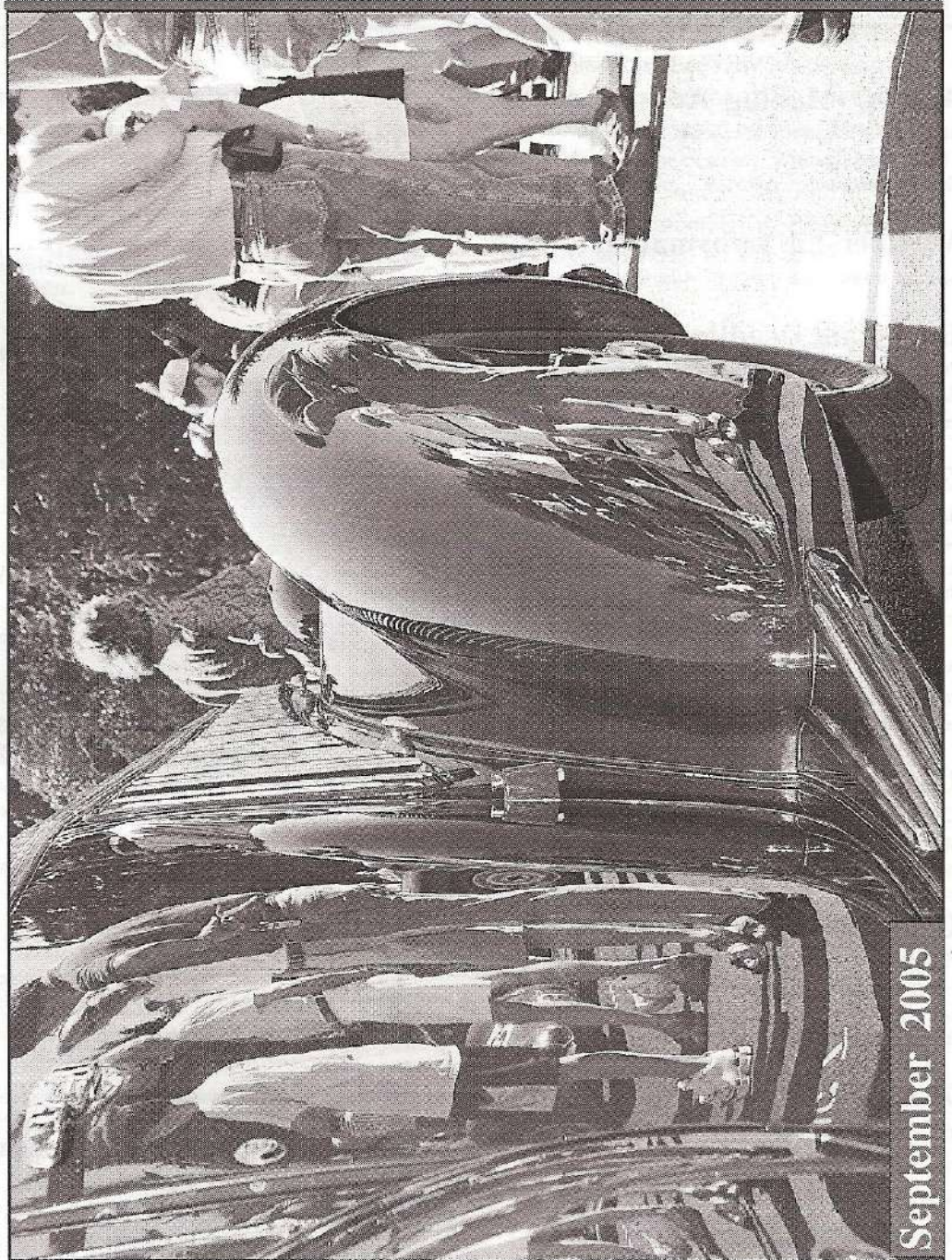


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Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



September 2005

**In This Issue: Summer Party,
Braille Rallye, Potlatch Con-
vention, upcoming 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*.

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

Tom Suter took this artsy photo of Concours spectators reflected in the shiny side of the 8C2900 at Potlatch. See later in this issue for more pix of this beautiful vintage car.

AROSC Web Site: www.arosc.org

Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

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'Wired' Notices: Jay Negrin jmnegrin@earthlink.com

2005 AROSC Previews

An outline of coming events

Dinner Meeting with a View – Friday, Sept. 30, 8 PM

We will meet at the Castaway Restaurant in Burbank for Dinner with a View, in lieu of our trek up Mount Wilson. This will avoid the West Nile Mosquito threat, and let us see what we are eating for a change. Details are on page 13.

Swap Meet and Dyno Session at MagnaFlow – Saturday, October 1, 9 AM to Noon.

This is a joint activity with the San Diego chapter, which richens the collection of swap meet goodies. There will be a car show sponsored by Alfa BB as well as dyno runs for those who sign up early. See page 12 for more details.

Board Meeting – Wednesday, October 5, 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, having dinner, 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 is Luigi's Restaurant, Rosecrans just west of the I-405.

Time Trial and Race, Willow Springs – October 22- 23

This may be our last time trial of the year, since the organization that we were joining at Pahrump lost the date. We are working on another date but it will probably be next year. So, come out to good old Willow Springs for another great track weekend.

General Meeting at Mosier Restoration – Friday, October 28, 7:30 PM

We will gather again at the Mosier Restoration facility in Inglewood to see what Bob Mosier has in work. The Horch is making progress for showing at next year's Pebble Beach Concours, and other cars will be on hand to ogle.

Rallye (Ghostly?) – Sunday, October 30, 9:00 AM

AROSC is proud to announce its first TSD rally in recent history. A Time, Speed and Distance rally is a driving event, requiring a driver and navigator to follow a course that is not known to contestants ahead of time. You will follow instructions relating to the course. We will be conducting the rally on the last Sunday, the 30th of October. Start location is in Mission Hills. Be there by 9:00AM. First car starts at 10:01AM. For more information see page 11.

Board Meeting – Wednesday, November 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, having dinner, 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 is Luigi's Restaurant, Rosecrans just west of the I-405.

Concours at Woodley Park – Saturday, November 5

The Annual Best of France and Italy car show at Woodley Park in Van Nuys will also be the site of our last Concours of the year.

General Meeting, Election, White Turkey Auction – November 18

This meeting has been moved to Dirk Stoehr's facility, including museum. Location is in the downtown Los Angeles area, near Washington and Vermont. More information in the next issue.

Wine Tour – November 25-26

This year's wine tour will encompass the Arroyo Grande/San Luis Obispo area, between Santa Barbara and Paso Robles. We will stay at the Historic Santa Maria Inn again this year.

Competition Committee Meeting – Sunday, December 4

***DON'T MISS:
Sept. 30 Dinner Meeting at
Castaway Restaurant
Oct. 1 Swap Meet & Dyno
Session at MagnaFlow***

View from the Top

Mostly Ramblings of Il Presidente!

Thousands of people had a chance to celebrate the memory of Charlie Thieriot on the first anniversary of his untimely passing by enjoying his historic GTA, lovingly restored by Anthony Rimicci and showcased prominently on the green at the Concorso Italiano. Anthony also took the time to make an easel presentation of the Charlie's history with the car. The Alfa Romeo owner's presence (as compared to Alfa Romeo's managements' - more to follow in the next issue) was the largest in the history of the Concorso with over 225 vehicles represented. Among the special treats (more in next months issue) was the appearance of Bonnie the beautiful, unique, awesomely powered Alfa designed to set class land speed records at the Bonneville Salt Flats. Unfortunately rain and salt don't mix well and the final runs attempting to set new records were canceled. The good news, for us, was that Bonnie's crew and drivers were able to join us at the wonderful dinner my wife arranged the night prior to the Concorso at the Fourth Avenue Pasta House in Carmel-By-The-Sea. Originally limited to 40 people, my amazing wife and the very helpful and adaptive management of this wonderful (and relatively inexpensive) restaurant managed to comfortably seat and serve around 60.

By the time you're reading this, you may have missed our second Performance Driving School of the year. Fortunately Nick Zart, our webmaster and his lovely wife Virginia will be there. Unfortunately it won't wipe out the points that he picked up receiving his first ever speeding ticket - 92mph in a 70 zone between Pismo Beach and King City, but perhaps it will teach him how to avoid his next one. Any time you see a four door Ford with a couple of antennae on the top, back off. We were fortunate in have seen him in the distance and were able to drop down from around 100 to 75 and appear to come up on him slowly and steadily. We'll have pics of our September school adventures and a recap in the next issue.

Our September General Meeting will be held at the Castaway Restaurant, high in the mountains overlooking Burbank on Friday, September 30th at 8:00PM. (See details inside, page 13).

As in past years, October will be a pretty busy month. Our semi annual "Swap Meet" will be held in conjunction with our annual Dyno Session at MagnaFlow in Rancho Santa Margarita on October 1st. San Diego Alfa Owners Club cosponsors this event and I suggest that you reserve a space

for the limited Dyno time early. The available spots go quickly. On October 22nd and 23rd, we will have our last e Time Trial and Race Weekend at Willow Springs this year. This is a great time of the year to participate and spectate. **If you're not competing but want the experience of driving a racetrack, our Intro (Lunch hour supervised lapping session) will be the best \$20 you've ever invested.** I say invested, because you will have invested in improving your basic driving skills as well as having to much fun for it to be legal. Willow has great viewing bleachers; a couple of snack shacks (air conditioned), indoor plumbing and everyone is invited to hang around the pit area. If you have a friend with a competition license you may just get a couple of laps as a passenger during the test runs. As everybody knows, I probably have the slowest car in the club, but in the few years that I have been running Time Trial competition at Willow I have lowered my times from 2:12 to 2:02. The betting window will be open as we try to break 2.

The month will end with our semi annual meeting at Mosier Restoration on October 28th. I believe Bob will be sending a few cars to Pebble Beach in 2006, including the Horch that we have been watching him rebuild over the past 2 years. As usual his atelier (his place is too fancy for garage) will be filled with historically significant vehicles in various stages of restoration. We'll have a complete update in the next Ramblings.

Keep the wheels side down

Norm Silverman (Norman I, Rex)

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AROSC Racers Score in Recent Events

Dino Crescentini has been an AROSC time trial and race participant for many years, and Liz Halliday has also competed with us. Congratulations to both for their wins!

Sears Point: SPEED Touring Car Challenge

Infineon Raceway, CA (July 18)— Tri-Point Motorsports drivers Randy Pobst and Dino Crescentini drove their sleek blue and white MAZDA6s to second and third place finishes respectively in the SCCA SPEED World Challenge Touring Car race held as part of the Sonoma Grand Prix at Infineon Raceway.

Dino Crescentini of Malibu, California hustled his #74 MAZDA 6 to a season high 3rd place starting position with a lap of 1:47.013, with team mates Randy Pobst starting on the pole and Jeff Altenburg 10th on the grid. Crescentini, who dropped one position at the start, made a clean re-pass of the BMW of James Clay several laps into the event. The #74 MAZDA 6 then steadily pulled away from the field, and Crescentini earned his first-ever podium finish in World Challenge competition.

Said Dino, "It is just a terrific feeling finishing on the podium. The Tri-Point crew has been great, and both Randy and Jeff have been very helpful throughout the season; it has been a real team effort. The car handled well throughout qualifying and the race, and I'm really happy to be able to score a good finish."

Sears Point: American Le Mans Series

Infineon Raceway, CA (July 17)— In the LMP2 class, the No. 37 Intersport Racing Lola B05/40 returned to victory lane as Clint Field and Liz Halliday teamed for their first win together. The pole-sitting Lola fell to second behind the No. 10 Miracle Motorsports Courage of Jeff Bucknum and Chris McMurry. But the Courage spun coming out of Turn 11 with 25 minutes left, and Field made the pass and held on for the win.

It also marked Halliday's first class win in four ALMS races. Her previous best was 12th in class at Mazda Raceway Laguna Seca last season.

"I think we had the best stops by all the P2 cars today," Halliday said. "Clint did a great job getting the car back for the win. Winning in Europe was great, but the British GT series is not the type of racing as the ALMS series, and winning in my home state of California with all my friends and family close by is terrific."

Portland: SPEED GT Challenge

PORTLAND, Ore. (July 31, 2005) — Dino Crescentini, of Malibu, Calif., climbed behind the wheel of the No. 28 LG Pro Long Tube Header Chevrolet Corvette C6 for the first time this season prior to this week's SCCA Pro Racing SPEED World Challenge GT event at Portland International Raceway, renting the ride from the car's owner and regular driver Lou Gigliotti.

It proved to be a wise decision as Crescentini earned his first-ever SPEED World Challenge win in his first-ever SPEED GT start Sunday afternoon, taking the Round Eight victory by 1.781 seconds over Leighton Reese (Corvette C6), of Minnetonka, Minn., and Wolf Henzler (Porsche 911 Cup), of Nuertingen, Germany, at the 1.964-mile, 12-turn circuit.

Early on, it appeared that Crescentini wouldn't be in the hunt as he dropped far back from then-leader Henzler, who was battling to keep Reese's Corvette behind him. At one point, Crescentini was more than five seconds behind Henzler before ripping off three fast laps to close the gap halfway through the 33-lap race and eventually take the lead on Lap 26 with a move that earned him the B&M Coolers "Coolest Move of the Race."

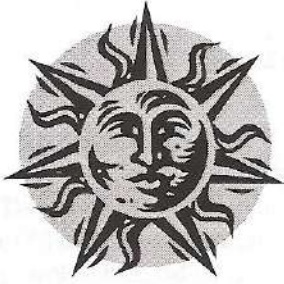
He never trailed over the remaining seven laps, averaging 90.566 mph for the race en route to his first win, thus becoming the seventh different SPEED GT winner in eight races.

"I just came here to have fun this weekend," Crescentini said. "I thought I'd give it a shot. I knew it was a good car having seen the win at Sears Point, but I just didn't know it was set up so well.

"The car just kept coming to me and coming to me. I was able to maintain a good speed, and then Leighton missed that turn." After moving into second, Crescentini said a runner-up finish behind Henzler would have been fine, but then opportunity presented itself. There were spots where I had [Wolf]," Crescentini said. "I figured 'let me pour it on here a little bit, and let me take a chance making a pass in the chicane.' I did, and it stuck and here I am. I can't believe it!"

For more information, about Round Eight from Portland International Raceway, or for Round Nine's Centrix Financial Grand Prix of Denver, visit www.world-challenge.com.

Note: The above news items compliments of www.motorsports.com, location for race news for all series and all types of racing.



AROSC Summer Party

Photos by Tom Suter and Jim Barrett



At left, Tom Suter takes a picture of Jim Barrett taking a picture.



Gene Brown explains some finer points of Montreal rebuilding.



The food spread attracts Norman and Bruce and Pat West.

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Someone told a funny story



And a good time was had by all.....



Although a smaller attendance than usual, there were plenty of people to talk to, and lots of food to enjoy, as well as nice mild weather.



Jim Barrett takes refuge behind an orchid.



Just like AROSC parties of old, the men and women have separate discussions at times.



Paul and Phyllis plan a route to the Convention.



The Moto GP race on Speed Channel casts a siren song.

BRaille RALLYE 2005

Saturday, July 16

Photos by Art Russell



Art Russell's Porsche Boxster -- his Alfa racer is not an open car like this, so he brought the P-word car.



Art's navigator, Susie Sanchez -- her first time rallying and the first time in an open car, she is a convert.

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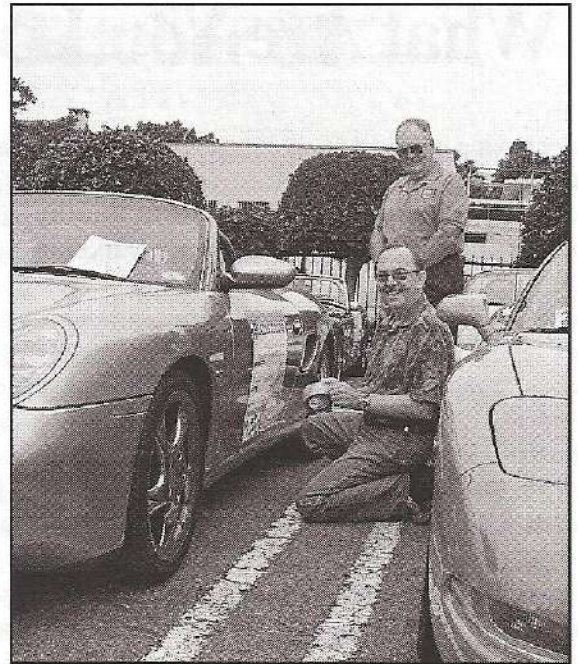
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Some of the other cars participating in the rally included a contingent from the Mini club.



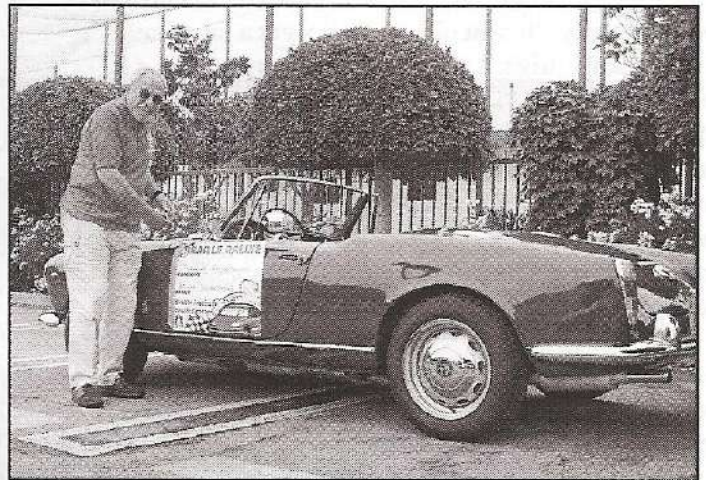
Chip Baldoni's Giulietta Spider -- bring it to a Concours, OK?



Norm Bianchi recently sold his Alfa Spider, and look what he bought! a 2002 Boxster S -- Art Russell's influence?



Norm and his navigator, Tyrone Thompson, for the 2nd year.



Norm Silverman readies his Giulia Spider.



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What Are You Looking for in a Concours?

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

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

It helps going into the event realizing that you probably won't get 100 points. Now you do the best with what you've got. Wash and wax is the easy part. What's

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

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

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

Philip Guiral

Remember: the next and last coucours this year is at **Woodley Park, Saturday, November 5.**

This Could Be Your Alfa In The Collage



Charles Abrams Photography

**1830 Veteran Avenue Suite 312
Los Angeles, CA 90025**

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TSD Rally Set For October 30

AROSC is putting on an easy TSD (time, speed and distance, navigational rally). We will be conducting this trapless event on October 30th, the last Sunday of the month. We will be starting our event in the north end of the San Fernando Valley, Mission Hills to be exact. We will meet in the rear parking lot of the Bank of America, on the north east corner of Sepulveda Blvd and Devonshire St. (There is a Devonshire off ramp on the San Diego Fwy.) Registration will open at 9:00AM. The first car will start at 10:01AM.

For those new to rallying, you may be asking, "What is appropriate to bring to such an event?" The first thing you will absolutely need is a navigator/co-driver. You will need someone to read the instructions and make notes, while someone else handles the driving chores. Also strongly suggested are: clipboard, paper, pens/pencils, settable clock that can read in seconds.

The rally will be between 2 and 2 1/2 hours in length. It will be finishing at a pizza joint in the Santa Clarita vicinity.

At the monthly club meeting, at Mosier Restorations, on the 28th of October, we will have a brief rally instruction session, including a questions and answers period. For more information contact:

Bill Carson, alfabc@comcast.net

Jay Negrin, jmnegrin@earthlink.net

The more adventurous among you may want to attempt to get some rallying experience before the AROSC event. I might suggest that the First Friday Nite of every month, the Santa Monica Sports Car Club puts on relatively easy TSD events that start at this very same location. Their registration opens at 7:00 PM, with the first car leaving at 8:01.

News From MagnaFlow



Our Dyno Session Sponser, MagnaFlow, gets around!!

The story goes...

Brian received an email from a guy in Baghdad who needed a muffler for a tow vehicle used to tow around Apache attack helicopters. We decided to send some parts to them at no charge, thereby circumventing the insane US Govt purchasing procedures.

Then Brian collected several white t-shirts and a box or two of hats and magazines as a "care package" for the guys and of course, somehow, two banners got slipped into the mix.

Apparently, there were decals in these boxes, which are now plastered all over this Iraqi airbase which, when turned back over to the Iraqis, will leave them wondering who the heck MagnaFlow is!

Thought I'd share this with all of you...kind of a fun thing. Thanks to Brian for his efforts!

Peter Nitoglia, MagnaFlow.

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PRESENTED BY: Magnaflow, AROSC, AlfaBB.com, AR Racing

OCTOBER 1st 2005 – 9am to 12noon

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CAR SHOW:

Open to all Alfa Romeo cars. Awards for best Alfa in various categories.
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DYNO RUNS:

HP and Torque runs performed on a single roll in ground Dynojet Dynamometer.
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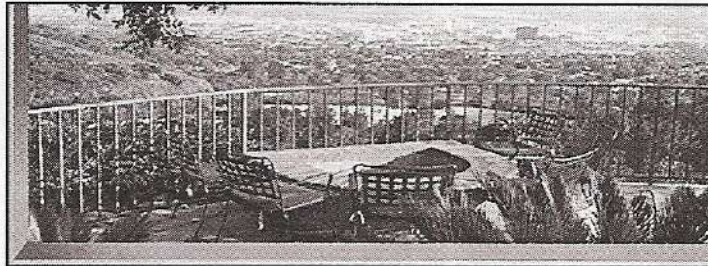
AR Racing Products will have on display its range of Alfa Romeo street and racing products. Go to: www.ar-racingproducts.com

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September Meeting

Dinner on the Mountain — Now for Something Entirely New

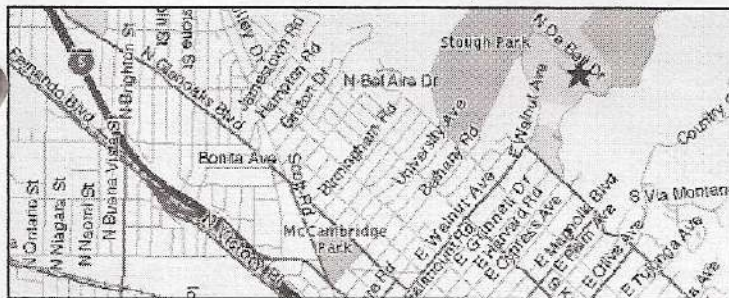
Each fall, the club has trekked up to the top of Mount Wilson, admired the view (if the weather wasn't too bad,) and enjoyed a picnic dinner while fighting off an armada of mosquitoes. This year, on September 30, we are once again going to trek to the top of a mountain and enjoy a view, but everything else will be something entirely new.



The dinner will be at the Castaway Restaurant, on top of a small mountain in Burbank. The address is 1250 Harvard Road, Burbank. It's easy to get to from the I-5 freeway, and the sunsets are spectacular. There will be a choice of entrees, possibly a special Alfa parking area, and we're working on even more to make this a memorable evening.

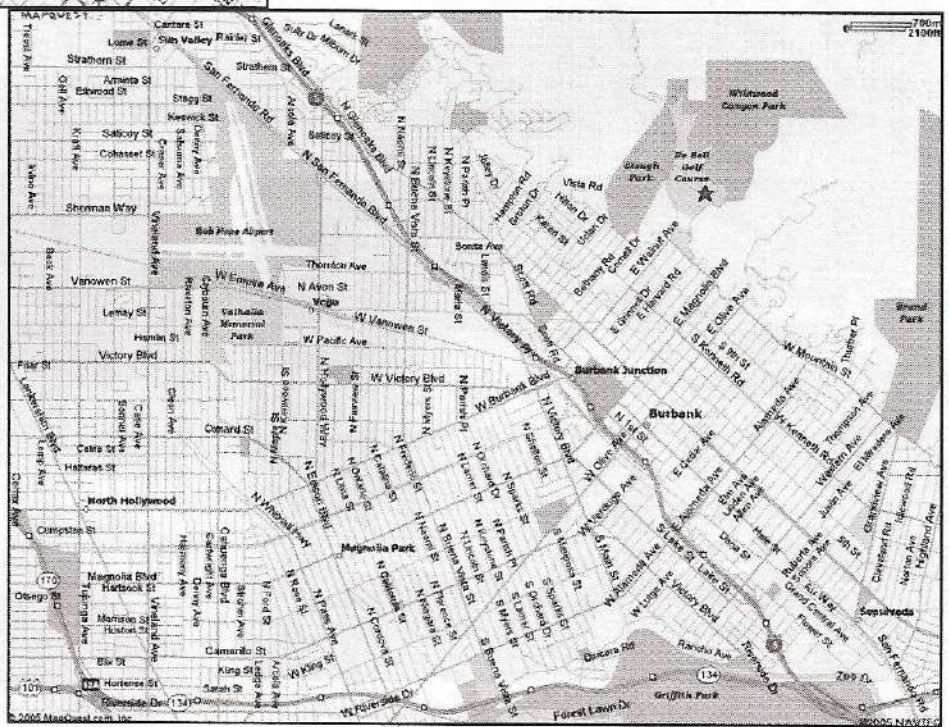
Instead of a "run whatcha brung" picnic, it will be a sit-down dinner in a fine restaurant. Instead of being eaten alive by mosquitoes, we can sit down indoors and admire the view through plate glass windows. And, instead of just leaving when it's over, we'll be able to listen to words of wisdom from Larry Crane, the editor of *Auto Aficianado Magazine* talking

The Castaway Restaurant and Banquet Center is located high in the Burbank hills overlooking De Bell Golf Course, with a breathtaking city view that is spectacular day or night. It is appropriately nicknamed "The Jewel on the Hill" and has been a landmark in the Burbank area for over 40 years.



We'll be adding more information as the date comes closer, so check your e-mail, Jay Negrin will be sending you the latest info as it becomes available. We'll plan on seeing you on top of the mountain in Burbank on September 30, to celebrate Alfas and the end of summer. For verbal information, contact Paul Dexler at (818) 773-0480 (home).

about Italian cars, and especially Alfas, he has known and raced.



Note: We will start at 8:00 PM
We are probably going to have a buffet of Mexican dishes, with a cost near \$20 per person.
Remember that we have a speaker for this meeting!
We will want RSVPs, so contact Paul Dexler above, or Phyllis Gaylard (see masthead on page 2). We will be sending more info via E-mail.

AROSC Goes to Potlatch


Photos by Tom Suter, Charlie Schwartz, and from the Convention web site.

We came in planes, trains, and automobiles, and a bus! About 26 members and wives from AROSC were seen at the Convention:

- Norm & Evie Silverman
- Phyllis Gaylard
- Paul & Mary Blankenship
- Charlie & Bonnie Schwartz
- Tom & Pat Suter (plus daughter and family, not in attendance)
- Jim & Elyse Barrett
- Bruce Colby
- Randy & Adrienne Harris
- Rube & Marguerite Erickson
- Chuck & Jan Cline
- Jay Mackro & Catherine Kusnick
- Dave Gooley & Susan Morehouse
- Mike & Heather Princiotta
- Jim & Marilyn Ashton

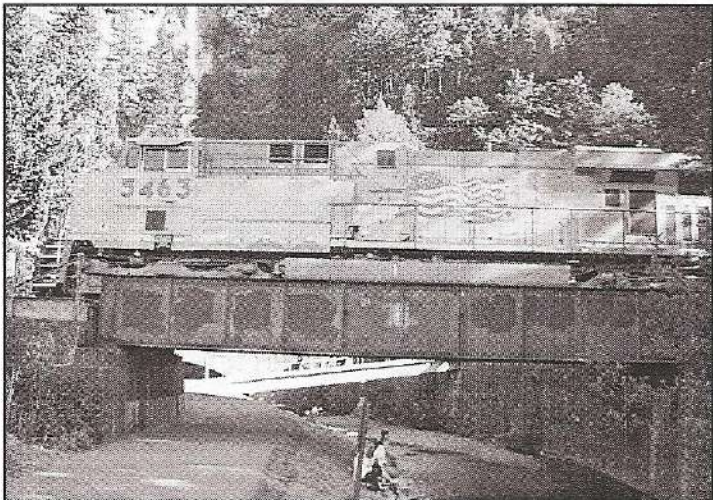
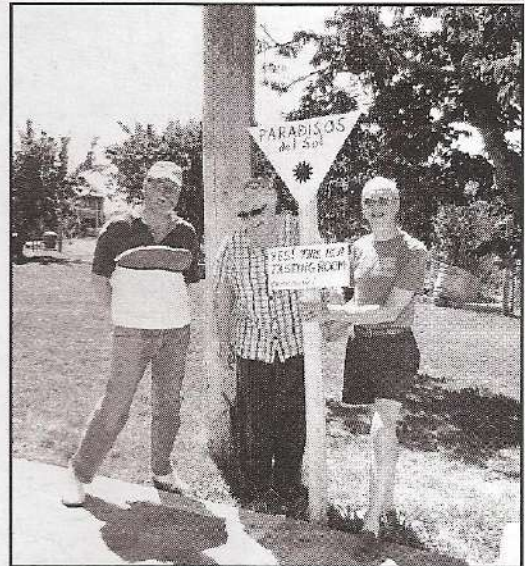
Jim and Elyse really have to relate their 'fun' trip on the train, with a 12 hour layover on a siding, and a bus ride from Portland to Seattle so the train could go home on time! They were almost a full day late arriving. However, we all had a great time, despite a few problems, like Paul Blankenship's super-light wheel failure in a turn at the time trial, and Phyllis' power steering failure at the end of the time trial and subsequent discovery of a nearly failed CV joint. Paul, Phyllis, and the Schwartz's caravanned to Seattle, with a detour up the Columbia River Gorge, past the Multnomah Falls and into the Yakima Valley wine country for some tasting. And several people wine-tasted their way home through Oregon and California.

Our members participated in the time trial, rally, and concours, as well as the tour of a great car collection, the banquet and awards luncheon, and other tours. Kudos to the Northwest Chapter for a great event.



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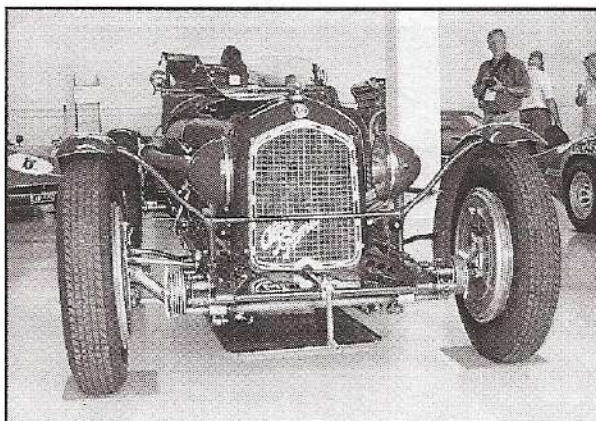
We walked under the bridge while this train went thru, then saw its cracks!

Multnomah Falls behind Charlie & Bonnie

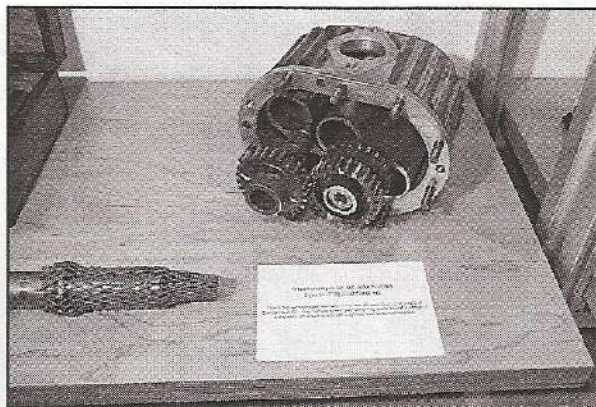
A Fantastic Car Collection was Visited



An overview of the main collection.



A P3 race car with fenders added for road use.



The hazards of vintage racing: a P3 supercharger that blew up during a race.



The Ferrari F1 cars -- ex-Schumacher.



The trophy case from vintage racing.

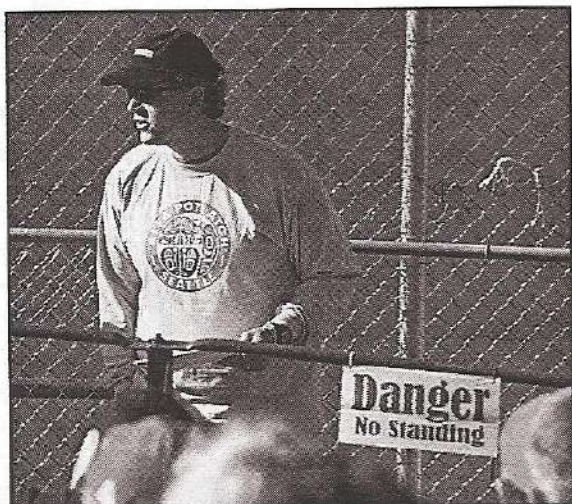


The model car collection -- like the real collection.



The daily driver? -- parked outside the collection.

Time Trial Action



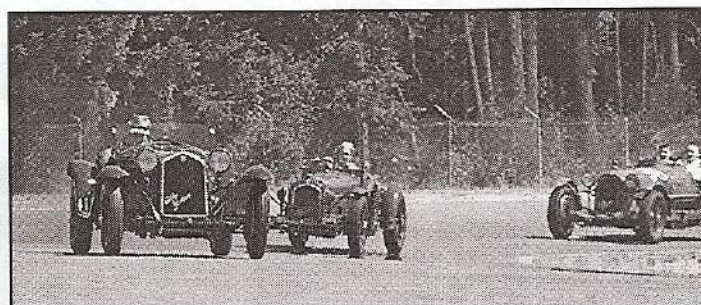
The Time Trial Director (seen standing) is always right, irregardless!



Through the trees and down the esses.



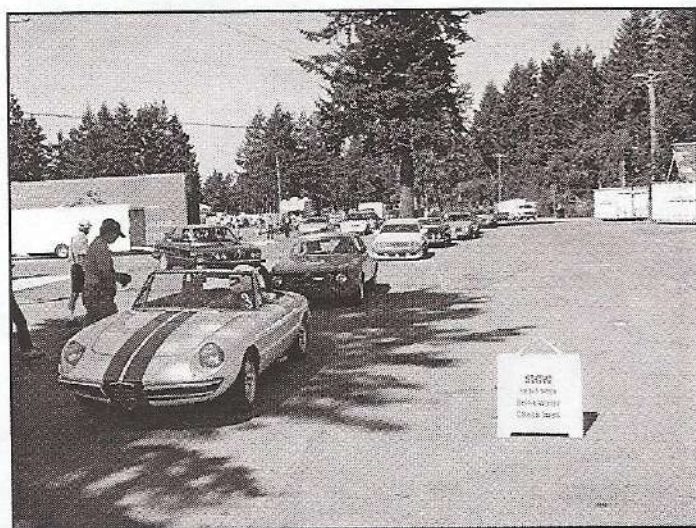
How many techies does it take to install one transponder on a Spider??



Exercizing the oldsters.



John Shirley's 8C2900 on tour.



Cars wait in shade to enter the course! And what about those tall green things surrounding us? We aren't used to running with those around -- is it safe?



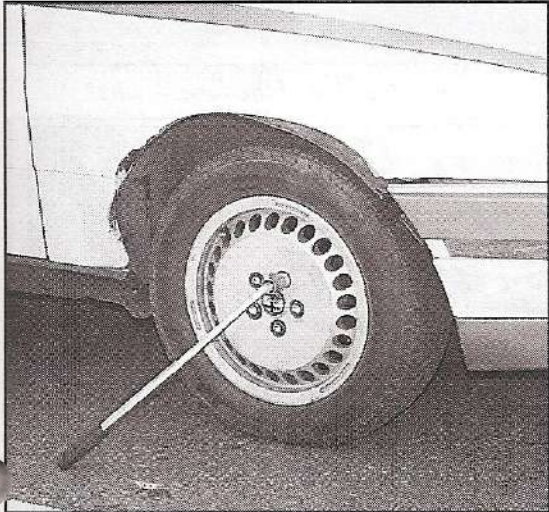
That was a mighty quick potty stop -- or did he miss it?



Paul's front tire and rim on its own path!



Look what we found!



Only minor damage to the fender, and the spare fits.



Phyllis waits to pass in turn 8.



Richard Ballentine's TZ in action.



Randy in the esses.



A Giulietta SZ Coda Trunca whizzes by.



Greg Whitten's T33 on tour.

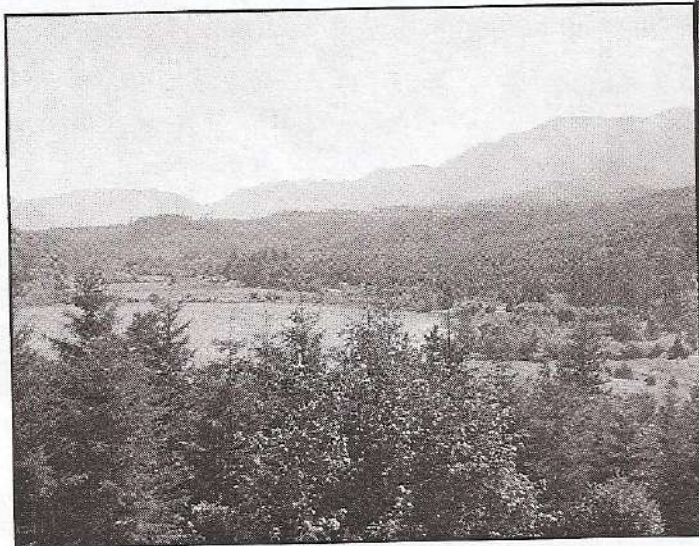
On the Rally



Lots of Alfas are lined up to start the Rally.



The Rallyists stop on the side of the road -- why?



Fantastic scenery abounds.



The Snoqualmie Falls.

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At the Autocross



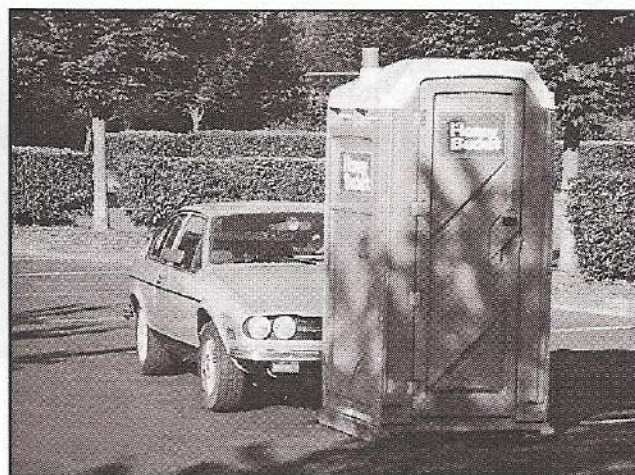
Jim Ashton's lovely Giulietta corners hard.



George Schwiekle's Spider is the class of the field, and TTOD --notice how flat it corners.



Mt. Ranier overlooks the autocross action.



A 2-liter Porta-Potty?

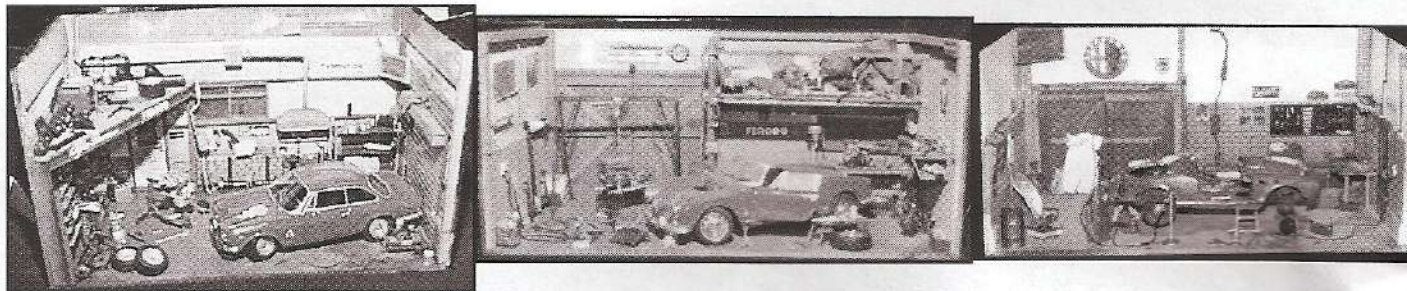


The Junior Z (Ashton's?) on a fast run.



This reminds me of a song: "Roll me over"

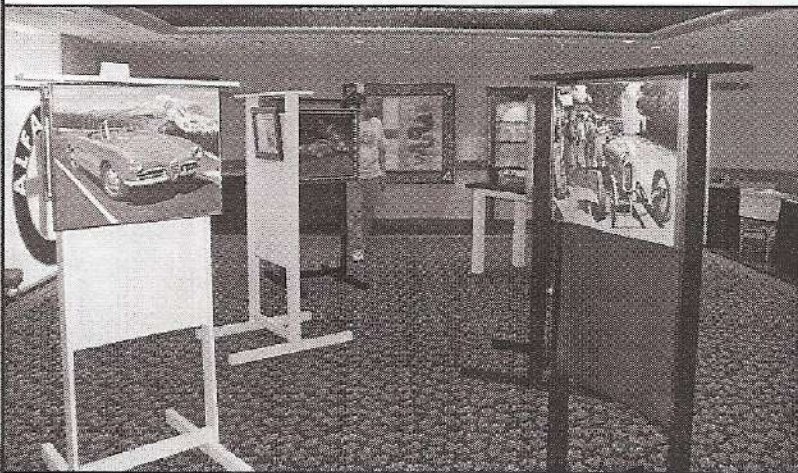
The Art Show Covered a Wide Variety of Formats



This exquisite set of dioramas was quite small and extremely detailed, including tools, parts, signage, and stuff, just like a real car repair shop or home garage. It was sent over from Holland.



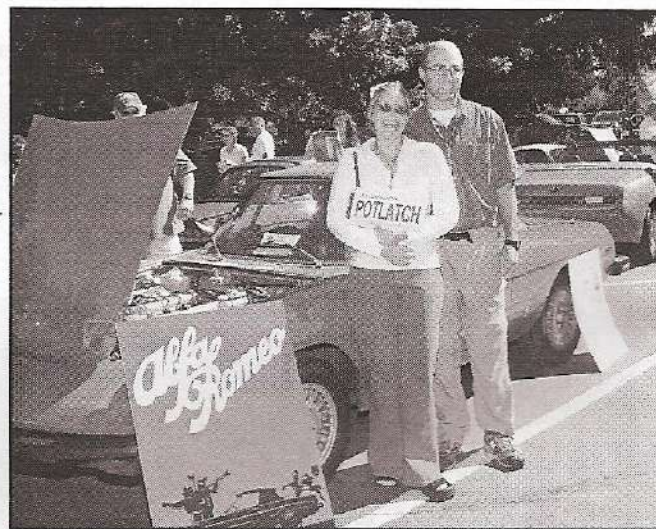
This quilt was also sold to raise money for the Children's Hospital through a silent auction.



Some very nice paintings on display.



An elegant display of a model Alfa.

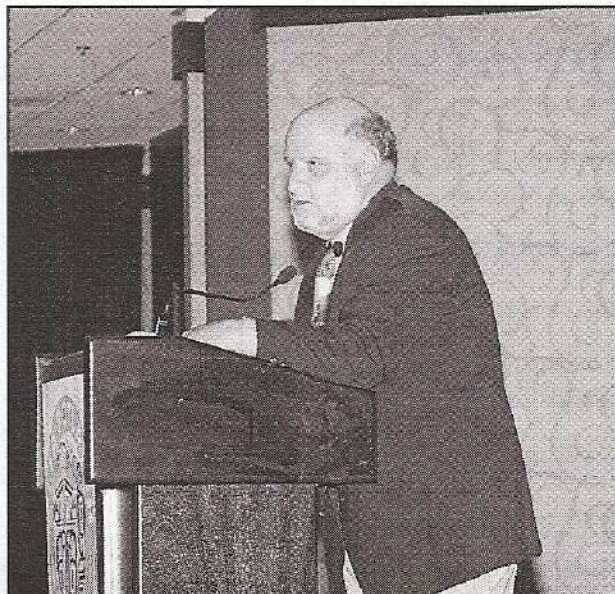


The lucky winners of the Spider drawing with their prize. A significant donation was made to Childrens Hospital as a result of this raffle.

The Banquet and Entertainment



The award-winning dancers from the local Tulip tribe presented several ceremonial dances to welcome us.



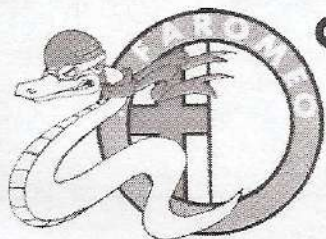
B.S. Levy spoke and gave anecdotes from his books -- "The Last Open Road", "Montezuma's Ferrari", and "The Potside Companion" (short stories) -- fictional tales of sports car racing in the good old days.



The dancers were accompanied by the men's drums and singing.



Adrienne and Randy Harris enjoy the dances.



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At the Concours



A huge crowd came out for the Concours, and had a great show to view, with old and new cars, racers and daily drivers, and everything in between..



A T33 compact car??



The Junior Zagato brigade.



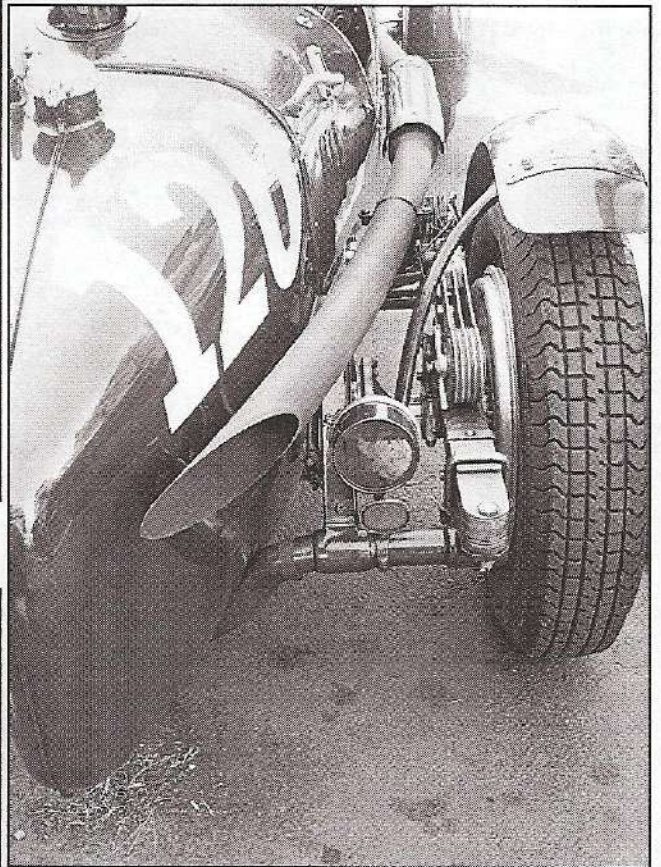
Open wide!



A very nice Giulietta was parked next to Phyllis' 164.



The People's Choice Award went to this '98 Twin Spark Spider, which also won its class..



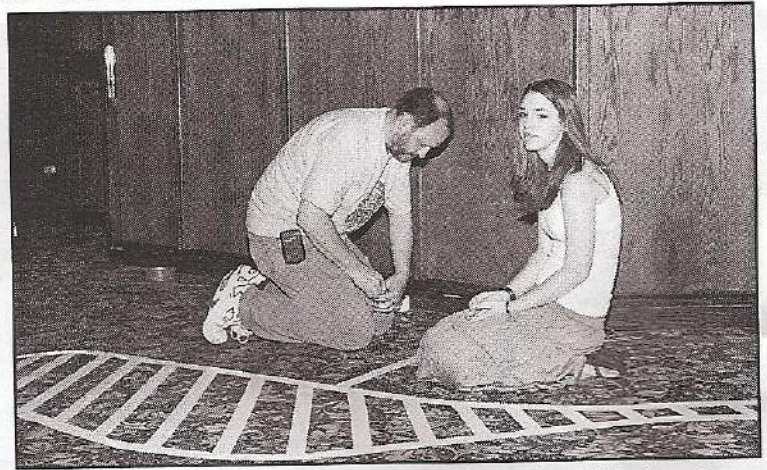
Rear suspension detail of the P3 road car.



More Convention Activities



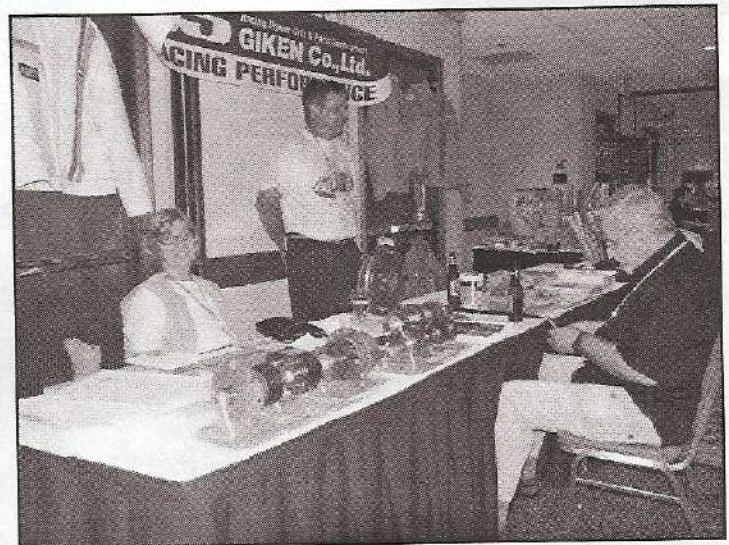
SoCal Alfisti went to dinner at Salty's on Alki, and posed with the namesake's statue.



Our newsletter publisher, Fred Russell and his daughter lay out the indoor mini-car race track.



The AROSC Breakfast Club.



Fred Schueddekopp and the Silvermans at work in their vendor room booth.



A brace of GTC was seen in the parking garage, which provided an informal car show every day.



Randy's hood decoration, from Uwe Backer.

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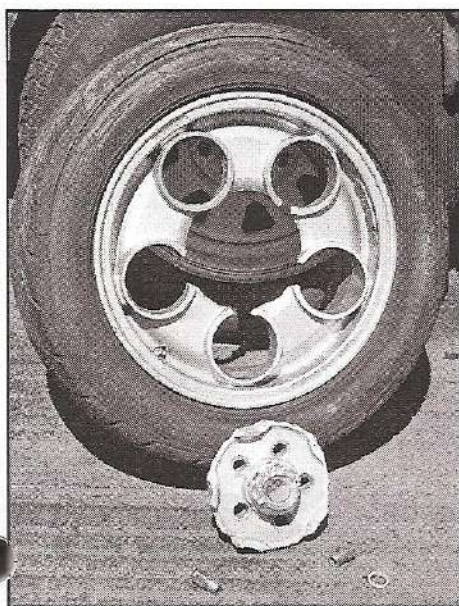


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1968 GT Jr. Euro Roller; has rust. Car has been sitting the last 10 years. Needs good home with money to restore. Asking for \$1000 firm. Car is in Tulare, CA (Central Valley). Call Gary at (559) 786-6106 or E-mail to: gdauidgrijalva@sbcglobal.net. (9/5)

1986 Spider Graduate: Black/black, ~140K miles, new windshield, new paint, new top, Veloce wheels with good tires, excellent condition. \$6500. Call Uwe Backer at Omega MotorSports (310) 836-3160. (9/5)

Parts for sale: '77 Spider. Smog equipment: rebuilt Spica pump, air pump, intake & exhaust manifold. All interior, trim, seats, body panels, 5 turbina wheels, radiator, luggage rack. Also have a pair of Recaro seats. Engine, trans, and suspension are not avail. Located in south Orange County. Call Jay at (949) 412 5830 or E-mail to: jmackro@cox.net. (9/5)

1986 Veloce Spider: 5 Speed-AC-PW, beautiful Blue/Grey, saddle leather interior, new canvas top, tinted windows, great rubber, 87K miles, 30 MPG. Always garaged, drive anywhere—over \$9000 invested, asking \$7250, below Blue Book. "A Head Turner & Fun Driver", condition reflects TLC. For photos & records, call John D'Urso at (520) 721-1460, Tucson, AZ or E-mail to: papabeardurso5@msn.com. (9/5)

1967 Duetto project car: Red with black interior. Rebuilt 2L engine, partially reassembled, but all machining done. New oil pump, new timing chain; Weber DCOE 40 carbs; custom engine stand; classic Cromodora alloy 5-spoke wheels; Ward & Deane high performance springs on rolling chassis; tonneau cover. Have extra set of tail lenses, Euro style with amber turn signals. More info and pics available by request. \$1,100 OBO. Call Kevin Soranno at (310) 372-6246 or E-mail to: soranno@earthlink.net. (7/5)

Wheels For Sale: set of 4 Campagnolo "Turbina" lightweight alloy wheels (with tires) in excellent condition. Size 14x5.5 inches. Fit late '60's through mid '80's Spiders and GTV's. Tires are Pirelli 600's (good condition). \$400 OBO. Call Joe (805) 642-4272, or e-mail: joesalfa@pacbell.net (5/5)

1967 GTV: Sperry STG. 5 head/cams; Carillo rods; 10:1 pistons; electronic ignition; 45 Webers; custom headers (ala Sperry, only better); lightened flywheel; close ratio gear box; limited slip; large calipers/drilled rotors; Ward & Dean suspension; Campagnola GTA wheels; new Yokohamas; custom interior/steering wheel/seats/sound system; full GTA grill/screens/doorhandles; custom paint. Flawless. \$26,000. Call Onofrio at 818 841-6959 or Jamie at 818 788-4855. (5/5)

1974 GTV: Ownership history to 1986 when the car went from New Mexico to Texas. The car was partially restored in

Texas prior to 2002, then purchased and transported to Oregon in 2002 where it has been a daily driver for the past three years. Most mechanical parts have been replaced between 2000 and 2004, including head, suspension, electronic eye ignition, new exhaust, water pump, belts, hoses, clutch and slave cylinders, clutch, battery, custom 15' wheels, tires new as of Nov 2003. Interior has new headliner; all gauges and switches work, except for rear window defroster due to grid breaks. The car runs on sport (red spring) suspension and is rust/cancer free with most restoration in TX and one last spot on the rocker repair 2/2005. Overall, the car is a 7+ exterior, 6 exterior, and 7+ mechanically. The car was repainted red in 2001. The original color was metallic green. Manufacture date is 10/7/1974, one of the last 2000s imported before the Alfetta era. Paint is in good, but shows road wear, plus some light scratches. The dash is capped and is modestly cracked. Seats are in the need of recover. The door panels are just OK. Car has rear lap belts installed, and have anchors for shoulder belts. Almost all receipts are available as well as the history to 1986. This has been a great car, drives beautifully, and is wonderful, trust worthy, but not perfect. I would not hesitate to drive this car any distance. \$8,800 OBO. Call Walt at 503-325-6693 (w), 503-325-5531 (h) or email waltandmarni@hotmail.com. (5/5)

1982 Spider: Complete car, runs good needs new top and some other work. Great candidate for restoration or fix for a daily driver. Located in Diamond Bar near Pomona. \$1500 obo Call Jim at (909) 861-1474 or E-mail to: rude82000@adelphia.net (4/5)

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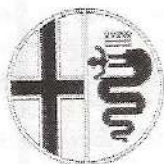
Affiliation/subscription: member of another AROC Chapter wishing to join AROSC \$22.00

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Our 2005 Calendar

January	February	March	April
5 AROSC Board Meeting	2 AROSC Board Meeting	2 AROSC Board Meeting	3 Wild Flower Rallye
8-9 Time Trial - Willow Springs	5-6 Drivers School, Streets of Willow	13 Swap Meet at Omega MotorSports, 9am	6 AROSC Board Meeting
30 AROSC Annual Mtg and Luncheon at Luigi's, Hawthorne	25 General Meeting - 8pm, Culver City	19-20 Time Trial @ Fontana Parking Lot	9 Retsek Talk & Luncheon
	27 Concours @ Pepperdine University, Malibu	25 General Meeting, 7:30 Mosier Restoration	16 Tour of Nehercutt Car Collection, Sylmar
			23-24 Palms to Pines Tour
			29 General Meeting - 8pm Culver City
May	June	July	August
4 Board Meeting	1 Board Meeting	6 Board Meeting	10 Board Meeting
21? General Meeting @ Petersen Museum	4 Tour Chandler Collection	10 Summer Party, @ HB Phyllis' back yard.	19 Concorso Italiano,
27 NO General Meeting at Culver City -- holiday!	12 Concours at Craig Park Fullerton	Note date change!	20-21 Monterey Historics
28-29 Time Trial & Race @ Buttonwillow	24 General Meeting - 8pm Culver City/ Note Change	16 Braille Rallye 2005	26 Tech Session/Meeting - Omega MotorSports
	24-26 Calif Historic Races at Fontana w/spectators	28-31 AROC National Convention, Seattle	Note date change!
		29 NO General Meeting	
September	October	November	December
3-4 Drivers School, Streets of Willow	1 Swap Meet/Dyno Session @MagnaFlow	2 Board Meeting	4 Competition Committee Meeting
7 Board Meeting	5 Board Meeting	5 Best of France & Italy Car Show & Concours	
30 General Meeting ,Castaway Restautant ,8PM Burbank	22-23 Time Trial & Race @ Willow Springs	18 General Meeting, 8pm White Turkey Sale & Elections, Dirk Stoehr's , 8PM	10 Holiday Party at the Kutkus' home
	28 General Meeting, 7:30pm at Mosier Restorations	26-27 Wine Tour	11 Board Meeting & Planning for 2006 at the Kutkus' home
	30 Ghostly Rallye (TSD)		