

Giornale

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



50^o Giulietta

ASPIRE

SCOPRI

GIULIETTA

Nati ed rampolli che hanno fatto storia.

Mezzo secolo di cambiamenti, di mode, di passioni, evoluzioni continue e sbalzano. In occasione del 50° anniversario della nascita di Giulietta i simboli degli ultimi 5 decenni, a cui si celebra auto nel 1954, si sono ritrovati.

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MENU

June 2004

In This Issue: , Happy 50th Birthday to Giulietta, coming events, and more

Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm, usually 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, the Previews section on Page 3, and review *Alfacionada* for details of events planned for the near future.

AROSC Mailing Address

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

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 \$70; 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*.

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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

We celebrate the 50th Anniversary of the Giulietta model this month, with a copy of the Alfa Romeo web site Anniversary page. This model made Alfa Romeo what it is today. There is an extensive history article herein, written by our colleagues in New Zealand -- thanks!

AROSC Web Site: www.arosc.org

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AROSC Previews

An outline of coming events

Concours, Craig Park, Fullerton – June 13, 9:00AM

Our second Concours will be held in beautiful Craig Park, located just west of the 57 Freeway, near the Brea-Fullerton border. For those with other interests, the Brea Mall is just to the north. See the May issue for details.

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

Join us for the May general meeting at the Veteran's Center in Culver City. The usual coffee and donuts will be served as well as our monthly drawing for an assortment of prizes. Doug Adler is working on a video of the recent Buttonwillow Enduro, etc.

Board Meeting – Wednesday, July 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 be there. The location typically is Hank's Bistro in Lawndale, at the corner of Rosecrans and Hawthorne Blvds.

Summer Party, Huntington Beach – Sunday, July 11, Noon

The consensus is that the Summer Party should return to Phyllis Gaylard's back yard, so this will be a potluck lunch and bocce ball party. Be sure to clean your car so her neighbors can see a lovely clean car show. There's plenty of parking – just avoid the sap-dripping tree. See page 11.

Braille Rally – July 17, 8:00 AM

This event was begun over 30 years ago to help visually challenged students to grow confident in reading Braille, and to have a good time. This is a time-distance-speed rally, with the students reading the directions to the drivers. There is a lunch and award presentation following the rally, so plan on spending the full day. See page 10.

AROC National Convention, New Hampshire – July 29 – August 1

Check your Alfa Owner for more information on this annual event.

**DON'T MISS:
Concours at Craig
Park June 13!
Summer Party
July 11!**

General Meeting and Tech Session at Omega MotorSports – July 30, 8:00 PM

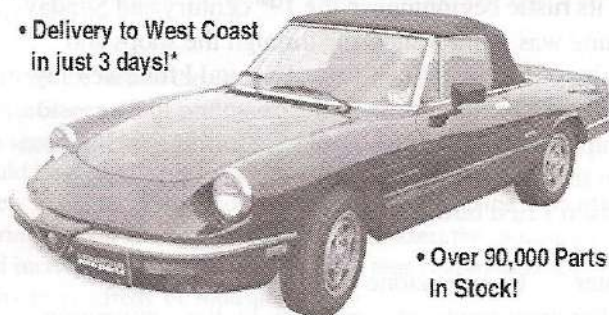
Join us for the July meeting, our annual "Tech Session" at Omega MotorSports. Everyone knows where it is by now, so just meet at Omega. Uwe Backer will have cars on the lifts, and we will have a Q&A session followed by pizza and beverages.

Concorso Italiano, Monterey – August 13

See page 12 for details and signup.

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View from the Top

Mostly Ramblings of Il Presidente!

A lot of Alfa miles were put on this month. From the Palms to Pines Tour (over 300 miles), choreographed with the usual Barrett panache, to two days of laps and Race / Time Trial competition at Buttonwillow, the wheels were turning and the tires were burning.

Chapter 1 – Guidare sua Alfa, Mangiare, E Del Vino
On Saturday, May 15th, a wonderful assembly of Alfisti gathered at a diner near the Mission at San Juan Capistrano and headed off on the Ortega Highway, over the Cleveland Mountains for a stop at The Winchester Cheese Factory in the valley near Hemet. This Boere Kaas (Gouda Style) cheese comes in varieties and ages that run from wonderful to fantastic. Seven Alfas and a Mercedes then proceeded to a pine forest picnic area in the town of Idyllwild at an altitude over 4,000 feet. Joined by Erica and Dave Herting, who drove up from Temecula, we ogled the picnic set up by perennial prize winners Mary and Paul Blankenship. After dining sumptuously on the wide variety of Italian Cold Cuts, Cheeses, Breads, Cookies, aged grape juices, etc., we had a photo op and were joined by Giuseppi Filippone who had driven from Pasedena to visit a friend in Hemet drove down the mountain and up to the town of Julian in the Mountains of San Diego County. The Barretts had arranged dinner at a Sicilian Restaurant, go figure, in the Apple Pie Capital of California. Julian doesn't seem to have changed much from its rustic beginnings in the 19th century and Sunday morning was spent wandering through the shops and wineries of this historic village. Evy and I followed Jay Mackro and Katherine down the mountain to Oceanside then up the coast for a pit stop at their home / Alfa restoration shop. We finished this lovely weekend at our grandson's first birthday party.

Chapter 2 – Competizione

Another great weekend was put on by the competition board headed by Doug Bender and Bruce Colby. Greg Nelson and Dennis Fibrow are organizing and running these events like they've been doing it for years. I can only be amazed how they make a difficult job at best look so easy and run so smoothly (and AROSC thanks to the support given them by family members and friends). Kudos. Paul Ellis worked off some weight he can hardly afford to lose between teching cars, handling safety issues and driving in the Enduro. I only saw the Enduro as a Pit Marshall and was working on the car during the non-Alfa

Race, but the Alfa Cup race was something else. Richard Beard in his 2 liter GTV lapped the entire field except the second place car, a GTV6, which he probably would have caught if the race was a couple of laps longer. Richard, still, I believe, officially a teenager, has been gathering attention at Vintage Racing venues throughout this part of the country. The distance between Dirk Stoehr and Uwe Becker was rarely more than a car length, with Dirk holding Uwe off for a narrow win. I hope Doug Adler can edit some of the digital movies and show them at our general meeting on June 25th.

My own personal excitement came when I dropped 7 seconds off my prior best time. There is something to be said about the instruction given at our semi-annual Performance Driving School. I haven't missed one in years and have improved my times at every event. The thanks for my current improvement goes to Brad Gray for getting me working on heel and toe.

With all of the above going on, the greatest moment from my viewpoint was Fred Hamilton winning his class in the Time Trials. I heard rumors that Fred wasn't too happy with his driving on Saturday and was going to call it quits for the weekend when Steve Hamilton, Director of Driving School and Instruction, (Fred's son) took him out for a few laps of instruction. I haven't seen the times, but I heard that Fred took over 5 seconds off his previous best time in winning the silver plate. Fred was 90 years old in April and finally gave himself a birthday present. Fred is always looking for me in his rear view mirror and I hope I live long enough to get to where he can see me.

Chapter 3 –Concorsi

Shine up a car(s) and join us at Craig Park in Fullerton for our second Concorso and third judged picnic competition on Sunday, June 13th. We have our own tree-shaded picnic area with tables and benches and asphalt parking. This is a club event, not the national championships – if your Alfa, or any interesting car, has wheels and is street legal we expect to see you there. If you eat lunch, we expect to see you there. If you want to smile and bask in AROSC fellowship, we expect to see you there. **WE EXPECT TO SEE YOU THERE.** (PS, the daily driver class was so popular last time that it has become a standard class, so there is no excuse if your car is less than perfect!)

Continued next page, lower left.

Alfa Romeo Celebrates GIULIETTA'S 50TH Birthday

Alfa Romeo organised a special 50th birthday party in Milan on 15 May for the Giulietta, the model that can be clearly seen as not just as one of the marque's most successful cars in its own right, but which also laid the foundations for today's Alfa Romeo range.

The international gathering of Alfa Romeo collectors and aficionados runs from 15 May to 30 June with a series of events, not just to mark the Giulietta's birthday, but to also celebrate Alfa Romeo's success, its role in the history of Italy and to highlight the wealth of new models whose arrival is imminent.

The Giulietta's influence on today's Alfa Romeo is clear. It set the benchmark for a compact, sporting car that offered excellent performance in a body that was stylish and modern, something that is clearly still central to the design of today's Alfa Romeo 156 and 147. But more than that, it provided the basis for the first Alfa Romeo Spider, a model that is still in today's range. Its descendents produced the first GTA models that provided Alfa Romeo with outstanding success then and now in the European Touring Car Championship, as well as producing a fine range of road cars, culminating in today's Alfa Romeo 147 GT. The Giulietta established the coupe in Alfa Romeo's range, role that will be reborn in Alfa range with the arrival of the Alfa GT this year.

The Giulietta owes its name to one of Italy's leading poets and intellectuals, Leonardo Sinisgalli, who suggested the name to Alfa Romeo after seeing an early model. It is the first Alfa Romeo to have a name, rather a combination of numbers and letters. Only in Italy would poets be involved in car naming!

In the 1950s Alfa Romeo was at a crossroads and its new-found success centered on the Giulietta. Alfa Romeo wanted to launch standard production models and at the same time have a model that would provide – as we would call it now – the crossover from its motorsport success into its road cars. The Giulietta enabled Alfa Romeo to capitalize its success in winning the 1950 and 1951 Formula One World Championships with the Alfa 159 and this, in turn, added an extra lustre to the image and success of the newly launch Alfa 1900 sedan range. It was, in short, a period of intense and happy creativity.

In designing the Giulietta, Alfa Romeo's engineers managed to achieve a marriage of leading edge mechanicals with manufacturing economies, employing refined components like the light alloy twin shaft engine and a suspension system similar to that which had already conferred on the 1900 exceptional roadholding qualities.

Even now, 50 years later, the car's shape immediately suggests performance: determination, smooth tapering lines and Italian elegance. It is no mere chance that the Giulietta Sprint is considered the forerunner of all present-day Gran Turismo cars, the true essence of a car that of grand touring abilities across Europe.

The Giulietta's success was confirmed by the sales: from 1954 to 1965, nearly 40,000 units of the Giulietta Sprint were manufactured with the 1290 cc engine and, in the Giulia Sprint version of 1963, with the 1570 cc unit.

In 1955, the turn of the Giulietta saloon came at the 37th Turin Motor Show: 1290 cc of cylinder capacity, 53 bhp and 140 km/h top speed (rising to 62 bhp and 145 km/h in 1962). Nothing could beat it in its market category at the time and motorists knew it. For more than a decade, the Giulietta - in the form of the Sprint, Saloon and Spider - continued to exert the same appeal and increased Alfa Romeo sales from tens of thousands of units to hundreds of thousands.

The hundred thousandth Giulietta rolled off the Portello production line in February 1961 in the presence of its honorary godmother, the actress Giulietta Masina. Although its cylinder capacity and dimensions were small, the model deserves a place in the history of Alfa Romeo sports saloons for the way it was able to interpret the contemporary motoring zeitgeist: the uncluttered, appealing lines of a coupé, state-of-the-art mechanical units, power and roadholding.

(Alfa Romeo Media web site: <http://media.ateco.com.au/>)

View From the Top Continued:

Concorso Italiano, as of this missive, has around 100 Alfa Romeos registered. I expect to have information on room accommodations, arranged by Delta Sierra Club, at the Laurel Inn Motel in Salinas, corral passes for Saturday at Laguna Seca and caravan information between now and the next issue of Alfacionada.

The Annual Summer Beach Party and Bocci Ball Game is scheduled for July 11th at the home of Phyllis Gaylard (see this month's article).

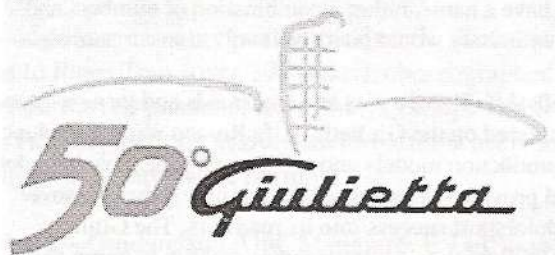
For general feel good fun come out to the Braille School Rallye 2004 on July 17th. **You** make a direct, hands-on contribution to the future success of a visually handicapped youth. Information is in the May issue of Alfacionada or E-mail Patricia West at nseandwest@juno.com for an Entry Form and Directions Package.

Keep the wheel-side down

Norm Silverman (Norman I, Rex)

GIULIETTA: 1954 to 2004

Happy Birthday



by Graham Hilder, Editor *Alfa News*

Reprinted from *Alfa News*, Magazine of the New Zealand Alfa Romeo Owner's Club, May 2004, Issue 284.

Photos by Tom Suter, the Giulietta Register (UK) web site, and the Alfa Romeo web site.

Appearing in 1950, the new 1900 became the first post-war Alfa to be designed & built along anything like mass-production lines. But even so, only about 20,000 were built all told. Its successor, the Giulietta, was the first really mass-produced Alfa, and as such has tremendous importance in the company's history. In order to produce the sales-volumes the company required for its survival at the time, the car to follow the 1900 had to be affordable to buy and economic to build in quantity, while at the same time it still had to be an Alfa Romeo – a stylish high-performance car. The Giulietta met these conflicting requirements superbly.

The new car was created under the guidance of Francesco Quaroni, with Rudolf Hruska in charge of production and with the technical design under Orazio Satta and Giuseppe Busso. The exterior styling was by the legendary Nuccio Bertone (more specifically, perhaps, by Franco Scaglione whilst at Bertone).

The cars that were most in vogue at the time (Fiat, Renault, Citroen and Lancia) used engines below 1100 cc or over 1500, but engineers Satta and Busso decided not to challenge the Turin-based giant and the rest of the industry, and instead, although the new car was to be a relatively small model, raised its planned engine capacity to 1290, in effect creating a new vehicle class. The new engine was a technical masterpiece. All alloy; hemi heads; near-square dimensioning; twin overhead camshafts, driven by a front-mounted silent chain fitted with a tensioner (a solution used only in race engines at that time). The new car had great performance, due not only to the excellent power output for this capacity of engine, but also to the light weight of the car, which was assisted

by the use of light alloy for the gearbox and differential as well as for the engine.

In May 1954 the Giulietta was presented to the press at the historic Alfa Romeo headquarters at Portello before making its official debut at that year's Turin Motor Show in the sporty version, the Sprint. This had 80hp at 6300rpm (some sources state 65hp) and a top speed of 165 kph. The Sprint was an instant success. Alfa had commissioned just 1,000 units from Bertone, never dreaming that more than 700 orders would be taken during the Motor Show



Giulietta Sprint

alone. (This incredible success was to mark the future of both companies. From that moment on, Bertone made the leap from stylist and bodyshop to major producer, and by the late 1950s had moved to a much larger factory.) Eagerly awaited by winners of the 'lottery' that Alfa had devised to fund the development of its new car, production started very late in 1954. In all, 1000 of the early examples of the Sprint went to lottery winners. (Other sources describe Giuliettas as being the prizes for winners in a debenture system the government used to finance Italy's postwar reconstruction. In any case, it's said that as the deadline approached for naming the winners & presenting their prizes, no Giuliettas had been built yet – only a first batch of mechanical parts and some coupé body mockups. To avoid embarrassment, therefore, a smart coupé version had to be built at once, instead of the planned mass-production saloon design which couldn't be ready for some time. Or so goes one story.)

The Berlina was introduced in 1955. It cost about 20% less than the Sprint, and offered 4 seats, 4 doors and lively 140kph performance compared to existing family saloons. This had the same mechanicals as the Sprint, but a longer wheelbase and a reduced 53hp from the 1290cc engine.



Giulietta Berlina/Ti

Also in 1955 appeared the prototype Giulietta Spider, the production car being released at the Turin Motorshow of the following year. Styled by Pininfarina, it used the same mechanicals as the Sprint on a shorter wheelbase. It's said that the Spider arose from Alfa's desire to expand Giulietta sales into the vast US market, and being advised that an open-top sports car version would be the way to go there. Alfa tendered the design-work to both Bertone and Pininfarina, who both built prototypes. Pininfarina offered a crucial advantage to Alfa Romeo that helped clinch the deal - flexible production and immediate addi-



Giulietta Spider

tional capacity. The majority of Spider production did indeed go to the US.

Around 1956 the Sprint Veloce arrived on the scene. This was a Sprint modified by fitting aluminium alloy doors, bonnet and bootlid, plexiglass side and rear windows, and an engine with different carburettors, camshafts and compression ratio to produce 90bhp. A similarly modified Spider Veloce was also produced.

1957 saw the introduction of the Giulietta TI, which installed the higher-powered engine of the Sprint in the Berlina bodyshell. Costing only about 10% more, the TI offered improved performance on a budget and proved to be the most popular Giulietta produced, over 50% of the

total production being this model. It was bought not only by the public but also by the government, who put large numbers to use as everything from diplomatic transport to police cars. In 1960, Alfa Romeo started producing the TI in right hand drive in South Africa, and almost 19,000 were built there until 1963.

1959 saw a range of small changes to the Giulietta engines. There was no official change in the output power, but many dimensions were changed in order to improve the reliability of the unit. It was sufficient for the series number of the cars to be changed. Up until then they had been 750/753 series cars, but with the new engine they became the 101 series. The exact dates of changeover varied by model, and as was often the case at the time, many cars were produced with a mixture of 750 bodies and 101 mechanicals. These cars are often referred to as 'transitional'.

In the late 50s-early 60s the Sprint Speciale and Sprint Zagato variants were produced. Both were special high-price low-volume variants with high-powered versions of the engine and exotically-shaped bodies, the SS by Bertone and the SZ by Zagato. Both these cars used the Spider floorpan with a 100bhp strong engine and five speed gearbox but with completely new bodyshells.



Sprint Speciale, possibly a Giulia

Bertone was given a contract to produce an exotically-bodied and high-powered special version of the Giulietta, the Sprint Speciale, and this was launched in 1961. Very early variants had no bumpers and a steeply raked front end and were termed 'low nose'. Just 80 or so were built, and are highly-prized. Subsequent cars gained bumpers and a host of luxury features. As the premium-priced variant of the Giulietta range, sales were naturally dwarfed by other variants - just 2750 were built through to 1965.

The Sprint Zagato was introduced in 1960 following Alfa's decision to abandon its SS racing project, and put

its faith in Zagato to design a lightweight aluminium body to clothe the shorter SS chassis. The first cars, designated 'Coda Tonda' were launched in 1960 for the racing market; fitted with the standard Veloce engine producing 100 BHP. At around 100kg lighter than the standard SS, performance was significantly improved, and SZs went on



Sprint Zagato

successfully to campaign in major events the world over including Le Mans and the Targa Florio. In 1961, the SZ was redesigned to offer further aerodynamic improvements, the most obvious of which was the Kamm-tail (Code Tronca). It also shed a few pounds, and for the 1st time an Alfa Romeo received disc brakes.

Giulietta production figures (according to one source, anyway!) –

Berlina/TI –

750 Series 1955-60, c. 56,500
101 Series 1959-64, c. 79,000

Sprint & Sprint Veloce -

750 Series 1954-59, c. 8,000
101 Series Giulietta, 1959-63, c. 19,500
101 Series Giulia 1600, 1962-64, c. 8,100.

Spider & Spider Veloce

750 Series 1955-59, c. 7,200
101 Series Giulietta 1959-62, c. 8,800
101 Series Giulia 1600 1962-65, c. 11,500

Sprint Speciale

101 Series Giulietta 1959-62, c. 1350
101 Series Giulia 1600 1963-65, c. 1400

Sprint Zagato

SZ1 Round Tail 1959-60, c. 180
SZ2 Kamm Tail 1961, c. 30



A gaggle of Giulietta Sprints at the Portland Convention Concours.



Giulietta Sprint at Woodley Park The small tail lights indicate this to be a 750 series car.



Another example from Woodley Park -- a Spider.

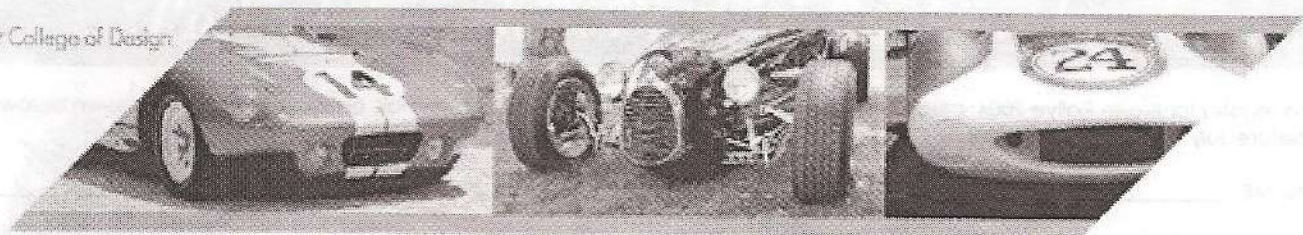


An early Giulietta poster.

by the end of 101 series production 9 years later, almost 30,000 (Sprints?) had been built.

Art Center College of Design Car Classic Show, Sunday July 18

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To see photos, news, and a list of award winners from the Third Annual Art Center Car Classic held July 20, 2003, please go to: www.artcenter.edu/carclassic.

To join us at the next Car Classic, mark your calendar now! The Fourth Annual Art Center Car Classic is **Sunday, July 18, 2004!**

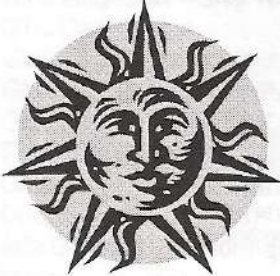
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This was really great last year. This year should be even better -- Paul Dexler

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Summer Party July 11

Potluck Lunch at Phyllis' Backyard



It's Time! Summer is here! Let's party!

It's become a tradition each year to gather in Huntington Beach for a cool party. This year we are returning to Phyllis Gaylard's backyard, with good food and friendship, and lots of car talk, along with the mild weather. Let's do it again! Bring a sweater! Come and cool off from the inland heat wave!

Phyllis Gaylard's house in Huntington Harbor has plenty of back yard, paved patio, and shade. She still has Jay Wachtel's bocce balls, and the lawn is in good shape, freshly cut the day before. She is located about a mile from the ocean and beaches, up on a hill with a great breeze. There is plenty of street parking and a shopping center one block away if the street fills up.

We have again decided on a potluck format, and request that attendees bring something to nosh, snack, or nibble upon. We suggest primarily home-prepared dishes, cold or room temperature. We can heat up some things in the oven or microwave, but want to limit the stove-top cooking to just a few items.

As in the past, there will be no charge for this event. However, we ask that all attendees bring a food dish to share. If you can't cook or bring food, you can make a \$5 donation per person and Phyllis will buy what is needed to complete the menu. In order for this to work, you must call or E-mail an RSVP before party day. Phyllis will coordinate the food items so that we don't have 10 kinds of Jell-O salad and nothing else. Suggested food categories include but are not restricted to: antipasto, appetizers, salads, breads, sandwich meats, casseroles, pasta dishes, or anything appealing as luncheon fare. Just please tell Phyllis what it is so she can coordinate and provide a complete menu.

DATE: Sunday, July 11, 2004

WHERE: 17041 Malta Circle,
Huntington Beach, 92649
(Thomas Bros. Map pg 857 C1)

TIME: Noon to 4:00 PM or???

RSVP: to Phyllis by Friday, July 9 at (714) 377-6377,
or E-mail to phyllis3@aol.com

HOW TO GET THERE:

1. From the north or west, proceed east of the I-405/I-605 interchange for about 2 miles; get into the far right lane looking for the 22 FWY exit from the 405, and exit onto Bolsa Chica Road from that interchange. Follow Bolsa Chica Road south about 4 miles to Warner Avenue and turn right. Stay in the right lane, and turn right at the next light, Algonquin. Take the first left, onto Davenport, and again take the first left at Courtney, but make it a double left onto the access street next to Davenport. This leads you onto Malta Circle to the right. 17041 is the one-story pale grey house with bright blue trim
2. From the east or northeast, take the 22 FWY west to Valley View, just before the 22 joins the 405. Turn left at the signal onto Bolsa Chica, and follow the directions above. Valley View and Bolsa Chica are the same street, but the name changes at the 22 FWY.
3. From the south or southeast, take the I-405 north to Warner Avenue exit, and proceed on Warner about 4.5 miles west to Algonquin, and follow the directions above. OR, take Pacific Coast Highway through Huntington Beach to Warner Avenue, and proceed about a mile to the first traffic light, at Algonquin. Turn left and follow the directions above.

Concorso Italiano Signup!



Important Concorso Italiano Deadline Approaching!

DSARC Members! **SAVE MONEY!** We didn't get this information in the last *Serpent*, but thought you needed to see it. If you are planning on attending the Concorso Italiano in Monterey on August 13, 2004, you need to register immediately to save \$50 or more on your visit. By far the best value in tickets is to register to display your Alfa in the Alfa-only display area (yes, it's part of the show!) and receive 2 attendance tickets, 2 passes to the Exhibitors' Hospitality Suite, morning coffee service, an event program, and a goodie bag. The cost for this great opportunity is only \$50 - *through May 31!* **After May 31 the same deal is \$100, and even higher after that!**

Even before May 31, the least expensive spectator ticket, not purchased by an exhibitor, is \$80 per

person. Clearly, the organizers want you to display your car, so if you're planning on going in August - **DON'T** miss this deadline! The easiest way to register is on-line at www.concorso.com. If you're not computer-literate you can reach the Concorso organizers at (206) 232-0365 to register.

Hotel rooms for DSARC Again this year DSARC has arranged for a block of 40 rooms at the Laurel Inn in Salinas, which is still convenient to the Concorso and Historic venues. The rooms are available to DSARC and ARA members, but you must make your reservations through DSARC, not the Laurel Inn. Use the slip below to indicate your preference, and send the check to past-president James Treadwell by the deadline indicated.

Alfa Dinner at Ginos: One of our regular happenings during the Monterey carfest is a combined DSARC and ARA Saturday evening dinner at Ginos Italian eatery in Salinas. The price is all-inclusive and it's a great time to compare notes with like-minded Alfisti about the excessive pretentiousness of the Ferrari crowd, and which car is likely to take top honors at the Pebble Beach Concours. Check your dinner preferences on the slip below.

SIGNUP SLIP FOR HOTEL ROOM AT LAUREL INN, SALINAS, AND COMBINED ALFA CLUB DINNER AT GINO'S ON SAT 8/14. Deadline for both is JULY 2, 2004 /Use slip for either or both.

Delta Sierra has reserved 40 rooms at the Laurel Inn at 801 W. Laurel Drive in Salinas to be shared by ARA and DSARC. Please do not contact the hotel directly. Instead, reserve your room by mailing a photocopy of this page with the room and dinner info below completed along with your check made out to **Delta Sierra Alfa Romeo Club**. Address it to DSARC, Attn: James Treadwell, 4713 Lake Drive, Carmichael, CA 95608. Prices below include tax, etc. First come, first served.

Single (1 K) Smoking [] Y [] N
[] 2 nights (8/13 & 8/14) \$209.00
[] 3 nights (8/12 to 8/14) \$313.50

Double (2 Q beds) Smoking [] Y [] N
[] 2 nights (8/13 & 8/14) \$242.00
[] 3 nights (8/12 to 8/14) \$363.00

AUGUST 14, SATURDAY NIGHT DINNER, 7:30PM, GINO'S, 1410 S. MAIN STREET, SALINAS

3 Menu choices: Meat and Spinach Canneloni, or Blackened Chicken Fettucini, or Penne Primavera (w/ Alfredo sauce and sauteed veggies). Dinner includes salad, bread, ice cream or spumoni, and wine. Cost is **\$40 per person**. If attending the dinner, please add the dinner amount to your room reservation check.

Number eating at Gino's. _____ Amount \$ _____

Menu choice for each person attending: _____

TOTAL ROOM AND DINNER AMOUNT ENCLOSED: \$ _____

NAME _____ EMAIL ADDRESS _____

MAIL ADDRESS _____

PHONE _____

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- '67 Giulia GT Veloce – 2.0 Performance
- '67 Giulia GT Veloce – 1.6 Original
- '67 Fiat Siata Spring 850 – 500 made
- '60 Giulietta Spider intermediata
- '69 Duetto Spider (Boatail) – 2.0 Performance
- '71 Alfa GTV 2.0 – Performance
- '87 Milano
- '91 164 S – Performance



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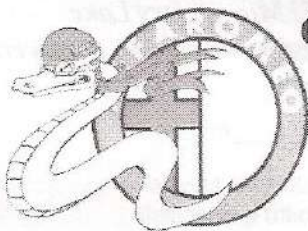
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More Petersen Museum Tour



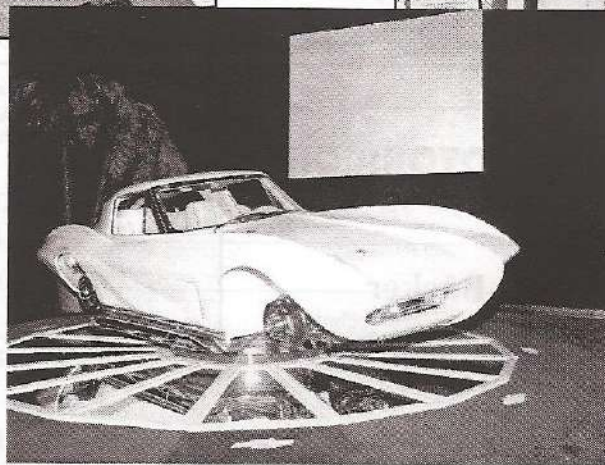
Paul Dexler sent this photo of the group at the Petersen Museum Tour on May 2. He indicated that our requests for special tours might be better received if more of us belonged to the Petersen Museum organization, so that membership form is shown on the next 2 pages. If you decide to join, or already are a member, be sure to let them know that you are an Alfa Club member, and also let us know as well.



Old Yeller #3 on display before a recreated "Speed Shop" drew an interested crowd.



Norm Silverman and Phil Guiral in front of a mural of the El Mirage Dry Lake Lakesters -- wishing they were there?



A seriously tricked out Corvette!

JOIN TODAY!



Los Angeles



Membership in the Petersen Automotive Museum brings a year of exciting benefits. Your membership benefits will include:

- Unlimited free admission to the Museum
- Invitations to members-only exhibition previews, receptions, and special events
- Subscription to the *Petersen Quarterly*, our members' magazine
- Free or reduced admission to educational programs
- Discount at the Museum Shop
- Upper levels of membership bring even more benefits (see other side for details)

The Petersen Automotive Museum is dedicated to the exploration and presentation of the history of the automobile and its impact on American life and culture using Los Angeles as the prime example. Encompassing 100,000 square feet, the Museum showcases over 150 racecars, classic cars, hot rods, motorcycles, and Hollywood celebrity and movie cars. Changing exhibitions and presentations of automotive technology and design ensure that there is always something new and exciting to see at the Petersen. Join today, or give a membership as a gift.

(Please print clearly)

_____ Mr. _____ Mrs. _____ Mr. & Mrs. _____ Ms. _____ Other

Name _____

Address _____

City _____ State _____ Zip Code _____

Home Phone _____ Work Phone _____

Email Address _____

Please check the appropriate level (see other side for a complete list of benefits):

- _____ Roadster\$55
- _____ Station Wagon\$65
- _____ Vintage\$175
- _____ Classic\$300
- _____ Concours\$600
- _____ Checkered Flag\$1,200

_____ My check (payable to the Petersen Automotive Museum) is enclosed.

Please charge my _____ VISA _____ MasterCard _____ American Express _____ Discover

Account# _____ Exp. _____

Signature _____ Date _____

Mail your application with your payment, to:

Membership Office, Petersen Automotive Museum, 6060 Wilshire Boulevard, Los Angeles, CA 90036.

Credit card payments may be faxed to 323-930-6642. For additional information, call the Membership Office at 323-964-6325. *Thank you for your support!*

MEMBERSHIP LEVELS AND BENEFITS



L O S A N G E L E S

Roadster (Dual)

\$55

(\$55 is tax deductible)

- Unlimited free Museum admission for two adults
- A one-year subscription to the *Petersen Quarterly* members' magazine
- Invitation for two adults to members-only special events including exhibition previews, receptions and the annual Open House
- Free or reduced admission to educational programs
- 10% discount at the Petersen Museum Shop
- Eligibility to join the Petersen Pit Crew (Museum volunteers)

Station Wagon (Family)

\$65

(\$65 is tax deductible)

All Roadster Membership benefits, plus:

- Unlimited free Museum admission for additional four children under age 18
- "Kid Cards" for your children—collect stamps with each Museum visit and earn a fun prize
- Special mailings about family programs

Vintage

\$175

(\$159 is tax deductible)

All Station Wagon Membership benefits, plus:

- Reciprocal visiting privileges at automotive museums nationwide and at the Los Angeles County Natural History Family of Museums
- A Petersen Automotive Museum t-shirt

Classic

\$300

(\$251 is tax deductible)

All Vintage Membership benefits, plus:

- Four Museum admission passes to share with friends
- A beautiful Museum poster

Concours

\$600

(\$541 is tax deductible)

All Classic Membership benefits, plus:

- Coupons for free parking when you visit the Petersen Automotive Museum
- Two additional Museum admission passes (total of six)
- Invitations for two additional adult guests for members-only special events
- Annual recognition in the *Petersen Quarterly*

Checkered Flag

\$1,200

(\$1,160 is tax deductible)

Premier Membership Level

Checkered Flag membership offers exclusive benefits for the dedicated automotive enthusiast including visits to private collections, day tours and rallies, travel opportunities, subscription to the Checkered Flag's award-winning publication, and more. Checkered Flag membership will provide you with a unique opportunity to expand your knowledge of the automobile through diverse activities and the sharing of expertise and experience among fellow members. **For more information on the many benefits of Checkered Flag membership, please call 323-964-6359.**

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- 1967 Alfa Romeo Giulietta GTV. White with red nose on black interior, 2.0L, set up for racing.
- 1964 Fiat 500 D. Powder blue on red interior, suicide doors, restored to original condition.
- 1965 Bianchina. Yellow on red interior, rust free, restored.
- 1958 Lancia Appia Truck Series I. Dark green on beige, beautiful condition.

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Classified Ads

Free advertising for members - please send to the Editor

1979 Spider: Original owner, fully restored in 1995 - paint job, leather seats, carpeting and engine replacement done by Alfa Performance Connection, which includes variable valve timing (VVT). Service by APC since rebuild. Excellent condition. Chromodoro wheels, which have been power coated and in mint condition, also for sale. Car and parts garaged. Car and Chromodoros \$7,500. Call Rod at (818) 708-9395. (6/4)

Alfisti seeking room for rent in Culver City. Will spend weekends away. Call Doug at (805) 390-2506. (5/4)

1976 Lancia Scorpion - Alquatti intake and cams with twin 40DCOE's. Euro transmission, Thermal Exhaust. Euro bumpers and Quad lights with Series II grill. Canvas Top. Brake / Wheel upgrades. Won best of club award at France and Italy Show 2001. Lancia Blue on tan. Excellent and Fast \$6,500. Call Doug at (805) 390-2506 (5/4)

1974 GTV: Restored 2001/2002. Factory sunroof and Air - converted to R134. Rosso red, Cromodoro five stars, two owners from new, non-smoking car from new. Most everything replaced or rebuilt from electric engine fan to upholstered trunk. Full Dynamat, Dash cap, veneers replaced, reupholstered, rebuilt engine, good synchros. If you are looking for the best, this is it. \$19,500. Call Dave at (323) 661-1755 or email speedsixer@sysmatrix.net. (5/4)

LUGGAGE RACK: Get ready for summer travel with increased luggage capacity! Chrome, like new, off of a '74 Spider, \$80 or any reasonable offer. Call Norm at (949) 721-0192, or e-mail to n.bianchi@sbcglobal.net. (4.5/4)

1974 Spider: Blue exterior, maroon interior, excellent inside and out. 2-owner car, with 64,000 original miles - in California. \$7,500. Call Emilio at (805) 966-2498. (4/4)

Flat-bed 4-wheel Trailer: 18 foot long, full steel diamond-tread bed, 4-wheel electric brakes, 5 good tires including spare, big enough to easily carry any Alfa or even a Mustang or Corvette. Beaver-tail rear with ramps that slide under the bed and a front storage compartment with flush lockable top, front railing and D-rings to secure a car. Bed is high enough to allow a car door to open over the wheels/fenders after driving onto the trailer. \$2,000 OBO. Electric winch is also available. Call Phyllis at (714) 377-6377. (4/4)

1979 Spider: Yellow with tan cloth interior. 2.0 SPICA, red Konis, springs, new T.A.'s, \$2,800 OBO. Call Mark at (818) 734-0150 or (818) 402-8548 or E-mail to redgatr@aol.com. (4/4)

1968 GT Jr.: Low miles, very original, many new parts, all for more info. \$7,000. Call Fred at (360) 770-2279. (3/4)

Parts: Parting out 1967 GTV. Call for more info. Call Fred at (360) 770-2279. (3/4)

Parts wanted: Driving/fog lights from Giulia Ti. Will pay almost anything for a good pair. Also firewall "Tipo plate" for Giulia Super, and passenger side 'C' pillar badge holder (trapezoidal shape). Call Fred at (360) 770-2279. (3/4)

Trying to locate what was my 1974 GTV: I have spoken to two people who may have seen the car in Santa Monica in the late 80's. I am certain that I will locate it eventually. I lost my family in an accident while I owned the car. I sold it to a Tucson Alfa dealer in 1977 or 1978. Its return to me would recoup many wonderful memories. Please contact David Saint John by E-mail: dsaintjohn@mdausa.org. (3/4)

Parts Available: Parting out 1983 GTV6 with all mechanical and most of the interior intact - email me with your parts needs. Several good running GTV6 Motors - \$500 each, rebuilt GTV6 trans \$400 including nice clutch. Rebuilt Dellorto 45 carbs (matched pair) - \$550 including air horns. Shankle Alfetta headers w/o collector \$200, Shankle GTV6 headers with collector \$400. Misc Koni red shocks for Alfa Spider, GTV6, Milano, Alfetta, used \$45 each. Shankle front swaybar for Alfetta/early GTV6 \$200. 2.5LTR full gasket sets - \$175 each, (4) NOS 2.0 ltr piston/liner/ring/pin assembly - \$300, twin plate clutch assembly (used) \$200, Several sets complete front/rear GTV6 bumpers - \$125/set or \$75 each, late Alfetta driveline in nice shape - \$80, nice set of (4) GTV6 wheels with Yokohama tires (like new tires) - \$400. (4) Ultra rare/Ultra light Campagnolo 5 1/2" x 13" Type Z four spoke wheels for Alfetta pattern with near new Yokohama A-008R spec racer tires size 205/60 R13 86H (These are great tires that are no longer available). \$750 obo for the set including the tires. Call Jim Ferris at (714) 572-6261 days or (909) 861-1474 evenings or E-mail to: jim.ferris@penske.com or rude82000@adelphia.com. (1/4)

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

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Our 2004 Calendar

January	February	March	April
7 AROSC Board Meeting 25 AROSC Annual Meeting and Luncheon at Hanks Bistro, Lawndale 31-1 Time Trial - Willow Springs	1 Time Trial - Willow Springs 4 AROSC Board Meeting 27 General Meeting - 8pm, Culver City 29 Concours @ Pepperdine University, Malibu	3 AROSC Board Meeting 6-7 Drivers School, Streets of Willow 21 Swap Meet at Omega MotorSports, 9am 25 General Meeting, 7:30 Mosier Restoration 27-28 Time Trial @ Laguna Seca	7 AROSC Board Meeting 18 Wild Flower Rallye 30 General Meeting - 8pm Culver City
May	June	July	August
2 Petersen Museum Tour 5 Board Meeting 15-16 Palms to Pines Tour 28 General Meeting - 8pm, Culver City 29-30 Time Trial & Race @ Buttonwillow	2 Board Meeting 13 Concours at Craig Park Fullerton 18-20 Calif Historic Races at Fontana w/spectators 25 General Meeting - 8pm Culver City	7 Board Meeting 11 Summer Beach Party at Huntington Beach 17 Braile Rallye 2004 29-1 AROC National Convention, New Hampshire 30 General Meeting/Tech Session, Omega MS - 8pm, Culver City	4 Board Meeting 13 Concorso Italiano, 14-15 Monterey Historics 27 General Meeting - 8pm Culver City 28 Mt Wilson Climb to the Stars
September	October	November	December
1 Board Meeting 4-5 Time Trial & Race @ Las Vegas Road Course 11-12 Drivers School, Streets of Willow 24 General Meeting, 8pm Culver City	2 Swap Meet/Dyno Session @MagnaFlow (change) 6 Board Meeting 10 Rally 16-17 Alfa-Porsche Challenge, VARA @ Las Vegas 23-24 Time Trial & Race @ Willow Springs 29 General Meeting, 7:30pm At Mosier Restorations	3 Board Meeting 7 Best of France & Italy Car Show & Concours 13-14 Wine Tour 19 General Meeting, 8pm White Turkey Sale & Elections, Culver City	5 Competition Committee Meeting 11 Holiday Party at the Kutkus' home 12 Board Meeting & Planning for 2004 at the Kutkus' home