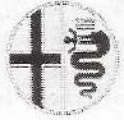


# Giacionova

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



**DON'T MISS:**

*Annual Meeting at Cirivello's Trattoria with  
Lunch -- January 26*



Alfa  
147

December 2002

**In This Issue: Time Trial at  
Laguna Seca, Wine Tour, Up-  
coming 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 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.

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### 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

The grill on the Alfa Romeo 147 is an interesting mix of old configuration with an update. This picture was taken from an Alfa Romeo brochure on the 147. Too bad it is not available at your local dealer.

### AROSC Board of Directors - 2002

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#### Website Chair

Brendan O'Brien (760) 822-7821  
[Brendanobrien00@hotmail.com](mailto:Brendanobrien00@hotmail.com)

**AROSC Web Site: [www.arosc.org](http://www.arosc.org)**

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

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# Annual Meeting January 26

*Cirivello's Trattoria Again!*

## January Meeting at Cirivello's Trattoria Again!

The last three years we have held our Annual Meeting at Cirivello's Trattoria with a buffet luncheon, and we have had great attendance, great food, and great fun, so we're doing it once again. This year, we will meet on Sunday, January 26 for the introduction of new officers and the presentation of Year-End Trophies for our competition program. There will be the informal clean car show in the parking lot again, weather permitting.

We expect another great group in attendance, but keep in mind that this is a small restaurant, and although we take over the whole place, there is a limit of 80 people so make reservations early. Also, a reservation is secured by payment, so please send a check to AROSC at 17041 Malta Circle, Huntington Beach, CA 92649 in advance to be sure to get seated. We will have some special door prizes, and maybe the restaurant will give away a free dinner or two, so how can you miss? Skip the Super Bowl Pre-pre-pre game shows and join us for a great afternoon. Then go home and watch the game.

Mark your calendars, give us an RSVP and a check, and come see us there.

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

Date: **Sunday, January 26, 2003**

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

Cost: **\$17.50 per person**

RSVP: **by January 20 to Phyllis Gaylard  
(714) 377-6377  
E-mail to [Phyllis3@aol.com](mailto:Phyllis3@aol.com)**

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

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# View from the Top

*Miscellaneous Rumblings from Il Presidente!*

Since I thought last month's View From The top was the last for 2002 I guess this is just a recap of November and a preview for what we have coming up in 2003.

The White Turkey Sale we had at the November General Meeting was a great success. We "sold" over \$250 of valuable stuff and the Club kept over \$170 of that. Most of the credit goes to Charlie Schwartz, our head auctioneer.

Thanks to Jay Negrin's house cleaning for his relocation with Linda to the Westside, he found a bunch of our old T-shirts, NOS (ask a car restore type person what that means). We sold a bunch of them for not much money each.

Doug Bender's 2 liter engine case parts (see other words on the Laguna Seca Time Trial) brought in a few dollars (why did you buy them Bonnie? Perhaps to go along with the bent valves you got a couple of years ago.)

Art Russell managed to clean out the left over raffle gifts and damn near all of them received bids. I can't wait to see what we get for next year's raffles. And what is Art is going to do with 2 yellow Momo wheels? I guess look for 2 more yellow ones.

At the same meeting we concluded our election for the 2003 officers. What a surprise, the incumbents were re-elected as well as 2 and fraction new Board members: Norman Silverman was on the ballot and made the cut. A relatively new face John Pike was nominated from the floor by Marsha.

To keep our tradition of railroading someone into the position, Carrie Adrian received an official nomination from last year's railroadee, Bill Carson. The next Monday evening I got a call from Carrie and (Oh, did I mention that she wasn't even at the meeting??) "Hello, Paul" (insert the word "icy" someplace). But I think that after a little fanny kissing she may have conditionally accepted the position. Time will tell.

By the time you get this the Holidays will mostly be over. So now is time to make plans for the big Annual Meeting at the end of January. It is a great buffet lunch, year-end awards are handed out and your new Board of Directors is introduced.

See you at the meeting.

*Sidewaysalfa*



## Correction!

The November Issue of *Alfacionada* erroneously identified this sexy Fiat, seen at the Woodley Park 'Best of France and Italy' Car show. It is in fact Merkel's Fiat Abarth 700 Bialbero. It just looks like an Alfa TZ that was left out in the rain and shrunk. It is a 2-seat coupe, with a 4 cylinder 700cc engine in the rear with a 4-speed transmission, also in the rear. It has independent front and rear suspension, disk brakes, and Weber carbs, 36 DCL or 40 DCM. That's all I can make out of the Italian specs. Thanks to Tina Van Curen for the info.



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# Wine Tour 2002

## The Day After Thanksgiving in Temecula

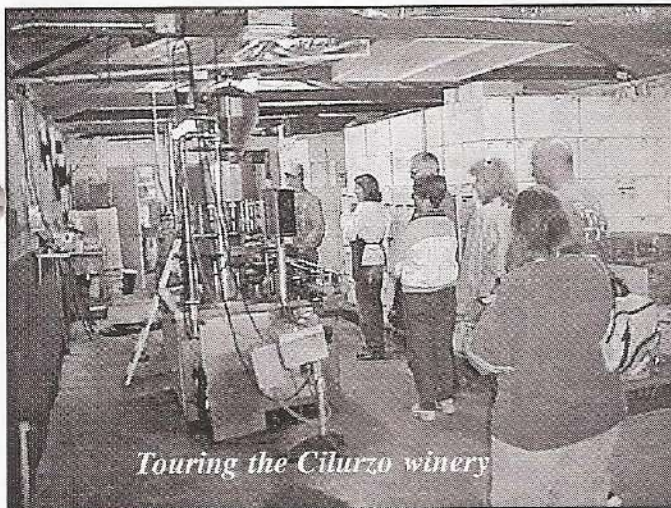
### What Do Wine, Cheese and Swimming Have In Common?

by Paul Blankenship

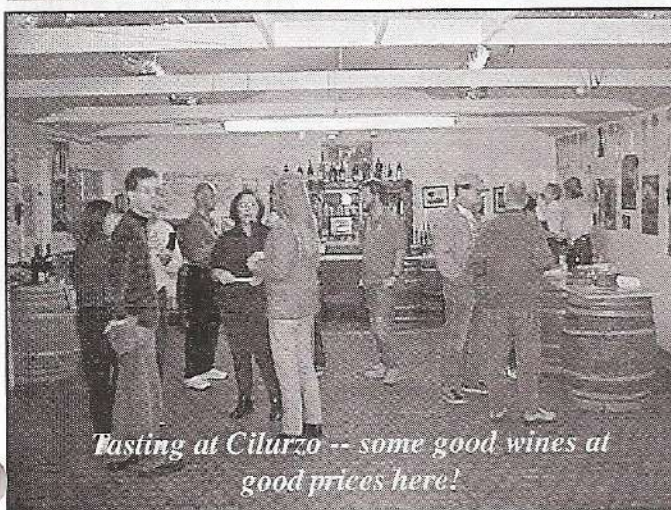
Photos by Norm Silverman and Jim & Elyse Barrett

Well about 22 of us remembered that the best leftovers are you know when.

After meeting the early risers at Penfold's Coffee Shop in Temecula we drove out to the Cilurzo Winery for our first tasting and a winery tour. What better way to start off a



*Touring the Cilurzo winery*



*Tasting at Cilurzo -- some good wines at good prices here!*

day that started with getting up at 4:30am than drinking at 10:30 in the morning!

We then drove the ¼ mile down the road to Maurice Car'rie. Mt. Palomar, across the street, was next for our lunch stop. Here we brought out the leftovers we all had made the day before. As usual, some of us couldn't bring any picnic stuff, but no worry with AROSC! There is always too much food and we all shared the bounty. And

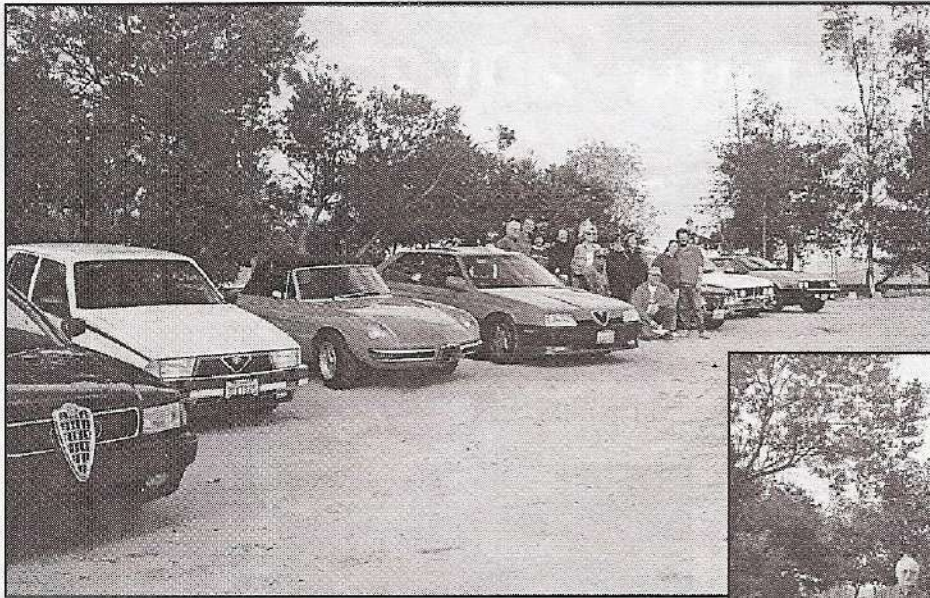


a little well chosen wine didn't hurt the taste of turkey sandwiches, cranberries, and pie.

We got to see what you could do with too much money and a taste for wine at Churon Winery, the newest addition to the Temecula wine area. In addition to the winery they built a B&B in the Chateau style. Rooms range from \$200 up. (We should consider getting a room for the bunch of us next time we visit Temecula).



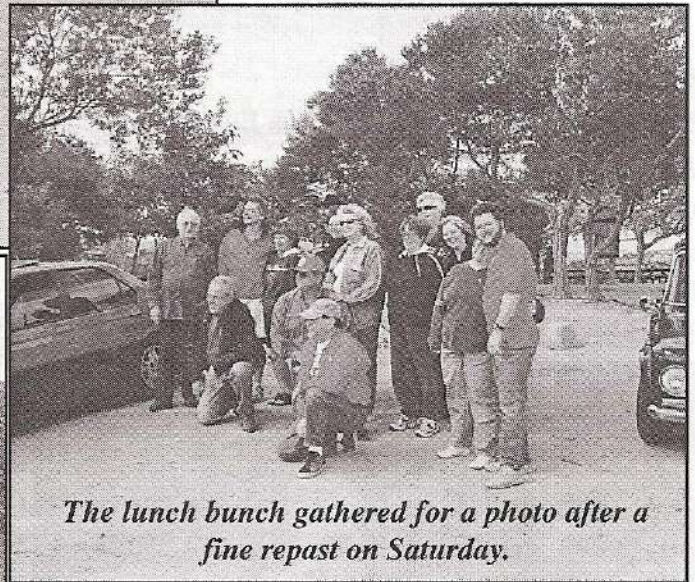
*The Fallbrook Country Inn*



***Our usual selection of cars from the old Giulia Super to the new Spider Twin Spark in front of Maurice Car'rie Winery.***

That pretty much used up our energy for the day so we headed down the road to Fallbrook and our rooms for some rest and cleaning up before dinner at Dave and Erika Herting's new home that evening.

As the afternoon drew to a close at the motel I noticed some flashes of light in the sky off in the distance. As our 6pm departure time drew near, so did the lights in the sky. By about 5:30 rain started and then suddenly the sky opened up with a downpour and a super thunder and lightning show. Mary got on the phone to the other rooms as well as to the Hertings to make emergency plans for our group to make the trek to dinner. Several of the cars we brought were not up to foul weather. The assembled group was all jammed into our room, as David showed up to escort us to his house for our dinner. (Did I forget to mention that the directions to his new home consumed a whole page to cover the 4 miles from our motel to his



***The lunch bunch gathered for a photo after a fine repast on Saturday.***

place]. So off into the storm the intrepid, and hungry, Alfisti set off, David leading the way.

Dinner is never a disappointment in Erika's kitchen. We all enjoyed a super pizza dinner that was accompanied by various wines we had accumulated during the day. Also there was Glenna Garrett and Bob and Judy Gaukel from the San Diego Chapter.

Saturday morning the sky was clear and the air was crisp. After lots of coffee and pastries the group decided that we needed to see a cheese factory that was located about 40



***Norm Silverman reattaches his dash board.***

miles from nowhere. A beautiful drive back through the Wine Country and out into the wilds of North San Diego County lead us to the Winchester Cheese Co. where some of the country's best gouda cheese is made in a bunch of trailers.

The place is located at the end of a washboard dirt road off the main highway. Can't miss it, 'cause there ain't anything else around for miles. Hint for car restoration folks: Not sure if you fastened all those nuts and things?? Then just head for Winchester and drive down that road. Norm Silverman was reminded of a few fasteners not fastened when part of his dashboard ended up at his knees. And Phyllis reminded me that if a V-6 won't make a sound when you turn the ignition key "check the green wire" before getting out the jumper cables.

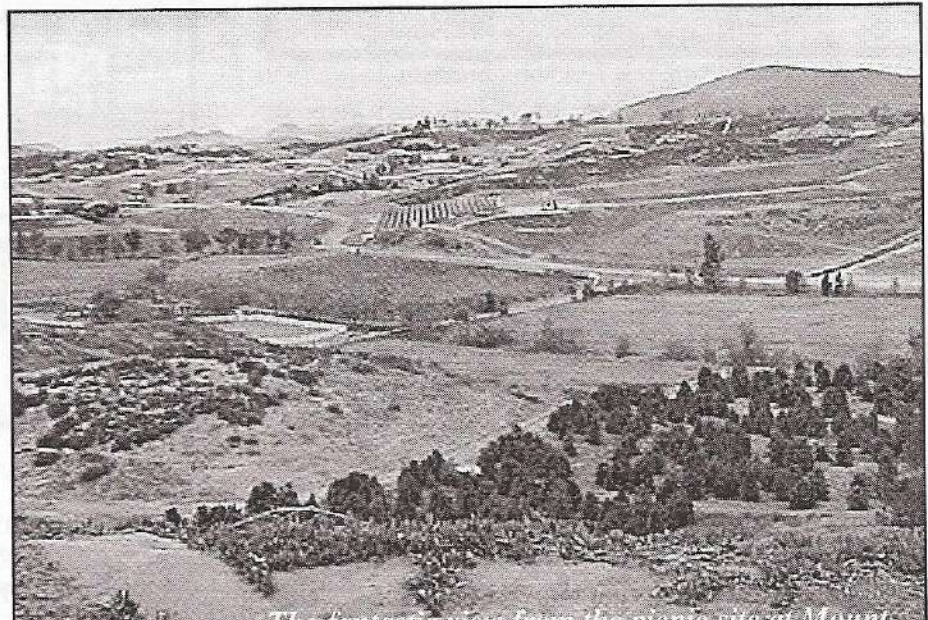
Our provisions replenished with some good Gouda, the party returned to the Wine Country to taste at Bailey's Winery and procure a fine vintage for our lunch. Hart and Thornton wineries ended up the day.

We all met for dinner in Fallbrook where we presented David and Erika Herting with some sort of ceramic duck thing in thanks for the lovely pizza we enjoyed the evening before.

That's what we did for this year's wine tour. Stay tuned to these pages for the plans for Wine Tour 2003.



*A 'Chinese Fire Drill' trying to start Paul's Milano at the Cheese Factory after the washboard road.*



*The fantastic view from the picnic site at Mount Palomar Winery drew us back for a second day.*



*Randy Harris and the Barretts enjoy a taste.*



*The Barretts had a happy GTV-6 !*

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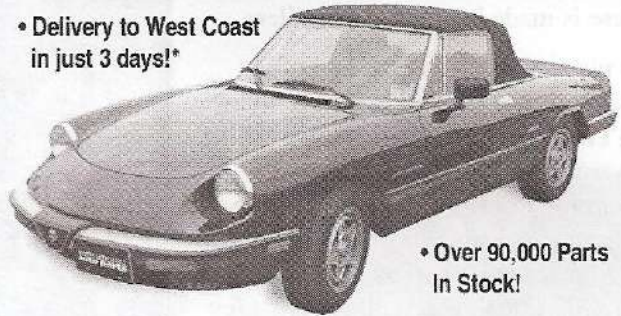
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## Kudos for the Intro Program

Kudos to your club!

Went to Laguna to finally meet Clark Taylor, who also built a Caterham Super Seven. We have been E-mailing each other for the past year and a half, discussing our respective Caterhams.

When I arrived, Clark suggested that I drive in the "Introduction Group" sessions for only \$20 per day! Wow, I thought! I hotfooted straightaway to registration. Alas the Saturday class was filled, but there would be a space for me on Sunday. Hurrah! Filled out the requisite paperwork, had the car "teched;" hastily made a local motel reservation; called wife and told her I was staying over. (She was attending a teacher's poetry seminar for the weekend.)

Arrived at the track at 0745 Sunday. Learned Introduction Classroom schedule at Driver's Meeting. That gave me enough time to ride along with Clark in his Caterham during the Group 1 session. Yikes! Is that "corkscrew" sumpin'-else at speed!!

Heading for the 10 am classroom, I was surprised and pleased to see the family Subaru approaching. Martha had arrived; leaving the seminar in Concord CA post-haste to see me run my car for the first time. She attended the classroom session with me and commented that she was glad she did. She now knew that I wasn't going out on the track and "kill" myself!

I cannot begin to tell you how much I enjoyed the experience! What a deal you have provided!

Even today, people ask when I'm going to wipe that "silly-grin" off my face!

The registration, tech-inspection, and classroom staff was most informative and cheerful.

So again - Kudos to the Alfa Romeo of Southern California Club!

Joe Hawkins  
Alameda, CA  
jay7hawk@sbcglobal.net

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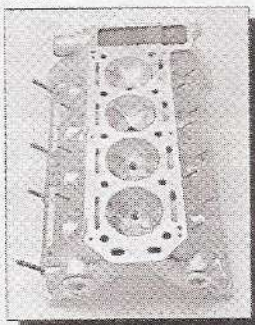
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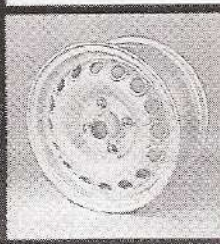
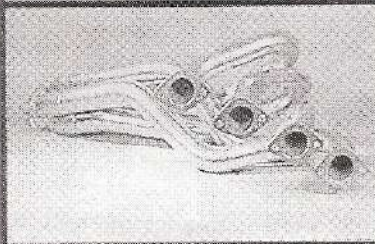
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# Time Trial at Laguna Seca

*Did you bring your windshield wipers?*

## Wet and Wild!

by Doug Bender

Photos by Art Russell

At long last we return to the very popular Laguna Seca! Looking back at my log I find the last time we were there was March 2000, over two and a half years ago. Laguna Seca is the Crown Jewel of California racetracks, with its great location in the Monterey peninsula, its long history of professional racing, the annual Monterey Historic Races, and the very challenging and beautiful racetrack itself. A date at Monterey, especially a weekend date, is prized and valued among car clubs, and this year we beat out several other clubs to get our early November weekend. The long wait was worth it.

Taking a date so late in the year meant weather was a risk. Sure enough, the week of the race saw increasing reports of a major storm to hit Northern California first and move southward into the weekend. By Friday morning it was raining hard in Los Angeles. Despite the threatening weather everyone showed up. In Monterey the rain eased off Friday evening and held off till Sunday afternoon, just in time to ruin the timed laps of about half the drivers and make the final race very interesting.

Driving up to the Monterey Peninsula was an experience, with heavy rain the entire way, especially for those of us who took the 101. There are two main ways to get to the Monterey Peninsula from Southern California: Highway 101 all the way, or go up Interstate 5, cut across on Highway 46 (the James Dean Memorial Highway to automotive history buffs) to Paso Robles, and go the rest of the way on 101. Those who took the 5-46-101 path reported no problems. Personally, I avoid Interstate 5 and Highway 46 whenever I can, so Art Russell and I drove in convoy up 101 in our GTVs (his a 72, mine a 74). We lived to regret it. In Ventura there was construction in the north-bound lanes, narrowing three lanes to one and causing about a 10 mile backup that took over an hour to negotiate. I noticed access roads paralleling the freeway all the way through Ventura so we tried to use these roads to get past the construction. This worked well for about two miles until we got to a dead end where the access road



*A nice day in Monterey...*

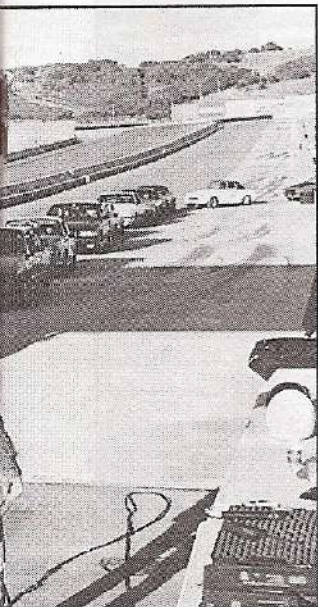
was closed for maintenance, the onramp to the freeway was closed, and we had to backtrack a mile. It's good to have a sense of humor about these things. Just past San Luis Obispo there was another long construction zone up a steep hill—a real clutch burner. On top of this, Art couldn't use his wipers because every time he tried it would blow a fuse. And in my car, the wiring to the fan motor developed a short so I couldn't run the defroster. 30 year old Italian wiring tends to be unreliable in soaking wet weather. And besides all that, I was trying to recover from a bad cold and wasn't even sure I wanted to drive in the time trial. Is it worth it? Heck yeah!

So we got to Monterey at around 8 PM. I wanted to check in at the track first to see how people were setting up and how Friday afternoon tech inspection had gone. We drove up the familiar access road toward the pits, and in the pitch



dark followed our headlights through a series of open gates into the pits. Some cars were there and some people stumbling around with flashlights, so I figured we were in the right place, but it was spooky! By this time the rain was a light mist.

A Laguna Seca time trial is complicated to set up and running it takes twice as much work as any other event. Among other things, there's more bureaucracy, different corner workers, a strict limit on the number of cars (we had to turn away a number of applicants), noise restrictions, the travel distance, lots of unfamiliar Northern California drivers, and other factors. We also had a huge number of "Intro Group" drivers, about 40, and broke them into three groups. Fortunately, we got some excellent help to run the event: Terry Watson ran Registration in his usual professional way (with about twice the usual amount of work); Brad Gray was everywhere (Drivers meeting, Intro Group, gridding cars, etc.);



*...turned soggy before it ended!*

Dennis Fibrow in his usual unselfish way did anything needing to be done including sweeping up oil on the track; Paul Ellis ran Tech Inspection and filled in for an absent

corner worker; and most importantly, Terry Manchester ran the event from the start-finish line, doing a job he had never done before under the most demanding of circumstances, and won the respect of everyone for a most professional and competent job. John Cote and Phyllis Gaylard could not make it to the track but set everything up in advance, including sound system, corner workers, etc etc. Alex Brown and his crew did the usual excellent job of Timing (it seems they have worked out the kinks in the timing system), and had his car at the track for the first time in quite a while. And Sheila Kutkus set up an excellent dinner at Monterey Joe's within walking distance of the hotel, plus lunch at the track for drivers.

As it turned out, I was one of the main sources of entertainment. After six years of driving schools and time trials in my streetable 1974 GTV I am now moving to the next level with a dedicated GTV race car. I decided that for old time's sake, and to get the car some sales exposure, I would time trial my '74 one last time after six years of intensive use.

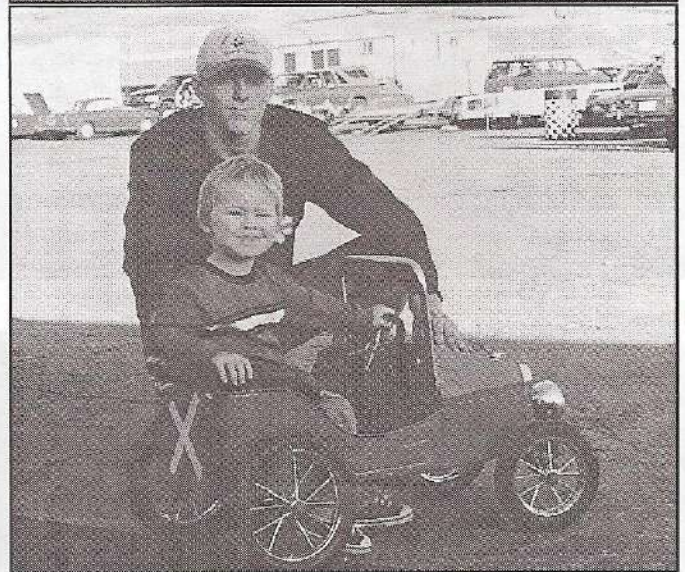
I was busy Saturday morning and got a slow start: I didn't get on the track until mid morning, and took it easy in the first couple of practices, mostly relearning the track. By the end of Saturday afternoon at the grid race for the Alfa Cup I had my race tires on and was ready to step up the pace. The Alfa Cup is really taking off and we had twelve Alfas including mine in the race. The start was chaotic. I followed a yellow race-prepared GTV into Turn 2 and by the time I realized he was holding me up cars went by me on both sides. I tried to go inside the yellow car and we were three abreast at the apex of the turn with at least two of us getting sideways. I quickly gathered it up but the yellow car had gotten ahead. I took off in pursuit and coming down the hill to Turn 10 a car spun right around ahead of the yellow car. I was determined to stay clear of that so I got on the brakes hard and in my mirror saw Art Russell spin behind me—he probably didn't have a nice straight braking area like I did. The spinning car ahead of us miraculously stayed on the track and took off again so I once again set off in pursuit. Our little group was: Andrew Cupp in his black Spider, the yellow GTV, me, Marco Ventura in his GTV 6, and Art. Marco passed us all in the next couple of laps so I was chasing the yellow GTV with Andrew in sight ahead of him, and Art chasing me.

About halfway through the race I was planning how to pass the yellow car when, going up the hill toward Turn 6, I heard a series of loud bangs from my engine and saw a cloud of black smoke. Art said the cloud of smoke was so thick he couldn't see. To make a long story short, my

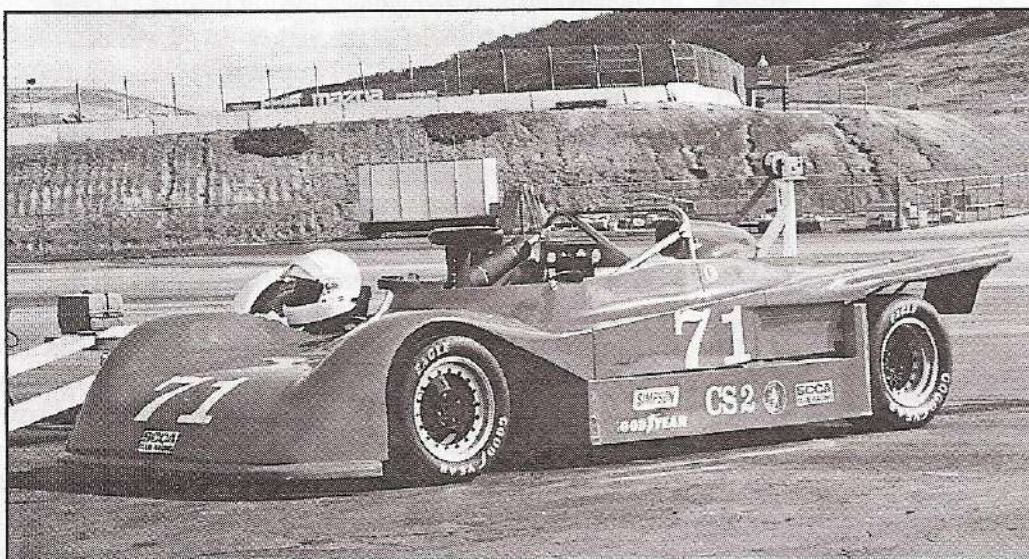
engine blew. I coasted off the track into the wide dirt runoff area and heard the engine still running so I shut it off. Luckily there was no oil on the track. After the tow back to the pits there was a steady stream of curious people peering into the engine compartment, where they could see #3 rod poking through the side of the block. So, at a time trial that I wasn't even sure I wanted to run, driving my old car for the last time, its engine blew. I changed the for sale sign to read "Special—this weekend only—price reduced!"

Back in El Segundo when my mechanic Fabio Garbini took the engine out we found that one of the nuts on #3 rod had backed off its bolt, the bolt broke, and after that the other bolt failed. I had bought this freshly built bottom end three years ago from a guy who was going out of the business and had it on his shelf; it seems he didn't use the lock tabs to keep the rod nuts from backing off. Number 3 rod was bent like a pretzel and there was a big hole in the side of the block. The chief corner worker had come back with three chunks of the aluminum block she picked up beside the track, and another big chunk was attached to one of the motor mounts which was itself badly bent. Art Russell brought the three pieces back with him and Bonnie Schwartz bought them at the White Turkey Auction so when I see her I'll give her the motor mount, the other large chunk of block, and the other failed rod bolt. By the way, the car is still for sale, with or without an engine, buyer's choice, but I think I've sold it.

My wife left Redondo Beach at 5:00 AM Sunday in our Jeep while I spent Sunday morning on the phone rounding up a tow dolly. When she got to the track the



*Get those novices started early!*



*This nice sports racer opted not to run in the rain, so we don't have his name.*

tires of the Jeep were all muddy—she had missed the Highway 46 turnoff and cut across the median strip to turn back, very nearly getting stuck until she tried the four wheel drive for her first time. After I took care of Club business and packed up we drove out to the hill overlooking Turn 4, watched the race, and started the long tow home.

OK, I had an interesting weekend. What about the rest of the Club? As I said before, we had a lot of interest in this event and had to turn cars away. Many of the cars there were our regulars, with an emphasis on our Northern California members. I don't recall any really exotic cars. There was a Fiat X1/9 which is a bit out of the ordinary for us.

Besides my car, one other car had a big oil leak and fire on Saturday. I think it blew its engine but I am not sure. Alex Brown had his car on the track for the first time in quite a while and had brake problems, and spun off between Turns 9 and 10, just kissing the wall with his bumper. A Porsche time trialing with us for the first time went off at Turn 9 on his first timed lap and did major damage to his car. That's it as far as damaged cars, and it's pretty good for such a wet weekend. In fact, this year hasn't been too bad. Let's keep it up.

Rain hit about halfway through the timed laps. It's easy to tell from the results who ran in the dry and who ran in the rain—the rain seemed to cost about 20 seconds a lap. When the rain started several drivers turned their cars around and drove out of the hot pits instead of risking a drive on a wet track so the results are a bit sparse. The timed laps went well except for the Porsche. Some new names show up as class winners: Claus Groth, Hans Stoehr. Look at the winning times in Alfa Classes B, C, and D: all within a second!

The race was wild. A few drivers backed out but most stayed in. Rain is a great leveler. On dry pavement slick tires and high horsepower are fast. On wet pavement slick race tires and high horsepower are treacherous and slippery. It took Steve Hamilton in his Lola race car several laps to pass Steve Luftman in his MR2. A Milano that had done so-so in the Saturday grid race won the Alfa Cup. About half the cars spun at some point during the race. It was quite a sight!

I've already mentioned how hard people worked to make this event a success. Let me again thank all our volunteers. I've received a number of emails with rave reviews from attendees. All in all we've had an excellent year.

See you all in January at Willow Springs and at the annual meeting!

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# More Laguna Seca

## *Another Perspective on an Interesting Weekend*

### No Longer a Corkscrew Virgin

"Blimey, this must be England" I thought to myself while traveling North to Monterey in our diminutive Caterham Seven. I purposely took an extra day off from work for the trip to relax and enjoy the scenery, but instead for two days we persevered through pouring rain. Despite, or perhaps because of the weather, it was a perfect English experience being snuggled down in the Seven, protected from the precipitous elements with full weather gear. In-route we endured wet coastal mountain roads shrouded with fog and covered with road slicking leaves, scurried past intimidating lorries tossing big spray, and splashed our way through puddles; more like lochs for as broad and deep as they were. But alas this England was a dream seen through a looking glass, for we were driving on the right and the place-names were central California: Carpenteria, San Luis Obispo, Morro Bay, Cayucas, Gonzales, Spreckles, and Monterey. In reality, the Seven and I were driving North on Hwy. 101/1 to the Alfa Romeo Owners Club of Southern California (AROSC) Race and Time Trial at Laguna Seca over the November 9/10 weekend! With two transit days of driving rain, it just seemed like England.

Then Saturday, Mother Nature smiled upon us with sunshine, bright blue sky and puffy white clouds. How could she help herself? The Monterey Peninsula is one of her masterpieces and we were there to enjoy her finest work. Thanks Mom! To top it off for us lucky souls, the geniuses who designed and built Laguna Seca Raceway enhanced her work. Take away the beautiful countryside, wonderful people and great cars, and this track is just a major blast to drive!

Bright and early Saturday morning, finding a patch of dry asphalt in the rain-soaked paddock was a challenge. Water had soaked into every pore of the tarmac spread before us. Because there's no room to carry amenities like ground cloths in the Seven, high ground was more important than location. It's funny, but these events are kind of like building a small city, soon the paddock was full of happy people looking forward to a great track weekend, helping each other put up shelters and unload vehicles. Just as I was unloading, an e-mail friend from Alameda, Joe Hawkins pulled in, trailering his new Seven and anticipating his first track experience with the car.

This event was my sixth visit to Laguna Seca as a driver, and there is a feeling you get here that's missing from our remaining local venues. This place has History! Back in the middle of the last century, I grew up on the Monterey Peninsula and graduated from Monterey High School. As a kid, our family used to attend the annual sports car races held at Pebble Beach in the Del Monte forest, pre-dating Laguna Seca. And after Laguna Seca was established by the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) on the grounds of Fort Ord, we attended these events also. I've seen Stirling Moss, Jim Hall, Jack Brabham, Graham Hill, Mark Donahue, Roger Ward, Augie Pabst, Milt Minter, Carroll Shelby and others compete here. I saw the competition debut of the porcupine head Chevy 396ci big blocks in "factory" Corvettes, and watched as Horst Kwech in an Alfa GTV knocked John Morton (Datsun 510) into a spin in the corkscrew during the U2.5 championship, but pardon my digressing. This place just knocks my socks off, and to drive the same twisting, diving, climbing asphalt as these great drivers sends shivers down my spine.

But even without the location and history, Laguna Seca is simply one of the most entertaining road courses in the world. Accelerating hard and cresting the rise at Start/Finish, oh my God your car feels so skittish and light, but you keep your foot in it until trail braking into the Turn 2 hairpin. This turn is just plain fun and sets up the infield section. Heading up the hill through Turns 5 and 6 takes power and finesse, but hold on for what's next. Pick an aiming point on the track to set up for the blind crest at Turn 7. Brake sharply and downshift before the crest, lest you become airborne and cartwheel all the way to Salinas! With speed scrubbed off, bend the car right through Turn 7 and hug the right of the track. Watch for the first glimpse of Turn 8 and rotate sharply left. You'll feel your world drop from under as the road pitches violently away from your field of vision! Using all your senses and timing, make a completely blind rotation to the right and plant your foot hard on the accelerator. Miraculously, if the moon is in your quadrant and the planets align for you, you'll hit the Turn 8A apex and literally shoot down the hill, no longer a Corkscrew Virgin! Most likely however, you'll be headed towards the edge of the track in the wrong direction to set up for the falling away left Turn 9. Bring it back to the right and dive through the left sweeping 9 under full power. It's awesome, since Turn 8

the car hasn't stopped sliding except for a few unsettling transition moments, but it's not over yet. Turn 10 is grabbing your attention and provides some banking to help you carry speed, however this is a mixed blessing since it brings you back around to the Turn 11 hairpin for the Start/Finish straight, brakes Smokin'! Wheeeew!

I have no desire to belabor the point to absurdity, but amateur racing is so much fun partly because of what goes on off the track! The Saturday night banquet at Monterey Joe's was a total bash as over 150 of us descended on the place. Poor old Joe never knew what hit him, and he may never be the same again. Yes, the party was loud, long, and his benches got raced (no spins or flips). A friend of mine ordered up some of his favorite local Pinot Noir, helping my BBQ ribs to taste simply fabulous!

Sunday morning we had two practice sessions and then timed runs after lunch. The weather was a little iffy, but nothing serious fell from the sky, just a little spotty mist. After my timed runs it was time to re-pack the Seven and get ready for the Southerly trek back home to Riverside. Just as I was leaving, the heavens opened up again and the sweet rain began to fall. Mother Nature gave us our window. What a terrific weekend and what great memories to carry into next year!

For all the fun we've had running AROSC events this past season, I'd like to thank and acknowledge the corner workers at Laguna Seca and the other tracks we've run events at, for they are our eyes beyond the many blind crests and turns on any track. I also would like to commend the Alfa Romeo Club of Southern California (AROSC) for hosting its wonderful events. They cater to everyone from those with an inkling desire to see what it's like to drive on a track, to club racers with years of experience. Oh, and by the way don't think for a minute that the AROSC folks are Italian car snobs, they just have a little fun ribbing us English car guys about the need to avoid our car parts dropped onto the track! Ha, wasn't it an Alfa that blew its heart out??

Respectfully submitted,  
Clark Taylor



*Felix Chu kept his pretty blue GTZ dry.*



*Albert Kelly shows off his Corvette, and ran it in the rain.*



*Art Russell stopped off for Pumpkins on the way home -- looks like dry Monday.*

**AROSC Time Trial # 2002-5, Laguna Seca  
November 10, 2002**

Pos.	No.	Driver	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	
B 1	681	Rimicci, Anthony	GTJR	1:55.703	1:57.685	1:56.197	1:55.872	1:55.703	1:55.735	
C 1	2	Burgoon, David	GTV	1:55.463	1:57.212	1:57.002	1:58.146	1:55.775	1:55.463	
	2	55	Zambri, Nizam	Milano	1:56.014	1:57.506	1:57.274	1:56.014	1:56.120	1:59.241
	3	28	Harris, Randall	Duetto	1:56.524	1:58.464	1:57.385	2:11.406	1:56.859	1:56.524
	4	44	Garbini, Fabio	GTV6	1:58.622	2:02.824	2:00.050	2:00.676	1:58.622	1:59.388
	5	144	Ventura, Marco	GTV6	2:19.391	2:29.141	2:20.296	2:20.606	2:19.391	2:20.455
	6	75	Zambri, Zamani	Milano	2:22.116	2:24.773	2:22.116	2:24.571	2:23.642	2:24.149
	7	63	Meyer, Aaron	GTV6	2:25.880	2:47.164	2:28.771	2:26.678	2:26.498	2:25.880
	8	155	Mutza, Chip	Milano	2:30.304	2:34.250	2:32.767	2:32.764	2:31.172	2:30.304
	9	187	Soto, Silvano	Milano	2:38.655	2:46.829	2:43.746	2:44.164	2:40.902	2:38.655
	10	158	Brumbaugh, Tamara	GTV6						
D 1	73	Kemos, Peter	GTV	1:55.870	1:58.694	1:55.870	1:57.760	1:56.292	1:56.697	
	2	6	Guiral, Philip	GTV	1:58.303	2:08.458	1:59.932	1:59.324	1:58.954	1:58.303
	3	41	Hesthal, Mark	GTV	1:58.672	2:01.155	1:58.672	2:00.835	1:59.986	1:59.385
	4	4	Cupp, Andrew	Spider	2:01.715	2:21.857	2:16.467	2:04.575	2:01.715	2:03.272
	5	48	Liao, Jesse	Milano	2:03.060	2:03.961	2:04.412	2:03.094	2:03.060	2:03.661
	6	11	Gaukel, Judy	Giulia SGT	2:03.319	2:05.656	2:03.972	2:03.319	2:03.748	2:06.421
	7	84	Russell, Arthur	GTV	2:05.933	2:09.311	2:08.031	2:06.179	2:06.038	2:05.933
	8	9	Carlsonas, Chris	Milano Ver	2:06.233	2:08.665	2:07.324	2:07.223	2:07.238	2:06.233
	9	34	Kunedt, Peter	Milano	2:08.364	2:11.392	2:11.380	2:10.794	2:09.423	2:08.364
E 1	76	Ferris, Jim	Alfetta	2:30.837	2:30.837					
M 1	717	Rogers, Matthew	M3	1:54.343	1:55.688	1:54.381	1:55.523	1:54.343	1:55.248	
	2	730	Sturtz, David	944T	1:55.766	2:01.596	1:58.247	1:56.332	1:55.766	1:55.805
	3	69	LaMagra, Salvatore	Corvette Z	2:02.508	2:09.477	2:03.453	2:02.508	2:05.236	2:07.341
	4	45	Kelly, Albert	Corvette Z	2:31.487	2:32.990	2:32.989	2:31.487	2:41.707	2:42.119
	5	114	Olsen, Jack	911						
N 1	218	Groth, Claus	944T	1:47.214	1:49.847	1:47.905	1:47.979	1:47.421	1:47.214	
	2	62	Poulin, Robert	M3	1:48.128	1:50.076	1:48.128	1:48.366	1:48.287	1:48.724
	3	31	Choe, Danny	M3	1:48.765	1:49.009	1:49.818	1:53.913	1:48.765	1:50.091
	4	123	Johnston, Ron	NSX	1:55.600	1:58.593	1:59.182	1:55.600	1:57.531	
	5	777	Taylor, Clark	7	1:56.875	1:58.243	1:58.622	1:57.880	1:56.875	1:57.635
	6	72	Knoke, Jim	944T	1:57.282	1:58.960	1:58.403	1:57.282	1:57.914	
	7	711	Irwin, Guy	Camaro Z28	1:59.229	2:03.653	2:01.721	1:59.229	1:59.350	2:00.363
	8	805	Valsecchi, Emilio	Golf	2:15.208	2:20.820	2:17.640	2:15.208	2:15.250	2:15.844
O 1	5	Stoehr, Hans	911SC	1:48.817	1:54.059	1:50.249	1:49.538	1:49.363	1:48.817	
	2	551	DeArman, Daryl	WRX	1:50.878	1:51.318	1:53.893	1:51.414	1:52.136	1:50.878
	3	908	Thomas, Dean	911	1:52.444	2:12.491	1:55.096	1:54.128	1:53.275	1:52.444
	4	37	Buchanan, Benjamin	WRX	1:53.314	2:05.575	1:53.865	1:54.629	1:53.314	
	5	117	Barring, Michael	911	1:55.147	1:57.735	1:55.147	1:55.157	1:55.709	1:55.184
	6	97	McAndrews, Richard	M3	1:56.243	2:04.316	2:16.449	1:59.367	1:58.259	1:56.243
	7	291	Quinteros, Kim	RX7	1:56.406	1:59.020	1:58.045	1:57.325	1:56.907	1:56.406
	8	555	Laspada, Dino	WRX	1:58.221	2:10.838	1:59.411	1:58.221	1:59.113	
	9	46	Arnold, John	M3	1:58.863	2:03.692	2:01.118	2:02.128	2:00.276	1:58.863
	10	7	Watson, Terry	XR4Ti	2:03.276	2:03.276	2:03.812	2:03.584	2:04.644	2:03.725



Pos.	No.	Driver	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
11	22	Heesacker, Greg	M3	2:19.679	2:23.717	2:22.723	2:20.062	2:19.679	2:22.192
12	88	McNall, Todd	2000	2:25.549	2:25.549	2:38.553	2:39.307	2:37.097	2:34.116
13	60	Wagner, Donald	Mustang	2:33.201	2:33.201	2:35.621	2:42.689	2:38.418	2:34.589
14	57	Slocum, Allan	XR4Ti	2:38.724	2:43.700	2:48.697	2:45.030	2:59.058	2:38.724
15	411	Chien, Benny	MR2	2:38.742	2:43.029	2:42.941	2:38.742	2:40.569	2:43.796
P 1	26	Rogers, Howard	WRX	2:02.027	2:06.704	2:05.335	2:04.308	2:02.217	2:02.027
2	93	Kutkus, M.J.	SLK230	2:07.178	2:08.241	2:07.266	2:08.790	2:07.178	2:09.731
3	43	Bartnek, Flash	Civic SI	2:26.698	2:29.967	2:28.980	2:27.913	2:26.698	2:33.652
4	25	Gahman, Tim	330ci	2:27.084	2:33.692	2:36.274	2:31.969	2:32.342	2:27.084
5	27	Andre, Michael	325is	2:36.233	6:12.352	2:39.972	2:39.091	2:36.233	
Q 1	99	Masdea, Gianfranco	200SX	1:58.628	2:03.188	2:01.133	1:59.458	1:58.628	1:59.496
2	12	Gulsrud, Paul	MR2	2:09.824	2:10.723	2:10.929	2:10.687	2:10.740	2:09.824
3	8	Clemens, Bruce	912	2:24.991	2:28.444	2:24.991	2:30.839	2:26.848	2:28.075
4	19	Petreas, Andrew	X1/9						

Fastest time by Groth, Claus car # 218, 944T Class time of 1:47.214

### November 9-10 Laguna Seca Race Results

Place	Car #	Driver	Car	Class	Class Pos
1	281	Rick Lee	Formula Ford	M	(M-1)
2	61	Steve Hamilton	Lola	M+	(M+-1)
3	29	Greg Nelson	Mazda RX7	O	(O-1)
4	10	Steve Luftman	Toyota MR2	P	(P-1)
5	291	Kim Quinteros	Mazda RX7	O	(O-2)
6	3	Manny Torres	Toyota Corolla	N	(N-1)

### Alfa Cup Race Results

Place	Car #	Driver	Car	Class	Class Pos
1	87	Frank Moore	Milano	C	(ABC-1)
2	73	Peter Kemos	GTV	D	(DEF-1)
3	41	Mark Hesthal	GTV	D	(DEF-2)
4	144	Marco Ventura	Alfetta	C	(ABC-2)
5	4	Andrew Cupp	Spider	D	(DEF-3)
6	158	Larry Dickman	GTV6	C	(ABC-3)
7	84	Art Russell	GTV	D	(DEF-4)
8	2	David Bergoon	GTV	C	(ABC-4)
9	741	Peter Inshaw	GTV	C	(ABC-5)

## 2003 Competition Program

### Time Trials:

Willow Springs	January 11-12
Willow Springs	April 12-13
Buttonwillow	June 7-8
Fontana	August 9-10
Laguna Seca	Requesting November 8-9

### Schools at Streets of Willow:

February 8-9  
September 13-14

Other tracks. Pahrump and Las Vegas are both possibilities. For now these are backups to Laguna Seca if we can't get it. Thunderhill...we will work on a joint venture for 2004 with other West Coast clubs (2003 is booked full).

## Classified Ads

Free advertising for members - please send to the Editor

**1958 Giulietta Spider Veloce, 750:** Red w/black soft/hard tops, red/black interior. Health issues force sale. Restored to 95% original. Beautiful condition, a dependable, good driver, rust and accident free. Only 43,700 miles. Always garaged during and after restoration. Asking \$17,000, shipping not incl. Call Harold Dockins (520) 797-9180, or write to 8453 N. Via Tioga, Tucson, AZ 85704, or E-Mail [hdocfelix@webtv.net](mailto:hdocfelix@webtv.net). (12/2)

**1994 164LS:** 72k, automatic, black exterior, tan leather interior, maintained at Alfa Only in L.A. \$9900 negotiable. Call Jim, 818-508-7997, eves, or E-mail to [jitroost@aol.com](mailto:jitroost@aol.com). (12/2)

**1971 GTV:** Dark green with tan interior, 2.0 liter rebuilt high performance motor, rebuilt transmission, differential, and suspension, with Ward & Deane springs, sway bars, and Koni shocks. \$7500. Call Emilio at (805) 966-2498. Photos on the web at [home.earthlink.net/~aaimport](http://home.earthlink.net/~aaimport). (12/2)

**1978 Alfetta Sedan:** complete.

**1976 Alfetta GT:** complete. \$1250 each or may separate for parts. Both are running and low to no rust.

**PARTS FOR SALE:** 2.5 liter V6 motor \$500.00 obo; Alfetta Sedan trunk lid \$50.00; Alfetta GT trunk lid \$50.00; electronic Marelliplex ignition setup \$225; RML Ignition setup \$325; 2.0 liter Euro camshafts \$125; Spider turbina wheel sets \$75-125; plus lots of misc. Spider/Alfetta mechanical parts.

**PARTS WANTED:** 1.8 liter turbo motor or 3.0 liter motor; any high performance 2.0 liter parts. Call Jim Ferris at (714) 572-6261 days or (909) 861-1474 evenings, or E-mail to [jim.ferris@penske.com](mailto:jim.ferris@penske.com). (12/2)

**1967 4R Zagato:** Red with black fenders, original gray interior. Very low miles, #70 of 92 built, probably the nicest one anywhere. P.O.R. Call Fred at (360) 588-8311, WA. (11/2)

**1967 GTV Vintage Racecar:** set up for vintage 2.5 Challenge (VSRG) with Norman race group 1750 engine. 2 sets of wheels, 2 transmissions, spare new 2.0 liter motor. Very competitive, red w/white stripe. P.O.R. Call Fred at (360) 588-8311, WA. (11/2)

**1963 2600 Sprint** is being parted out. Stored over 20 years with head off. Selling all parts except body. Four new 165/400 Michelin tires and tubes, Arctic car A/C system, engine, transmission, differential, fuel tank, radiator, seats, steering box, booster. Have all engine parts — Need room. Best price. Call Rick at (818) 846-5110. (10/2)

**1986 GTV-6:** Red, great shape, black leather interior, well-maintained, CD player, Pirelli tires, 101,000 miles....\$3500. Call Doug at (323) 222-8443 or E-mail [massax@earthlink.net](mailto:massax@earthlink.net). (9/2)

**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](mailto: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)

**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](mailto: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](mailto:jim.ferris@penske.com). (7/2)

**Wheels for Sale:** Set of 4 Vial alloy wheels, made in France, 6X14, 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](mailto:Phyllis3@aol.com). (6/2)



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*Membership Application*

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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)* ..... DUES INCREASE .. \$70.00

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**OR: use a credit card at the AROC web site: [www.aroc-usa.org](http://www.aroc-usa.org) or phone free to (877) 399-AROC**

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**Affiliation/subscription:** member of another AROC Chapter wishing to join AROSC ..... \$22.00

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***DON'T MISS:***

***Annual Meeting at Cirivello's Trattoria with Lunch -- January 26***

***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 <b>Special Program on Multi Meter</b>	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 <b>Mt. Wilson Climb to the Stars</b> 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 at Will Rogers State Park	2 Board Meeting 13 Swap Meet @ Dirk's "Muscum" CANCELLED -- DRIVERS SCHOOL 25 General Meeting, 8pm Culver City -- Mille Miglia Slide Show	3 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-- Temecula	1 Competition Committee Meeting, Art Russell's home 7 Holiday Party at the Kutkus' home 8 Board Meeting & Planning for 2003 at the Kutkus' home