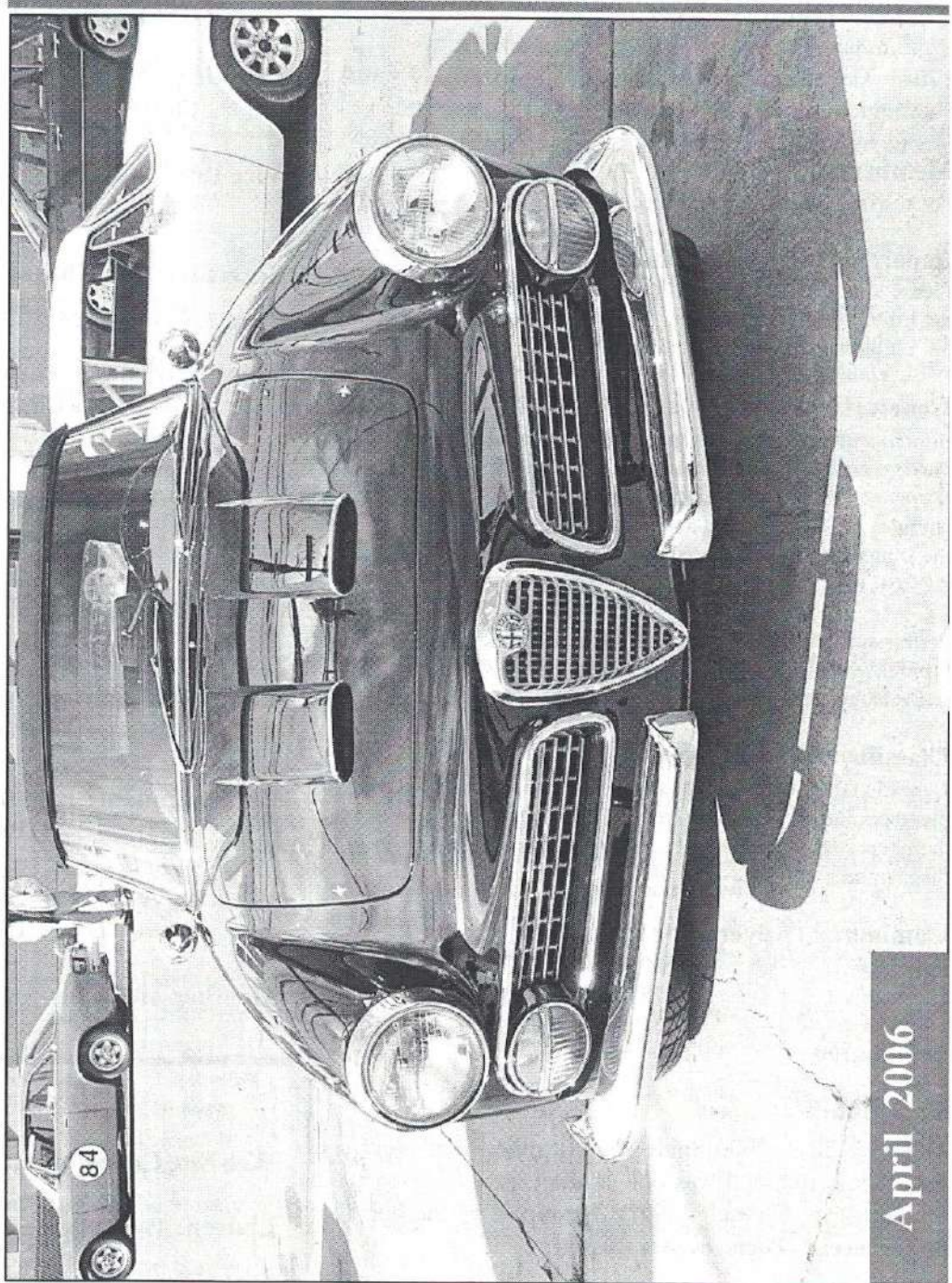


Garcionada

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



April 2006

In This Issue: Mosier Meeting, Drivers School, Swap Meet, up coming events, and more.....

Meeting Information

General Meetings are usually held the last Friday of each month except November and December at various locations. In November the meeting will be held on the last Friday not on the Thanksgiving weekend. A holiday party is held in December in lieu of the General Meeting that month. Some meetings and events will be held on Saturday or Sunday. Check the Calendar information on the outside back cover for an overview of the year, and the Previews section on Page 3 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 monthly general meeting 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.

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Commercial Advertising Rates

Full page	\$500 per year
1/2 page	\$275 per year
1/4 page	\$150 per year
Business card	\$100 per year

This Month's Cover

This nice black 2000 Spider came to the Swap Meet for a Dyno run, and was one of the classiest cars present. (Val Dietrich's '60?) No report on the horsepower level. Photo by Art Russell.

AROSC Web Site: www.arosc.org

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2006 AROSC Previews -- An Outline of Coming Events

April 22-23 – Spring Driving Tour, High Desert

Our Tour Meisters had decided on a new route and area for our annual spring driving tour, going north out of town and through mountains. However, the road is still washed out from last year, not to mention the current deluges. So, the route has changed again, and will end in Ojai, a new destination for us, and some great roads to travel. There may be wild flowers to see, but if not, the roads and scenery will be well worth the trip.

April 29 – General Meeting & Tour, Petersen Auto Museum, with “Tail Gate” Lunch & Clean Car Show

We will tour the Petersen Auto Museum to see the latest displays, both in the museum and in the vault. We will end with a ‘Tail Gate’ picnic lunch and clean car show. We will park on the upper deck of the parking structure, so the cars are visible from inside the Petersen. See page 13.

May 3 – Board Meeting at Luigi’s, 7:30PM

May 20 (?)– General Meeting and Mangia Mobilia Dinner, Brentwood area

Note that we are avoiding the holiday weekend with this meeting/event. There are a number of Italian restaurants within walking distance of each other in a Brentwood area, and we will try a ‘progressive dinner’ with a course at each restaurant, with no need to drive between them. More info when we find out the feasibility, and what evening works best – Friday, Saturday, or Sunday (probably Sunday dinner). The Barretts have been busy planning the Spring Driving Tour, and will address this issue soon. If you have any info on the area and the restaurants, please contact Jim and Elyse through the E-mail listed on page 2.

Los Angeles Concours d’Elegance, May 21

This event will be held at the Rose Bowl, and we are working on about 20 Alfa for the show. See page 12.

May 27-28 – Time Trial and Race with Enduro at Buttonwillow

June 7 – Board Meeting at Luigi’s, 7:30 PM

June 11 – Concours and Go Kart competition at Dromo 1, Orange

This is a new idea – Dromo 1 is an indoor Kart track, which offers heat races and a finale for \$25, including driver’s suit and helmet. Check out the web site or AlfaBB for more information. We plan on Alfa club races

to find the top 5, who will challenge drivers from Ferrari or other clubs. The Concours will be in the parking lot, and will feature a new idea – entrants judging each other. More info will be provided later.

June 23-25 – California Historic Races, Fontana

This is a spectator event, with great vintage racing. We are planning a ‘day at the races’, and will provide info later on which day the club will make its presence felt. Pit access is included in the price of admission, and the schedule will include practice on Friday, qualifying races on Saturday, and Trophy races on Sunday. Come all three days if you can.

June 30 – General Meeting TBD

July 5 – Board Meeting at Luigi’s, 7:30 PM

July 8 – Braille Rallye

Note date change, and watch for details in an upcoming issue.

July 28 – General Meeting and Tech Session, Omega Motorsports

August 2 – Board Meeting at Luigi’s, 7:30 PM

August 6 – Summer Party at Huntington Beach

DON'T MISS:
**Spring Driving Tour Ending
in Ojai! April 22-23**
**General Meeting, Vault Tour,
& Tail-Gate Picnic @
Petersen Museum, April 29**

View from the Top -- Mostly Ramblings of Il Presidente!

The first Performance Driving School of the year was a Blast. With a sell out in Street Performance, Time Trial / Advanced Time Trial and a good turnout in Race it was a weekend of action and smiles. Tony Adamowicz was his usual hard working, affable self as our guest instructor and raconteur at the Saturday evening banquet. I participated in my first Race Group and would like to thank everyone in the class from instructors to drivers for their patience and assistance. I am looking forward to my first Alfa Cup competition at our April 8th & 9th competition weekend at Willow Springs.

Thanks again to Bob Mosier of Mosier Restorations for the unlimited access to his fabulous Automotive Atelier. The display of vehicles undergoing everything from tune ups to full restoration was awesome.

It looks like the word is out about Jim and Elyse Barretts' ability to put on a first class road tour. The "Whose Fault Is It" tour will test the stability of the San Andreas Fault by subjecting it to the resonance of a fleet of Alfa Romeos. We have sold out the rooms allocated to us at the Capri Motel in Ojai and then some. In addition, rumor has it that we will also be joined by Saturday only drivers and diners. The drive starts at 9 a.m. Saturday April 22 in Brand Park at Mission San Fernando and concludes at about 4 p.m. in Ojai with Vasquez Rocks, Agua Dulce Winery, a juried picnic at Frazier County Park, and lots of fabulous scenery and Alfa driving camaraderie in between. Detailed driving instructions are available at www.arosc.org.

Our general meeting this month will be at the Peterson Automotive Museum on Saturday April 29th. We will have an AROSC members 'Clean Car' show at the top of the parking structure followed by a tour of the new exhibits and the rarely seen (by the public) collection in the vault, ending with a "tail-gate" picnic lunch.

Keeping with our new policy of having our General Meetings in new and / or interesting locals, our May meeting, the weekend of May 20th, will be conducted during a walking / dining tour

of Italian Restaurants in Brentwood – Mangia Mobilia. More to follow.

Memorial Day weekend brings us to Buttonwillow and the Second Annual Charlie Thieriot Memorial Race and Time Trial Weekend. The events will include Time Trial, Race Group, Alfa Cup Race and an Enduro. Last year around two hundred people attended the Saturday night trackside barbecue and joined in honoring the first recipient of the Charlie Thieriot Memorial Trophy, Paul Ellis. Your Board of Directors will present the second 'Charlie Thieriot' Memorial Cup to a person deemed by the Board to most reflect Charlie's dedication to the competition program, his general irreverence and sense of humor. Non-competitors are welcomed – encouraged to come out for a great weekend of competition and fun. The view from the control tower balcony is terrific and there are air conditioned rooms and a covered patio with mist along side the front straight. Competition licensed drivers with a race harnessed passenger seat, without too much begging and pleading, have been known to take spectators for the occasional lap or two.

Keep the wheels side down

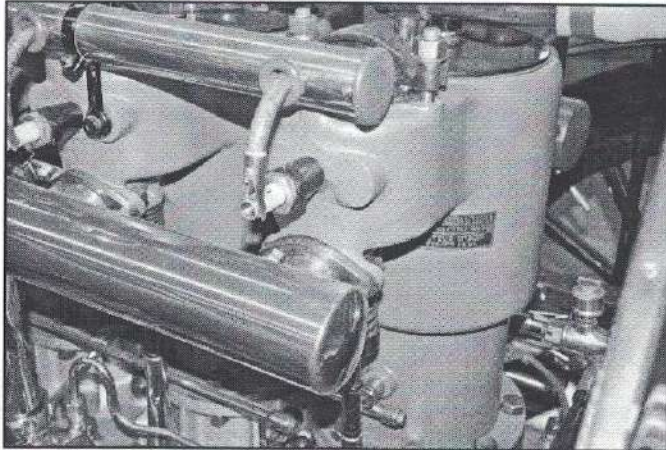
Norm Silverman (Norman I, Rex)



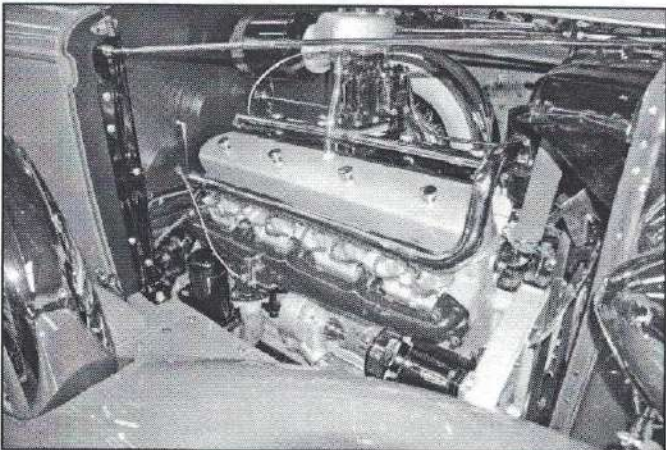
Norm is on the phone, as usual!

March Meeting at Mosier Restoration *Friday, March 31 -- 7:30 PM*

Photos by Paul Dexler



The engine bay of the 1906 Panhard, showing the individual cylinders on a base/block.



The Marmon 16 engine -- like factory new! It is a 9.1 liter V-16 introduced in 1933, and its expense led to Marmon's demise during the depression.



Norman conducts a meeting among the Classics, although attention is wandering to the magnificent machines on site.

PHOTO MISSING!

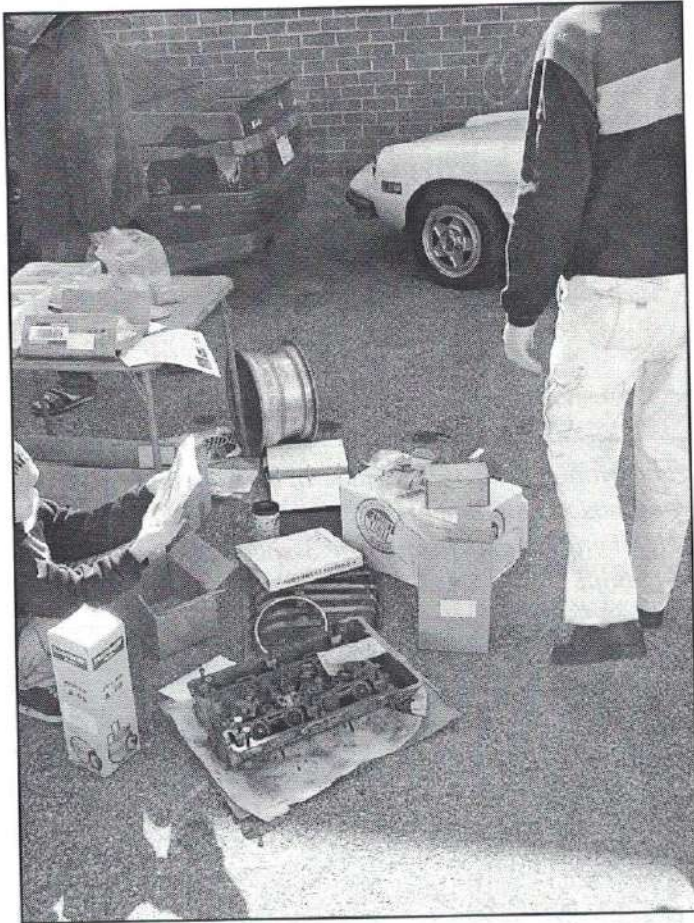
The Monteverde: 375L made in Switzerland from purchased components, including a Chrysler 440 Hemi engine and Torqueflite 3-speed automatic trans. in about 1969.



The Chrysler Imperial -- from the early '30s with the look of a prime gangster-mobile!

Swap Meet & Dyno Day-- Omega MotorSports Hosted!

Photoss by Art Russell



Need a part?



Parts by the truck load and blanket full.



Art Russell's GTV on the dyno, Dave Evans at the controls (143 HP).



Jay Negrin and Norm Silverman speculate on Norm's horsepower level before his dyno run.



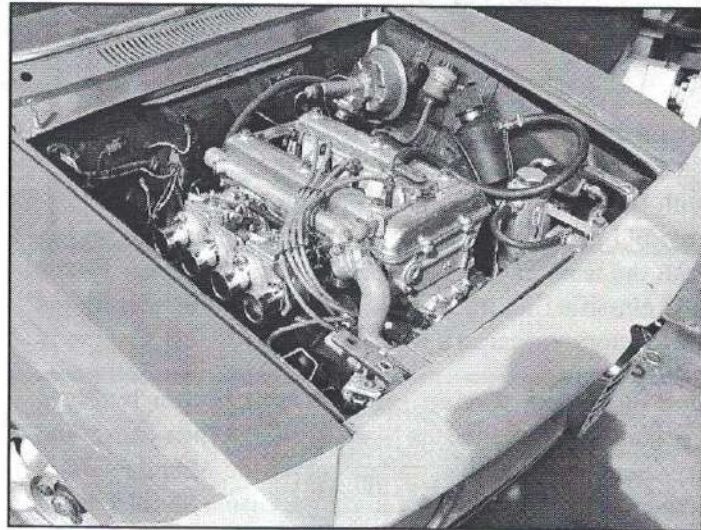
The 2000 Spider is ready to run on the dyno.



Interior of the 2000 Spider.



Under the hood -- the 2000 Spider engine is a bit different than the late 2.0 liter, and has a cast iron block. Notice the individual cam covers are mounted on a slanted face rather than horizontal like Doug Bender's engine to the right. This was a transition design between the cast-iron 1900 series and the aluminum Giulietta, which has more power with 1300 cc..



Doug Bender's GTV runs again with a new 2.0 L engine and 142 HP.



More parts by the blanket full.

MOTORSPORT NEWS

3 car Alfa team to contest World Championship



Alfa Romeo will contest the 2006 FIA World Touring Car Championship with a three car team run by Nord Technology with Brazilian Augusto Farfus as the lead driver. The 22-year old Farfus is contesting his third consecutive season with the team and in FIA Touring Cars. Last year Farfus was classified fourth in the FIA WTCC, also scoring his first victory in Macau's Race 1.

The three Alfa Romeo 156 cars will be run by Nord Technology, directed by Mauro and Monica Sipsz and representing the Italian car maker in the Manufacturers' Championship. Farfus' team-mates are Gianni Morbidelli and Salvatore Tavano, both from Italy. Morbidelli (36) boasts an impressive racing CV, including Formula One (he started 67 Grand Prix) and Touring Car successful campaigns as a works driver for BMW, Alfa Romeo (in the 1993 Italian Championship) and Volvo. Tavano (26) was a regular competitor in the FIA Touring Car Championship since 2001 and the winner of the 2004 Italian Super Production title (in an Alfa Romeo 147); last year he raced in both, the World and the Italian Championships with an Alfa Romeo 156 prepared by Antonelli Sport.

Alfa Romeo will launch its bid for the WTCC titles in Italy on 1-2 April when the opening round of the 2006 season takes place at Monza. In addition to the European rounds and the ex-Europe events in Spain and China, the 2006 WTCC series has added a round in Latin America, giving Farfus the chance to drive in front of a home crowd at Curitiba in Brazil on 1-2 July.

Alfa Romeo will also be at the heart of the Czech Republic's bid to have its first world champion with Jioí Janák, the winner

of the 2005 Czech Skoda Octavia Cup, contesting the 2006 FIA WTCC at the wheel of an Alfa Romeo 156 GTA.

"This is certainly going to be my greatest racing experience so far," said Jioí Janák. "I am looking forward to it very much. We will be facing fierce competition and I wonder how we will manage to win recognition. Our goal is the best possible result, but I know very well that it will be tough."

WTCC Calendar

ROUNDS DATE COUNTRY VENUE

- 01 & 02 1/2 April ITALY Monza
- 03 & 04 29/30 April FRANCE Magny-Cours
- 05 & 06 20/21 May GREAT BRITAIN Brands Hatch
- 07 & 08 3/4 June GERMANY Oschersleben
- 09 & 10 1/2 July BRAZIL Curitiba
- 11 & 12 29/30 July MEXICO Puebla
- 13 & 14 2/3 September CZECH REPUBLIC Brno
- 15 & 16 23/24 September TURKEY Istanbul
- 17 & 18 7/8 October SPAIN Valencia
- 19 & 20 18/19 November CHINA Macau

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The 156 testing for the WTCC races.

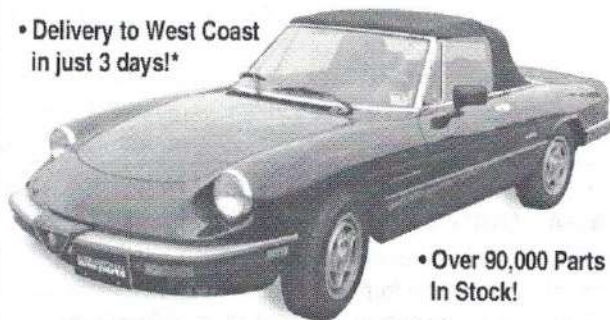
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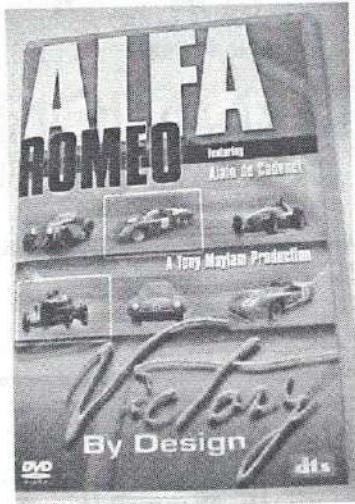
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NEWS

The Spider is dead... long live the Spider!



Alfa Spider awarded 'Cabrio of the Year 2006' at the 76th Geneva Motor Show (from left Andrea Pininfarina, Antonio Baravalle and Luc Argand)

Within months of announcing the demise of the Alfa Spider, the company has launched another - based on the new Brera platform - to continue the tradition. The new Spider has just made its world debut at the Geneva motor show and has collected its first award, being chosen as 'Cabrio of the Year 2006' by a panel of leading motoring writers from across Europe. To be eligible for the prize, cars had to be presented for the first time at this year's Geneva Motor Show, and

could not cost more than 60,000 Swiss Francs. This is the second time that a Fiat Auto car has won the award: in 1995 the title of 'Cabrio of the Year' went to the Fiat Barchetta.

"This is an important award," said Antonio Baravalle (Alfa Romeo Brand Manager), "because it recognises our brand's intention to remain a contender in the convertible sector. This type of car has always been important for Alfa Romeo, accounting for some of the most beautiful cars ever produced, from the Giulietta Spider in the 1950s, to the Duetto, and the Spider launched in the 1990s. And today it is the turn of the new Alfa Spider, which has the 'essential simple' character of a true sports car, combined with the technological superiority of the 'new Alfa breed'.

Derived from the long awaited Brera coupé, the new Spider is an elegant two seater with generous dimensions. Inside, the passenger compartment is decked out in luxury materials and other mod cons including dual-zone automatic climate control to steering-wheel-mounted radio controls, VDC and Cruise control.

The new Spider comes with a choice of two drivetrains, both JTS petrol engines, the 2.2 delivering 185 bhp and 3.2 delivering 260 bhp, combined with two gearboxes, six speed manual units on both engines, and automatic for the 260 bhp 3.2. Suspension is in the form of high double wishbone at the front and a Multilink system at the rear. The 3.2 will also feature an evolved 'Alfa Q4' four-wheel drive system. From a safety perspective, the new Spider is fitted with a range of sophisticated electronic devices to control the car's dynamic behaviour, from braking to traction.

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Stainless Steel Performance Exhaust Systems

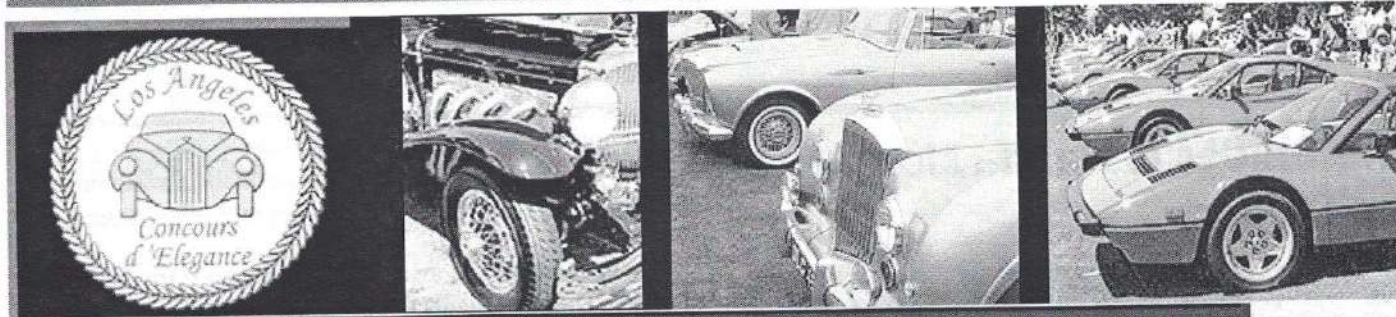
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Los Angeles Concours d'Elegance

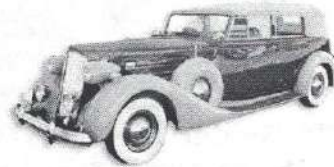
Honored Marque - Ferrari

May 21, 2006

Rose Bowl/Brookside Golf Course

The inaugural **Los Angeles Concours d'Elegance** will feature over 250 classic, vintage, antique and exotic vehicles that will be judged on Sunday, May 21, 2006, in an exhibit of automotive excellence. Also on display will be 100 specialty and competition vehicles of all types.

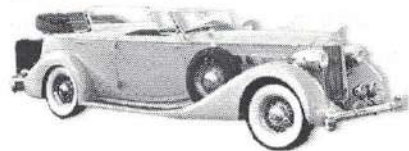
This event will be held at the historic Rose Bowl and adjacent Brookside Golf Course in Pasadena. The combination of the magnificence of the Rose Bowl Stadium with the green grass, trees and fountains of the golf course promises to provide an outstanding venue for prewar and postwar vehicles including European and American classics and European sports and touring cars. Freeway close from all of Southern California, this venue provides ample free parking on site.



All proceeds benefit the more than 100,000 individuals served each year through the 8 program services of Assistance League of Southern California (ALSC), a 501 (c) (3) nonprofit corporation. ALSC has been serving the greater Los Angeles area since its founding in 1919, with a membership of 850 volunteers and a staff of 225, providing a variety of services benefiting all ages from infants to the elderly and impacting over 200,000 lives annually.

Plan to be a part of history at this first **Los Angeles Concours d'Elegance**. For information on exhibiting, sponsoring or advertising in the program, contact: Janet Harrison at 323-469-1973, Ext. 239, or by email at: harrisonj@assistanceleague.net.

Watch this website for additional information: www.laconcours.com



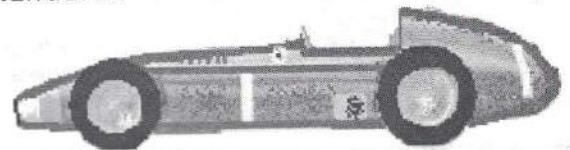
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Next Meeting: Petersen Auto Museum & Vault Tour!

Saturday morning, April 29, we will be meeting at the Petersen Automotive Museum. The powers that be there have been away on business for a while, so some final details need to be firmed up.

Basically, we will meet at the 3rd level parking deck. Arrive between 10:00 and 10:30 am and go downstairs to enter the museum for a 10:30 tour. The group admission rate is \$6 per person. At this point, I am not sure of the full extent of the tour, but it will be interesting.

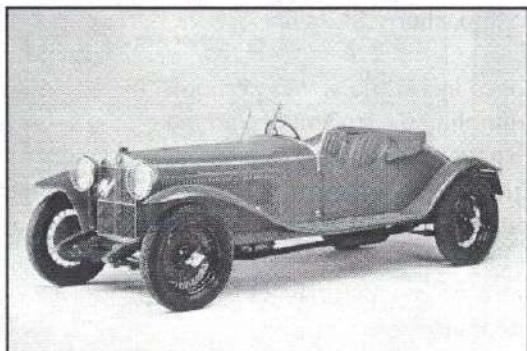
The museum will have two new major exhibitions running by then, a close look at the stunning styling exercises of Chip Foote is in the Hot Rod gallery, and a look at

alternative fuel vehicles will be on display in the Gordon Howard gallery. A feature of this exhibit is a coal-burning Citroen used in France during WWII. In the Grand Salon, the second edition of "Cars and Guitars of Rock & Roll" shows off the way the eccentricities of pop musicians carry over into their transportation. Some are stunning, some are downright weird. And the showroom on the ground floor is now a 1939 Bugatti dealership, with 3 type 57s on display.

At noon, we can either tailgate picnic in the parking level, or head to one of the excellent eateries in the area. Canter's Deli, anyone?

NEWS

Alfa relives history in the Milan-San Remo Cup



Alfa 6C

Alfa Romeo took part in the recent Milan-San Remo Cup (10-12 March 2006) - a revival of the original race held from 1906 to 1973 and which attracted all the most famous carmakers and the top drivers of the day. This year marks the centenary of the event and, given Alfa's significant role in the original event, it was wholly appropriate that the company be a part of it again - as the slogan created for the revival event said: 'You missed it one hundred years ago... Be there this time!'

The Milan-San Remo Cup has become the opening event of the season for historical cars and is part of the calendar of classic international events, but the event held an additional attraction for Alfa as the second Alfa Romeo Trophy was planned to run at the same time. The Milan-Sanremo Cup involves 14 regularity trials on a beautiful 400 kilometres route that winds through some of the loveliest places in Italy: from the Monza race track to Piazza del Duomo in Milan, from Piazza Ducale in Vigevano through the Lomellina area to the Golfo del Tigullio, and finally all along the coast to San Remo, the City of Flowers. The race runs from Piazza

del Duomo, terminating in Lungomare Italo Calvino in San Remo the next day.

Apart from the competitive side of the race, it represents a return to the past for the more than 200 cars entered, from Europe, Japan, the Russian Federation and the United States. The entrants included a large group of Alfas, entered officially and privately, which have written some of the most glorious pages in international motoring.

Alfa competed with the official 'Alfa Romeo Historic Motoring' team, and with seven precious cars loaned by the Alfa Romeo Historical Museum. These included a splendid Alfa Romeo 6C 1500 Super Sport of 1928, driven by Luciano Viaro and Michaela Mair; the couple from Friuli who won the last two Nuvolari 2005 Grand Prix, in the car which won the '1000 Miglia' in 1928 with Campari-Ramponi. Other teams included Mazzuoli - Axel in a 750 Competizione of 1955, Massimo Tammara leader of the 'Frece tricolori' aerobatic display team, in a 2000 Sportiva of 1954 with journalist Sandro Chiamonti, and journalists Francesca Grimaldi and Rossella Labate in the 6C 1750 Gran Sport with which Nuvolari and Guidotti won the Mille Miglia in 1930.

Alongside the official Alfa Romeo Historic Motoring vehicles were two teams from the Alfa Romeo Italian Register, driving a 6C 2500 Super Sport Cabriolet Touring of 1943 (Rotundo-Riva), and a Giulietta Sprint Speciale of 1961 (Gilardi-Gilardi). Finally a Giulietta Sprint Veloce competed, driven by Macri-Ferrecchi for the Portello Stable, which competed in the Carrera Panamericana and won its class. Alfa Romeo also collaborated in other initiatives parallel to the Milan-San Remo Cup. For example, Alfa 159 customers were part of the event, following the same itinerary as the cars competing, while the public were able to test drive several new Alfa models throughout the weekend in Rapallo, Savona and San Remo.

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Back to School -- Streets of Willow, March 25-26

By Mike McKibbin

Photos by Mike & Mitch McKibbin

It's difficult covering a driving school. Racing events involve lots of down time (assuming the car isn't being finicky) while other groups are running. There's time for watching, photos, talking, thinking of themes, etc.

Not really so with the school. Before modern day professional racing schools began marketing the "anyone can do it" theme, my alma mater, Jim Russell, advertised its program by describing a day long routine of activities, and finished with the observation that if at the end, you weren't thoroughly exhausted, you were doing something very, very wrong.

Old school: It wasn't easy; if you did it right, you spent all day at it, it wore you out, but you felt like you really learned something. The Alfa Club is old school. Unfortunately, as a participant, I don't have much exposure to anything outside of my own group.

Steve Hamilton runs this show, and he gathered together the usual outstanding group of instructors. They divided the responsibilities of Race Group, Novice/Advanced Time Trial, and Street Performance. There was something happening all over the track all the time.

And where was I and what was I doing? Brother Mitch arrived early Saturday morning in my Mustang Cobra, the Company car, and a joyous reunion it was, since I hadn't seen it since Pahrump. It turned out this was a lengthy and expensive fix, and Tomo still wasn't quite done with it. But it was drivable and since, according to certain loved ones, I am certifiably nuts, I took it for its first drive on a racetrack; in race group, no less. Rock on.

We had another reunion, as well. Big Dog is back, with a new engine that took us months to install (ok, "us" may be charitable; Rob Rhodes did most of it). The day started with 7 cylinders, then Rob figured out a way to get all 8, but by Saturday afternoon the power steering system ruptured and it was trailer time again.

For those who don't know, Bev Major works for me. We had a talk some time back and agreed that what goes down at the track stays at the track. As

we practiced start after start, followed by a 3/4 laps race; she began taking this equals at the track thing seriously. She wasn't giving up her piece of the track at all, and seemed too enjoy pushing me out of the way.

And me? I was learning how to pass, something I've always had trouble with. Our primary instructors were Glenn Bjorkman and Greg Dahlen, and they worked us hard. But when it was all said and done, during the practice races, on completely worn out tires no less, I felt I drove better than I've ever driven before.

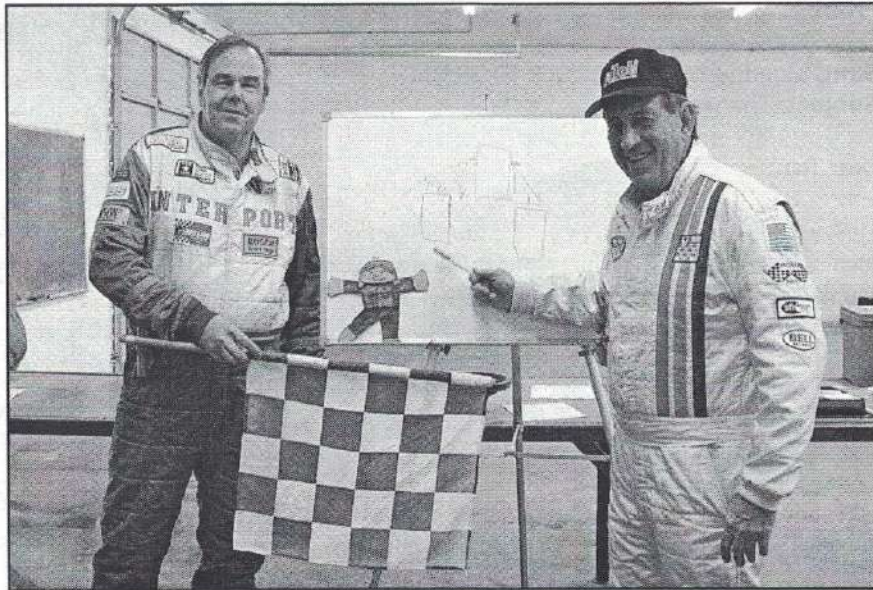
I really didn't get to watch time trial and street performance much, but everyone seemed to be having a whale of a time, and seemed to be running much faster and competently late Sunday than early Saturday. And remember how a few months back I wrote about how my daughter Andrea (this weekend in the time trial section) was pretty much incapable of driving my Cobra? Well, Sunday instructor Greg Nelson told me I needed to let Andrea practice in it over lunch, so she hopped in and drove it solo, almost like a pro.

Every once in a while at these schools, there might be a little grumbling if a student becomes a bit too aggressive, but I've never heard complaints about the quality of the instruction. Everyone learns a lot. I'm thinking of getting street performance gift certificate for my managing partner and his Jaguar so he can come out and see what the Company car can really do. After all, now it really has a competition history.

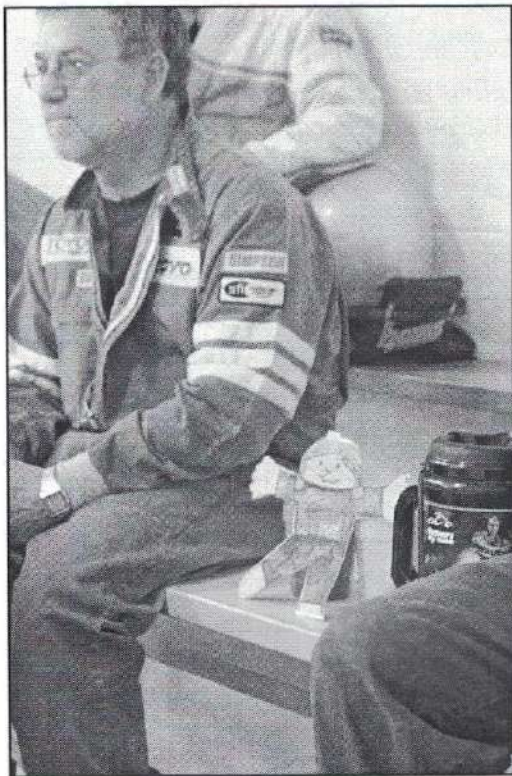


Mike in his Company Car chases the 348 Ferrari of Carl Fung. Who won?

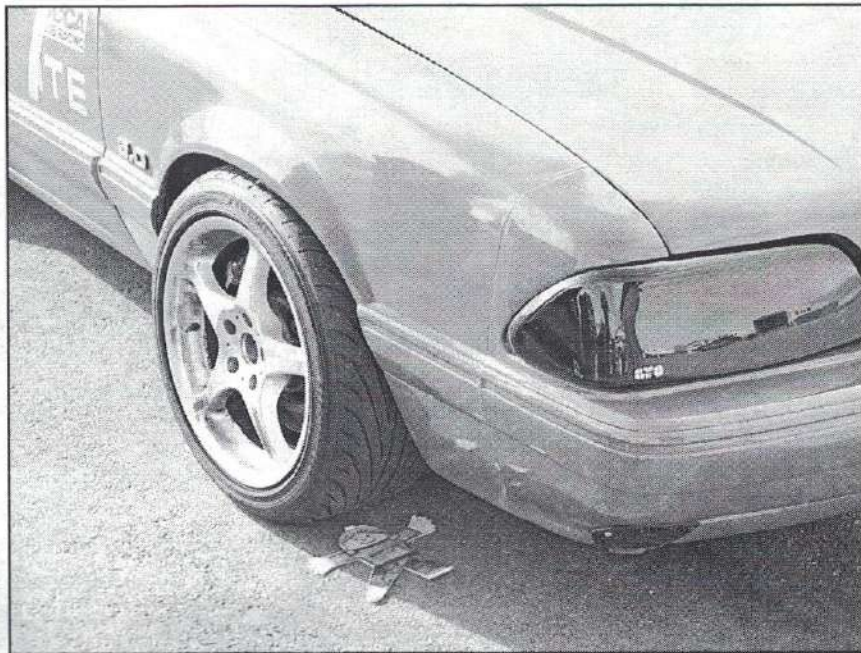
Mitch McKibbin's idea for a new club mascot is 'Flat Tori', shown in these photos. He shows up again track-side, mooching rides.



'Flat Tori' helps Glen and Tony with instruction.



'Flat Tori' attends the drivers meeting.



Is this how 'Flat Tori' got his name?



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From: Hadassa Gilbert
To: a2zracer@usa.com
Sent: Monday, March 27, 2006 10:39 PM
Subject: Thanks

Dear Tony,

I just want to say thank you one more time. The time I spent with you in the car with me turned a great weekend into one of the greatest times of my life. I never believed that "the silver bullet" and I could do the things you had us do. Unfortunately I couldn't reproduce the results without you. I wasn't leading the pack when I was alone in the car but I know I could if I just had a little more time on the track. I'm going back again. I know I can't afford it, but just for curiosity's sake, how much do you charge for taking people out on the track for driving lessons? I will go back and I do want to get enough confidence to do the time trials. Heck - I'm 20 years younger than Fred Hamilton

Thanks again for a wonderful experience.

Hadassa Gilbert

Hi Hadassa,

Great to hear from You, I am thrilled you had a Great time at the AROSC school this weekend.

With out a doubt, you are a pioneer-come-lately by participating with your ole friend "the Silver Bullet" Milano.

Yours' is a great story on Seniors , especially pioneering women like yourself. Hopefully someone got some pics of you in the silver bullet. If so, you could make the Afficionda news letter. If you haven't joined the Alfa Club, you should, as I'm sure you will become a permanent participant in various events.

"Age is No Barrier", as Fred Hamilton can tell you. You are 20 years younger in life and now taking the opportunity to express your new found driving experience. The more you do it, the better you will be. You have the Desire!

I do give private instruction, it would require being at a existing track event. Renting track time individually is cost prohitod for most. Maybe at another Alfa event we could spend additional track time to move you to the head of the pack once again.

It was a honor to meet you and spend time in the silver bullet Milano. Look forward to seeing you at a AROSC event soon.

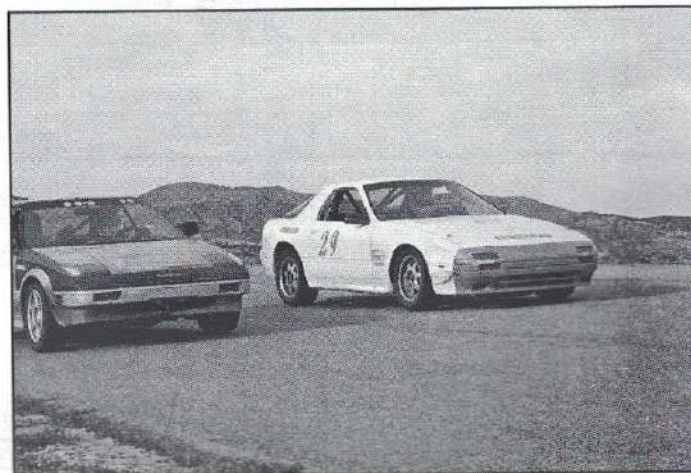
Cheers!



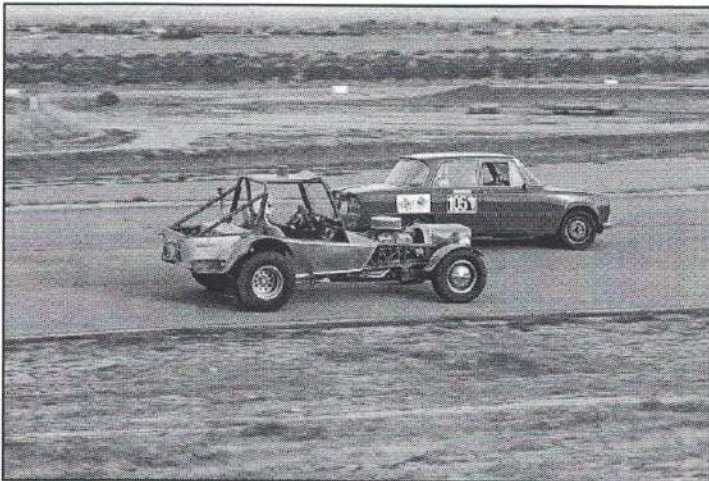
Hadassa's Silver Bullet Milano was camera shy at the school, but a glimpse can be seen of the car next to the wall, across from the line of cars (circled).



Terry Watson in the Merkur follows Mike Easterman on the wet skid pad.



Greg Nelson and Dennis Fibrow having fun in race group practice.



Il Presidente works in the race group, trying not to be passed by the Dunestang.



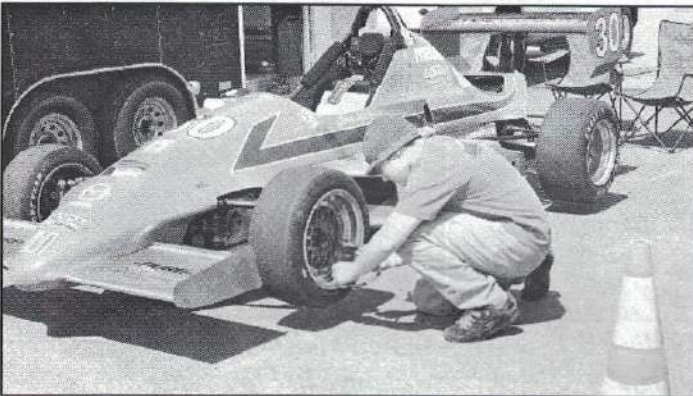
Where are we again???



An interesting collection of new cars ran in the street performance group.



The Company Car is back after rebodying (foreground) following January's excitement at Pahrump. Mike Easterman is in the background.



Glen Bjorkman's Formula Mazda gets attention.



Andrea McKibbin gives a ride to Flat Tori -- is this why he's flat -- had the stuffing scared out of him??

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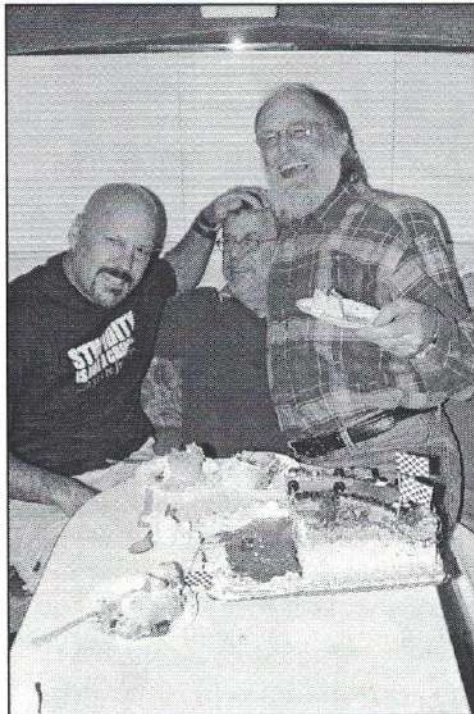
Monday thru Friday 8 to 6, Saturday 9 to 3



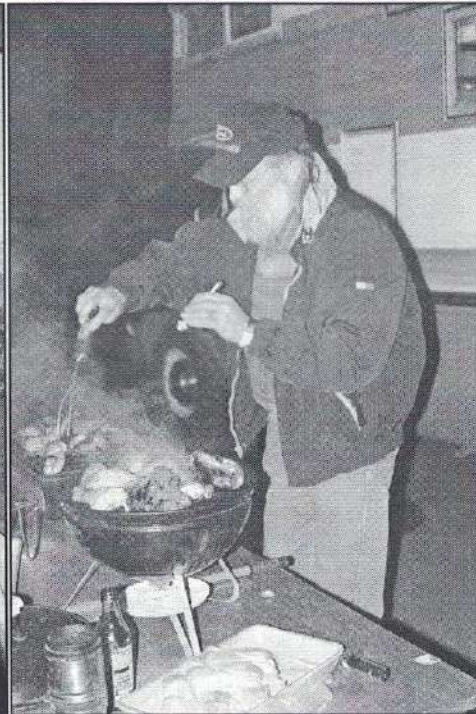
Flat Tori is helping in the tower, but no one can see him up that high. Willow has made some big improvements in the facility in recent years.



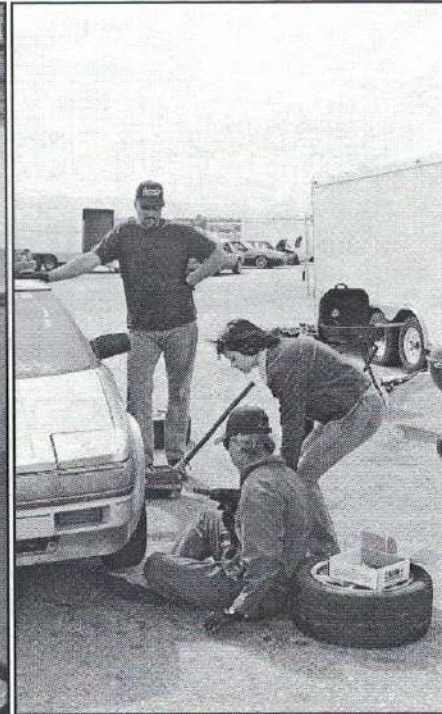
Will it rain today? The clouds threatened on Saturday, but Sunday was a beautiful 'spring' day.



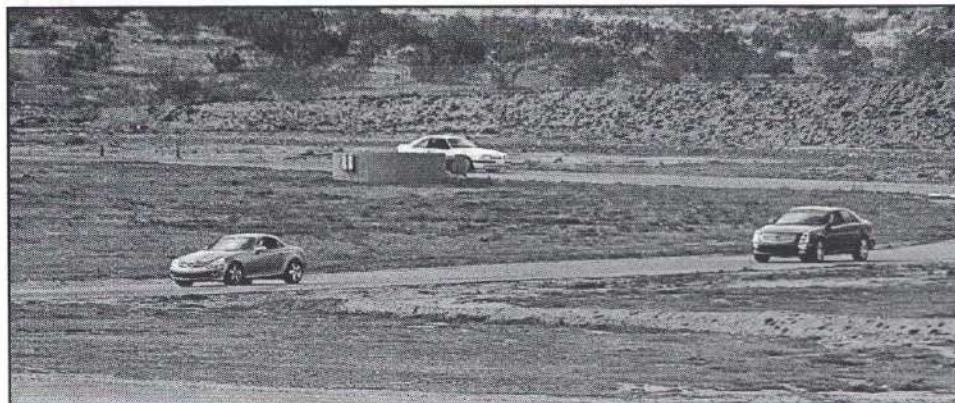
Mike Easterman's birthday party with Steve Hamilton and Paul Ellis -- note the cake!



Gourmet chef Paul Ellis BBQ's a tasty dinner by flashlight.



Andrea McKibbin gets uncle Mitch to change her tire while Rob Rhoads looks on.



The street performance cars take to the track: Patricia Blank in the '05 MB SLK350. George Kranen in the Caddy CTS, and ?



Flat Tori buckles up for a ride with Bev Major.



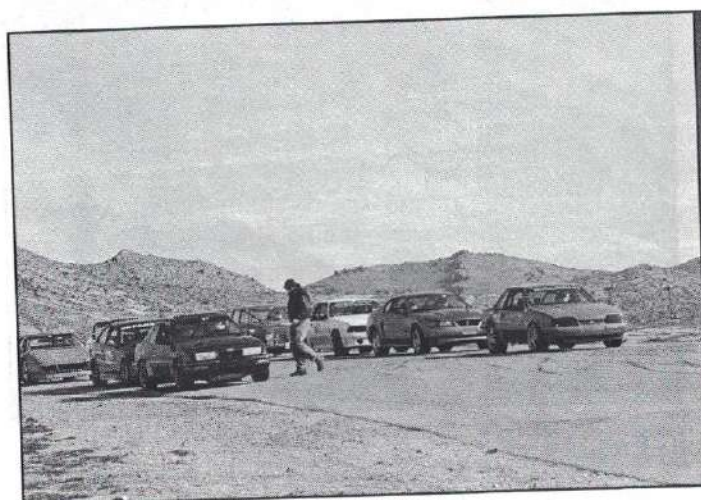
The lunch crew: Jody & April Fibrow and Christine Haro -- Paul Ellis was busy -- too bad!



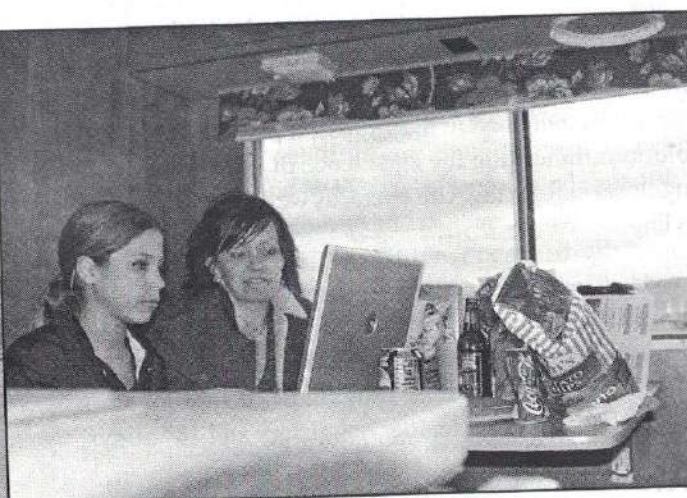
Matt Poulin studies his 'distraction' while waiting.



Terry Watson burns rubber (we hope!) on the skid pad.



The race group practices starts.



Andrea McKibbin and April Fibrow -- keeping warm and studying the lines??

NEWS

Alfa show new Spider and 159 Sportwagon at Geneva



Alfa Romeo is displaying for the first time the complete range of cars derived from the Project 159 Platform, with the Alfa Spider and the Alfa 159 Sportwagon joining the Alfa Romeo 159 sports saloon and the stunning Alfa Romeo Brera sports car. The Swiss Show also sees the debut of a new version of the Alfa Brera, equipped with the 200 bhp 2.4 JTDM 20v engine, and lavish, elegant 'Collezione' versions of the Alfa GT and Alfa 147.

Three versions of the 159 Sportwagon are on display in Geneva: one has 'Alfa Silver' paintwork and is equipped with the powerful 3.2 V6 Q4 24-valve engine delivering 260 bhp, the second is 'Ruby Red' with the 185 bhp 2.2 JTS engine, and the third is 'Dawn Light Blue', powered by the 200 bhp 2.4 JTDM engine.

The other undisputed star of the stand is the fascinating, new Alfa Spider which through a complex, refined game of allusions, recalls Alfa Romeo's glorious tradition in this sector (from the Giulietta Spider of the 1950s to the Duetto and this model launched in the 1990s); it proposes cutting-edge solutions, inheriting the excellence of the mechanicals and engineering from the Alfa Brera, as well as its elegant, sporty styling.

Two versions of the new Alfa Spider are on display in Geneva: a 2.2 JTS delivering 185 bhp and a 3.2 V6 Q4 delivering 260 bhp, both in the top-of-the-range outfit that includes 7 airbags, VDC, ASR, automatic dual-zone climate control, Wind-stop, Blue Tobacco natural leather upholstery and 18" alloys.

Brera

There is also room for the other two cars from the '159 project': the Brera and the 159. Geneva marks the debut of

a new version of the Brera equipped with the powerful 200 bhp 2.4 JTDM 20v engine, with a maximum power output of 147 kW (200 bhp) at 4,000 rpm and peak torque of 400 Nm (40.8 kgm) at 2,000 rpm. The engine has 5 cylinders in line and is the most powerful of the JTDM multivalve engines with Multijet technology, with a specific power of 84 bhp/litre.

Next to this debutante is the second Alfa Brera, a Q4 version with black paintwork and a 3.2 V6 JTS 24-valve engine delivering 191 kW (260 bhp) at 6,200 rpm and peak torque of 322 Nm (32.8 kgm) at 4,500 rpm.

Both cars are well equipped: 7 airbags (including knee bag on the driver's side) VDC, ABS with EBD, ventilated disc brakes front and rear, MSR, Hill Holder, ASR and foglights dual-zone automatic climate control, radio with CD play and CD changer, parking sensor, Bose Hi-Fi system, Visibility Pack (rain sensor, dusk sensor and misting sensor) map radio navigator and telephone with voice controls. The two versions both have natural leather upholstery and 18 alloy wheels.

159

The four-wheel drive Q4 version is being shown in Geneva equipped with the new Australian built 3.2 V6 JTS 24v engine (191 kW - 260 bhp), with 'Ocean Black' paintwork. Inside it is lavishly appointed with Frau 'pieno fiore' fine-grain leather upholstery on the fascia, seats and door panels. Plus tri-zone climate control, aluminium trims, electric seats, Cruise control, 7 airbags, VDC stability control with a hill holder, map radio navigator and telephone with voice controls, xenon headlights and 18" alloy wheels, parking sensors and reclining rear seat.



GT and 147

Under the spotlights of the Swiss Show is a special version of the Alfa GT developed in collaboration with Bertone 'Collezione' - designed for a more 'sophisticated' clientele.

(Alfa's words not ours!). In addition to the usual standard equipment, it also has a number of exclusive features: 17" alloy wheels (a borehole pattern with chrome treatment), black-framed front headlights, a body-coloured front bumper grille, two-tone leather seats with a perforated cushion and Alfa Romeo logo, beige/black facia and gear and hand brake levers covered with leather. The carpet and mats, centre console and side partitions are all the same beige colour. And finally, this refined Alfa GT also offers a map navigator with a telephone and voice controls, complete with a subscription to the info-telematic services.

The 147 is given the same treatment, with a 5-door version on show in Geneva with the 'Collezione' outfit and metallic black paintwork. This is a 147 JTD with the 150 bhp 1.9 JTDm engine, and features sophisticated safety equipment as standard: VDC, ASR, ABS with EBD and six airbags. The outfit also includes dual-zone automatic climate control, new 17" alloys with a double ray pattern, radio with CD player, Cruise Control and electric rear windows. The car on display also features exclusive two-tone beige leather seat upholstery, a map navigator with built-in hands-free telephone, and radio and telephone controls on the steering wheel.

The sophisticated 'Blue&Me' system

Some versions of the 159 Sportwagon and Brera feature the innovative BLUE&ME system, based on Windows Mobile technology, and developed jointly by Fiat Auto and Microsoft (see previous ItalianCar article), which provides a whole new level of communications, information and entertainment in the car, the aim being to improve the comfort and quality of the time spent on board.

The device is extremely simple to use, and allows you to make/receive telephone calls and to listen to music simply and safely as you drive. And thanks to Bluetooth® technology, you can also communicate with the outside world from the car using your own personal mobile phone or HDA. The system on offer will be supplemented in future with more evolved devices giving access to the many novelties that technological progress has in store for the coming years: from a complete multimedia system to satellite navigation. In addition to which there is a whole range of services that will make all your journeys more comfortable, safer and easier.

The 'Blue&Me' device on the 159 Sportwagon and Brera incorporates a sophisticated hands-free system with voice recognition that - according to Alfa - guarantees maximum driving safety in all conditions, and respects the law because the driver can use the system without taking his hands off the wheel. The system allows drivers with a Bluetooth®

mobile phone to use the telephone even if it is in a jacket or a bag, automatically lowering the radio volume (when this is on) and routing the interlocutor's voice through the stereo speakers. The system is also claimed to be extremely compatible with all cell phones currently on the market and can be updated to comply with new standards and future telephones.

The 'Blue&Me' device is built into the car and the control keys are positioned on the steering wheel for immediate, safe access to the system; the driver can find a number in his phone book by scrolling the control panel display, or 'mute' the call for confidentiality. One interesting feature is the fact that the mobile phone only has to be registered with the system once. It is also possible to transfer one's personal phone book to the car, automatically updating it every time the system recognises a cell phone.

Privacy is guaranteed because access is only granted to the phone book if the telephone registered with the system is in the car. The number or name of the caller is shown on the display if it is in the phone book and the number can be called 'vocally' by dictating the numbers or pronouncing the name if it has been memorised.

The evolved voice recognition process means that the voice does not have to be 'learned', and the device is able to memorise up to 5 cell phones at the same time, allowing immediate use of the hands-free system by several users of the same car; and programming can obviously be modified whenever necessary. And finally, the hands-free system with voice recognition can also reproduce a 'personal' call tone using the radio speakers.

These are the features of the hands-free system with voice recognition, but there is more to the innovative 'Blue&Me' system on the 159 Sportwagon and Brera: it allows the motorist to listen to his favourite music when it is recorded on a mobile phone, one of the new smart phones, on an MP3 player or on a USB pen drive. A USB port in the glove compartment allows any USB-equipped digital device to be connected and allowing musical audio files (MP3, WMA and WAV) to be reproduced directly through the stereo system. And because all the information is visible on the instrument panel display, the client can scroll through the system archive (divided by type, album, artist, etc.) either vocally or using the steering wheel controls, and select the piece he wants to listen to by the controls on the steering wheel.

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Spider factory hardtop: black with crème interior, used but in fairly decent condition. Has been covered in the garage for the last five years, doesn't make sense for me to keep it anymore.

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PARTS: Air box for '67 Duetto or GTV \$150. Euro carb air filoter canister \$100. Trunk lid for '74 GTV, no dings, no rust \$175. Bell Housing for '74 GTV \$150. Call Don Singer at (805) 382-8394. (4/6)

2002 Porsche Boxster S, Meridian Metallic Silver, with new hardtop, Tiptronic auto trans, 18" chrome wheels, sport touring package, Bose premium sound, multi compact disc, on board computer (part of sport touring package), power seats, a/c plus all of the usual good stuff that comes with this model. Beautiful condition and well maintained. \$33,500



OBO. Call Norm @ 949-721-0192 or e-mail to: n.bianchi@sbcglobal.net. (4/6)

1974 GTV: Project car that has some aftermarket mechanicals (lowering springs, sway bars, ss brake lines & fuel lines, new rotors). Have stock and 15" wheels. It has the usual rust around the windows and other areas. Does run and is currently registered and stored in Hermosa Beach. Additional photos and info - email agoddeck@aol.com or call 310-357-4737. Asking \$1,500. (4/6)



1974 Spider Veloce 2000: White with black interior. New exhaust & Michein HydroEdge tires. 84,000 miles, sounds great, runs better. \$6500 firm, car in San Pedro. Call Jim McCabe at (818) 414-5185. (2/6)

1976 Alfetta GT Track Car located in Southern California. Ran great all year at the AROSC track events. Very fast, keeps up with most all of the class C cars and even some of the class B cars out here. Just ran a 140.008 at Willow Springs last weekend. Here's some specs on the car:

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Plus much more I am probably missing to list here REDUCED TO \$10,500 obo.

Call Jim Ferris at home (909) 861-1474 or work (909) 517-2537 or cell: (951) 318-1491. (2/6)

1984 Spider: Silver with dark blue interior, rebuilt engine and five speed transmission. Newer seat upholstery; air conditioning; 74K miles. Runs very well. Passenger-side electric window does not work. Have owned car since 1990. Asking \$4,800. E-mail at jcr743@aol.com...805-807-3374



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1A

Our 2006 Calendar

January	February	March	April
4 Board Meeting @ Luigi's	1 Board Meeting @ Luigi's	1 Board Meeting @ Luigi's	5 Board Meeting @ Luigi's
21-22 Time Trial & Race @ Pahrump, Nevada	18-19 Time Trial @ Fontana Parking Lot	12 Swap Meet at Omega MotorSports, 9am	8-9 Time Trial & Race @ Willow springs
29 AROSC Annual Mtg and Luncheon at Luigi's, Hawthorne	26 Concours @ Pepperdine University, Malibu, plus General Meeting	25-26 Drivers School @ Streets of Willow	22-23 Spring Driving Tour
		31 General Meeting, 7:30 Mosier Restoration	29 General Meeting /Tour Petersen Museum
May	June	July	August
3 Board Meeting @ Luigi's	7 Board Meeting @ Luigi's	5 Board Meeting @ Luigi's	2 Board Meeting @ Luigi's
20? General Meeting & Mangia Mafrika in Brentwood area	11 Concours/Go Kart Races at Dromo One indoor track, Orange	8 Braille Rallye 2005 Note Date Change!	6 Summer Party, Huntington Beach @ Phyllis'
21 L A Concours	23-25 Calif Historic Races at Fontana w/spectators	28 General Meeting/Tech Session @ Omega MS	18 Concorso Italiano,
27-28 Time Trial & Race @ Buttonwillow	30 General Meeting, TBD		19-20 Monterey Historics
			25 General Meeting - 8pm Castaway Restaurant Burbank
September	October	November	December
2-3 Drivers School @ Streets of Willow	4 Board Meeting @ Luigi's	1 Board Meeting @ Luigi's	3 Competition Committee Meeting
6 Board Meeting @ Luigi's	7 Swap Meet /Dyno Session @MagnaFlow	4 Best of France & Italy Car Show & Concours	9 Holiday Party at the Kutkus home
30 General Meeting/Tour Nethercutt Museum	21-22 Time Trial & Race @ Willow Springs	17 General Meeting, 8pm White Turkey Sale & Elections @ Italspeed	Kutkus home
	27 General Meeting, TBD	25-26 Wine Tour	10 Board Meeting and planning for 2007 at the Kutkus home