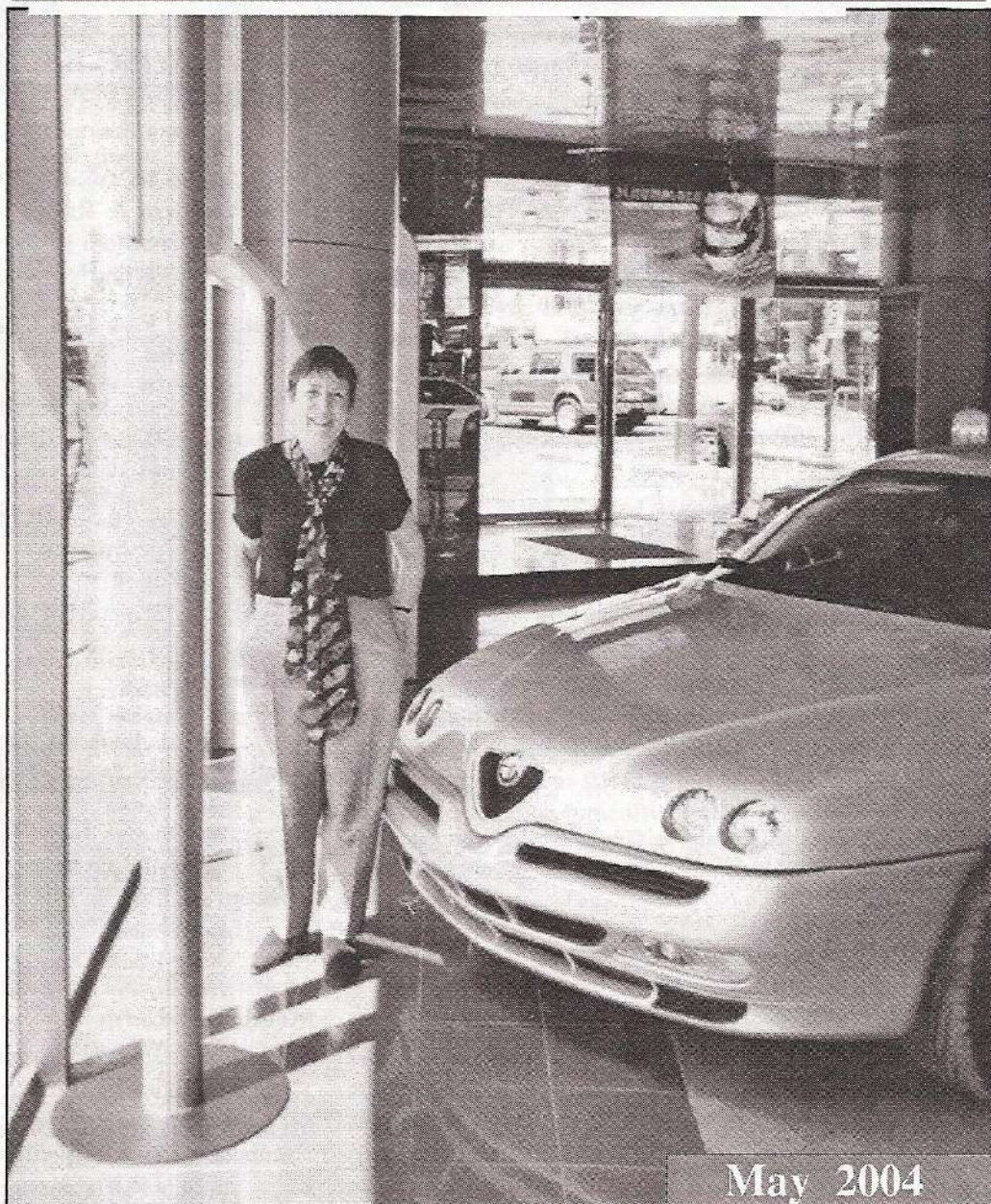


Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



May 2004

**In This Issue: Laguna Seca
Time Trial & Race, Petersen
Museum Tour, coming
events, and more**

Giornale

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*.

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

Truffle Maven Carrie Adrian was in Mexico City last March, and found an Alfa Romeo dealer who had new Alfas in the showroom!! She talked a salesman into taking this photo, but he had to hurry before she drooled all over the nice marble floor. Photo courtesy of Carrie Adrian.

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.

AROSC Board of Directors - 2004

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'Wired' Notices: Jay Negrin jmnegrin@earthlink.com
Liaison: Paul Blankensip sidewaysalfa@email.msn.com

AROSC Previews

An outline of coming events

Pines to Palms Tour – May 15-16

Jim and Elyse Barrett have planned another fun tour for us to enjoy driving our Alfas. Last year was a great drive!

General Meeting – Friday, May 28, 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. Entertainment is being planned, and will be announced later. Our erstwhile time trial crowd will be on their way to Buttonwillow, so the rest of the membership can talk about other activities!

Time Trial and Race and Enduro, Buttonwillow – May 29-30

We will have our usual time trial and race program, including the Alfa Cup race, and a 2 1/2 hour enduro on Saturday late afternoon is an added feature. Following the enduro, we will have a Barbecue at the track catered by Willow Ranch Restaurant, the best place to eat in the area. There will be no Intro group at this event due to the enduro. Come out and watch if you don't compete.

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

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

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

Our second Concours of the year will be held in beautiful Craig Park. We went there last September, and the tree-filled venue was ideal. We have reserved a picnic area next to the Concours parking lot, so there will be the usual

picnic basket competition. Shine up your beauty and show it off, or just come out to see the show. Craig Park is 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 page 13 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. Entertainment is being planned, and will be announced later.

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 – 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 all our lovely cars. There's plenty of parking – just avoid the sap-dripping tree.

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. There is a new starting point this year, on Vermont near the Hollywood Fwy. See pages 10-12 for more information.

***DON'T MISS:
Pines to Palms Tour
May 15-16!
Concours at Craig
Park June 13!***

View from the Top

Mostly Ramblings of Il Presidente!

The calendar looked a little sparse for the month of April and I was looking forward to a much needed respite for both body and cars. The first quarter of our Alfa year was certainly both hectic and exciting. The first event was the nearly full house (over 70 Alfisti) Annual Awards Luncheon at Hank's Bistro followed by Two (2) Time Trial / Race weekends – Willow Springs and Laguna Seca, both well attended, a full Drivers School weekend at the Streets of Willow, a Concorso overlooking the Pacific Ocean at Pepperdine University, a Swap Meet - Dyno Session at Omega MotorSports and our semi-annual meeting at Mosier Restoration. This President thing was starting to look a lot like work.

April was going to be a Poker Rallye in Search of Wildflowers and rest. Bill Carson and Jay Negrin guaranteed a beautiful day in the mountains separating the Pacific Ocean from the inland valleys. And so it was. The Alfa 'weather mojo' stayed with us, providing a panoramic view of over 50 miles from the Channel Islands to beyond the Santa Susana Mountains and, with the exception of a few cases of car sickness and one (temporarily) lost car, the Rallye successfully ended with a fine seafood lunch in Malibu at the Reel Inn.

It was about this time that Paul & Mary Blankenship, hard working volunteers organizing our Fall Wine Tour along with Gene Brown, forced Evie and I into going on a scouting mission to Paso Robles with them. While Paul & Mary tooled along in their air conditioned Milano, Evie & I toughed it out, through the heat and pollen (I think every flowering plant in Central California was in bloom) in the old Spider Veloce. As Paul kept reminding me, sacrificing ourselves for the benefit of AROSC is a privilege. Two grueling days of work, workwork, workwork. Driving twisting canyon roads, tasting boutique wines, eating rich foods and still having to go back in a few weeks to finish the research. On the way down the coast, we had a wonderful opportunity to join with AROCC (Central Coast) for a luncheon hosted in Solvang. The great turnout of Central Coast Alfisti made us feel very much at home and we heartily recommend our membership to join their monthly festivities. Their next gathering is a return to the Murphy Auto Museum in Ventura on Sunday, May 23rd at 11:00 followed by lunch at TGIF or the Macaroni Grill in Ventura. For information contact Fred or Mel Zimmermann at fredmelzimm@earthlink.com.

Our month finally ended with over 30 people gathering at the Peterson Automotive Museum on Sunday, May 2nd. In spite of his best efforts, Paul Dexter's attempt to arrange a private tour of the vault failed to materialize; however, Paul, a museum docent, took us through the current exhibits. Paul, using his vast

knowledge of things automotive, gave us many interesting insights into the museum and both its permanent and temporary exhibits.

On to the Merry Month of May. Jim and Elyse Barrett have again organized our annual Palms to Pine tour over the weekend of May 14th & 15th. We will meet at the Walnut Grove Coffee Shop in San Juan Capistrano (on Ortega Hwy just west of the 5 freeway) before our 10 a.m. departure time. We'll travel over the Ortega Hwy, descending into the Lake Elsinore area, making our first stop at the Winchester Cheese Company to taste (and buy) award winning, European style, aged Gouda Cheeses. Back up into the mountains, we will enjoy a picnic lunch in Idyllwild about 5,000 feet above the valley. The mostly Italian style picnics last year were an obvious labor of love and good taste(ing). The picnic baskets and presentations will be judged in a number of categories and the Barrett's have spared no expense on the prizes. After a leisurely lunch we will head down the mountains to Julian for an afternoon of touring and our nights lodging – after dinner in a local Italian Restaurant. I'm taking bets that there will be Apple Pie on the menu, or somewhere in Julian.

The month will end on a high note over Memorial Day weekend with a combination Time Trial / Enduro Race / Mixed Race Group and Alfa Cup competition at Buttonwillow. Buttonwillow is a fun track to drive or to be a spectator at. The new, air conditioned, multi-story, multi-room control tower at the start finish is a cool place to eat or watch from. In addition, the large concrete patio outside has a metal roof and a mist maker to take the edge of any desert heat. A lot of volunteers are needed for the Enduro. In addition to a free barbecue dinner, think about the excitement of being around the action in the hot pits as a Pit Marshall or Pit In- Pit Out Control, working the starting grid, work in the control tower or being part of a pit crew. The Enduro Race will be held Saturday afternoon. If you're not planning on competing, come on up for the day to help or have fun and enjoy the excitement and camaraderie. Bring the kids, give them some memories they'll never forget – the sights, the sounds, the smells.

Get ready for the June 13th Concorso at Craig Park in Fullerton.

Keep the wheels side down

Norm Silverman (Norman I, Rex)

Victory by Design: Alfa Romeo DVD

"Victory by Design: Alfa Romeo" is a pure treat for 'Alfisti'. This DVD is feature-length and covers most of the milestone sports racers and Grand Prix cars that established Alfa Romeo as one of the truly great marques in automobile history. An abbreviated version has been shown on Speed Channel, but the DVD is better!

We are trying to arrange a bulk purchase for AROSC members and would like to hear from anyone interested. The current price is \$24.99 plus S & H and I have seen them on ebay for over \$30 plus S & H. Contact Norman Silverman by May 27 at the phones and E-mail on page 2.

Alain de Cadenet, a true authority on Alfas, particularly the pre-WW2 cars of Vittorio Jano and Enzo Ferrari, drives and appraises many of the actual cars that won the great classic races which would help create the Alfa legend that's still with us today.

Some of the superb Alfas featured include: the 8C 2300 Zagato, the actual car last raced by Enzo Ferrari as a driver. The actual P3 in which Tazio Nuvolari won the famous 1935 German Grand Prix. The only three 2900A racers ever built, together again for the first time since their Mille Miglia success of the mid 1930s. The awesome Monoposto B, winner of Grands Prix and the Mille Miglia. The unique 2900B Le Mans Coupe. The only surviving 12C Alfa. The Disco Volante. The Fangio-winning 6C 3000CM. The incredible Alfetta, winner of the first two World Grand Prix Championships in 1950 and 1951. The multiple European Championship winning GTA and GTAm. The TZ1 and racing Giulietta and Giulia range. The 33/2 Daytona, 33/3, and TT 33/12, which took Alfa Romeo to two World Sports Car Championships in the 1970s.

What makes this Alfa Romeo show such a must for the enthusiast, is that these important and valuable cars have been shipped to a series of international locations where director Tony Maylam and his production team have been able shoot the cars in action and capture them in superb widescreen photography with 'in your face' Alfa Romeo surround sound. It will be a very long time that so many important Alfas will be entrusted to a film company and shot in such an all-encompassing way.

We Got a Letter!

Hi Phyllis,

I just finished reading a novel titled "The California Mille" by Brian T. Andrews, M.D.. The author is a San Francisco physician who participated in the California Mille that Martin Swig organizes. It's a fun read with lots of mention of Alfa's, as well as some interesting descriptions of Northern California backroads. It might be worth a mention in the newsletter.

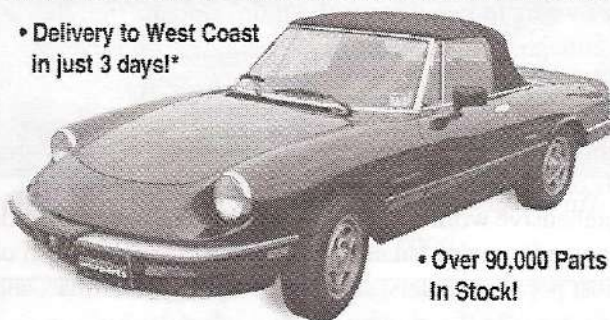
See ya soon,

Norm Bianchi

I propose that our door prize chair obtain a copy of this book for an upcoming meeting drawing! *Phyllis*

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Review: Braden's Last Book

Alfa Romeo, all-alloy twin cam companion 1954-1994.
Pat Braden. Bentley Publishers, Cambridge MA, 2004.

Statistics: 280 pages. B&W photos only. Soft cover w/ color.

Anyone who is even somewhat familiar with the Alfa Romeo marque is familiar with the name Pat Braden. Pat was the consummate Alfisti, and long-time icon in the world of Alfa Romeo aficionados. His first large scale publishing effort, the Alfa Romeo Owner's Bible, A Hands-on Guide to Getting the Most From Your Alfa, is the standard Alfa reference and should be the first book anyone even considering buying an Alfa Romeo should buy. This book, The Twin Cam Companion by Braden is no less a work. Sadly, it will be the last, however. Pat passed away in February 2002, a great loss to the Alfa community.

As if the Owner's Bible was a buffet, the Twin Cam Companion is an entree. Whereas the Owner's Bible is full of things that a prospective or new Alfa owner *needs* to know, the Companion is full of things the Alfisti *wants* to know. In the Companion, Pat covers Alfa history in detail and goes into much more depth on the various models, historical anecdotes, and personalities that made Alfas what they are. One thing I found of particular interest was the rift between the Alfa corporate and the AROC in the 70s, over the technical specs and tuning of the SPICA mechanical fuel injection system a volatile mix of federal regulation, corporate liability lawyers, the desires of technically savvy owners to know more about the system, and, shockingly enough, strong egos and personalities (do we have those in the Alfa world?).

Roughly 110 pages are devoted to modern Alfa history and details of the various post-war models. Given that a truly comprehensive work would require literally volumes, Braden does a terrific job of balance, devoting a chapter to each of the most popular models, such as the Spiders, Berlinas, and Giulias. Usually the modern Alfettas are given bare acknowledgment in Alfa books, but Pat gives them the respect they deserve.

The rest of the volume concerns itself with technical matters. When I first saw what the title was "all-alloy twin cam companion", I assumed that the book would deal primarily with the Alfa twin-cam engine. While this isn't true, Braden does have a large portion detailing the engine's specific operating theory, as well as a good amount of detail on an engine overhaul. While not meant for rank amateur mechanic, someone who is versed in the basics would find

the information indispensable. Being an admirer of the SPICA system, I found his chapter on that good, but weak on illustrations to describe the theory of operation. The text description, while accurate, would be virtually impossible for the newbie to comprehend. Overall I was disappointed with the SPICA section, although to do it justice, would take dedicated volume.

Other technical sections were very good, however. The transmission overhaul was very detailed, with very good photos. The chapter on restoration, while short, was concise and to-the-point for someone considering a restoration. I especially enjoyed the short appendix (only 8 pages), of "Great Alfa Designers and Engineers." It brought what would otherwise be a rather sterile discussion on steel and aluminum, to life. You can see the passion in the faces of these great Italian engineers.

Overall, I was well pleased with the work, and found it a worthy sequel to the Owner's Bible. The illustrations and pictures were relevant and did much to personalize the story of the post-war Alfas. Like the Owner's Bible, I think I will find myself pulling the Companion off the bookshelf occasionally for a quick check, then find that 2 hours have gone by.

Contents and approximate length of each chapter:

1. Alfa Romeo in the Modern Era, 8 pages
2. Alfa in America, 20 pages
3. Sprints and Other Coupes, 18 pages
4. Berlinas, 20 pages
5. Spiders, 20 pages
6. Other Giulietta and Giulia-Based Alfas, 24 pages
7. Alfa's Alloy Four, 18 pages
8. Tending to the Twin Cam, 24 pages
9. Carburetion, 10 pages
10. SPICA Mechanical Fuel Injection, 12 pages
11. Bosch Electronic Fuel Injection, 8 pages
12. Transmissions, 6 pages
13. Rebuilding Transmissions and Transaxles, 12 pages
14. Chassis, 16 pages
15. Tending to Brakes, 8 pages
16. Racing, 12 pages
17. Restoration, 14 pages
18. The Restoration Begins, 10 pages

Publishers web site:

<http://www.bentleypublishers.com>

Wild Flower Rally

Yeah, We Saw Them, and Lots More!

I would like to thank all of you that came out in support of the 2004 Wild Flower Rally. We had a pretty good turnout. Thanks to Jay Negrin for helping with writing the route. Thanks to Doug Adler for setting up the use of the Reel Inn as a start and finish point. It was nice to come back and have a fabulous lunch and talk about the course and had out trophies. Thanks also to Jay and Linda, and Doug and Stephanie for working the course. Without course workers, we could not of had our rally.

We had great weather for our trip up the coast and into the hills. I heard from a few people that my next course choice should have more "sweeping" corners and less sharp corners. Noted. I really enjoyed Mary Blankenship's comment about upping the price next time by two bucks. I asked why, and she stated "so that you can include barf bags!". Well, I guess the drivers love me and the co drivers don't. I can live with that...

We all enjoyed our lunch at the Reel Inn. Once we were all fed, Norman I, Rex, made a speech about upcoming events, or was it world domination... Anyway, Norm and I were glad to hand out the awards. Gene Brown and his friend took first place, despite an ominous puff of smoke when he left the parking lot. A new person, without a co driver, who's name escapes me, took second. Our ex pres and his lovely and talented wife, Paul and Mary Blankenship, took third place.

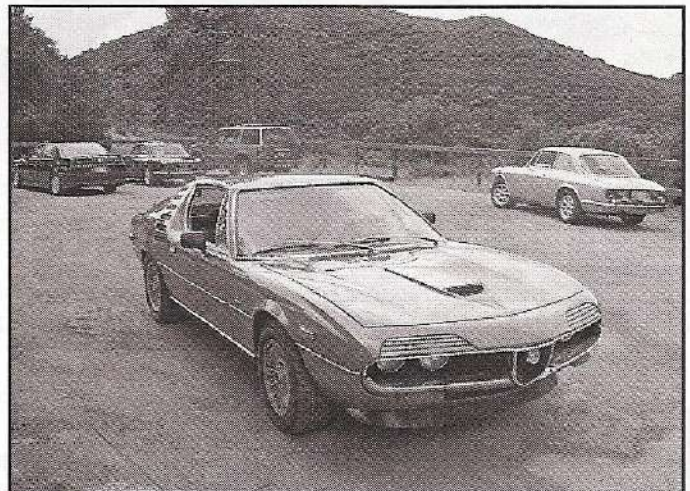
All in all I would say it was a success, and I look forward to finding more fun routes for our next AROSC rally later this year.

Bill Carson

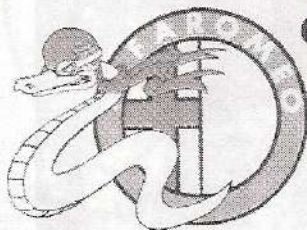
Vice President and Rally Chair



Bill Carson poses his Spider before a key Rally sign.



Gene Brown gives his navigator a breather after some very twisting roads.



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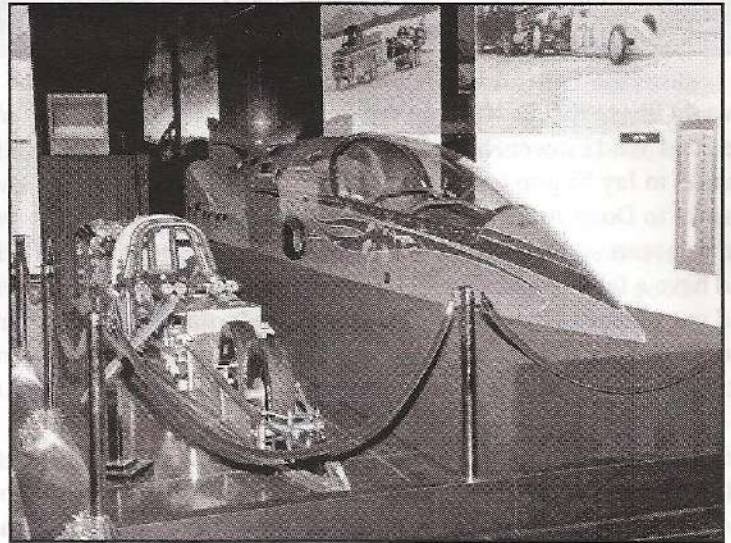
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Petersen Museum Tour

Photos by Tom Suter and his new digital camera.

Paul Dexler graciously offered a vault tour of the Petersen Automotive Museum for our enjoyment, as he did during our 2002 Convention. Unfortunately, the head honcho didn't think we would behave (!!) and didn't bring the key to the vault, so Paul gave us a guided tour of the public portion of the Museum. We learned quite a bit more than we do when just looking at the exhibits. The current special exhibit is of cars that go fast, and particularly some interesting land speed record cars and background information. These photos are just a few of the interesting cars to be seen. Next month, we will print the information for joining the Petersen - no room left this month!



A land speed record car with flat-head power, and 2 front wheels in tandem for a narrow nose. Body is off and sitting on the platform beside it.



The 50th Anniversary 'Most Beautiful Hot Rod', with an appreciative audience checking it out.



A land speed record motorcycle and engine in front of a land speed record stock-body Camaro.



An original 1930's era Plymouth, in front of a display of a drive-in market copied from a real one!



From sublime to ridiculous -- a painted Kombi!

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

Art Center College of Design



WELCOME!

For more than 70 years, Art Center's faculty and alumni have been intimately involved in virtually all areas of automotive design. They are responsible for the industry's most groundbreaking and memorable concept cars, production vehicles, racecars, hot rods, and movie cars. Fittingly, the Art Center Car Classic celebrates the best in automotive design across all classes—from pre-war classics to modern supercars.

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Previous participants and exhibitors have included Tim Allen, Peter Brock, Reeves Callaway, Otis Chandler, Corvette Mike, Dean Jeffries, Chuck Jordan, Dave Kunz, Jay Leno, Richard Marconi, Barry Meguiar, Bruce Meyer, Peter Mullin, Lynn Park, Chuck Pelly, Robert and Margie Petersen, Jerry Rosenstock, Kent Shocknek, David Sydorick, Freeman Thomas, BMW/Designworks, Honda, General Motors, Mitsubishi, and Rusnak Arcadia Mercedes-Benz.

SAVE THE DATE!
The Fourth Annual
Art Center Car Classic:
Sunday, July 18, 2004

Ten awards are presented each year: the Chairman's Award for Best of Show; three Strother MacMinn Designers' Choice Awards, the Students' Choice Awards, and the People's Choice Awards.

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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.

626.683.0605 (fax)
carclassic@artcenter.edu

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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BRILLE RALLYE 2004

Saturday, July 17

It's hard to believe that another year has passed and it is again time for the Braille Rallye! For those who have participated in the past, it is an opportunity to renew friendships and rivalries. For those of you who are joining us for the first time, welcome! We hope you become a regular.

The Braille Rallye was begun over 30 years ago as an incentive for visually challenged students to study and to grow confident in reading Braille. Each student must qualify by meeting established reading goals before they can compete as a navigator.

Up to 60 student navigators from Braille Institute Youth Centers all over Southern California compete in a standard sports car rally, teaming with drivers from sports car clubs, law enforcement, media, and just regular folks.

The actual rally is very straightforward. The driver/navigator team must get from checkpoint to checkpoint at the proper speed to attain the correct elapsed time. The directions are written in Braille or large print and are given to the driver by the navigator. You, the driver, have no idea where you are going; the challenge is for your navigator to read the instructions properly and to communicate those instructions clearly to you. These students, like any other California teenager, would like the independence of driving their own car. That cannot happen, but in this event, they are more than just a passenger. As a driver, completely dependent on your navigator, you will find a team partner and friend, and a day not easily forgotten.

Rallye participants should reach the final checkpoint between 1 and 2 PM. There is a luncheon and awards presentation at the end and the event concludes by about 4 PM.

This is a NON-SPECTATOR event. All the attention is directed towards the navigators. They are the competitors. They will receive the trophies and the cheers. We do invite the media so they can report on the activity and the remarkable capabilities of these young people.

There are some changes this year. Please note the new starting location. The Braille Institute Youth Center on Cahuenga has been sold, so the start this year will be at the Braille Institute facility on North Vermont in Los Angeles. Also new this year, there will be a \$10 entrance fee, payable at registration on the day of the event. As always, any additional donations will be gratefully accepted to help defray the expenses of the Rallye and to further Braille Institute Youth Center programs.

You will receive an entry confirmation package. This will contain a copy of General Rally Instructions and Sample Rally Instructions.

For those donating their time for this event, it is very rewarding to know that the Braille institute reports that this is their primary "fun" event promoting reading skills.

To be a DRIVER, please mail or fax a completed Driver Registration/Information Sheet to the registrar before July 10, 2004.

To be an EVENT WORKER, please contact the Registrar at any of the number shown below.

PLEASE JOIN US FOR ONE OF THE MOST REWARDING DAYS YOU WILL EVER HAVE!

REGISTRAR:

Patricia West
6471 Newbury Drive
Huntington Beach, CA 92647-6565
714-841-1249 (phone)
714-841-0777 (fax)
nseandwest@juno.com

FOR FURTHER REFERENCE:

Anita Wright
Braille Institute Youth Center
741 North Vermont Avenue
Los Angeles, CA 90029
323-663-1111 Ext. 1208

THANK YOU FOR YOUR TIME AND CONSIDERATION!

DRIVER AND WORKER CHECKLIST

Schedule:

7:00 AM	Gates open at Youth Center – Coffee and donuts available at registration
7:30 AM	Registration opens
9:00 AM	Drivers' and navigators' meetings
9:30 AM	Pairing of navigators with drivers
10:01 AM	FIRST CAR OUT – THE BRAILLE RALLYE 2004 ADVENTURE BEGINS!

Helpful Hints:

- Arrive early – first registered, first out
- Please do not bring a passenger unless he/she will be a course worker. The day is for the navigators without distractions
- Polish the car and yourself – there is a good chance of media coverage
- Fill your gas tank. Check oil and water
- Be sure your spare tire is usable
- Make sure seat belts operate properly
- Bring a Los Angeles County map or a Thomas Guide
- Familiar yourself with the "General Rally Instructions" you will receive prior to the rally
- Verify your auto insurance is current (The event is covered by K & K)
- Bring a cell phone. You will be given a number to call incase you are hopelessly lost or you have a problem
- Bring a couple of extra dollars that may be needed to treat your navigator along the route. There will be a break stop midway through the rally with drinks and snacks
- You will need a watch, clock or sundial to track time, especially at the break stop. Fancy rally equipment is not necessary
- SUNSCREEN!
- There will be plenty of Braille Institute workers to assist at the checkpoints, break stop, and luncheon.

REMEMBER: The primary purpose of the Braille Rallye is to give the students a fun incentive to aid in their mastery of Braille, increase reading skills, and gain confidence in communicating with the sighted world.

IMPORTANT: If you sign up and find you will not be able to attend, PLEASE call immediately so we can fill you spot! PLEASE, DO NOT LEAVE A STUDENT WITHOUT A RIDE!

STARTING LOCATION AND PARKING:

Braille Rallye 2004 has a new starting location:

Braille Institute
741 North Vermont Avenue
Los Angeles, CA 90029

A map of the facility and where to park will be included with your registration confirmation package.

Received Bailout _____

BRILLE RALLYE 2004
Saturday, July 17
DRIVER REGISTRATION AND INFORMATION SHEET

To register for Brille Rallye 2004, please complete this information sheet and mail, e-mail, or fax to the address shown below before July 10, 2004. Thank you!

NAME _____ DRIVERS LIC _____

STREET ADDRESS _____ CITY, ZIP _____

PHONE: DAY _____ EVENING _____ CELL _____
(This will only be used to track you during the rally, if needed)

E-MAIL (Please print clearly) _____

CAR MAKE AND MODEL _____ COLOR _____

DRIVER/NAVIGATOR SEAT BELTS? Yes () No () REAR SEAT WITH BELTS? Yes () No () CONVERTIBLE? Yes () No ()

INSURANCE CARRIER _____

RALLY EXPERIENCE? Yes () No () PLEASE DESCRIBE _____

IF YOU WOULD LIKE TO REQUEST A SPECIFIC STUDENT/NAVIGATOR
PLEASE INDICATE HERE AND WE WILL DO OUR BEST TO PAIR YOU UP AGAIN _____

DID YOU NOT DRIVE COMPETITIVELY LAST YEAR BECAUSE THERE WERE NOT ENOUGH STUDENTS? Yes () No ()
If so, thank you! We want to make sure you have a student/navigator this year.

GENERAL MEDIA INFORMATION

UNUSUAL/PARTICULAR VEHICLE DATA _____

OCCUPATION _____

HOBBIES/INTERESTS _____

The above information is available, as stated, for any media release.

Signature _____ Date _____

IMPORTANT: Please return by mail, e-mail, or fax before July 10 to:

Patricia West 714-841-1249 (phone)
6471 Newbury Drive 714-841-0777 (fax)
Huntington Beach, CA 92647-6565 nseandwest@juno.com (e-mail)

Register early! In the event that it becomes necessary to limit the number of drivers, or the number of participants from any one car club, it will be done primarily in order of receipt of registration. We hope that there will be a student for every driver however, oftentimes students cancel the morning of the event and there are more drivers than students. We hope that you understand if you do not get a student/navigator and are asked to help in another way. We will try to make it as fair as possible.

To keep our mailing list current and to not disturb those who may no longer be interested, PLEASE check the appropriate box and return by phone, fax, or e-mail.

- () See you July 17th!
- () I am unable to attend this year, but please keep me on the mailing list
- () Please remove me from the mailing list

Concours at Craig Park, Fullerton – June 13

Bring your best car, best picnic, and best friend to Craig Park for a fantastic day full of fun, friends, and cars in Orange County. The park is characterized by rolling hills, open space, and a formal rose garden. A variety of trees are interspersed throughout the park's 124 acres that provide abundant shade. A host of recreational opportunities exist, including grassy play and picnic areas, and bicycle and hiking trails. There is even a 3-acre lake on the lower level. We will be using the first parking area and the first covered picnic area, just behind the Ranger Office.

A variety of classes will be judged, depending on sufficient entries, including Open and Closed Alfa, Daily Driver, Best Italian, Etceterini, and Race Prepared. This is a great opportunity to share your Alfa (or other marque) with others and maybe bring a friend who has some other great car.

AROSC chapter cars are some of the finest examples of the marque around and your car deserves a day in the sun/shade! In addition, we invite the San Diego and Orange County Chapter members to join us. For tips on how to prepare your car for Concours, be sure to check out Last February's *Alfa Owner*.

In addition to the cars, picnic basket judging will be in full swing with recognition to be given in 3 categories of competition – Molto Alfa (Very Alfa), Migliore Italiano (Best Italian), and Country themes.

Bring your sun block and hat! The trees provide some shade, but there will also be sun and warm to breezy conditions. Some insect repellent is also advised, as a few West Nile Mosquitoes have been observed in the park area. It is a County Park, and no alcohol, skateboards, scooters, etc. are permitted. There is a parking fee of \$4.00 per car.

So let's recap... Great Cars, Great setting, Great food! See you in Orange County.

To reach the park take the Orange Freeway (#57) to the Imperial Highway offramp. Proceed west on Imperial for approximately ¼ mile to State College Boulevard, then left for 300 yards and turn left – look carefully for the entrance. The gates open at 7am and judging begins at 10am. There is a \$10 fee for judging. Awards will be presented during lunch, starting at noon and the event will conclude by 2pm.

For questions about this event or anything related to Concoursing your Alfa, contact Doug Adler at (805) 390-2506.

CONCOURS ENTRY FORM:

NAME: _____

CITY: _____

DAY PHONE: _____ EVE. PHONE: _____

CAR YEAR: _____ MAKE: _____ MODEL: _____

BODYSTYLE: _____ COLOR: _____ 1st CONCOURSE? _____

PAYMENT ENCLOSED: \$10 EVENT FEE/CAR: \$ _____

Pre-entry is preferred, but entries will be accepted up to 9:30 on the morning of the event.

PLEASE MAKE CHECKS PAYABLE TO AROSC

MAIL TO: Doug Adler, 30310 Blondell Place, Newbury Park, CA 91320 by June 9, or bring to the event.

ALFA CANYON RUN AND CAR SHOW

June 19 4:00pm

On Saturday, June 19 Skate Lab in Simi Valley in association with AlfaBB.com, Alfa Stuff, and 74Spider.com will be hosting a canyon run with a car show and pizza party at the end of the drive. The meeting place will be at the Best Buy Parking lot off the 118 Freeway in Northridge. We are planning on leaving there at 4:00pm. The plan is to then travel into Simi Valley by way of the Santa Susana Pass. After that, there will be a gathering of Alfa's at Skate Lab. Skate Lab is an indoor skating facility. Many of California's top skate boarders practice here and this place is a common setting for music videos. Pizza, beer, and sodas will be provided courtesy of the event organizers. We will also be having a raffle of Alfa related items. Please come out and enjoy a summer's night with us! Bring the family along, Skate Lab has rental skateboards and helmets. Last year there was a great turnout and hopefully this year's will be bigger.



FOR MORE INFORMATION PLEASE CONTACT:

Todd Huber todd@skatelab.com
Anthony Rimicci alfastuff@yahoo.com

WHERE TO MEET:

Best Buy
19929 Rinaldi Street
Northridge, CA 91326

- From Los Angeles or Orange County, take the 405 or 5 freeway north
- 118 West for approx. 5 miles
- Exit Porter Ranch Dr. and make a right
- Best Buy is on the corner of Porter Ranch Dr. and Rinaldi St.
- We will be meeting on the southwest corner of the parking lot between 3:30 and 4:00 pm
- We will be leaving at 4:00

Laguna Seca Time Trial & Race

A Beautiful Weekend of Speed and Fun

by Doug Bender

Photos by M.J. Kutkus and Mike McKibbin

AROSC made its annual journey to the fabled Laguna Seca racetrack last month. It is quite a coup for us to get this historic track, lots of clubs have given up on it due to the high cost and the difficulty of securing dates there. Somehow AROSC seems to not only get the track year after year, we make a success out of the event.

After initial predictions of rain, the weather cooperated very nicely with gorgeous, slightly cloudy skies. Our costs (and entry prices) were up considerably from last year but with over 100 entries we filled nearly every grid (the only exception being about a half-full grid for the Alfa Cup race) and didn't have to turn anyone away. We had a nice mix of familiar and new faces, see the results. A notable new car was a Tom Zat SSZ formerly raced by Tom Zat himself, now co-driven by Mike O'Brien and former AROSC Director of Registration Pierre Pfeffer.

Personally, I didn't see much of the action because I spent nearly the entire weekend bent over my race car's engine trying to get it to run for more than a minute at a time. Instead of driving time I got a sunburned neck. The problem turned out to be a bad control module in my brand-new \$600 rev-limiting electronic ignition ("modules never go bad", so I spent all day Saturday making sure it was indeed the module and not wiring, switches, coil, etc.). I want to thank several people who helped: Paul Ellis, David Khoe, Art Russell, Terry Manchester, Jim Ferris, Peter Kemos, Greg Nelson, and Bruce Colby. In the end, using a borrowed points ignition, I got the car running long enough to drive it back onto the trailer for the drive home. Come to think of it, much as I love Laguna Seca, I seem to have something of a jinx

there, something seems to break every time. So maybe it's just as well I sat this one out!

The results are nearby. Due to the entry limitations at Laguna Seca each driver had to choose between time trial and race, so some of our usual fast guys did not time trial. In the Time Trials, Marc Ashton won Class B and took top Alfa time of the day in his supercharged Junior Z (how I would have loved to try to beat his time in my race

car!). The Zambri brothers dominated Class C and other members of the "Milano Mafia" dominated Class D. Gianni Troian won Class G in a respectable 2:09 and Nor Silverman, in his first time on the track, took Class H in 2:22. In the non-Alfa classes we had new class records in Classes K (a new class) and N. Both races had a lot of exciting action but were run cleanly. We did have a couple of cars (both Alfas) run off the

track and rearrange some tires (and the sides of the cars) but fortunately no car to car contact that I am aware of. After an initial warning that our noise limit would be 90



Mark Ashton is always fast in his Blue Jr. Zagato!

Drive your car AND keep the paint

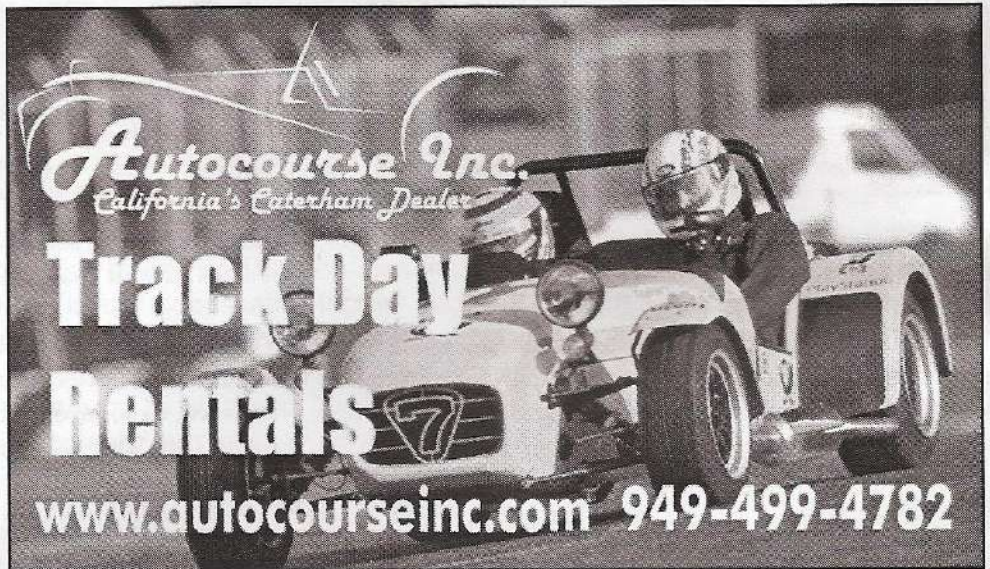
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dB we had a reprieve to 92 dB, but even so there were inevitably a few cases of cars black flagged for noise.

Our all-volunteer organization once again kept the weekend running in a most professional manner. This is a special challenge at Laguna Seca with its tight restrictions on time and noise. Newly appointed Time Trial and Race Directors Greg Nelson and Dennis Fibrow very crisply kept things right on schedule. Terry Watson ran Registration in his usual professional way; Brad Gray was as usual active in many capacities and seemed to be everywhere; Paul Ellis ran Tech Inspection and Steve Hamilton make a special trip to run the Novice classes (and celebrate his dad Fred's 90th birthday party). Vince Rinner got results out in record time (I don't recall ever getting time trial results before the end of the race). Sheila Kutkus set up a nice dinner in the hotel, with two cakes for Fred's party.

Coming up soon we have Buttonwillow with the Enduro (now expanded to 2 1/2 hours) plus all the other usual events (gotta take advantage of those long late spring days!). Contact Greg Nelson if you can volunteer to help run it. See you there!



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Pierre Pfeffer's Zaf SSZ racer.



It was a 'full house' at Laguna Seca.



The event honchos discuss strategy, or the party?



New Garages!

A Quick Note on Safety and Time Trial License Policy

by Doug Bender

In the April Alfacionada Club President Norm Silverman describes his experience driving at Laguna Seca racetrack for the first time. Since Norm hadn't driven Laguna Seca before, he asked Fred Hamilton, an experienced time trailer, to get in the passenger seat of his car and ride with him for some laps during the first practice session. Since Norm is a licensed time trailer with AROSC he has the privilege of taking passengers in practice sessions, as long as the passengers also have at least a driver's license and sign our waiver. (To get his time trial license Norm completed three time trials under supervision, taking the Novice classes at each one, and didn't make any major mistakes.) So far, so good. Norm had the right to take passengers, Fred had signed the waiver, and Norm had the right instinct to have someone with more experience at this track show him the way around. And this is what the passenger policy is for: so experienced drivers can provide instruction to other less experienced drivers. And of course both Norm and Fred had full safety equipment and Norm's car is rather slow, so the danger to both was minimal.

However, I would quibble about one thing. It might have been better if Norm had either ridden as a passenger with Fred driving, or arranged to follow a more experience driver, instead of taking a passenger on his first laps at a new track. As it happened, Norm went four wheels off at the tricky Corkscrew with Fred in the car. No harm done, he cut across some dirt and got back on the track.

So, I think we have some food for thought here. Should a licensed time trailer be allowed to take passengers at any track, or only tracks they have driven on before? We will discuss this at the Competition Committee meeting in December.

Lancia

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**AROSC Time Trial
Laguna Seca - March 28, 2004**

	<u>No.</u>	<u>Driver</u>	<u>Car</u>	<u>Best</u>	<u>Lap1</u>	<u>Lap2</u>	<u>Lap3</u>	<u>Lap4</u>	<u>Lap5</u>
Class B									
1	70	Ashton, Marc	JrZ	1:53.009	1:55.509	1:53.063	1:53.066	1:53.189	1:53.009
2	666	Mutza, Chip	Milano	2:00.412	2:03.852	2:02.729	2:01.350	2:00.412	2:00.566
3	4	Vazquez, Hector	GTV	2:02.908	2:04.958	2:04.510	2:03.235	2:03.539	2:02.908
Class C									
1	75	Zambri, Zamani	Milano	1:53.955	2:00.419	1:53.955	1:55.056	1:54.416	1:54.564
2	55	Zambri, Nizam	Milano	1:57.043	1:57.043	1:57.421	1:57.073	1:57.277	1:57.154
3	18	Goldenson, Craig	GTV6	1:57.835	1:59.682	1:58.400	1:57.916	1:58.018	1:57.835
4	410	Herting, David	GTJR	2:07.496	2:10.012	2:12.011	2:08.502	2:08.995	2:07.496
5	162	Thraen, Jeff	Super	2:09.022	2:09.022	2:09.607			
6	141	Herting, Erika	GTJR	2:09.968	2:09.968	2:10.638	2:11.154	2:10.399	2:10.238
7	56	Kunedt, Peter	GTV6	2:11.675	2:15.367	2:12.343	2:13.932	2:12.530	2:11.675
Class D									
1	33	Liao, Jesse	Milano	2:00.832	2:01.419	2:00.832	2:03.182	2:02.620	2:01.378
2	114	Kartsonas, Dimitri	Milano Ver	2:04.914	2:08.263	2:17.709	2:10.941	2:13.518	2:04.914
3	14	Cartsonas, Chris	Milano Ver	2:05.523	2:05.523	2:07.967	2:07.106	2:07.238	2:07.209
4	13	Kokkevis, Vangelis	GTV	2:08.523	2:13.526	2:12.370	2:10.148	2:11.657	2:08.523
5	59	Khoe, David	GTV	2:09.696	2:13.089	2:14.208	2:11.882	2:10.665	2:09.696
Class G									
1	24	Troian, Gianni	GTV	2:09.282	2:12.026	2:11.912	2:09.711	2:11.490	2:09.282
2	124	Kartsonas, Nick	GTV	2:34.417	2:38.916	2:37.818	2:34.417	2:38.128	
Class H									
1	105	Silverman, Norm	Giulia TI	2:22.699	2:26.149	2:25.322	2:22.815	2:22.699	2:24.589
Class K									
1	46	Crayford, Ian	Super7	2:04.518	2:06.063	2:05.077	2:04.518	2:07.054	2:05.528
Class M									
1	181	Rossi, Terry (1)	Viper GTS	1:45.253	1:46.664	1:45.481	1:45.421	1:46.156	1:45.253
2	380	Ouye, Kim	933	1:46.881	1:48.710	1:47.854	1:47.391	1:52.543	1:46.881
3	69	LaMagra, Salvatore	Corvette Z	1:47.680	1:49.261	1:49.102	1:48.630	1:47.680	1:49.620
4	146	Johnston, Ron	NSX	1:50.982	1:51.879	1:53.435	1:52.707	1:51.792	1:50.982
5	31	Wang, Victor	Mustang	1:53.564	1:55.270	1:54.218	1:55.710	1:55.360	1:53.564
6	35	Johnson, Steve	Corvette Z	1:53.909	1:54.437	1:53.909	1:55.950	1:56.012	1:56.915
7	73	Roy, Mike	914	1:54.080	1:58.035	1:56.776	1:56.020	1:54.950	1:54.080
8	131	DeAnda, Cesar	Mustang	1:54.994	1:57.911	1:56.144	1:56.567	1:57.719	1:54.994
9	746	Stadter, Paula	NSX	1:55.253	2:00.882	1:58.225	1:55.576	1:55.253	1:58.309
10	36	Kelly, Albert	Corvette Z	1:56.688	1:56.771	1:57.565	1:57.782	1:56.762	1:56.688
11	68	Cox, Frank	NSX	1:59.973	1:59.973	2:02.167	2:01.093	2:00.712	2:01.642
Class N									
1	218	Groth, Claus (2)	944T	1:46.064	1:46.738	1:46.516	1:46.064	1:46.410	1:46.448
2	62	Poulin, Robert	M3	1:47.947	1:50.504	1:49.678	1:49.302	1:48.179	1:47.947
3	91	McKibbin, Mitchell	Mustang SV	1:51.580	1:53.109	1:52.240	1:51.731	1:52.058	1:51.580
4	25	Carrillo, Mark	WRX	1:51.903	1:53.178	1:53.518	1:52.594	1:51.933	1:51.903
5	54	Brown, Bruce	RX7	1:52.214	1:53.699	1:52.604	1:52.214	1:54.743	
6	622	Poulin, Matt	M3	1:53.638	1:53.638	1:54.021	1:55.151	1:54.964	1:56.338
7	29	LeVay, Peter	SL55	1:54.377	1:54.377	1:54.974	1:54.600	1:55.347	1:55.244
8	111	Victoria, Edward	Carrera	1:55.870	1:57.463	1:58.284	1:56.345	1:55.870	1:56.777
9	37	Taylor, Clark	Super7	1:55.896	1:55.896	1:56.669	1:56.827	1:56.859	1:56.367
10	3	DeLaMare, Rob	Miata	2:00.093	2:00.672	2:00.093	2:01.523	2:00.108	2:00.699
11	53	Fung, Carl	348gts	2:02.404	2:02.902	2:03.609	2:03.841	2:03.094	2:02.404
12	39	Marting, Greg	240Z	2:05.054	2:05.054	2:05.540	2:06.196	2:06.625	2:05.665

	No.	Driver	Car	Best	Lap1	Lap2	Lap3	Lap4	Lap5
Class O									
1	5	Stoehr, Hans	911SC	1:48.762	1:49.358	1:49.126	1:49.945	1:48.762	1:50.316
2	117	Lewis, Brian	Corvette	1:55.283	1:59.224	1:58.319	1:56.697	1:55.283	1:55.639
3	19	Rhodes, Robert	Mustang	1:55.630	1:55.630	1:55.861	1:56.596	1:56.808	1:56.402
4	67	Jocson, Chris	Corolla	2:05.091	2:09.488	2:14.067	2:05.091	2:09.912	2:07.184
5	65	Lewis, Frank	Mustang	2:07.427	2:11.852	2:10.765	2:07.427	2:09.078	2:08.226
Class P									
1	44	Wu, Sheng Yi	240Z	1:54.197	5:12.218	1:54.197	1:55.418	2:03.504	
2	510	Schwabel, Rob	510	1:55.302	1:56.897	1:55.302	1:55.505	1:55.670	1:55.933
3	118	Major, Terry	MR2	1:55.761	1:58.106	1:57.734	1:56.841	1:56.718	1:55.761
4	238	Hudson, Marty	Super7	1:57.515	2:05.016	2:06.917	2:00.115	1:59.625	1:57.515
5	93	Kutkus, M.J.	SLK230	2:02.553	2:05.332	2:03.418	2:03.356	2:02.553	2:06.598
6	32	Agraan, Mike	330ci	2:06.618	2:10.944	2:07.278	2:09.604	2:15.526	2:06.618
7	77	Cheng, Chieh	Impreza RS	2:08.105	2:09.302	2:10.174	2:08.105	2:08.203	2:08.207
8	119	Petreas, Andrew	Bi-Turbo	2:18.809	2:20.733	2:18.809	2:19.481	4:32.875	
Class Q									
1	718	Major, Beverly	MR2	2:02.597	2:06.103	2:04.694	2:04.198	2:03.848	2:02.597
2	90	Lowe, Mike	Integra	2:04.374	2:06.559	2:05.367	2:04.768	2:04.374	2:08.667
3	8	Herman, James	RX7	2:17.615	2:19.663	2:20.475	2:18.121	2:20.029	2:17.615
Class Z									
1	47	Pfeffer, Pierre	SSZ	2:00.580	2:00.580				

Notes

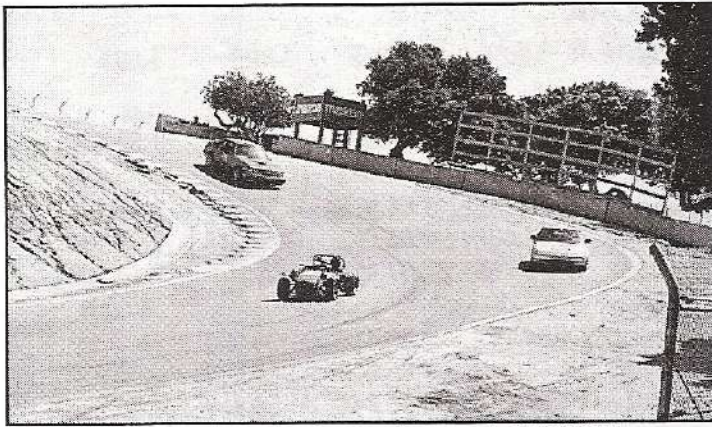
- (1)Fastest Time of the Day
- (2)New Class Record

**AROSC Non-Alfa Race Results-
Laguna Seca, March 28, 2004**

Finish	Cl	Fin	Car #	Driver	Car
1	L	1	208	John Dearing	Viper
2	L	2	20	Joel Quad	360 Challenge
3	N	1	3	Bill Schepergerdes	Corvette
4	K	1	46	Brad Gray	Super 7
5	N	2	52	David Bouzaglou	914-Porsche
6	M	1	238	Iain Stobie	911-Porsche
7	N	3	171	Michael Barring	Carrera-Porsche
8	O	1	805	Emilio Valsecchi	Golf
9	K	2	30	Raymond Gonzaga	Starlet
10	N	4	9	Mike McKibbin	Mustang
11	O	2	711	Paul Burns	911-Porsche
12	O	3	41	Vince Rinner	Mustang
13	O	4	236	Todd McNall	Super 7
14	M	2	96	Kate Cavell	911-Porsche
15	P	1	118	Terry Major	MR2
16	O	5	7	Terry Watson	XR4Ti
17	L	3	1	Luc Noel	Mustang
18	O	6	11	Rich Precario	Mustang
19	L	4	57	Evan Ginsberg	Corvette
20	P	2	10	Steve Luftman	MR2

**AROSC Alfa Cup Race Results-
Laguna Seca, March 28, 2004**

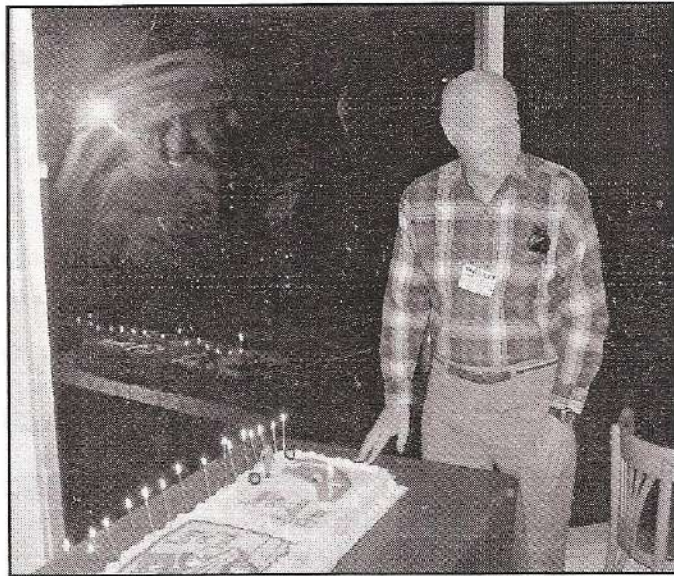
Finish	Class	Fin	Car#	Driver	Car
1	(ABZ)	1	58	Larry Dickman	GTV6
2	(C)	1	73	Peter Kemos	GTV
3	(C)	2	76	Jim Ferris	Alfetta
4	(C)	3	12	David Burgoon	GTV
5	(C)	4	84	Arthur Russell	GTV
6	(C)	5	28	Randall Harris	Duetto
7	(ABZ)	2	147	Michael O'Brien	SSZ
8	(D)	1	27	Scott Baysinger	GTV6
9	(C)	6	141	Peter Inshaw	GTV



Divergent lines in the corkscrew! OOPS!!



A better set of lines, and nobody goes off.



Birthday-Boy Fred Hamilton and his cake -- Happy 90th, Fred and many more!!



"Sir, we only allow Alfas to go that fast."



Paul Blankenship used the occasion to stuff his face with cake, while Mary and Fred watch.



The McKibbin/Rhodes team has a new #9! They must do lots of 'agricultural' racing (off course).



Our dinner chair Shiela Kutkus makes an announcement.



The start of the Alfa Cup race! A good size field!



The start of the regular race! A really big field!

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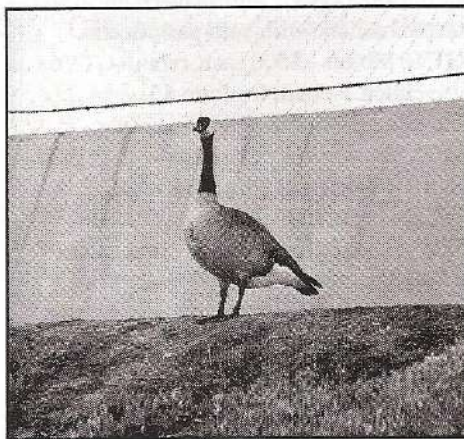
- '60 Giulietta Sprint Veloce – restored
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- '67 Giulia Super – 1750 Performance
- '67 Giulia GT Veloce – 2.0 Performance
- '67 Giulia GT Veloce – 1.6 Original
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- '60 Giulietta Spider intermediata
- '69 Duetto Spider (Boat tail) – 2.0 Performance
- '71 Alfa GTV 2.0 – Performance
- '87 Milano
- '91 164 S – Performance



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This is one of the Geese gandering
at the cars -- some geese went for a
walk on the track!

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Classified Ads

Free advertising for members - please send to the Editor

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. (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. 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)

GTV 1750: Converted, dual carb, all the right parts. Silver, good paint, good exterior/interior, strong engine, good transmission, runs great, drive it every day. Excellent red/black Alfa racing seats. Needs little touch ups, but very clean. Extra rims as well. \$10,000. Call Rudy at (323) 841-1655. (2/4)

Alfa Romeo Race Car Stolen! Please help us find the car and the people that took it!

Today (11/17/03) my friend went to the storage lot where his 1974 GTV race car was stored and it was gone along with the trailer. The Alfa Romeo community is small, so we are hoping it will turn up. The last time he went to where the car was being stored was two months ago so it could have happened anytime between then and today. The police are currently investigating. If anyone is offered any Alfa Romeo racing parts or a car, please let me know. I can be E-mailed at ITALCARGUY@aol.com or by cell at (818) 497-5394 — Anthony Rimicci. Thanks for your help; pictures are shown at this web site: [Alfa Romeo Bulletin Board & Forums - Alfa Romeo Race Car Stolen!](#) The car is yellow with a blue nose and blue #33 on sides and hood, silver Panasport wheels, no bumpers, 2-liter grill. The trailer is small, light, open between the tracks, and painted black with red/white reflective stripes on sides and back. (1/4)

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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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