula Lightfoot, with scenes from the Mille Miglia tour led by Dave Gooley this year.

Board Meeting – Wednesday, November 6, 7:30 PM

The Board of Directors meets monthly at a restaurant, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please plan to attend. The location will be Hank's Bistro on Hawthorne Blvd at Rosecrans Avenue in Hawthorne.

Time Trial & Race at Laguna Seca – 9-10 November

The last time trial of the year will be at everyone's favorite – Laguna Seca in Monterey. Get ready now! If you are not currently on the mailing list for the Time Trials and the Drivers School, E-mail Terry Watson at slaysman@aol.com and he will add you to the list. For more information about the event, contact Doug Bender at (310) 373-3552 or E-mail at alfabender@earthlink.net.

General Meeting — Friday, November 22, 8:00 PM

Join us for the November general meeting at the Veteran's Center in Culver City. The usual coffee and donuts will be served. We will have our annual election of the Board of Directors for 2003 as well as our traditional "White Turkey" auction, so dig out some "precious turkeys."

Palms to Pines Tour – Postponed to Spring 2003

Charlie Schwartz' Driving Tour of Orange County (and vicinity) was a great hit, and those of us who have read the instructions but were unable to go on the tour have asked Charlie to make it into a weekend tour. There will be an overnight stop somewhere, and lots of interesting places to visit. With the recent fire problem in Julian, it seems reasonable to move our tour later. The date will be finalized later, so watch future newsletters for more information.

DON'T MISS:
September 29 Concours at Will Rogers State Park -- DON'T go to Desanso Gardens!

AROSC Previews

An outline of coming events

Mt. Wilson Climb to the Stars – Saturday, August 24, 6:00 PM

This is becoming a great annual event. Come out to see the city lights and have a picnic dinner at the top of Mount Wilson, after driving up a neat Alfa road. We will rendezvous at about 5:00 pm at the UNOCAL 76 station at the northeast corner of South Arroyo Parkway and East Glenarm Street, at the end of the Pasadena Freeway. We will then caravan up to Angeles Crest Highway and Mount Wilson in time for a beautiful sunset. Bring who- and whatever you like for a picnic on Mt. Wilson, and stay as long as you like.

General Meeting — Friday, August 30, 8:00 PM

Join us for the August general meeting at the Veteran's Center in Culver City. The usual coffee and donuts will be served as well as our monthly drawing for an assortment of prizes. There may be a surprise program or entertainment – it's too early to tell.

Board Meeting – Wednesday, September 4, 7:30 PM

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Time Trial & Race at California Speedway/Fontana — 14-15 September

The fourth time trial of the year will be on the Fontana infield course, same as we ran for the convention. Get ready now! If you are not currently on the mailing list for the Time Trials and the Drivers School, E-mail Terry Watson at slaysman@aol.com and he will add you to the list. For more information about the event, contact Doug Bender at (310) 373-3552 or E-mail at alfabender@earthlink.net.

General Meeting — Friday, September 27, 8:00 PM

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Concours at Descanso Gardens – Sunday, September 29

DON'T MISS:

August 24 Mt. Wilson Climb to the Stars & Picnic Dinner

September 29 Concours at Descanso Gardens

Get your car cleaned up from the summer jaunts and get ready for our fall Concours, purportedly at Descanso Gardens, another lovely site/sight for a car show. Charlie Schwartz has planned some lovely venues for us this year, and if your car is not in show condition, come anyway and kibitz those who do show their cars, and bring a picnic lunch to enjoy the location. Look for more info in the September issue, or call Charlie Schwartz at (818) 760-0189.

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View from the Top

Miscellaneous Rumblings from Il Presidente!

Well it's been a quite month in our home club. We all needed some rest after our little get together in Costa Mesa.

The monthly meeting program at Omega Motorsports was another success. A lot of us made it over to Uwe's shop to partake of the sights, smells and the fine eats. It was interesting to see his 164 without engine. Quite a compact area to fit a motor and transmission into. Looks like a little more work to pull out that motor than it is to do the Alfetta. Thanks Uwe for your usual hospitality.

The Summer Party at Phyllis' place was a more intimate affair that we have had in the past. Probably some of you needed a break. But as always some new members showed up to see what AROSC is all about. Hope we showed you our hospitality and hope to see you again.

That being said we have a low key, quick, driving tour on Saturday evening August 24. We will meet in Pasadena and then a quick drive up to Mt. Wilson for a picnic dinner, you bring your own food. More info about the *Climb to the Stars* as to what time, etc. further back in this issue.

Speaking of Alfiesta 2002, it looks like we made a couple of bucks. And a nice surprise, the Committee members and the Club Board of Directors are not completely burned out after this 4-day event. Other clubs who have hosted an AROC National Convention have suffered "club burn out". Congrats to all of us for surviving it.

A plug for the September Time Trial and Race at California Speedway is in order. This event is pretty close to home (Fontana is a lot closer than Willow Springs) and the track does not charge an entrance fee. So those of you who want to see what one of these deals is about can make a day trip out of it. Pack up some sodas (no alcohol at any racetrack infield allowed) and a couple pieces of Col. Sanders and drive on out. You get to park with the rest of us competitors and have complete access to the pits and paddock area. That's all for now. See you at the meeting.

Caio,
Sidewaysalfa

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Concourse Judging Explained

What Are You Looking for in a Concourse?

by Phil Guiral, Convention Concourse Chair

After organizing the national convention concours, I was besieged with requests to explain 'what did the judges look for'? This is a legitimate question and I'd like to answer it by telling you what I look at. First and foremost a concours is a competition by definition (concours is French for competition). I've had comments from entries saying that they resent having their cars picked apart by a group of judges. It should be understood that this is how judges evaluate a car. It can be a painful experience for someone who has spent hours or even days preparing their pride and joy, but this isn't just a car show, it's a competition. By entering, you're asking the judges to criticize your car.

The standard the judges use is a comparison of the judged car to that car when it left the showroom floor. There are a number of great reasons a car no longer looks brand new, but the judges have to judge against that standard. This seems to be the root of the problem. People are always asking the judges to consider the excuses the car no longer looks that way. "It's an old car", "It's got a lot of miles", "It's my daily driver", "It's a much better car with a 5 speed or a 2 liter" "I don't have the money to restore it", all are legitimate reasons a car looks different than it did on day one. But if a judge considered these reasons it would make the process even more subjective than it already is. One of the goals of this type of event is to get people to preserve a car in its original condition so that we have examples to look at years down the road.

It helps going into the event realizing that you probably won't get 100 points. Now you do the best with what you've got. Wash and wax is the easy part. What's depressing is losing by one or two points because of some little item that would have taken five minutes to fix. Steam clean the undercarriage, then take a can of flat black paint and spray areas that are rusty, chipped, or faded. Get rid of water spots in areas you don't think about like door jams, wheel wells, engine bay, or the underside of the hood. Make sure all the wax is removed from the car especially around emblems. Almost everyone I know has lost out on a trophy because a taillight or turn signal did not function. Remember that the devil is in the detail. When the car is ready, have someone else look it over. It's easy to get so focused that you miss an obvious item.

When you get to the show and the judges are ready for your car, don't welcome them with excuses why the car is not ready! Judges are human and sometimes miss things you see as obvious, so don't point it out. If you are asked a question about authenticity, be truthful. I would never take off points unless I know for sure something is out of place, but don't tell me your 1967 GTV came stock with a CD player. Like everything else in life, honesty is the best policy.

In the end, go into this competition knowing that it is very subjective and that all judges are different. Also remember that no matter what shape your car is in, there will be a lot of spectators wishing they had a car like yours.



Visit Us On The Web

Site created by Alfacionada's Official Web Meister
Eric Sands

Pages.prodigy.net/alfaomega

3822 Clarington Avenue Culver City CA 90232
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Summer Party

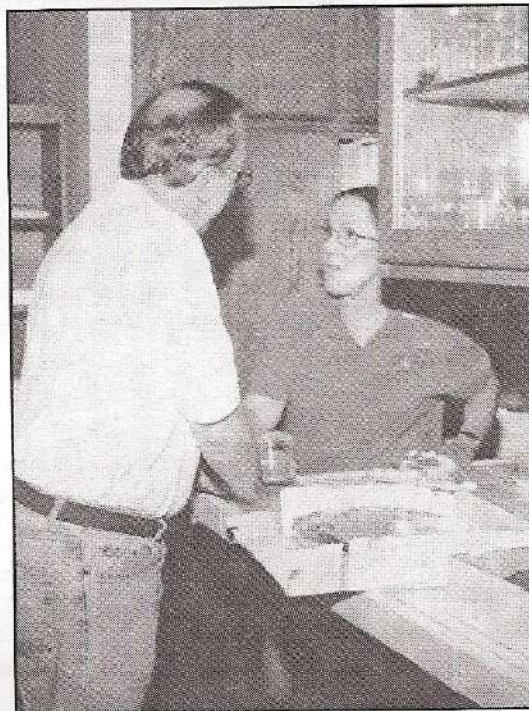
We had a Peachy Time!

Photos by Tom Suter

We had the usual great cool weather at Huntington Beach for our summer party, and some great food as well. Once again, the troops declined to play Bocce Peach (not ball). It was really nice to have Jerry Galich drop by, as he has been ailing for some time.



Randy Harris and Carrie Adrian fill their plates.



Norm Bianchi and Carrie protect the desserts.





Even the wives had 'bench racing' sessions for their own. Note the famous Peach Tree in the background. Lots of peaches found a new home, but the tree is still full!





An interesting composite of our convention theme.



David Lawrence, judging the Art Show



Don Ereminas' TZ Clone

Where to Find More Photos:

On August 6, 2002, the following *Alfiesta 2002* Galleries have been posted to <http://www.aroc-usa.org>

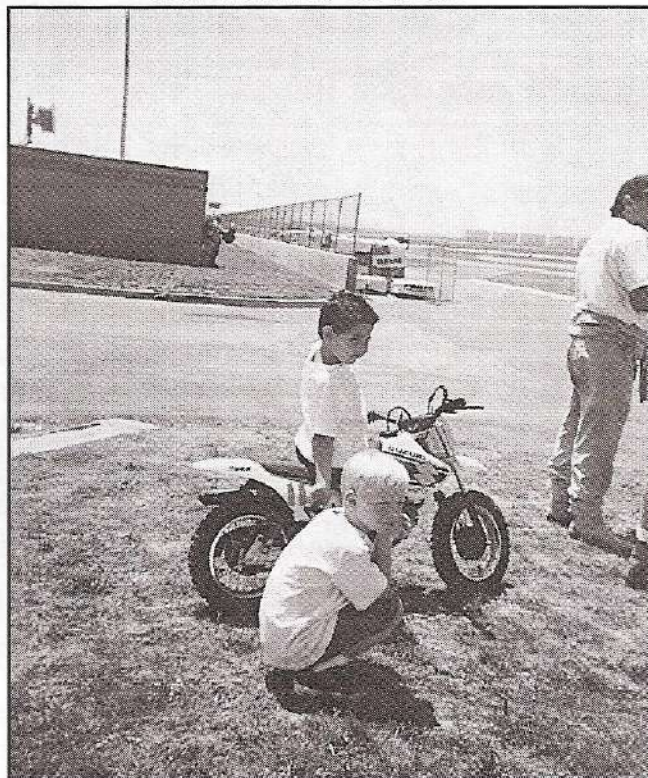
::-v-:: Peggy & Russ Neely Gallery, Oklahoma AROC - Petersen Automotive Museum; People Engine @ Petersen Automotive Museum; Alfisti

::-v-:: Bernie & Diana Bennett Gallery, Texas Hill Country AROC - Time Trials; Autocross; Rally; Getty Center; Beach Party; Concours; Alfisti

::-v-:: John Hoard Gallery, AROC Detroit - Autocross; Concours

If you were there you can see what you may have missed since it's impossible to do everything, if you weren't there...you missed it all!

Enjoy,
Bernie
AROC-USA Web Master



The size of the boys sets the size of their toys.

Autocross at Fontana

Sponsored by Jon Norman's Alfa Parts

The story on the 2002 Alfiesta Autocross:

The Autocross was held consecutively with the Time Trial at an infield parking lot at California Speedway. 42 drivers made it to the starting line for 3 timed runs apiece. The average best time around the 1/4 mile course was 40.248 seconds while the best time was 34.975 seconds, posted by Mark Ashton in his 1970 Jr. Zagato.

The course was designed for both novices and hotdogs, with lots of markings and minimal trickery. Highlights were the "Supermarket" parking lot section (square corners), "Lonesome George" (an isolated pylon that had to be circled), and the Bill "Gates" (a series of offset gates that became very restrictive).

For various reasons the event got off to a late start with eager drivers and confused scorers. The day was saved

by the willing help from family, friends, and neighbors as well as the Alfa volunteers at the site. A new talent discovery was Norm Silverman who was the announcer for most of the day.

As the day progressed, the event ran very smoothly with the experienced help of Bill Merrill and his timing gear. Because there were few course shutdowns, the cars spent more time running than waiting. (The line to run was empty much of the time.) Only a few drivers had DNF's (Did not finish) due to excursions off the course.

The results below are sorted by class, and by adjusted time within class. Pylons are shown as (X) where X is the number, each adding three seconds.

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<u>Class</u>	<u>DRIVER</u>	<u>CITY</u>	<u>CAR</u>	<u>NO.</u>	<u>T1</u>	<u>T2</u>	<u>T3</u>	<u>BEST</u>
C	Ashton, Marc	San Carlos, CA	1970 Jr Zagato	46x	37.431	35.210	34.975	34.975
C	Goldenson, Craig	Huntington Beach, CA	1984 GTV-6	18	42.467 (1)	40.784 (1)	42.755(3)	40.784
D	Oliveria, Glen	Berkeley, CA	1967 GTV	23	39.524 (2)	37.659 (1)	35.321	35.321
D	Linton, George	Douglaston, NY	1974 GTV	6	37.702	38.255	36.732	36.732
D	Guiral, Philip	Laguna Hills, CA	1967 GTV	6x	DNF	38.383	37.049	37.049
D	Russell, Arthur	Los Angeles, CA	1972 GTV	62	37.476	37.331	37.654	37.331
D	Gloddeck, Alfred	Hermosa Beach, CA	1974 GTV	9	41.133	39.412	42.291	39.412
D	Bender, Doug	Redondo Beach, CA	GTV	83	42.951	42.304	41.885	41.885
D	Carton, Jim	San Leandro, CA	GTV	39	46.214	43.490	43.159	43.159
D	Blankenship, Paul	Chatsworth, CA	1977 Alfetta GT	0	42.898(1)	DNF	DNS	42.898
D	Small, David	Springfield, MO	1978 Alfetta		DNF			
E	Carson, Bill	Culver City CA	1974 Spider	1	39.591	37.930	36.931	36.931
E	Sahines, Tom	Milpitas, CA	1970 Jr. Zagato	54	40.588	38.055	37.093	37.093
E	Mooney, John	Walnut Creek, CA	86 Spider	46	39.062	38.533	38.039	38.039
E	Ashton, Wendy	San Carlos, CA	59 Sprint Vel	5	43.534	40.549	39.374	39.374
E	Herting, Erika	Fallbrook, CA	1979 Sports Sedan	71	46.059	48.867(2)	43.274	43.274
E	Ashton, Jim	San Carlos, CA	1959 Sprint Veloce	4	43.749	43.928	44.006	43.749
E	Herting, Elena	San Francisco CA	1979 Sports Sedan	7	50.968	45.374	49.374	45.374
E	Forward, Chuck	Altadena, CA	1991 164S	11	48.178(1)	48.229(1)	46.984(1)	46.984
E	Montalvo, Owen	Los Angeles, CA	65 TI	79	DNS			
F	Van Curen, Bettina	Altadena, CA	1982 Spider	2	48.861(1)	42.739	43.846	42.739
F	Pepper, John	Whittier, CA	63 Spider	53	51.660	47.920	44.913	44.913
G	Hoard, John	Livonia, MI	Spider	67	37.927	38.062	40.436	37.927
G	Storhok, Eric	Ann Arbor, MI	92 Spider	68	38.581	38.487	39.305	38.487
G	Storhok, Ines	Ann Arbor, MI	92 Spider	69	40.242	51.480	39.083	39.083
G	Bennett, Bernie	Brenham, TX	Spider (auto)	32	43.615	43.967	40.737	40.737
G	Silverman, Norman	Chatsworth, CA	65 Spider Veloce	81	46.102	46.515(2)	42.775	42.775
No Class:								
	Obert, Chris	Santa Cruz CA	66 Fiat Abarth	8	37.388	37.372	37.096	37.096
	Lomax, Ian	San Francisco, CA	Mazda Miata	32	41.539	41.371(1)	37.734	37.734
	Shorey, Brian	Boxborough, MA	Mazda Miata	31	40.548	39.230	40.573 (1)	39.230
	Justus, John	Kansas City, MO	Chev. Malibu	48	44.018 (1)	41.264	40.461	40.461
	Boles, Christopher	Hemet, CA	1989 Honda CRX	56	42.488	40.955	40.636	40.636
	Pleet, Brian	Calgary, Alberta, Canada	1982 Spider	57	44.822	40.765	43.566 (1)	40.765
	Marks, David	Los Angeles, CA	1986 Spider V	3	42.644	41.355	42.197	41.355
	McGlade, Kim		Mazda Miata	33	48.054(1)	42.004	44.624(2)	42.004
	Kelly, Kieth	Tulsa, OK	Mitsubishi	72	45.669(2)	42.263	44.828	42.263
	Shih, Stephan		95 BMW 325	34	DNF	43.410	43.178	43.178
	Adler, Doug	Newbury Park, CA	96 Mustang	55	41.506(1)	41.793	42.900 (2)	41.506
	Cassella, Russel	Yorba Linda, CA	74 GTV	19	45.792	51.067	45.521(1)	45.521
the following did not run:								
	Bialecki, Hugh	Blue Jay, CA	1970 GTV Euro		DNF			
	Bialecki, Nick	Blue Jay, CA	1970 2001 Audi		DNF			
	Camisasca, Henry	Irvine, CA			DNF			
	Chien, Benny	La Jolla CA			DNF			
	Harris, Randal	La Verne, CA	1967 Duetto		DNF			
	Neidell, Les	Tulsa, OK	67 GT JR		DNF			
	Ward, Alan	Henderson, NV	1973 GTV		DNF			

Gimmick Rally

Sponsored by Brad Bunch, AR Ricambi

Alfiesta 2002 Road Rally

By Elyse Barrett

As Convention Committee members, Jim and I were more focused on the "work" of the weekend, rather than the "play," but we were determined to participate in as much as possible of the latter, while carrying on with the former, and entered my 1973 Spider, Eddina, in the Alfiesta Road Rally. When we discovered that our "other" club (the Shelby American Automobile Club) was conducting its ceremonial parade laps and group photo of real Cobras at California Speedway at the same time, we had to divide and conquer.

I elected to drive the rally and found an able co-piloto in New Zealand's Mike Ritchie, a soft-spoken Saab and Citroen mechanic by trade, and a Milano owner/driver and music aficionado visiting this hemisphere with Dad and two mates from Auckland.

Our road rally subcommittee did a stellar job of organizing and writing the rally, right down to the infuriating poker hand we had to draw – one card at check-in and one additional card per checkpoint. That part really leveled the playing field. Thank you, AR Ricambi, for sponsoring this truly fun run around some of the nicest driving roads in the West.

As promised, finding answers to the questions did not bend our brains too much, and the driving – after we were finished with the series of loop-de-loops through Irvine's office parks – did not beat us severely about the head and torso.

The weather started off nice and cool under the morning marine layer, then warmed to a toasty July afternoon as we headed back to the coast. The total driving distance was 65 miles and Eddina completed the circuit in 2-3/4

hours. We had just two "offs" – one when I turned into a parking complex instead of onto the street beyond it, the other when I got us onto the toll road instead of following the Tustin-Irvine Marketplace main drag.

The structure of the event reminded me of the kid's "let's get dizzy-sick" game wherein you spin around as fast and as many times as you can before stopping to walk off in some direction toward an object, friend or goal. The writers made good use of the Skypark Circle business neighborhood (dizzying, yes) adjacent to John Wayne Airport and then sent us on a nice cruise through Newport Beach's Back Bay nature preserve, where our downfall – the answer to Question 7 – was pretty much hidden.



After Back Bay, we were thrown back into the spinner in the office park adjacent to the former U.S. Marine Corps Lighter-than-Air Base following vicious backing and forting directions until being granted a 10-15 minute break. Mike and I took the opportunity to have a 7-Up and slather ourselves in more sunscreen for the inland portion coming next.

As we motored into Orange County's interior, I was both appalled at the suburban sprawl and pleased by the beauty of the foothill countryside. We had a brisk run into Santiago Canyon and then geared down for some great climbing and diving on the Modjeska Grade.

Mike struggled with pronunciation of our place names and I lectured on what they meant. He marveled at the oak-tree tunnels; I babbled about the crummy multi-million-dollar shacks some lucky folks built in this sagebrush paradise; we thipped Eddina's fuel gauge to be sure she was only playing with us when the needle would stick down on "empty".

Having some local knowledge helped anticipate answers to many questions like the last words in the sign at Irvine Lake (to Fish!) and how many miles must you turn on

your headlights (12). However, other answers were complete discoveries, like the "Silver Eagle" and, were we at "Hunky Dory, Peachy Keen or neither?"

Such a loopy day couldn't possibly end without more loops and sure enough, we had one more set in the residential hillsides of San Juan Capistrano. Thankfully there was just one question to answer there before the final checkpoint.

We were confident that we'd answered all but three of the 22 questions accurately and/or in complete compliance with the instructions. It was our poker hand that sucked. I'm glad I was driving so I couldn't brood on the hopeless collections of cards that we unwittingly pulled at each checkpoint. I remember a seven, a Jack, an ace, and some other incompatible junk. At the very end, we learned we'd missed just one question, and had finished after a perfect number of hours and minutes, and had a very good time!

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Driving Tour of OC

Photos by Charlie Schwartz (below) and Elyse Barrett (next 2 pages).

Charlie Schwartz provided a great driving tour of the Southland. The photos show the starting place (page 16) and stops along the way, below, as well as the Mission San Juan Capistrano. We are hoping to redo this tour in October as a week-end event.



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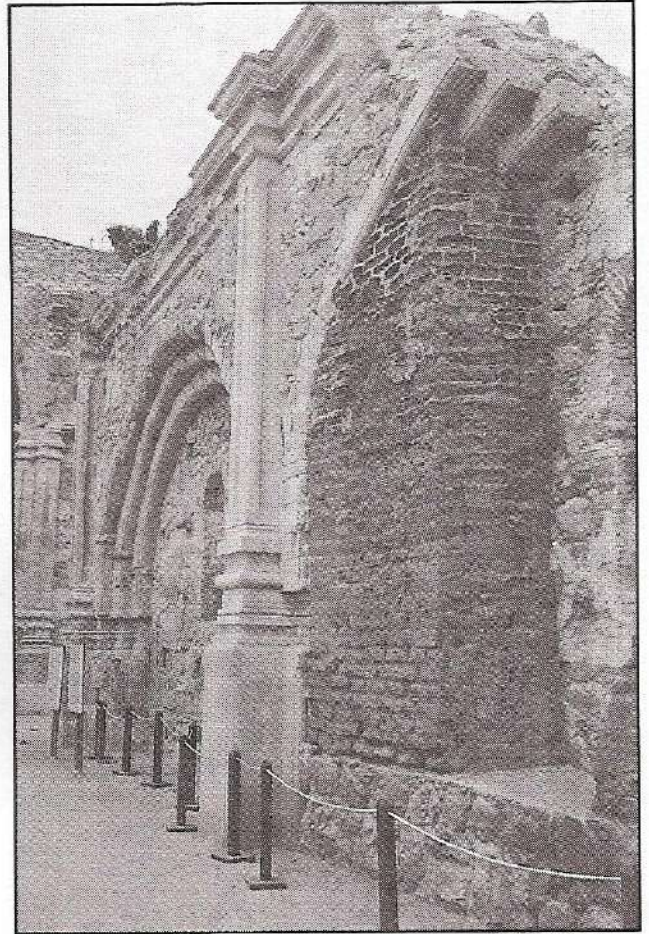
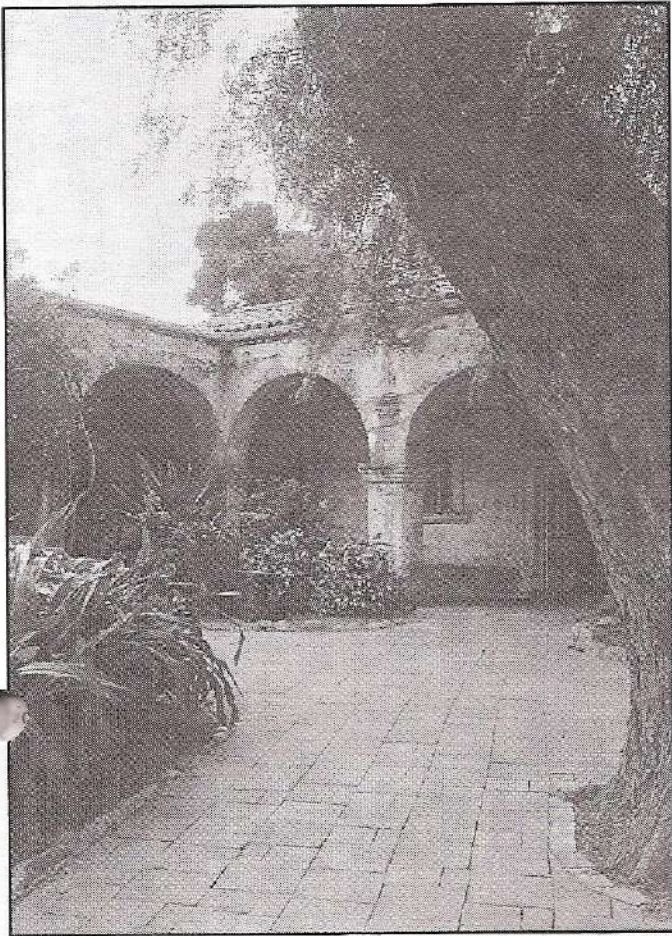
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Views of Mission San Juan Capistrano, Part of the OC Driving Tour

Photos by Elyse Barrett



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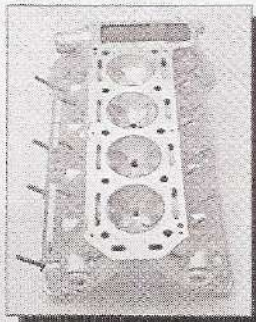
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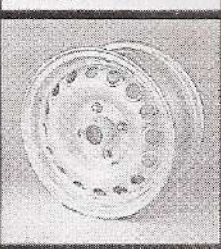
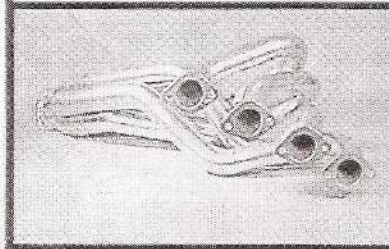
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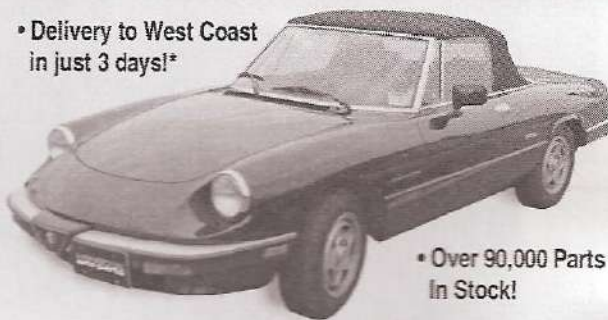
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1974 Spider: runs great, new seats, like-new black interior, both soft and hard tops in great condition, Turbinas. Originally a Nevada car (no rust) with older, red paint, but looks clean and sharp. Perfect for restoration or daily driver, \$4,200/obo. Call Gerry at (360) 678-8315 (WA) or E-mail to gerwoolery@aol.com. (8/2)

Parts & magazines for sale: One new Chromodora 5 1/2 x 14 wheel for Spider (107mm bolt circle), \$75.00.

Back issues of Alfacionada and Alfa Owner from 1984 on (will keep last year or two depending on buyer). Make an offer.

Back issues of Road & Track, 1976 on to mid 90's. Make an offer.

Need to clear up some clutter in my garage. Call Seppo at 805-379-0973 or 805-469-8915. (8/2)

1969 Spider Veloce: Red, black interior, two-owner car, present owner since 1974, Ward & Dean rebuilt engine and transmission, with 37,000 miles since rebuild, Spica fuel injection, all maintenance records, kept in garage, a southern California car, a car just waiting for an Alfa aficionado. \$11,500.00 or any reasonable offer. Call John at (626) 355-909 (days), (626) 355-8710 (nights) or E-mail: johnJDavisAssoc@cs.com. (7/2)

WANTED: 1956-59 750 Spider Veloce. I'm in Los Angeles, will travel. Call Chip Baldoni or ask for Ivonne, (562) 809-4040. (7/2)

Parts for Sale: Carello headlight cover kit (with rims) for 66-82 spider. NEW \$100. Sport ram filter kit for Webers, like NEW \$100. Call John at (310) 823-0575 or e-mail to jffrank@lafn.org. (7/2)

1974 GTV: white, runs great, clean body, shifts smooth, upgraded Bosch 2.0 motor, competition springs and shocks, very nice interior. California car currently registered.

Parts: Alfetta transaxle \$100, Spider rear axle \$100, 5-speed tranny for Spider/GTV \$200, 2.0 ltr. bare block \$50, 164S wheels—need refinishing \$300, Alfetta rear lid with glass \$50, Alfetta 4 door trunk lid \$50, four Spider turbina wheels - need refinishing \$100, lots of other spider and Alfetta mechanical parts available.

Wanted: Wheels for Alfetta GT, 4 preferably 6-7" Ronal rims for my track car. Call Jim Ferris at (909) 861-1474 or E-mail: jim.ferris@penske.com. (7/2)

Wheels for Sale: Set of 4 Rial (?) alloy wheels, made in France, 14X14, basket-weave design looks like 1 piece BBS wheels, silver paint finish, very good condition, \$400 for the set. Wheels have only been used on occasional weekends by an old man from Las Vegas. Acquisition of 2 sets of 7X14 wheels

necessitates sale of narrower wheels. Call Phyllis at (714) 377-6377 or E-mail to Phyllis3@aol.com. (6/2)

1978 4-door Alfetta Sedan: Black exterior, creme interior, runs strong, clean inside & out, straight body, will not pass smog. \$750. Call Sabrina at (310) 264-9468. (6/2)

1988 Milano Verde: 3.0L V6, red, sport sway bars & springs, custom 17" 7-spoke wheels with new Yokohamas, Ansa exhaust, alarm, great condition, 105,000 miles, \$6800. Call John at (323) 469-3720 days or (310) 519-9088 evenings. (6/2)

1985 GTV-6: in excellent shape, 108,000 miles, TRX wheels, good gearbox, garaged or covered since new. Repainted a number of years ago, velour interior in very good shape, original radio, and sunroof. \$4000.00

Berlina parts for sale: 1968 front bumper, 1969 rear bumper, windshield cowl, 2.0L head & cams. Best offer! Call Gary at (310) 246-0873, (310) 880-2158, or E-mail to Beau90265@aol.com. (5/2)

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1991 I64: Black/gray, base model, rebuilt 5 speed trans, sunroof, needs some very minor paint work, new CD radio, never hit, runs and drive great. \$4500 o.b.o

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65-74 GTV rear quarter window glass - \$30 for both.

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72-74 Spider rear bumper, missing one bumper guard - \$200.

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Parts for Sale: GTV-6 door seals, original, no longer avail., \$150; GTV-6 fitted sheepskins \$90/pair; GTV-6 front bra \$100; GTV-6/Milano euro header pipes \$150; used GTV headers \$50. OEM carpet set for Alfetta Sprint \$50.

1973 GTV: Red, black interior, 15" Panasports, '69 "flying buttress" seats, smog exempt, \$7200. Call Emilio at (805) 966-2498 (4/2)

164S Wheels: Set of 4 stock wheels, 15X6, with nearly new Michelin Pilot XGT-H4 195/65X15 tires. Package deal or separate, \$500 OBO. Call Al Cortes at (310) 970-0127 or E-mail to alerts@juno.com. (4/2)

1985 Spider Veloce: Aqua green, with new paint job and roof. 108,000 miles, runs great. Owner is in LA, but relocating out of the country by May 1 and needs to sell quickly, \$4,500. E-mail at stephen.nickerson@warnerbros.com. (4/2)

1978 Spider: Red with black interior, and black 6-yr-old ragtop. 74K miles, 5-spd with less than 2K miles on new clutch; 2 year old catalytic converter. AM/FM/Cassette; runs well, suspension needs some TLC, no body damage or significant rust; interior is in fair condition, exterior good condition. Price \$3000 (obo). Call Rick at (805) 388-4712 or E-mail at jana.n.co@gte.net. (4/2)

1977 Spider Veloce: blue, body perfect, never hit, paint ok, interior/top XLNT, runs great but might need head gasket. Rare Cromodora Daytonas, Konis, springs, swaybars, susp brace, padded rollbar, Sperry head/cams, CD player/amp, all really nice. Weber carbs, will NOT pass CA smog. Superb car if you can

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Cromodora Campanatura 38 wheels: 4 rims, 14 x 5.5, from 1979 Alfa Romeo Spider Veloce, with metric steel belted radial M+S 175R14 88S tires mounted. One tire has a sidewall crack and leaks. \$100.00 or best offer! Call Jeff at (714) 843-6262 or E-mail to: surfcitylocal@aol.com (4/2)

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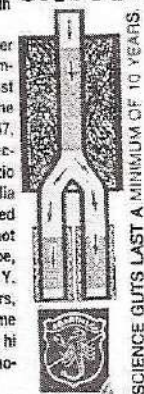
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I am Carlo Abarth trained, the dean of Abarth & C., the first racing university and largest automobile factory of victories. My diversified / specialized motor car company located in Torino, Italia won 18 World Championships. Their first attempt was in 1962, winning Grand Turing Division 1 and again for 6 straight years. Fiat bought Lancia and Ferrari in 1969, then Abarth in 1971. Prior to August 71, from 1949 the many faces of Abarth won 7,277 races. As Fiat's racing division, Abarth won 2 World Rally Championships for Fiat then 9 for Lancia. In 1992, Abarth was assigned to prepare and win races with Alfa Romeos. At 18 years of age, Carlo Abarth invented the first prototipo free flow exhaust technology 'Guts' formula as he was constructing his first racing motorcycle. With his tuning and driving talent, Carlo Abarth won his first race July 29, 1929 with the ABARTH bike on an oval dirt track. Fotos and details on page 11 of my 456 page 'ABARTH GUIDE' book documenting 229 different Abarth automobiles. 26 years later, with his 13 engineers and 300 artisans, Carlo Abarth had perfected and produced hi-science

ence induction and exhaust conversions for most European marques. Enzo Ferrari won his first 12 World Championships with Abarth's hi-science and skillful fabrication. At the mid-way point of the Golden era of art on wheels, Carlo Abarth was the inventor, product planner, promoter and industrialist while his full time partner, Carlo Scagliarini was the administrator. Abarth & C. became the originator of the imitators in hi-science performance: exhaust systems, engine, transmission, suspension conversions and select esthetic accessories. To copy Abarth's hi-science 'Guts' technology, is only half the art. There is the complicated art of designing, testing each new prototipo, then the art of manufacturing the product far superior than the imitators. My 35 year slogan 'Nothing is Like An Abarth's' still stands. Since Fiat has curtailed Abarth's production to devote more time winning races for Alfa, the 7 BrothErs, a giant firm in northern Italia has succeeded in creating the second best Free Flow Exhaust quality range next to Abarth. From 1972, I have been sole importers of FAZA DAYTONA systems and

consultant to this largest and best copy / maker of Abarth quality and technology [Guts.] This is PART I of a 4V PART Advertiser to be continued after the space runs out in this ad. Both Carlos resigned themselves to be passionate prisoners for life of the foremost racing and exotic gran turismo produced and driven in the IATT [Italian Automotive Technology Triangle]. In 1947, Carlo Abarth joined Cisitalia as their overall technical director. At the time Carlo Scagliarini, his brother and Tazio Nuvolari were the team drivers. Early 1949 the Cisitalia founder, Piero Dusio closed down this firm he had founded before WW II but the IATT Cisitalia claim to fame would not die. One of their examples, the 1948 Pininfarina 202 Coupe, is on permanent exhibit at the Modern Museum of Art in N.Y.C. The two Carlo's bought Cisitalia, kept 27 engineers, artisans and several cars. From then on, with his full time partner, Carlo Abarth pioneered their ultimate hi-science, hi performance [more power with more reliability] automobiles, mufflers and conversion equipment.

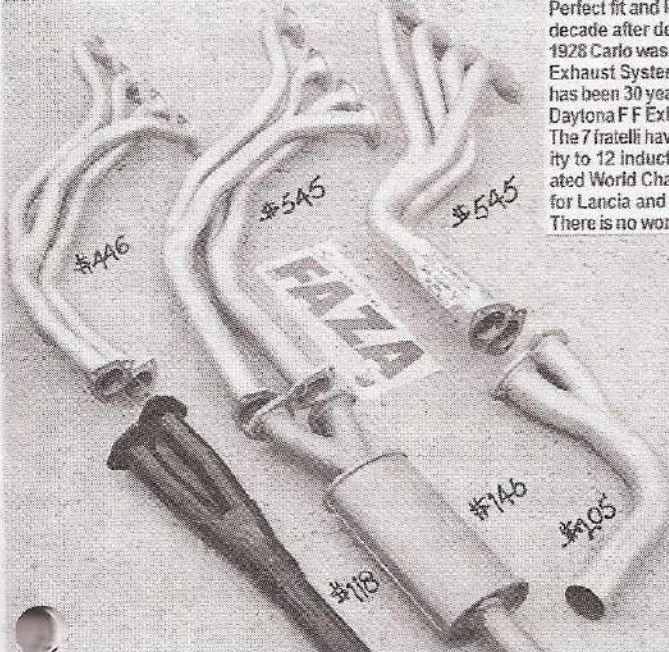


1957 ALFA ABARTH 1100 RECORD ENDURO / PININFARINA number 26 of 229 Abarths documented in my 456 page 'ABARTH GUIDE' book. Abarth's first attempt at International Record Breaking was successful on June 23, 1956 with Fiat Abarth power and body by Bertone. For the next decade Abarth endurance and drag racing Record Breakers were the

most successful in all Europe. On May 18, 1957 the factory of victories and soon to become the first racing University, set 5 new Records Internazionali in the Class G, up to 1100 cc. An Alfa Romeo 750 engine series returned and reduced to 1000 cc. Carlo Abarth shown here testing at Monza. Paul Frere and Alfonso Thielle were the co-drivers.

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er's Perfect Fit and Longevity. If alignment / brackets / bolt holes are off 4 to 5 mm, Cosentino shipped or you ordered wrong! Yours truly has been Abarth Cloud 9 Amici dello Scorpione trained. The move to Daytona in 1972 was an insane sacrifice to get the Fiat / Fiat Abarth / Abarth Robots out of the frozen north. Fisher Products, the sole importer for Abarth Exhausts refused to trade with me any longer. This was in 1970, all due to professional jealousy [FAZA being the Abarth auto and parts importer]. In 1972 I introduced ANSA exhausts with 48 feet containers in full page ads. Their Abarth looks and trust turned to rust and broken pipes in 6 months. I gave refunds or replaced all with 7 BrothErs Daytona Systems. It has been decades from their last error. Only recently 2 front sections of 1300 Alfa Spider systems had noise at the plenum. The robot missed the perforated pipe weld. Abarth guaranteed for life. FAZA is for 10 years.

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- ALFETTA BERL * 75/85 3 PC 294. R
- GTV 8 2.5 CENTER & R... 348. R
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Our 2002 Calendar

January	February	March	April
8 AROSC Board Meeting 12-13 Time Trial - Willow Springs 27 AROSC Annual Meeting and Luncheon at Cirivello's Trattoria, Long Beach	5 AROSC Board Meeting 9-10 Drivers School, Streets of Willow 22 General Meeting - 8pm, Culver City	3 Convention Meeting @ Phyllis Gaylard's 10am 5 AROSC Board Meeting 17 Swap Meet at Autostrada Huntington Beach, 9am 29 General Meeting - 8pm Culver City	3 AROSC Board Meeting 13-14 Time Trial @ Willow Springs 26 General Meeting - 8pm 28 Concours at LA Arboretum, Arcadia
May	June	July	August
1 Board Meeting 19 Wild Flower Tour 31 General Meeting - 8pm, Culver City with Special Program on Multi Meter	1-2 Time Trial & race @ Buttonwillow 5 Board Meeting 22-23 Vintage Trans-am Races at Fontana w/spectators 28 General Meeting - 8pm Culver City	3 Dyno Session at Magnaflow 4-7 AROC National Convention, Costa Mesa 26 General Meeting & Tech Session, Omega MotorSports	4 Summer Party, Huntington Beach 7 Board Meeting 16 Concorso Italiano, Carmel Valley 24 Mt. Wilson Climb to the Stars 30 General Meeting - 8pm, Culver City
September	October	November	December
4 Board Meeting 14-15 Time Trial & race, California Speedway, Fontana Infield 27 General Meeting, 8pm Culver City 29 Concours	2 Board Meeting TBD Palms to Pines Tour TBD Driver's School TBD Swap Meet @ Dirk's "Museum" 25 General Meeting, 8pm Culver City	2 Best of France & Italy Car Show & Concours 6 Board Meeting 9-10 Time Trial, Laguna Seca 22 General Meeting, 8pm White Turkey Sale & Elections, Culver City 29-30 Wine Tour	7 Holiday Party 8 Board Meeting & Planning for 2003