

Yacimientos

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



June 2002

In This Issue: Buttonwillow Time Trial, 'Wild' Flower Tour, Upcoming Vintage Races, & 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.

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

The Alfa Cup grid (rear portion) at Buttonwillow on June 2. This shows the rear of the grid because that's where Art Russell is gridded. Photo by Pat Russell.

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 Previews

An outline of coming events

Vintage Festival – June 21-23, California Speedway, Fontana

The California Speedway and HSR West are putting on a Vintage Festival of racing, featuring Trans-Am cars, both over and under 2.5 liter. This means the Vintage Sedan Race Group (VSRG) will be racing close to home at a spectator event for all to enjoy. The VSRG has been very successful in it's one year of existence, and as many as 40 cars are expected at this event, including lots of Alfas. Local club members Alan Ward, Anthony Rimicci, and Dirk Stoehr are regulars, and others are considering joining in for the fun. See pages 12-15 for more details.

General Meeting — Friday, June 28, 8:00 PM

Join us for the June general meeting at the Veteran's Center in Culver City. Expect to hear the latest on the AROC Convention that we are hosting the following week. You can also pick up your convention shirt and cap early (see page 5). The usual coffee and donuts will be served as well as our monthly drawing for an assortment of prizes.

Board Meeting – July 5 – Cancelled due to Convention

AROC National Convention – July 4-7

Don't miss this opportunity to meet with Alfisti from around the world, and see cars from across the country. We have planned some fun events at moderate prices, and they can be observed at no charge. We haven't had a national convention in the local area for 20 years, and it's been 11 years since the San Diego Convention. Don't expect another one this close for a long time. Be there or be square! If your car can't participate in the events, we could use your warm body to help out in many places. See pages 9-11 for more details, but hurry – it's almost too late to sign up!

General Meeting — Friday, July 26, 8:00 PM

Join us for the July general meeting at the Veteran's Center in Culver City. We are planning a special Tech Session at Omega

MotorSports following the break, and we will caravan there by 9:00pm. Pizza and sodas will be served at Omega. This has become a well-attended annual event, and Uwe is primed to answer your technical questions and show off his recently-acquired Alfa Sud.

Summer Party – Sunday, August 4

Join us for our annual summer party at the Huntington Beach home of Phyllis Gaylard. It's time to relax – convention is over, summer is here, and the weather should be mild at the beach.

We will have our usual pot luck lunch, lots of bench racing, a bocce ball tournament, and whatever. Those who don't want to prepare a potluck dish can contribute a small cash sum toward purchase of a sandwich tray. More info in next month's *Alfacionada*.

Board Meeting — Wednesday, August 7, 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 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.

***DON'T MISS:
Historic Festival Races at
Calif. Speedway June 21-23***

***AROC Convention, Costa
Mesa July 4-7***

***July 26 Meeting & Tech
Session at Omega MS***

View from the Top

Miscellaneous Rumbings from Il Presidente!

Just got back from the May general meeting. Thanks Bill Carson and his lovely assistant Gene Brown for their explanations of how that VOM (Volt Ohm Meter) thing really works. Several of you brought your own VOM to have a little hands on instruction. And thanks to Art who bailed me out after I realized that I volunteered to bring refreshments to the meeting. Art needed the time to get his GTV ready for Buttonwillow. BUT, he graciously dropped his wrenches got some donuts and dropped them by the meeting. Thanks again Art.

We all enjoyed Jay's 2002 rendition of the Wild Flower Tour. The weather threatened to turn cool, it did. Mary and I decided to drive the Alfetta, still in Time Trial trim with no wiper and 1 window 1/2 way up (or down depending on your point of view).

So Mary borrowed someone's extra sweater and we all drove off. Well most of us drove of. Seems that Charlie Thieriot's 164 decided this was to be its last weekend with a functioning motor. So less than a mile from the start the motor seized. But no problem at the Thieriot Alfa Romeo stables. All Charlie had to do was to have the car towed back home and another of his 164s was made ready. He and his crew met us at Descanso Gardens and we all enjoyed our picnic lunches.

Did I mention that I drove the Alfetta with mostly slick tires? Part of the trip was a return to LA along Angeles Crest Hwy where it winds up through the clouds. And I mean CLOUDS. I ended up leading a couple of cars on that winding road, through some of the worst fog/clouds I had seen in a long time. And with no windshield wipers!!

No other problems were encountered, and we all arrived safely at Descanso Gardens.

Our events seem to be watched by Alfisti across the US of A, because we all noticed that an unknown Milano with Maryland plates showed up for the Tour. Seems Sunhas Malghan, Capital Chapter (that's the Washington, DC Capital) was out here to buy the Milano up in San Louis Obispo. I never understood why/how he got Maryland plates for the new car. He drove the car home on Monday after driving on the tour. Now that's an Alfa Owner.

Mary and I are busy cleaning up our new home. Lots of busy evenings and weekends. (I never want to hear the words "fixer-upper" again for a while!!) If you call us in the evenings for the next couple of weeks and we don't answer, have us paged at Home Depot/Lowes.

One last chance for me to bug you all about the 4th of July AROC National Convention, ALFIESTA!. Things are really falling into place. Many of you have seen, and purchased the Convention polo shirts and cap. Both embroidered with the "official" 7 color ALFIESTA 2002 logo. Norm Silverman is heading up the clothing concession so if you don't have one yet seek him out and buy a couple of shirts to wear during the convention. If I don't see you at the next General Meeting, I hope to see you in Costa Mesa.

Caio,

Sidewaysalfa



How would you like a gift certificate for \$100.00 to the accessory company of your choice? (Or maybe to a nice restaurant for that special someone?) Just give me a referral that closes escrow and cash in!

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News from the Membership:

Norm Bianchi wrote that he had just returned from a trip to southern Japan (Fukuoka and Hiroshima) and the closest he came to finding an Alfa Romeo was the Alfa shirt on a nice young Japanese man. After a few obvious gestures requesting a photo, he agreed while pointing out the common interest. The language barrier prevented me from determining if he actually had an Alfa, but it was a fun moment that Norm wanted to share with us.



Convention Shirts

Speaking of shirts, you probably don't have your convention shirt yet. Norman Silverman has made up some great polo shirts with our Alfiesta 2002 logo embroidered in 7 colors. These are high quality shirts, roomy and pre-shrunk, and will be available in the Convention Vendor room, or you can contact Norman for early delivery at normanev@msn.com. Red shirts are for the convention committee, but he also has yellow, blue, and torquise. In addition, there are cotton twill caps with the same embroidery in red, white, or green. Cost is \$20 for the shirts and \$10 for the caps -- a real bargain for the quality. Thanks, Norman.



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THE "WILD" FLOWER TOUR

by Jay Negrin,
Photos by Charlie Schwartz and Descanso web site

The tour came off at the correct time and place, even if some of the ever faithful did have to confirm the time and location. It seems that someone (Who? Me?) forgot to include some of that vital information in the last write-up that appeared in these august pages. Sorry 'bout that, Chief. The reminder, now a month or more late, should have promised a 9 AM meeting, with a 10 AM start, from the now familiar parking lot behind the Bank of America, in Mission Hills. Nine stalwart drivers, most with passengers aboard, started this event. To me, a most interesting person on this year's tour was one Suhas Malghan, who lives in Maryland. Yup, that's right, on the other side of the continent. Seems he flew out to the bay area (San Francisco, not Santa Monica) to pick up a Milano Verde he had arranged to purchase. His plan was to stop by Los Angeles so he could run our tour, "on his way home". If we offered a long-distance trophy, he most assuredly would have taken it home with him.

Back to the tour. It was wild. About the only thing not wild about this year's edition were the flowers. Descanso Gardens, our picnic destination, is a cultural icon in the Greater Los Angeles landscape. As previously mentioned, they have something in bloom virtually year 'round. Cultivated would be a good word to describe this venue. And if there is a pun in the use of that word, cultivated, it is strictly intentional.

Oh, back to the tour. (Is there an echo?) I promised some roads that we haven't seen before, some we might have seen, in addition to some nice twisties, which we have previously had the pleasure of straightening out. As is (mostly) traditional for my spring tours, I kept the freeway mileage to a minimum. This year it was zero. I found a couple of familiar north San Fernando Valley boulevards to get us out of town. That town being Los Angeles. Eight of us made it "out of town". One daring soul had the motor in his sedan bite the big one before we even left the city limits. More about that later.

Once out of Los Angeles, we wended our way through Saugus/Valencia Santa Clarita/Newhall, or whatever they are calling it these days. Up San Fernando Road, where it becomes Bouquet Canyon. This is one of my favorites, so I didn't think anyone would be surprised. We turned off Bouquet onto Vasquez Canyon several miles before the area of Bouquet that suffered the ignominy of an early season brush fire. (As an aside, I have since been up that road, and the acreage affected is staggering.)

The trip up Sierra Highway, which used to be the main thoroughfare between Los Angeles and the high desert, was a lazy affair. Even the trip through the little town of Aqua Dulce was uneventful. Even though, many tour-goers were relieved (another intended pun) to reach the mid-morning break in Acton. Other than being a wide spot in the road, and being sort of mid-way between the Antelope Valley and metropolitan Los Angeles, the only other claim to fame that I can come up with for this growing town is that it used to be home to the Hunstinger Turkey Ranch. I know that you all needed that factoid.



At the break it was noted that the cool overcast morning in the city was giving way to sunny, if partly cloudy skies. This was enough for the Spider contingent to lower their tops (Of their cars!! Puh-lease!) to enjoy some of the fine open-air motoring that rag-tops and Southern California seem to share so well. We all filled up, emptied out, and refreshed, continued on the tour, up into the Angeles

Forest, via a couple of less-known, and lesser-traveled roads. Once up at the top of Aliso Canyon, we of the twisty-roads-are-fun brigade waited a few minutes for those who decided to enjoy their drive in alternative fashion. At least we were all enjoying the drive so far. Then, on Angeles Forest Highway, we played with the road, once again. There was a small handful who enjoyed a less leisurely pace. Those of us who insisted on maintaining the more athletic rate did so until we found a more leisurely-paced truck. Our dismay at being slowed down by this driver's sedate driving style turned to glee, once

we passed a gaggle of California's Finest, waiting for the likes of us to scoot by. We all breathed a sigh as we drove by, at a speed that was very much sub-limit.

As we drove higher, continuing to gain altitude, the fair skies gave way to clouds. Unlike the overcast earlier in the day, we were now driving through, not under, the clouds we had encountered. Calling it fog would be an understatement. This stuff was vile. I felt unsafe at speeds above 25 mph. THAT was truly nasty weather. Nasty enough to force some (if not all) of the Spider contingent to take the few minutes that Alfa Spider tops take, to re-cover their cockpits. And a good thing it was, too. Mother Nature was not done with the weather, just yet. Coming down the hill into La Cresenta, along Angeles Crest Highway, as if the fog wasn't bad enough, it started to rain. We were less than a couple of miles from our scheduled finish at the Gardens, and here we were, driving through a light rain. Wonderful, I thought sarcastically, this is just what we needed to cap off an already weird-weather day.

Nature, though, is not as nasty mother as she has let on. Her bizarre sense of humor left us in her good graces. By the time we reached Descanso Gardens, the skies had



cleared, and left us with a cool, but clear and wonderful picnic under a canopy of tall trees. The benches outside the Garden proper were almost deserted, so we had our virtual pick of the best ones. Of course they were being held by our very own Charlie Thieriot. It was his car, his gorgeous white 164 LS, you know, the one for sale, that seems of have ingested some rather important internal motor parts. Charlie, however, is resourceful, and was not about to let something as minor as a blown motor stop him from enjoying a picnic, especially one which had been planned so far in advance. Not one to which he had invited some guests. No, Charlie had his LS towed home, where he picked another fine steed from his stable, then he drove to the end, to greet us as we entered the premises. Ever the gentleman, he "reserved" the aforementioned benches, where we finally, after a harrowing but exhilarating drive, set ourselves up to enjoy a very fine lunch, indeed.

And the flowers? You'll have to ask someone who visited the Gardens. My passenger, my fiancé Linda, and I were called to San Pedro for the opening of an art exhibition, featuring a friend's work. An appropriate end to an already full day of touring.



Lunch -- the highlight of the tour?



The usual suspects had a great tour.

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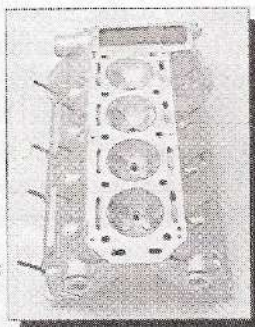
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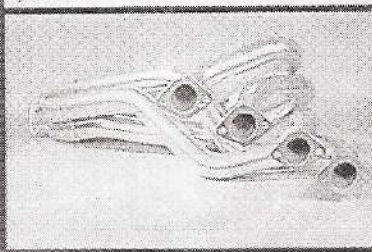
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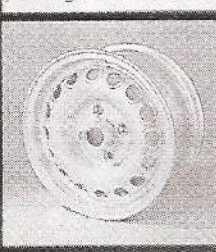
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Cyber Reminders

This goes out to all of you in Cyber-land. As many of you might know, I have a service that I provide to club members who have email. I send out reminder notices approximately one week ahead of most club events and meetings. Occasionally I send out notices of non-club functions that are thought to be of particular interest to club members. This is strictly on a volunteer basis, on both of our parts. You have to want to be included on my list to get the reminders. Those who are already getting the reminders are already familiar with it. Those who do not, may not be aware of this service that I provide.

For those who wish to be included, but have not yet notified me, please contact me at my email address, included below, and let me know if you want to receive the reminders.

There have been many changes going on in regards to Internet service providers. Companies have been bought, sold, and/or gone out of business. This may leave some of you with changes in your email addresses. That is fine for you, but for those of us trying to keep in touch, it presents some interesting challenges.

Therefore, I am also asking all of you out there who have had changes to their email services recently, specifically those who now have a new email address/screen name, to email me with those changes. If you have not been notified of recent events via email, this may be the reason. If you want to continue receiving these reminders, I will need a current, working email address.

Thanks for listening,
Jay Negrin
jmnegrin@earthlink.net



Convention Miscellanea

ARE YOU GOING TO FONTANA?

On the 4th of July the Alfa club is running an Autocross (or Slalom for the old-timers) as part of *ALFIESTA*, the national convention. Since many drivers are also running the Time Trials we need extra people to help. Only an hour or so of your time is needed. This is a great opportunity to see a lot of neat Alfas at speed.

If you are available, please call Dave (760)451-9144, Randy (909)596-5832, or Phyllis (714)377-6377 to us know if you are interested. Also email dherting@adelphia.net.

Please give us this info: Are you restricted to certain time? Do you have previous experience? Do you prefer a specific job?

Dave Herting
Autocross Committee

From: TJCallahan@aol.com
Subject: Running With the Big Dogs (2002 West Coast Alfa Convention Caravan)

With many apologies to Dr. Seuss, P.D. Eastman, and my 2-year-old ...

Some big dogs and some little dogs going around in cars.
A dog out of a car.
Dogs in cars again.
Going away.
Going away fast.
Look at those dogs go.
Go, dogs. Go!
"Stop, dogs. Stop! The light is red now."
"Go, dogs. Go! The light is green now."
Now it is day.
The sun is up.
Now is the time for all dogs to get up.
"Get up!" It is day. Time to get going.
Go, dogs. Go!
There they go.
Look at those dogs go!
Why are they going fast in those cars?

What are they going to do?
Where are those dogs going?
Look where they are going.
They are all going to that big [palm] tree over there.
Now the cars stop.
Now all the dogs get out.
And now look where they are going!
To the [palm] tree! To the [palm] tree!
Up the [palm] tree! Up the [palm] tree!
Up they go to the top of the [palm] tree.
Why?
Will they work there?
Will they play there?
What is up there on top of that [palm] tree?
A dog party!
A big dog party!
Big dogs, little dogs, red dogs, blue dogs, yellow dogs, green dogs, and white dogs are all at a dog party!
What a dog party!

Join us for an Alfa convention caravan from Seattle to Portland to Sacramento to Costa Mesa - We're leaving Seattle July 1st and arriving in Costa Mesa on July 3rd with overnights in Portland and Sacramento (vicinities). I-5 is the planned primary route.

Brought to you by members of the NWARC, AROO, ARA, and DSARC clubs. Feel free to join in the parade at any point along the way. In numbers there is strength, and an awful lot of mechanical knowledge and assistance. :-)

For further info, please visit the NWARC web site at welcome.to/nwarc and click on the "Caravan to Nationals!" link, or email me at tjcallahan@aol.com.

Disclaimer - All posted speed limits and traffic laws will be observed, expenses are the responsibility of the individual participants, non-Alfa caravan participants are welcomed but are requested to remain in the rear of the caravan (especially those with empty car trailers).

Less than 30 days to go ...

Tom
Seattle
10123 (non-participant this year)
11615 (the head gasket replacement is almost finished ...)

AROC Convention 2002: Costa Mesa, CA

Convention Activities Summary

(times approximate)

Wednesday, July 3

Tech Inspection for Time Trial & Autocross at Costa Mesa Hilton (4PM to 8PM)

Thursday, July 4

Santo's Italian Car Service & ITALSPEED Time Trials – California Speedway, Fontana (8AM to 5PM)

Jon Norman's Alfa Parts Autocross – California Speedway, Fontana (9AM to 4PM)

Track Drive-Around of time trial course – California Speedway, Fontana (Noon)

Sparco USA Reception (7 PM)

Friday July 5

AROC Board of Directors Meeting (8AM to 5PM?)

Driving Tour of Orange County (9:30AM to 1PM)

Bus Tour of Getty Center – Los Angeles (9AM to 2PM)

Bus Tour of Petersen Automotive Museum – Los Angeles
(9:30AM to 2PM)

Re-Originals Beach Party & Dinner Social, Huntington
Beach (6PM to 9PM)

Saturday July 6

AR Ricambi Gimmick Rallye – to San Juan Capistrano?
(9AM to 1PM)

Bus Tour to Getty Center – Los Angeles (9AM to 2PM)

Bus Tour to Petersen Automotive Museum – Los Angeles
(9:30AM to 2PM)

Tech Advisor Round Table (1:30PM-3PM)

Newsletter Editors Meeting (4PM-5PM)

Chapter Presidents Meeting (3PM-4PM)

Car wash session behind hotel (1PM-5PM)

Sports Car Market Magazine Art Show & Model
Concours (all day)

AJS Design Reception on Terrace (6PM)

Annual Meeting and *Off Course Racewear* Banquet, Catalina Ballroom (7PM)

Sunday July 7

Meguiar's Concours d'Elegance – Mile Square Park, Fountain Valley (9AM to Noon)

Awards Luncheon Picnic – Mile Square Park (Noon)

Date/Time TBD

Kids' Day Out: Discovery Science Museum and/or Palace Park (Friday & Saturday)

**2002 ALFA ROMEO
OWNERS CLUB
CONVENTION
JULY 4-7
COSTA MESA CALIFORNIA**

**Autocross at California
Speedway ★ Beach Party ★
Tech Round Table ★ Tours of
the Getty and The Petersen
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**ALFA ROMEO OWNERS CLUB CONVENTION
JULY 4-7 2002**

Names: (Include ages of children)		
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Chapter Affiliation	Membership #	

REGISTRATION FEES:

Postmarked:	Cost per Family	Number Attending	Amount
Before April 1, 2002	\$25		
April 1 to April 30, 2002	\$35		
On or After May 1, 2002	\$45		
Dues (non AROC members) <small>(waived for members of ARA and National Alfa clubs outside the USA)</small>	\$45		

EVENT FEES:	Date	Time	Cost	No.	Amount
Time Trial at California Speedway, Fontana	7/4/02	8am-5pm	\$110 per driver		
Auto Cross at California Speedway, Fontana	7/4/02	10am-5pm	\$25 per driver		
Track Familiarization at California Speedway	7/4/02	12pm-1pm	\$10 per car		
Welcome Reception at Sparco Safety Sys.	7/4/02	6pm-8pm	N/C		
Driving Tour of Orange County	7/5/02	9am-3pm	\$5 per person		
Bus Tour to Petersen Auto Museum	7/5/02	9:30am-3pm	\$32 per person		**
Bus Tour to Getty Museum	7/5/02	9:30am-3pm	\$25 per person		**
Beach Party & Dinner Social	7/5/02	6pm-10pm	\$20 per person		
Gimmick Rallye	7/6/02	9am-3pm	\$15 per car		
Bus Tour to Petersen Auto Museum	7/6/02	9:30am-3pm	\$32 per person		**
Bus Tour to Getty Museum	7/6/02	9:30am-3pm	\$25 per person		**
Model Concours/Art Show competition	7/6/02	--	\$5 per entry		
No-Host Reception	7/6/02	6pm-7pm	N/C		
Banquet & Annual Meeting	7/6/02	7pm-10pm	\$40 per person		
Concours	7/7/02	9-11:30am	\$10 per car		
Awards Luncheon/Picnic at Concours site	7/7/02	11:30-1:30	\$15 per person		
Children's tour to Discovery Science Center, ages 6-12, day & time TBD			\$25 per child		**
Children's activities at Palace Park, ages 6-9, day & time TBD			\$22 per child		**
ages 10-12, day & time TBD			\$30 per child		**
			TOTAL:		

Where would you like to go on your own? Let us know and we will provide maps and info for self-guided tours:

** **Deadline for registration for these activities is June 20, 2002. BOOK EARLY!!**

All events require adequate participation and are subject to cancellation 45 days prior to the convention.

* Register your automobiles for competition events below.

AUTOMOBILES: AROC Competition rules will be sent upon request, or check the AROC web site: www.aroc-usa.org

Event	Car 1: Year, Model	Car 2: Year, Model
Time Trial		
Autocross		
Concours		

FOR HOTEL RESERVATIONS CALL: Hilton Costa Mesa Reservations: (714) 540-7000 or Hilton headquarters office: (877) 836-0293 and request group rate for Alfa Romeo Owners Club National Convention 2002, by June 12, 2002.
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SOUTHERN CALIFORNIA HISTORIC SPORTS CAR FESTIVAL JUNE 21-23, 2002

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**Groups with 20 or more cars receive a dedicated club paddock area at both the Historic Sports Car Festival and the Street Legal Drag weekend of their choice. Please call 909.429.5300 for a group reservation form and additional details.

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- Please reserve _____ Package B @ \$20 each = _____
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Please fax this completed form to the California Speedway Marketing Department at 909.429.5399 or mail to 9300 Cherry Ave. Fontana, CA 92335 Reservations must be made by June 19, 2002. Also see www.hsr-westracing and www.californiaspeedway.com for details.



Magnaflow Vintage 2.5 Challenge

We are only a few weeks away from what will be likely be the largest vintage 2.5 event ever held. While we do not have an exact count yet, early indications are that the Magnaflow Vintage 2.5 Challenge group should have in excess of a 30 car field, possibly even as many as 40! The Fontana Vintage Festival (June 21-23) brings a large-scale spectator event back to the Los Angeles area after a number of years without a major vintage event. The last estimates we were privy to indicate an anticipated paid attendance of around 40,000 for the 3-day weekend.

We understand that the cars will pitted together so that we have our own "Sedan row". It should be a great show, we hope to see you there.

SOUTHERN CALIFORNIA HISTORIC SPORTS CAR FESTIVAL 2002

Vintage NASCAR Winston Cup cars, Indy Cars and Historic Can-Am cars will be among several groups competing in the Inaugural Southern California Historic Sports Car Festival at California Speedway June 21-23. The races will take place on the speedway's new road course, which utilizes part of the oval.

Twelve trophy groups and two featured races will compete on Sunday, June 23rd. Qualifying races are slated for Saturday, June 22nd, with practice scheduled for Friday, June 21st. This event will feature numerous Alfa Romeos in several different running groups.

Come witness the first-ever Historic Race at California Speedway as we pay tribute to the old racing days of Riverside International Raceway.

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**KBR (Katchee Bros. Racing)
ROCKS Thunderhill**

Thunderhill Raceway Park, CA The second race of the season for the Magnaflow Vintage 2.5 Challenge was like a heavy weight fight that went fifteen rounds to see who could last to the finish. The weekend started out sunny and warm with open practice Friday and by late morning many of the competitors were already up to full race speed. Saturday was sunny and warm but by late afternoon it was apparent that the weather was changing fast and it was likely that the group would be racing in the rain on Sunday.

Under sunny skies Saturday morning Jeff Hecox (BMW 2002) set a fast pace of 2:08.30 to secure the pole for the qualifying race followed by Kevin McKee (Alfa GTV),

Steve Link (Datsun 510), Bob Wass (Alfa GTV), and George Willet (Alfa GTV) along with the rest of the field. When the green flag fell it was the typical drag race to turn one as Hecox held off McKee and Link. George Willet managed to slip by Bob Wass who was closely followed by Chris Kattchee (Alfa Ti), Don Forester, and Doug Ellinger. Jim McAdory (Datsun) pulled off with a broken camshaft, the first of what would be many mechanical failures the group would have during the weekend. It didn't take long for Willet to realize he'd made a bad tire choice, but being a good race driver he didn't waste time by holding up Wass or Kattchee and allowed them to go after the leaders. The attitude shown by Willet was in the "Vintage Spirit" and is to be commended. Just past the half way point in the race McKee lost a head gasket and Link lost his transmission which left Wass and Kattchee to battle it out for second, Wass eventually won the battle. Hecox went on unchallenged to win the qualifying race and was set to try to repeat last year's Thunderhill performance.

Saturday night in the pits looked like a sedan repair shop with transmissions being rebuilt, head gaskets replaced, header cracks being welded, and cars getting their typical servicing. It was a late night at the track for many but



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with all the 2.5 Challenge guys sharing parts and helping one another it looked as if most all would be able to take the flag Sunday for the main event.

Sunday morning came along with the rain, and knowing tires would be the key to victory if the wet conditions lasted, the rain tire scramble began. Some decided they'd had enough and were not going to attempt to race on full dry tires while others started disconnecting sway bars, adjusting the cars to better suit the worsening conditions and mounting whatever tire they had for wet weather.

At the start of Sunday's flag race Jeff Hecox lead the field carefully into turn one with the rest of the pack hanging on to his bumper and driving with respect for the conditions and others. By the end of the first lap it was clear that tires were everything as Kevin McKee had come from last to first and was pulling away a will. McKee had gone with full rain tires while others were on intermediates or dry tires. Hecox clung desperately to second place and the points lead while Chris Kattchee followed in third and for his first podium finish of the popular series, way to go Chris! Steve Link and Doug Ellinger also had a terrific race in what had turned into really wet conditions.

To show the level of talent and good judgement of the drivers in this series, there was no contact and not a single car left the track while racing in a constant downpour.

Chris and Ted Kattchee (**Kattchee Bros. Racing**) have been racing in the series since the beginning, driving their beautifully prepared Alfa Ti Super and have steadily improved over the past year. While some have said a four-door sedan could not compete in this series the KBR team has proven this to be dead wrong. Not only did Chris and Ted to repair their car over the race weekend but they also raced the car in the popular HSR-West one-hour enduro for extra seat time. These racers show the spirit and determination of the competitors in the Magnaflow Vintage 2.5 Challenge. Look for the brother's blue Ti at

the next event, they'll be happy to give you a tour of the car.

Jeff Hecox still holds a narrow two-point lead in the championship over Kevin McKee followed by Steve Link and Bob Wass. Wass looks like the early "Rookie of the Year" as the series moves on to Fontana June 21-23.

The popular vintage race series was developed by the Vintage Sedan Racers Group (VSRG) of Vista, CA. Complete information on the VSRG and the Magnaflow Vintage 2.5 Challenge can be found at VSRG's web site located at www.bsedan.com.

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Report From the Pits

As smooth as the time trials seem to go to the outside observer, there's just as much action in the pits as on the track. I want to let you know a bit of the teamwork, cooperation, and goodwill that occurs at every time trial, but specifically an incident on April 21st.

With a little over an hour before the start of the Alfa Cup, Chris Mayring found himself with a broken wheel stud. A series of minor problems had plagued Chris during the weekend and this was taken as a sign to pack it up and slowly drive home. That's when friends decided to pitch in and get the old coupe on the track. Doug Bender offered a ride to the closest parts store and they returned with a new stud. Unfortunately the part was a hair too big and cracked the disk when pressed in place. Perhaps pressed is the wrong word, but rather pushed in with the weight of a swinging hammer.

At this point, Chris was resigned to ride home with me and return with a trailer. But this is not an option when there's a half hour left and a crew of willing friends. Tools were gathered and we were off to find a donor car. As we headed down the pits, we saw a beautiful red GTV with the left front fender seriously damaged. This was Jorge's car that had gone off course and was through for the day. Like a pack of wild hyenas on an injured antelope, we attacked. One person went to find Jorge while Craig Goldenson and his team went to work on the wheel. Before Jorge had a chance to say no, the disk was removed. At this point we heard the last call announcement for the Alfa Cup. With the precision of a life flight crew, the donor disk was removed, cleaned, and transported to the waiting patient. Chris was there to perform the transplant and once installed, jumped into his racing suit while I tightened the lug nuts. We both jumped into our cars minutes before the start.

Because of DNFs in the Saturday race we were positioned last on the grid, but were happy to just be there. I noticed Chris weaving during the warm up lap but thought he was just warming his tires. What was happening was a pull to the right because the caliper was not yet set against the disk. The brakes came together by turn 8 and when the flag dropped, Chris flew by 4 cars into turn 1. We both worked our way through the crowd until I found myself behind Randal's duetto. I tried diving inside turn 1

a few times to scare him into a mistake, but he was too experienced to fall for it. After 6 or 7 laps, my temperature gauge started climbing to 230 and I decided that pulling in was best if I was to drive home that night.

In the meantime, Chris was in third place and gaining. Anthony went off road to avoid Brad Gray and Chris was now in second. That's when we all saw smoke coming from his car at the exit of turn 1. It was a broken Panard rod, but that's another story. This just goes to show what a great group of people we all race with.

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Time Trial at Buttonwillow

June 1&2, NOT at Willow Springs!

by Doug Bender

Photos by Art & Pat Russell

AROSC returned to Buttonwillow Raceway out in the cottonfields near Bakersfield for our third time trial and race of 2002. The weather was a little warm but not nearly as bad as it can get in the "lovely" California Central Desert (I mean Central Valley) this time of year. We had a capacity turnout of well over 100 entries. We had a typical turnout of Alfas (mostly GTVs and GTV-6s) and non-Alfas (dominated by BMWs this time), but not much of the really exotic stuff. Dirk Stoehr brought his newly purchased TZ but only used it as a pace car.

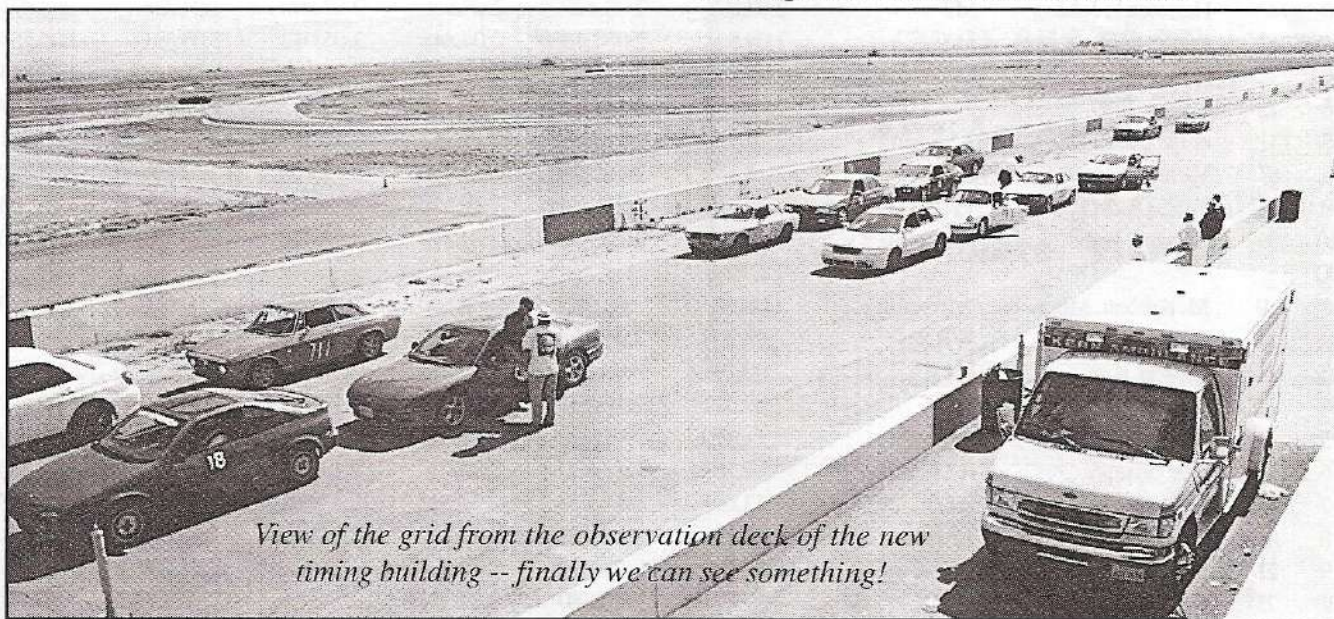
The best thing about this time trial was...no accidents! We did have a number of spins (including one by myself in my first warm-up lap, a major faux pas, but my first in several years). The only really dangerous part of Buttonwillow is the wall along the front straight, and people were careful there to go off on the right side and not try to stay on the track. Except one lucky individual who did just that and narrowly missed the wall, spinning into the pit entrance road, in a spiffy new car!

Also everyone seemed to have a great time. Since I'm pressed for time I'll let you read the results but you will

see several excellent results and some near-records (I guess I'd better update the track records later this year).

The usual "main event" (a.k.a. non-Alfa) race was sparse this time due to attrition, with only four cars entering, so John Cote combined it with the Alfa Cup, which had 10 cars (I would have been the eleventh if my Spica pump had held together). This worked very well and gave some exciting racing. Results are nearby. Larry Dickman once again easily won the "C and up" class and Peter Kemos easily won the "D and under" class. There was an especially fierce competition among the middle group of Mark Hesthal, Alan Lambert and Art Russell, with Mark picking up a place when Alan spun at the last turn of the last lap.

A notable thing about this time trial was the great amount of volunteer help we got. Terry Watson, Craig Goldenson, and Sheila Kutkus did their usual sterling jobs. Charlie Thieriot helped out in many areas. Notably, a number of our instructors and Directors were not driving this weekend but came anyway to help...Paul Ellis (who inspected over twenty cars at the track Friday night), Steve Paul, Steve Hamilton, Randy Harris, Dennis Fibrow, Alex Brown, and of course John Cote (now very close to having his Spider ready to time trial). Sheila Kutkus organized a delicious Mexican dinner on the lawn at Motel 6, setting a new standard for Buttonwillow.



View of the grid from the observation deck of the new timing building -- finally we can see something!

**Trial # 2002-3 6/2/2002
Buttonwillow Raceway Park**

Cl. Pos	Car #	Driver	Car	Fast Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Class C									
1	4	Ventura, Marco	GTV6	2:09.950	2:12.480	2:09.950	2:12.540	2:14.070	2:14.180
2	70	Ashton, Marc	JrZ	2:11.539	2:15.551	2:18.691	2:14.129	2:11.539	2:12.320
3	44	Garbini, Fabio	GTV6	2:15.940	2:24.450	2:20.120	2:20.060	2:15.940	2:16.270
4	158	Brumbaugh, Tamara	GTV6	2:20.830	2:24.069	2:23.630	2:29.450	2:20.830	2:24.790
5	17	Stoehr, Dirk	GTV	2:21.551	2:22.703	2:22.637	2:21.551	2:23.902	2:35.000
6	20	Backer, Uwe	GTV	2:25.881	2:26.990	2:27.199	2:27.529	2:25.881	2:26.260
7	33	Procopio, Peter	GTV	2:27.580	2:31.710	2:30.820	2:30.170	2:27.580	2:30.450
Class D									
1	73	Kemos, Peter	GTV	2:13.578	2:15.121	2:13.578			
2	84	Russell, Arthur	GTV	2:16.270	2:16.270	2:17.262	2:17.637	2:17.211	2:22.199
3	83	Bender, Douglas	GTV	2:16.930	2:17.211	2:16.930	2:17.859	2:29.949	2:23.902
4	141	Hesthal, Mark	Alfetta GT	2:17.539	2:18.523	2:17.539	2:20.770	2:23.848	2:23.461
5	1	Thieriot, Charlie	164Q	2:26.100	2:29.510	2:28.520	2:28.680	2:44.451	2:26.100
6	16	Vitarella, Dom	164S	2:30.881	2:45.051	2:39.559	2:30.881	2:31.369	2:34.012
7	68	Khoe, David	GTV	2:39.172	2:40.990	2:40.980	2:41.871	2:40.158	2:39.172
Class E									
1	76	Ferris, Jim	Alfetta	2:22.650	2:25.170	2:25.490	2:22.969	2:22.971	2:22.650
2	89	Colby, Bruce	GTV	2:24.230	2:25.710	2:26.490	2:26.490	2:25.439	2:24.230
Class M									
1	3	Chmielewski, Brian	Corvette	1:57.813	1:57.813	2:00.949	2:00.340	2:00.180	2:00.500
2	25	Wasserman, Ron	Viper	2:01.059	2:01.059	2:01.930	2:01.551	2:01.828	2:10.723
3	13	Padilla, Jose	RX7	2:03.363	2:03.910	2:03.363	2:08.418		
4	37	Sours, William	Caterham 7	2:08.359	2:11.160	2:11.000	2:09.730	2:13.801	2:08.359
5	24	Bernstein, Erik	240Z	2:08.750	2:09.070	2:08.750	2:08.960	2:08.910	2:08.750
6	69	LaMagra, Salvatore	Corvette Z	2:09.240	2:10.550	2:09.240	2:14.350	2:10.940	2:11.489
7	71	Rogers, Matthew	M3	2:09.242	2:11.719	2:10.391	2:09.398	2:10.070	2:09.242
8	26	Kelly, Albert	Corvette Z	2:11.488	2:15.008	2:11.551	2:12.371	2:12.699	2:11.488
9	90	Foye, Kevin	Camaro	2:12.813	2:12.813	2:12.918	2:15.672	2:16.648	2:14.301
Class N									
1	218	Groth, Claus	944T	2:01.332	2:04.520	2:02.758	2:01.660	2:01.332	2:02.480
2	87	Mazlumian, Pablo	M3	2:02.262	2:02.539	2:02.262	2:31.762	2:02.758	2:02.809
3	23	Hammack, John	M3	2:02.871	2:03.422	2:03.520	2:03.090	2:04.238	2:02.871
4	62	Poulin, Robert	M3	2:04.848	2:05.012	2:04.848	2:05.012	2:05.391	2:05.559
5	2	Choe, Danny	M3	2:07.813	2:11.770	2:09.680	2:08.191	2:09.348	2:07.813
6	72	Knoke, Jim	944 Turbo	2:08.359	2:11.051	2:10.730	2:09.352	2:08.359	2:08.469
7	131	DeAnda, Cesar	Mustang	2:12.152	2:12.809	2:12.152	2:12.320	2:16.648	2:20.891
8	67	Victoria, Edward	Carrera	2:14.130	2:16.270	2:17.970	2:17.100	2:14.130	2:14.230
9	142	Tolnai, Les	911S	2:18.523	2:21.102	2:19.570	2:19.238	2:23.020	2:18.523
10	99	Rhodes, Robert	Mustang SV	2:20.721	2:20.721	2:24.399	2:23.470	2:23.131	2:22.310
Class O									
1	9	McKibben, Mitchell	Mustang	2:08.140	2:08.960	2:08.800	2:09.080	2:09.680	2:08.140
2	114	DeArman, Daryl	WRX	2:08.200	2:08.850	2:08.200			
3	291	Nelson, Kim	RX7	2:09.191	2:09.191	2:09.621	2:12.320		
4	22	Heesacker, Greg	M3	2:09.672	2:10.391	2:10.891	2:12.199	2:10.508	2:09.672
5	9	McKibben, Mike	Mustang	2:11.490	2:12.920	2:11.600	2:11.490	2:13.250	2:15.000
6	135	Lee, Joseph	RX7	2:11.760	2:13.530	2:13.030	2:12.200	2:13.970	2:11.760
7	88	McNall, Todd	2000	2:13.691	2:14.570	2:31.648	2:13.691	2:14.020	2:17.090
8	41	Rinner, Vince	Mustang SV	2:14.130	2:14.130	2:14.240	2:17.370	2:18.080	2:16.490
9	21	Rogers, Howard	WRX	2:16.870	2:21.210	2:19.400	2:28.140	2:21.160	2:16.870
10	75	Mutza, Chip	WRX	2:19.021	2:20.880	2:19.351	2:24.070	2:20.439	2:19.021

<u>l. Pos</u>	<u>Car #</u>	<u>Driver</u>	<u>Car</u>	<u>Fast Lap</u>	<u>Lap 1</u>	<u>Lap 2</u>	<u>Lap 3</u>	<u>Lap 4</u>	<u>Lap 5</u>
11	91	Getzoff, Larry	Carrera	2:20.660	2:24.070	2:23.460	2:22.700	2:20.660	2:21.930
12	7	Watson, Terry	XR4Ti	2:24.069	2:29.670	2:46.150	2:26.380	2:24.069	2:24.120
13	735	Seho, Kenneth	RX7	2:29.010	2:30.060	2:31.271	2:32.140	2:31.980	2:29.010
Class P									
1	51	Schwabel, Rob	510	2:12.810	2:12.859	2:14.461	2:14.949	2:13.801	2:12.810
2	18	Moore, Frank	NX2000	2:17.530	2:19.790	2:18.580	2:19.950	2:17.530	2:18.470
3	93	Kutkus, M.J.	SLK230	2:20.170	2:21.051	2:20.550	2:21.770	2:20.170	2:22.420
4	34	Toll, Chris	A4 Avant	2:21.920	2:23.250	2:21.920	5:32.140	2:29.120	
5	57	Wakamatsu, Peter	Integra	2:22.689	2:29.460	2:26.320	2:24.620	2:22.860	2:22.689
Class Q									
1	199	Masdea, Gianfranco	200SX	2:15.391	2:18.790	2:18.030	2:16.270	2:15.391	2:17.319
2	48	Hansen, Erik	Probe GT	2:17.860	2:17.860	2:19.680	2:18.800	2:18.351	2:19.020
3	81	Hamilton, Fred	Regal GS	2:31.490	2:31.980	2:31.490	2:32.580	2:31.541	2:32.469
Class Z									
1	117	Barbagiovanni, Claudio Spts Racer		2:17.370	2:20.220	2:18.740	2:18.580	2:17.920	2:17.370

Fastest time by Chmielewski, Brian car # 3, Corvette Class M time of 1:57.813

Buttonwillow Race Results June 1-2, 2002

<u>Place</u>	<u>Car #</u>	<u>Driver</u>	<u>Car</u>	<u>Class</u>	<u>Class Pos</u>
Non-Alfas					
1)	97	Dan Davis	M3	O	(O-1)
2)	291	Kim Quinteros	RX7	O	(O-2)
3)	29	Greg Nelson	RX7	O	(O-3)
4)	10	Steve Luftman	MR2	P	(P-1)
Alfa Cup					
1)	58	Larry Dickman	GTV-6	C	(ABC-1)
2)	111	Joe Leone	TubeFrame	Z	(ABC-2)
3)	17	Anthony Rimicci	GTV	C	(ABC-3)
4)	73	Peter Kemos	GTV	D	(DEF-1)
5)	141	Mark Hesthal	Alfetta	D	(DEF-2)
6)	52	Alan Lambert	GTV-6	C	(ABC-4)
7)	84	Art Russell	GTV	D	(DEF-3)
8)	33	Peter Procopio	GTV	C	(ABC-5)
9)	79	Dirk Stoehr	Giulia	E	(DEF-4)
10)	20	Steve Hamilton	GTV	C	(ABC-6)

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Comments on Timing and Scoring

For the amusement of those who were there to see our new timing system; it looks as if the problem was in the power supply of the new Timing computer (not the timing light). The computer has been shipped back for repair.

I did discover that it is possible to format the data from my backup timing system so that the Timing system software (the part on the laptop) can print out the standard format results sheet. (Would have been a lot easier and faster if I had known that yesterday) If anyone would like one, just email me (with your address) and I'll send one to you. Otherwise, the results are attached in text, tab delimited form and as an excel file.

Now the bad news, though the wonders of our manual sorting process to put results together yesterday, two cars were accidentally left off the results list. Both are in class C (the first class I did, and obviously before I had the

sorting process under control) and unfortunately affect the trophies and points.

Results were: (for the first 3 or 4 positions)
 position car # Driver fast time
 1 70 Marc Ashton 2:11:539
 2 158 Tamara Brumbaugh 2:20.830
 3 17 Dirk Stoehr 2:21.551

Results should have been: (as on the attached results)
 1 4 Marc Ventura 2:09:950
 2 70 Marc Ashton 2:11:539
 3 44 Fabio, Garbini 2:15.940
 4 158

Sorry about that. If someone would send me their email addresses, I would send them the corrections and apologies.


Alex Brown



Dirk Stoehr's Stable includes the resurrected "Hooters" car, #33



David Herting's Stable includes an Alfetta sedan again!



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NEED RACE TIRES?

We have a certificate for a set of Goodyear Eagle Sports Car Specials or GSCS show room stock tires, and we are offering tickets at \$25 each. Tire size is not specified, and winner need not be present at the drawing to be held at the Convention Awards Luncheon, July 7. A set of Goodyears is worth more than \$600, so we should be able to sell a good number of tickets to time trialers, vintage racers, and anyone else who could use race tires. The odds are certainly better than for the lottery, as we will probably not exceed 200 tickets. If you are interested, send a check to Phyllis Gaylard (see the masthead for address) or see her at any meeting or club event up to July 6.



Another resurrection! the Bertaglia V-6.

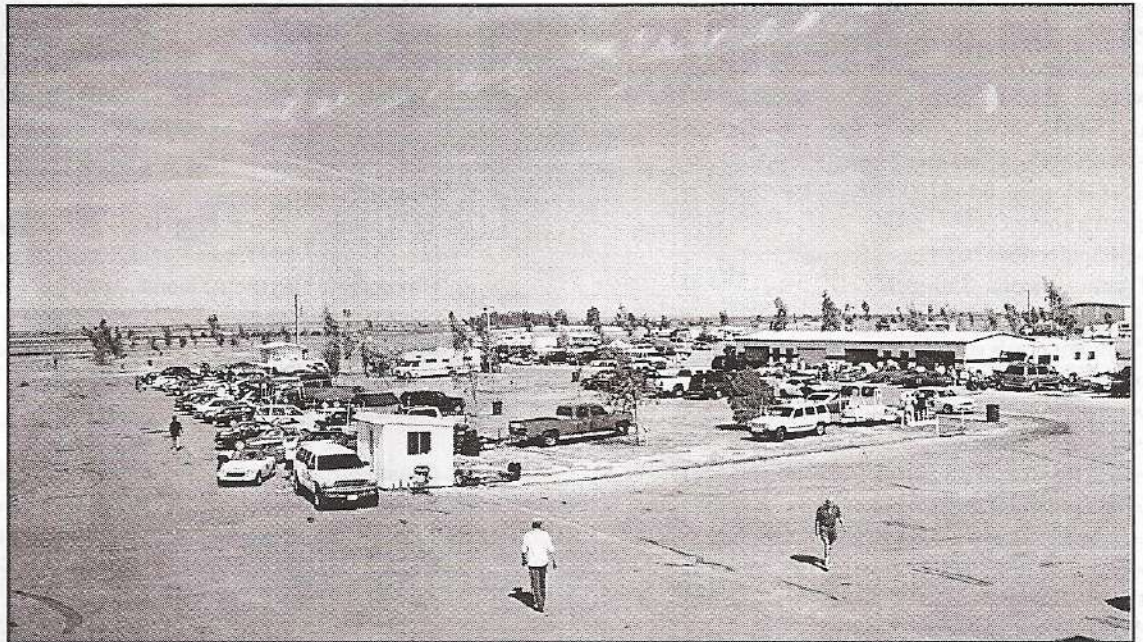
A Note of Thanks

I would like to thank DINO LASPADA for allowing me to take his trick WRX for a lap or two during the TT at Buttonwillow. I don't want to set precedence for Bradley...but I really enjoyed it and Dino deserves another Thank You!

He works at a Subaru Dealership (maybe we can have a few newsletters sent to him for a counter display) All those WRX owners get a free SCCA license and may have no desire to compete at that level but might enjoy coming out with us from time to time.

I should have taken an extra lap or two or even a practice lap. My wife wasn't thrilled about me taking the car out. She thinks I am too competitive and not disciplined enough to take it easy in someone else's car. Well, I thought I'll go out there and go fast enough to possibly place, but slow enough to be certain that I am well within my boundaries and not crash the car. After all, I had the warm-up lap to get acquainted with the car! Alas, I came up .06 seconds short of a first place and a new club track/class record!!!! Next time I'll make sure I take the allowed 5 laps to learn the car!!

— Daryl DeArman
— quickshoe@earthlink.net



There was a large crowd of cars in the pits, which are uniquely Buttonwillow -- grass & small trees!

Classified Ads

Free advertising for members - please send to the Editor

Wheels for Sale: Set of 4 Rial (?) 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. 1 set of 4 BWA alloy wheels, 6X14, 4-spoke design, yellow paint finish, good condition, mounted with used Goodyear GSCS 195-60 showroom stock race tires, \$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)

1974 GTV: White/black, needs easy restoration, all complete, original CA car, \$3800.

1991 164: 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

PARTS FOR SALE:

69-74 GTV fiberglass hood, new - \$200.

65-74 GTV trunk lid - \$100.

various trim for GTV - call.

66-94 Spider door handles - \$100 pair.

2 Turbina wheels - \$50 each.

1750 motor, euro spec, runs nice - \$1000.

1750 motor needs rebuilding - \$600.

14x6 OZ wheels for GTV/Spider/Berlina - \$400.

17x7.5 Stil Auto wheels for Milano/GTV-6 - \$800.

75-82 Spider front bumper with turn signals - \$200.

65-74 GTV front door glass - \$40 for both.

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

72-72 Spider front bumper with new turn signals lens' - \$300.

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

Call Anthony at (818) 497-5394 days or E-mail to

ITALCARGUY@aol.com. (5/2)

1995 Corvette: Polo Metallic Green, Hi-Performance Corvette set up for road courses or autocross events, not stock! Fun,

fast car for novice to intermediate motorsport enthusiast (0-60 in 5 sec!). Guldstrand Stage II Racing suspension, modified rear end & auto trans, oil cooler, cold air induction system, etc. Custom harness bar & 5-pt harness both seats, new tires, extra front rims & tires, many extras & stock parts, car cover, BFG drag radials; 43,000 mi., \$25,000. Optional: Set of 4 Forge Line aluminum racing rims & BFG racing tires for an additional \$1200. Serious inquiries only. Call Pete at (805) 241-6037. (5/2)

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 alcrts@juno.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)

1994 164 LS: White with black leather interior, rare-for-LS 5 speed manual trans, 67,000 miles, 17" mag rims w/225 V-rated tires, plus original wheels, FM radio with tape and CD player. Very nice condition, currently under repair, 30-day warrantee will be provided; \$12,500 OBO. Call Charlie at (310) 476-8812. (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 deal with the CA smog issue. \$3000 obo. Call Edward at (661) 263-9578. (4/2)

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)

For Sale: remote oil filter kit and oil cooler with all connecting fittings, \$75. Two piece single layer racing suit, fits 5'11" 165lb or smaller, \$75. Call Phil at (949) 831 5882. (4/2)

1962 Giulietta Racecar, winner D class Palm Springs Vintage Grand Prix 1991. Rear steering GTV front spindles w/ rack and pinion collapsible steering, all disc brakes, 2.0-liter w/ 45 webbers, fuel cell, Watts linkage. Spare 5.10 limited slip, good stock head, wheels, muffler or straight pipe. Fun, reliable and easy to drive, a very special car. \$8,000 firm. Call *Tor McPartland* at (831) 659-4294 or E-mail to: tor@orange-guard.com (4/2)

1982 GTV-6: Adjustable Watts linkage, lightened gears, Konis, big sway bars, springs, teflon bushings, shift kit, Aeroquipped brakes, new Bosch factory rebuilt alternator, new brake master, clutch slave, Bosch headlights and fog lights. Somebody spent a lot of money on this car (I have the receipts). Car is gray metallic, painted recently (not a great job). Looks fine, drives good later seats, oil scavenge system. Current smog, \$2500. Call *Kevin* at (310) 521-8362 or E-mail to: archtopper@yahoo.com (4/2)



Free to a good home: GTV-6 stainless steel front bumper. Near perfect condition minus the plastic ends. Just pick it up in Sherman Oaks and it's yours! Call *Doug Joseph* at 310-440-3100 or E-mail to: djoseph@djpartners.com. (4/2)

1976 Alfetta Sedan: Can be daily runner with some work or can be used as parts car. Body is very rough, interior same, but mechanics—good and clean! All stock parts including Spica fuel injection. \$500 OBO. Located in Santa Barbara. Call *Matthew* at (805) 892-4838 or E-mail to: matthewtalmage@hotmail.com (3/2)

Parts Available, 1982 Spider: Front and rear bumpers (U.S.), steering wheel/horn assembly, all used. \$100 OBO each piece, plus shipping. Call *Scott* at (562) 628-5588 or E-mail to spinsky@earthlink.net (3/2)

Wanted, for 1600 Junior Zagato: Original weave fitted woolen carpets (or materials to make them) and the striated rubber rear bumper strips, new or nearly new preferred. Call or Fax to *Geoff McGee* in New South Wales, Australia, at +612-9667-2314. (3/2)

1971 Spider: No engine or trans., good body and suspension. Free if you haul it away. Please call *Joe DeAlmeida* at (909) 606-6549 or E-mail at joe.a.dealmeida@boeing.com (2/2)

1984 Spider: Original Owner, nice very clean car, always garaged; 110,000 miles, yellow, \$3,900. Must sell, leaving the country. Please call (805) 966 - 4985 or E-mail at watt@bryanwatt.com (1/2)

Spider Air Dam: for 1966 to 1981 Spider, new, \$100. Call *Aaron Meyer* at (831) 479-4639. (1/2)

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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 <u>Special Program on Multi Meter</u>	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 Julian 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