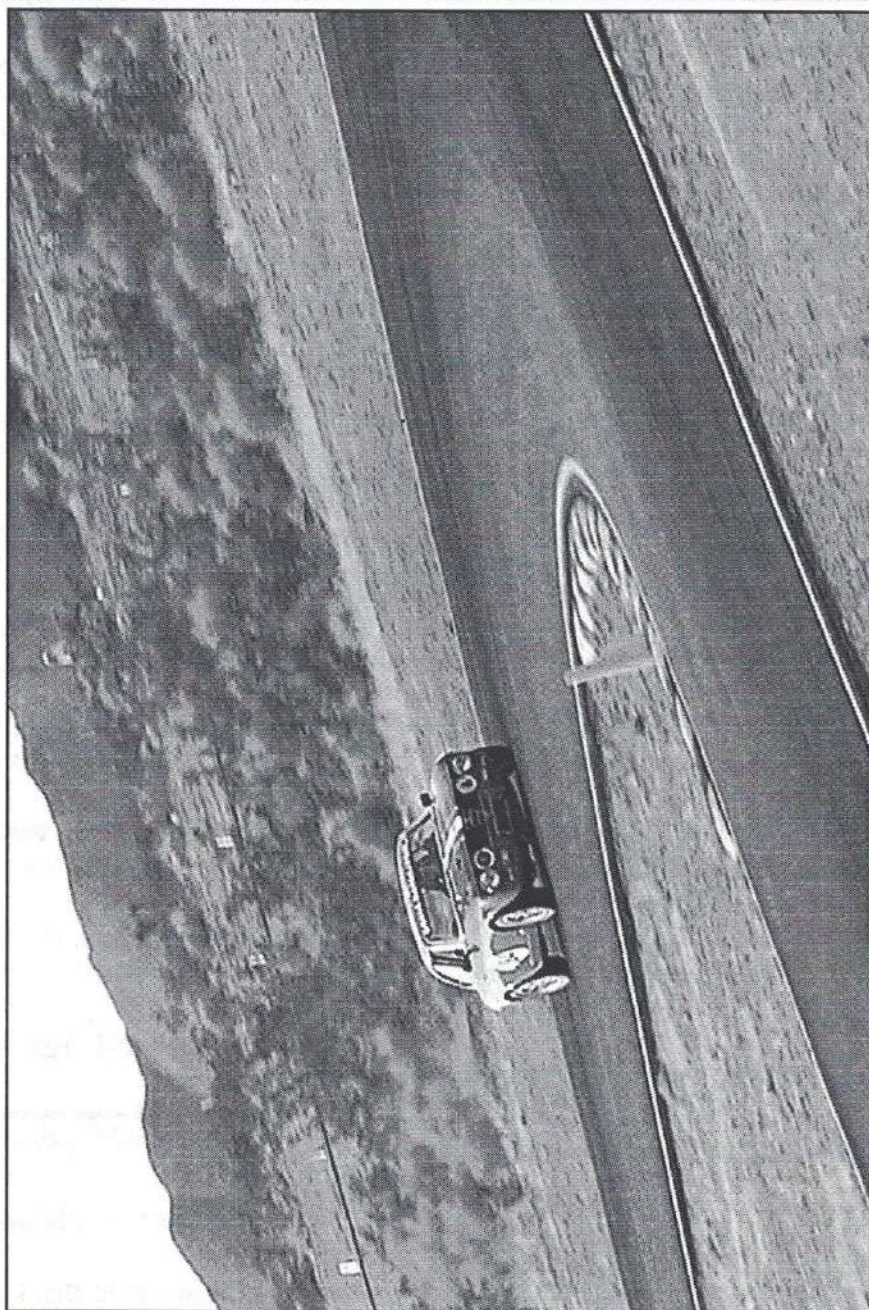


Giacionada

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



February 2006

In This Issue: Pahrump Time Trial & Race, Annual Meeting, upcoming 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.

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 or of special interest to the members.

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

Art Russell captures a unique view of his son Bob in his GTV. The track doesn't really have a slope like that, even though it is named Spring Mountain Raceway! Photo by Art Russell.

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 – 2006

President: Norman Silverman president@arosc.org
(213) 623-6141 (Work) (818) 427-2054 (Cell)

Vice President & Tours: Jim & Elyse Barrett
(714) 964-9530 (Home) vp@arosc.org

Secretary: Gene Brown
(805) 527-8520 (Home) secretary@arosc.org

Treasurer/Editor: Phyllis Gaylard editor@arosc.org
17041 Malta Circle, Huntington Beach, CA 92649
(714) 377-6377 (Home) FAX: Call first for access

Competition Chair: Bruce Colby
(760) 727-7668 (Home) comp@arosc.org

Marketing & PR: Tony Adamowicz
marketing@arosc.org

Concours/Photo/Video Library: Doug Adler
(805) 499-4835 (Home) concours@arosc.org

Entertainment: Paul Dexler
(818) 773-0480 (Home) entertainment@arosc.org

Meeting Venues: Sheila & MJ Kutkus
(310) 542-3448 (Home) meetings@arosc.org

Member-at-Large: Anthony Rimicci
arimicci@arosc.org

AROSC Committees

Web Site Coordinator: Bruce Colby
webmaster@arosc.org

Liaison: Paul Blankenship
sidewaysalfa@email.msn.com

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

2006 AROSC Previews -- *An Outline of Coming Events*

February 26 – Pepperdine University Concours & Whale Watch, Monthly Meeting & Tail Gate Lunch

This is a fantastic venue for a concourse, with a view down on the Ocean, and the whales are usually migrating at this time for more to see -- bring your binoculars. We will invite a couple of other marque clubs to join us -- don't miss it. The event will also serve as our monthly General Meeting.

March 1 – Board Meeting at Luigi's, 7:30 PM

The Board of Directors meets monthly at Luigi's Restaurant in Hawthorne 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. Call Sheila to make dinner reservations.

March 12 – Swap Meet & Dyno Session at Omega Motorsports

Our annual swap meet at Omega Motorsports is great fun, and we will again contact Dave Evans to bring his mobile dyno to Omega for your tuning pleasure. There will be coffee and donuts, and maybe some sausage sandwiches!

March 25-26 – Drivers School, Streets of Willow

Our semi-annual drivers school will be held at the Streets of Willow in the cool of March! This is a great way to learn how to drive your car better under all types of conditions, whether for competition or for the street. It is also great instruction for young drivers.

March 31 – General Meeting and Tour, Mosier Restoration

We will gather again at Mosier Restoration in Inglewood to see what Bob Mosier has in work this year. The Horch is

scheduled to be completed soon for the Pebble Beach concourse, and there will be other neat cars as well. Coffee and donuts will be served.

April 5 – Board Meeting at Luigi's, 7:30 PM

April 8-9 – Time Trial and Race at Willow Springs

April 22-23 – Spring Driving Tour, High Desert

Our Tour Meisters have decided on a new route and area for our annual spring driving tour. They plan to venture toward the high desert, and perhaps come into the mountains from the north. There may be wild flowers to see, but if not, the roads and scenery will be well worth the trip. See the article on page 12.

DON'T MISS:

Feb. 26 - General Meeting & Concourse at Pepperdine U, Malibu plus Whale Watching! and Tail Gate Lunch.

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, and 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.

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

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

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, no need to drive between them. More info when we find out the feasibility, and what evening works best -- Friday, Saturday, or Sunday.

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

View from the Top — Mostly Ramblings of Il Presidente!

When I showed up for dinner at the Casino buffet in Pahrump after our first day on the track, I borrowed an idea from Jim Barrett and wrote on my name tag (that began with the word - I'M) LOST. As a minimally skilled driver, advancing in years, in a car with newly added power, spending a day trying to figure out a 3.2 mile, 18 corner track was quite the challenge. Finally got it figured out on the last lap of my Sunday afternoon timed run, just in time to lock up and spin out at turn 17. No harm, no foul. In spite of this, the weekend was, by my reckoning, an unmitigated success. The 20+ Las Vegas Ferrari Club members that showed up for Intro on Saturday seemed to have had a wonderful time. The Radical Race Group drivers were generous and skilled participants. I think we have found an additional venue to add to our options.

I am also happy to report that nearly 80 members (almost 20 more than last year) from San Diego to Santa Barbara, attended our Annual Awards Dinner. The location again this year was Luigi's Italian Restaurant in Hawthorne, where we hold our monthly Board of Directors meetings.



This was a wonderful opportunity to thank the Competition Board and their families for the fabulous and professional job they have done and continue to do. And it is truly a family effort. After a wonderful Italian buffet, our guest speaker, Gordon Dickie, who delivered an entertaining, interesting and educational trip through a career that most of us only dream of – getting to drive nearly every new platform and, using a combination of PASSION and automotive engineering skills make them perform better.

Bruce Colby, starting his second year as Competition Chair offered a virtual cornucopia of Silver Cups, Bowls and Plates. The best presentation was when Matt Poulin

awarded his driving suit, autographs and all to his mom, who seemed to have gotten the driving bug after taking an Intro Course. We may be looking forward to a 3 driver "Team Poulin" for a future Enduro. Matt, showing a maturity beyond his age, caused a few eyes to dampen when he thanked AROSC (and by association, all of us) for helping him develop as a human being. This feeling of being part of a caring and supportive extended family seemed to be a theme of the day.

Every year I've written, "I can't believe, that as I approach (now its 67), I am rewarded for having more fun than I can remember with a class win for Time Trials (only car in the class), first place for Concorsi (I showed up at every one) and overall Competition Points. I've got to do something about this compulsive, obsessive behavior". Well I haven't done anything about it. However next year it could be someone else's turn. The Ti is moving from Class H to F and will have some competition (who may overcome my attempts at vehicular sabotage) and the Concorsi competition, under the direction of Doug Adler is becoming fierce.

To see this competition first hand, on, February 26th, plan to join us for **our first Concorso of the year combined with our monthly General Meeting, overlooking the Pacific Ocean from the campus of Pepperdine University.** Along with the car judging competition, we will also have a Concorso de Picnic. Competition is not the issue, this is just a wonderful occasion to meet old friends, greet new friends, ogle and be ogle. This will be a special event, visited by a multitude of special European cars. The last Sunday of the month is Euro Sunday at the Village Coffee Roaster in Calabasas (last month there were approx. 300 cars) and I'm told that at around 11 o'clock some of them are planning a Canyon Run to visit us at this spectacular venue. Bring high powered binoculars – the whales are migrating and come pretty close to the coast.

For those of you who haven't visited our web site in a while (www.arosc.org), you will find that under the capable hands of Bruce Colby, it is current, easy to navigate, and informative. **Most importantly, the calendar is up to date.**

Keep the wheel-side down

Norm Silverman (Norman I, Rex)

Alfa launches Ti version of new 147



The new 147 Ti is based on the new three-door 147, with a choice of either a five speed manual gearbox or the Selespeed sequential manual gearbox mated to the standard 110 kW 2.0 litre Twin Spark engine. The Ti model also has new 17 inch alloy wheel fitted with 215/45/R17 87W low profile tyres - with the Ti logo moulded into the alloys. In fact the Ti badge appear almost everywhere - from the rear GTA-style wing to the door sills.

The Ti comes with top of the range sports seats, which offer additional lateral support at back and thigh level, trimmed in light grey sports leather with fine red stitching, which is also used on the door trims. Steering wheel and gear shift knob are leather and black cloth roof lining completes the sports interior.

"The Ti badge indicates an Alfa Romeo model with a more finely honed sporting edge, a version that offers an even stronger performance image and response, but without impacting heavily on the price," says David Stone, General Manager for Alfa Romeo in Australia. "And so it is with the new Alfa Romeo 147 Ti. Changes inside and out make it stand apart from the rest of the Romeo 147 range, yet it still offers remarkable value for money."



In manual the 147 Ti has an RRP of \$39,990, while the Selespeed version is pitched at \$42,990.

"TI stands for Turismo Internazionale and for generations of Alfa Romeo owners it has meant a car aimed at young, enthusiastic drivers who want the assurance of maximum satisfaction and peak driving control at all times," says Mr. Stone. "The new Alfa 147 Ti lives up to this heritage and provides an opening for Alfa Romeo performance motoring that is now topped by the Alfa Romeo GT 3.2 V6."

Alfa Romeo models to carry the Ti badge over the years include:

1950	1900 Ti
1953	1900 Ti Super
1957	Giulietta Ti
1963	Giulia Ti Super
1970	Giulia 1300 Ti
1977	Alfasud Ti
1980	Alfasud Ti 1.5 Quadrifoglio Verde
1982	Giulietta 2.0 Ti
1995	Alfa 146 Ti

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Size Doesn't Matter!

Alfa Memorabilia... by Fred Russell

Over the years, many of us have seen many great collections of Alfa Romeos from both AROC members and non-members. Though we may prefer the perfect condition, historic cars, we seem to also enjoy the rusty project Alfas we find behind someone's house. Perhaps while viewing the perfect car, we see the beauty and history of the marque and we can almost feel a connection to it. On the other hand, in the project car we can visualize how our efforts can make us part of that beauty and history as well.

Some of our collections are not full size, but instead are miniatures. The same attitude usually applies... we like things that are Alfa Romeo and our collections help us show our passion. Europe has a strong market for miniatures and has for many years. There are many manufacturers and numerous specialty stores selling very collectable cars. In the States, this has been primarily a passion for select individuals with few local sources.

Unless you are a NASCAR, Monster Garage, DUBs, or West Coast Choppers fan, you can't find too many great options at your Target or Wal-Mart store. Thanks to the Internet, those of us who aren't lucky enough to live close to a specialty shop selling miniature cars, we still have access to what we like. There are plenty of good sources, and we will talk in more detail about them in future articles.

Another option is to build our own models and there are a number of very good kits to be had. These require us to apply our own talents to the assembly and finishing. Just like working on the full size cars, this talent may be more prevalent in some than others. But don't feel bad if you are in the same category as me... better at leaving the model making to others...since there are model makers out there for us.

In the future, I will talk about why people enjoy the miniature cars, the changing industry of miniatures, and the sources we have. I will welcome input and incorporate what I can into what I write. When something odd happens and Hot Wheels releases a new Alfa Romeo, I'll share my input. (B.A.T 9 Prototipo was part of the 2005 First Editions) It'll be more common for Looksmart, Bang, AutoArt, or MiniChamps to release a new Alfa... but I'll watch Hot Wheels as well.

My passion started years ago. This past year I was lucky enough to host the model car contest and miniature car show at the 2005 AROC Convention. I wanted to ensure we had something special to view, so I brought in three dioramas made in The Netherlands by one of the best; Wilco Michels. His work is well recognized for its authenticity and fun detail. For those unfamiliar with what dioramas are, they are models in detailed settings; garage scenes, yards, etc.

I was stunned to see others brought great dioramas as well. We enjoyed a Pit Lane setting complete with a new GTV, support people, local signage, and a vintage Alfa 159. This entry was by Debbie Ashton from California.

Another was titled AR Restorations and included the nearly complete car in the garage, the standard edition rusty parts car under a tree, the daily driver truck, and fast food on the workbench. A talented kid named Tyler Dawson made this display. Tyler made the effort using a wood base, balsa wood buildings and a couple of 1/24th scale models. For detail he used real outside plants and then sealed them on his display with a lacquer dull coat finish. The tiny Alfa magazines were made using a digital camera, shooting the real ones then printing them back out at the size and scale needed.



The dioramas made by Wilco are all garage scenes. One is that of a Race Shop with what appears to be a 1750 GTA in the space. There are plenty of spares including an engine on the stand, a set of GTA wheels, and parts on the shelves. There are plenty of tools and dirt, including dirty paper towels on a roll. It has working lights over the shop doors, and even the wash tank.



next version was an older worn Giulietta that could have driven recently, but is being restored. It has the standard rust and needs plenty of restoration, but we can see it will get there. The garage has a few spares, tools, and a few posters on the walls. There is plenty of dirt that is barely any cleaner looking with the small shop lights turned on.

For his last display, it is also an older Giulietta, but it needs much more work. The car has rust holes in the bottom of the trunk, the foot well on one side is gone and at least one fender is rusted beyond repair. Luckily, the replacement Alfa Romeo factory fender and trunk are leaning against to wall in the shop. Many of us have seen this car before in our own yards or garages.

All 5 dioramas captured more than just the cars. They had the feelings of the projects and the settings. Tyler took his back home to proudly display, as did Debbie with hers. The 3 dioramas by Wilco are for sale and would be a great addition, or start, to anyone's collection. Contact me if you want more info.

Next article... I'll outline many of the available miniature cars and where you can buy them.

Fred Russell

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

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2005 Competition Program and Annual Awards

By Bruce Colby, Competition Director
Photos by Mike McKibbin & Paul Dexler

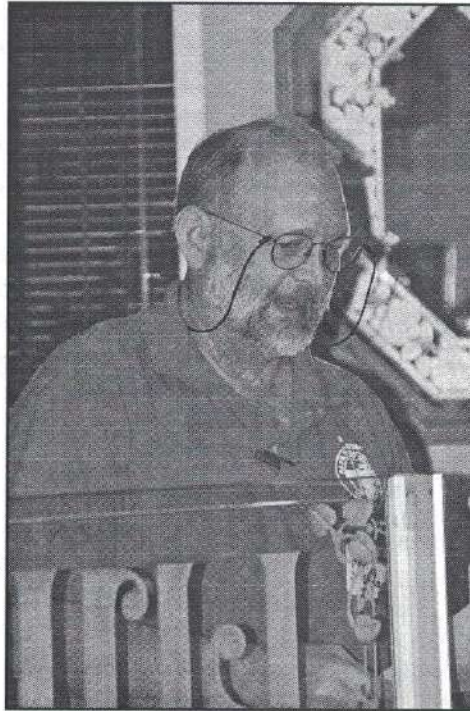
The 2005 AROSC Competition Program provided excitement, fun and challenges for many people. Our first event, a TT and Race at Willow Springs, had to be canceled due to weather - snow no less - and our final scheduled event ended up being moved into 2006 due to some scheduling confusion at the track. The net result was a short season in terms of track competition. Nevertheless, we managed to have a fun year of track competition plus two highly successful High Performance Driving Schools. Our track program continues to be the best bargain in the Southern California club racing scene due to its reasonable prices, safe environment and laid back atmosphere. Our Concours program, which is piloted by Doug Adler, continues to provide low-key, fun events, starting with a spring Concours above the Pacific at Pepperdine College and ending with a big fall bash at Woodley Park. Rally Director Bill Carson once again arranged some "fun rally" time, but he also put together a true Time-Speed-Distance (TSD) rally. All these events were described in more detail in the *Alfacionada* through the year, so there's no need to rehash them here.

The 2006 program promises to be even more fun, with at least four big track time trials plus the potential for a low-key time trial in the fall, possibly in one of the California Speedway parking lots. A new venue for this year was the Spring Mountain track in Pahrump, NV. We will also be at Willow Springs twice, once in the late spring and once in the fall, plus we'll be at Buttonwillow early in the summer. The plan is to again include an Enduro at the Buttonwillow event, but this will depend on signing up a decent-sized run group to support it. Once again we will be holding two driving schools at the Streets of Willow. In addition to the track events we are planning the usual three Concours, with the first one once again at the beautiful Pepperdine College.

A highlight of our Annual Awards Meeting at Luigi's restaurant in Lawndale was presenting awards to individuals who, through consistency, persistence, careful car preparation and excellent driving, for their overall performance during 2005 in the AROSC Competition Program. We also take time to honor the competition program volunteers and directors. Without these people we would never be able to run the program we have.

Competition Program Directors

The Competition Program Directors give selflessly of their own time to keep the Time Trial and Concours programs running and constantly improving. Each Director received a personally-engraved goblet as a token of the Clubs appreciation. Those Directors were:



Competition Director - Bruce Colby
Competition Director Emeritus - Doug Bender
Time Trial Director - Greg Nelson
Race Director - Dennis Fibrow
Concours Director - Doug Adler
Rally Director - Bill Carson
Treasurer - Phyllis Gaylard
Director of Registration - Terry Watson
Mailers - Craig Goldenson
Director of Timing - Vince Rinner
Director of Instruction - Steve Hamilton
Director of Safety and Tech - Paul Ellis
Classification Director (Alfas) - Jim Ferris
Director of Intro Group - Brad Gray
Director of Accommodations - Sheila Kutkus
Director of Photography - Mitch McKibben

This group was relatively stable in 2005. Jim Ferris stepped up early in the year to take on the job of Alfa Classification Director, and later on I ended up taking on the website but those were the only changes. For 2006, however, there will be some additional changes. After the last event of last year, Brad Gray stepped down as Director of Intro Group and Promotions after many years of handling both jobs. He will be replaced by the team of Phil Giural and Chris Mayring in Intro Group, and by Tony Adamowicz who will handle Marketing. We'll miss Brad and look forward to seeing him back when he gets his #7 GTV ready to go back on the track.

Alfa Time Trials and Racing

We had three time trials in 2005, one each at the Fontana (California Speedway) Parking Lot, Buttonwillow and Willow Springs. At the end of the year we use a point system to come up with Class winners and we present year-end awards. For winning one's Class at an event, 9 points are awarded toward the year end standings. For a second in Class, it's 6 points and it's 4, 3, 2, and 1 point for third through sixth places respectively. We then add up the scores from each event to get a final total for each individual, and whoever has the most points in a class wins. The number of trophies awarded in a class is based on the number of entrants the class. The details of this are covered in our Competition Code but some notable points are that a contestant may only win a trophy in one class even if participating in multiple classes, and only AROSC members are eligible for these year-end trophies. In addition, a competitor must enter at least two events over the course of the year and there must be more than one entrant in the class before we will hand out a trophy. For Time Trials and Racing, the 2005 winners were:

Class A Time Trials

- 1 Gifford Hawn (GTV, 11 pts)

Class B Time Trials

- 1 Jorge Mazlumian (GTV, 22 pts)

Class C Time Trials

- 1 Jim Ferris (Alfetta GT, 24 pts)
- 2 Art Russell (GTV, 16 pts)

Class D Time Trials

- 1 Jes Thyssen (Milano, 11 pts)
- (2) Chris Mayring and Phillip Cartsonas (9 pts each, tied, no award, only one event)

Classes E Time Trials

- (1) Sam Rhodes (164, 9 pts, no award, only one event)

Classes F Time Trials

- (1) Paul Blankenship (Alfetta GT, 18 pts, no award, no competition)

Classes G Time Trials

- (1) Gianni Troian (GTV, 9 pts, no award, only one event)

Classes H Time Trials

- (1) Norm Silverman (Guilia Super, 27 pts, no award, no competition)

Alfa Cup Racing, Group 1 (Classes A, B, Z)

- 1 Anthony Rimicci (GTV, 18 pts)
- 2 Bruce Colby (GTV, 15 pts)

Alfa Cup Racing, Group 2 (Class C and below)

- 1 Jim Ferris (Alfetta GT, 18 pts)*
- 2 Art Russell (GTV, 10 pts)



* Jim Ferris was both Time Trials and Alfa Cup winner in Class C.

Alfa Concours

Concours events are judged with a theoretical maximum of 250 points with deductions for imperfections. We add up the scores for each entrant and the one with the highest number of points in a class is the winner. Again, contestants can only win a trophy in a single class. The 2005 winners were:

Open Class

- 1 Norm and Evie Silverman (Giulia Spider)
- 2 Rich Lucidi (Giulietta Spider)



Norman accepts his Concours trophy from Doug Adler

Closed Class

- 1 Doug Joseph (Sprint Special)

Daily Driver Class

- 1 Carrie Adrian (Spider)
- 2 Haig Chrobajian (GTV)
- 3 Dean Cullum (Spider)

Non-Alfa Time Trialing, Racing and Concours

Unlike many marque-oriented car clubs, AROSC events are open to all. Consequently, we have a wide variety of cars at our events, and we're glad to have them. To recognize this we award year-end prizes to Club members driving non-Alfas. Again, only winning Club members are listed below.

Class K Time Trials

- (1) Jon Stokes (Super 7, 9 pts, no award, only one event)

Class M Time Trials

- 1 Matt Poulin (M3, 13 pts)
- 2 Albert Kelly (Z06, 12 pts)

Class N Time Trials

- 1 Mitch McKibbin (Mustang, 22 pts)
- 2 Mike McKibbin (Mustang, 9 pts)

Class O Time Trials

- 1 Todd McNall (Datsun 2000, 18 pts)
- (2) Vince Rinner (Mustang SVO, 6 pts, no award, only one event)

Class P Time Trials

- 1 Pat O'Neal (Miata, 27 pts – a perfect score!)
- 2 M.J. Kutkus (SLK320, 9 pts)
- (3) Terry Major (MR2, 6 pts, no award, only one event)



Mike McKibbin, Norman, and Mitch McKibbin

Class Q Time Trials

- 1 Fred Hamilton (Buick Regal GS, 18 pts)

Class K Racing

- (1) Steve Luftman (Formula Ford, 9 pts, no award, only one event)

Class L Racing

No club members competing

Class M Racing

- (1) Bob Poulin (M3, 9 pts, no award, only one event)

Class N Racing

- 1 Emilio Valsecchi (VW Golf, 15 pts)

Class O Racing

No club members competing

Class P Racing

- 1 Terry Major (MR2, 21 pts)



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Concours

1 Adan Figueroa (Lancia Fulvia HF, 724 pts – highest points in Concours)

Overall Championship

To recognize participation and consistency across all our competition activities, Club members who participate with an Alfa Romeo in more than one type of event (Rally, Concours and Time Trials/Race) are eligible for overall championship awards, based on their performance in each competition. For the third year in a row, first place in the overall competition went to:

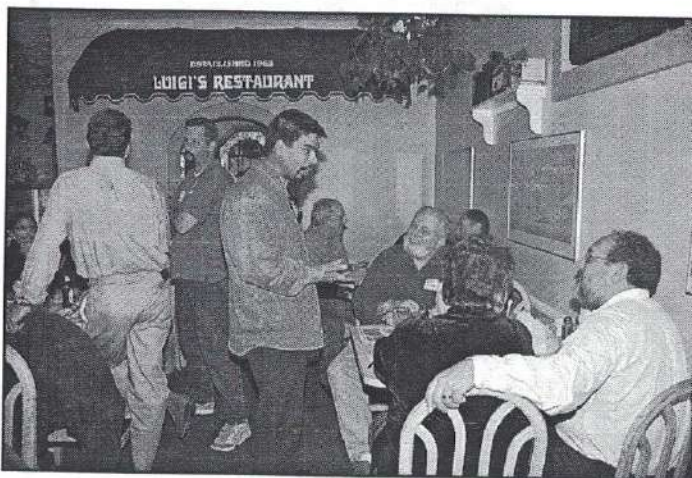
Norm Silverman (20 pts)

It is worth noting that in 2005 there was four other competitors within 2 points of Norm so the competition is getting close.

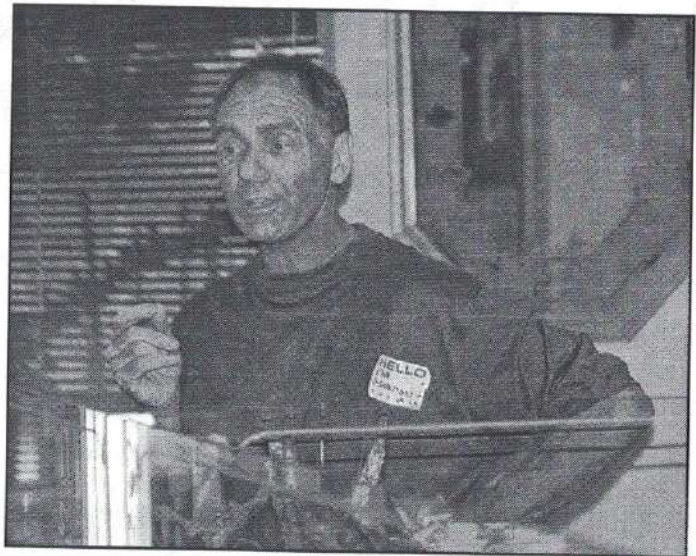
Personal note from Bruce Colby:

It's been my honor to serve as AROSC Competition Director this past year. Doug Bender told me it was going to be a lot of work and he was sure right. It took a lot more time and effort than I imagined but it was worth it. Working with the all those who volunteer their time is a treat exceeded only by seeing all the smiling faces at the end of an event. I especially enjoyed everyone's willingness to jump in and do whatever needed to be done to see that the events were a success. I'd especially like to thank Norm Silverman for always being there to toss a little cold water on me whenever I started to show signs of getting a little too excited.

Thanks to everyone. Now let's go have a fun and safe AROSC Competition Program in 2006!



There was time to chat with old and new friends.



We had a special guest speaker, Gordon Dickie. Gordon came up through Jaguar, Ford, and Mazda, and is now "Director of Product Quality" at Kia Motors America in Irvine. He is responsible for making current Kia models have a European driving feel. He is a blunt-spoken Scot who pulls no punches. He is also an enthusiast and an Alfa lover and he knows just about everyone in the industry. His talk was full of interesting and amusing anecdotes on the 'passion' of some cars, notably Alfa and BMW, and the 'numbness' of those cars that sell well in this country. This does not bode well for sales of Alfas in the USA, unless they come up with an equivalent for "The Ultimate Driving Machine" slogan.



Jim Barrett loads up at the buffet table.

Spring Driving Tour Takes a New Turn, or Three

The AROSC Spring Driving Tour, set for April 22-23, has a new theme and a new venue.

Casually dubbed the "Where Angels Fear to Tread", we're taking the tour up through L.A. – to the Angeles National Forest, and points north and west, to hopefully interest and ensnare you-all hailing from the chapter's parent county.

Without revealing too much detail too early, the intention is to gather and start out from a San Fernando Valley location. The experience will include: touring Vasquez Rocks, where the Robin Hood of California hung out in

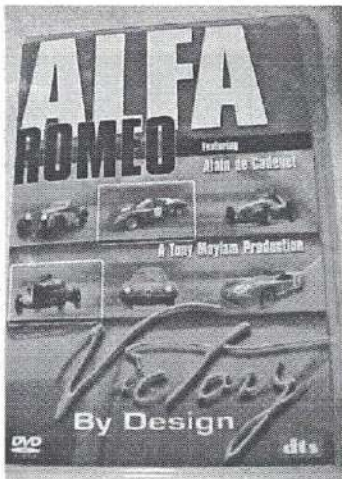
the 1800s; a stop at Agua Dulce Winery; quick and colorful loops on Highways 14 and N3; then a transit of the "real" Hwy 2 to our overnight destination. We'll go to the top of the world – where angels teeter in their Manolo Blanicks along the twisties of the Angeles Crest, to secret summits and lookouts – and cruise to a stop in welcoming Wrightwood for an evening in the piney woods.

Questions, suggestions, R.S.V.P.s – Please call or e-mail Jim & Elyse Barrett at (714) 964-9530, or eddinab@mindspring.com.

AROSC "Shameless Commerce" CLUB STORE Watch for our new 'Vintage-Style' Jacket!

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The First Concourse of the New Year

Pepperdine U, Malibu — February 26, 2006

The 2005 Concourse season is in the books and the awards have been handed out. What a great year we had as well, with so many deserving cars and owners participating! Well here we go again with our first Concourse of the year happening this month, February 26 at Pepperdine University in Malibu. Gate opens at 8am for those competing and 10am for the spectators. Admission is free and the view is priceless so bring a picnic and make it a romantic coastal drive opportunity or bring a buddy and a sandwich and bomb through the canyons! Many will be joining us from the Coffee Roaster in Woodland Hills with a tour drive led by our friends at AlfaBB.com. Entrance to Pepperdine is from Malibu Canyon only, and your courtesy to our campus hosts will be expected. Pause at the guard booth and proceed up the hill to your first right turn opportunity. \$10 fee to have your car judged with ribbon awards presented during the noon hour.

As a refresher, remember that easy concourse points are often lost on easily overlooked details that increase the value of your vehicle including owner manuals, original paperwork, published literature, and ephemera. Points are also lost on safety items including a fire extinguisher, flares, tools and the often forgotten first aid kit. Please keep these items in your car at all times, not just for concourse, as they will come in handy and enhance your experience with your exotic.

This will also be our General Meeting for February. Come to Malibu for a fantastic day full of fun, friends, and cars set against the view of the Pacific from up a hill at picturesque Pepperdine University. Bring your binoculars and look for whales migrating, and bring your sun block! Weather is usually stunning with warm to breezy conditions.

So let's recap... Great Cars, Great setting, Great food! And it's our Meeting! See you in Malibu.

Pepperdine is located just inland from Pacific Coast Highway at Malibu Canyon/Las Virgines Road. Turn inland onto Malibu Canyon/Las Virgines Road and stop at the Malibu Canyon Entrance booth on your left for further directions to our Concourse site. Awards will be presented during lunch starting around noon, followed by a brief General Meeting, and the event should conclude by 2pm.

For questions about this event or anything related to Concouring your Alfa, contact Doug Adler at (805) 499-4835.

This Could Be Your Alfa In The Collage



Charles Abrams Photography

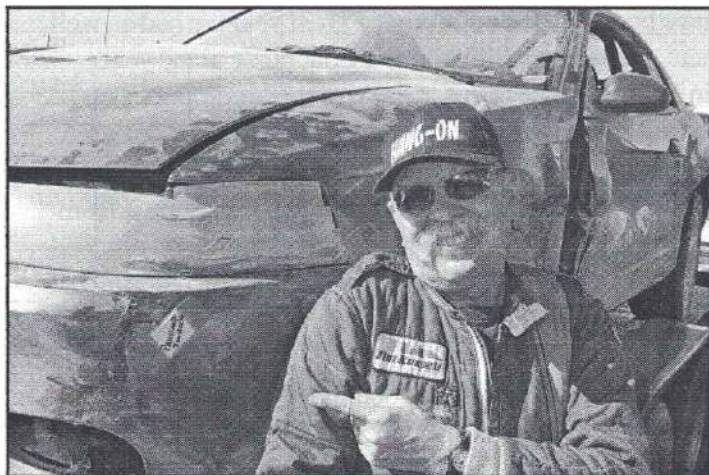
1330 Veteran Avenue Suite 312
Los Angeles, CA 90025

310/478-0912

How Do You Spin This to the Managing Partner? First Time Trial/Race of the Year -- *January in Pahrump*

By Mike McKibbin

Photos by Mike McKibbin, Art Russell, & MJ Kutkus



Ed's first words in response on that Monday morning, the 23rd of January, were actually pretty predictable: "and just who do you expect is going to be paying for this?"

For me (and my partners in crime, Mitch and Rob), the first event of the season at Pahrump was a Siren's call. Never mind that Big Dog was still on jack stands in Rob's garage while a seemingly never ending series of minor tasks kept arising with the completion of each piece of work. Pahrump was new, and this 3+ mile ribbon of asphalt in a mysterious corner of the Nevada desert called like drugs to an addict.

So, while Big Dog's status was an inconvenience, having a couple of street Mustang Cobras (Company Car and ex-company car) between the 3 of us was our magic carpet, so we signed them up, and off we went.

Idle chatter Saturday morning with Emilio Valsecchi: Me: "So you drive your car to the track, too?" Emilio: "Yeah". Me: "Ever had to find another way home?" Emilio: "Thankfully, no."

I had to once, when running with the Cobra Club years ago (Club President Lynn Park reminds me of that series of depressing incidents every time he sees me). I'll take this type of conversation as a bad omen (sort of like taking pictures of a wrecked race car), and avoid it in the future.

The weekend was clear and cold, the turnout a bit light, but made interesting by the addition of 6 "Radicals". I understood these things to be lightweight specials powered by motorcycle engines. Overgrown shifter Karts in my mind; how fast could they possibly be? 15-20 seconds a lap faster than anyone else, as it turns out. What a ride.

My daughter Andrea was back, sharing the MR-2 with Jody Fibrow, and Dennis and I were very pleased and proud of how well they did. Andrea, who barely knew how to shift when she came to Willow springs in October (remember Tarry Major bailing out of the passenger seat of her car after only several laps) burned about 20 feet of black rubber leaving the pits for her time trial run.

Pahrump is a technical, difficult track, but it's a ball after you learn to drive it. The course instructors say that the faster you go, you discover different things about the track, sort of like making it to the advanced stages of a video game.

Brother Mitch was exploring a new angle at turn 8R during the third time trial practice Saturday afternoon when he discovered that particular section of the road had really seen no use by anyone at all. Which meant there was no grip, no brakes, no steering, and the company car slid off the track, through the gravel and into the tire wall. Actually, the tire wall was more of a "tire", but calling this thing a tire was like calling the Queen Mary a boat; I have seen smaller compact cars. I was taking pictures from a grandstand across the track and saw the huge dust plume, followed several seconds later by what sounded like a loud backfire, except that wasn't what it was.

We all dearly love this sport of ours, but sometimes maybe an event occurs which causes us to engage in sobering reflection. For me, this was one of those moments. Rob and several others of my fellow racers who had observed the scene said it looked like everyone was alright (Mitch and his passenger, my son-in-law's good friend Will), and that was a relief (temporary), but I dare say I went into shock when I saw the car. I was barely cognizant of the ambulances, and then it dawned on me that someone was hurt, and shock began to creep into panic. Will insisted he was alright, but he just had a little soreness in his neck (the paramedics said protocol really required radiology), but when the ambulance doors closed and they took him away, my stomach felt sick, depression was settling in,

and I really don't remember feeling any more helpless than that in a very long time.

Mitch of course, was completely distraught. He went along to the hospital (Las Vegas, as the local clinic's radiological equipment was apparently down), and I busied myself photographing the qualifying race and checking my phone, anxiously awaiting updates. The updates were all good. X-rays were negative, the diagnosis was a minor whiplash, Motrin was dispensed, and the gang was back in town by dinnertime. Will showed us there was nothing that a night in the casinos couldn't cure, and the next morning he jumped into Rob's cobra for another ride.

When my middle daughter, Julie, totaled out two cars in about as many months, a very good and wise friend of mine noted she escaped both wrecks with scratches and a sprained little toe, and observed that, under the circumstances, "It's only time and money." I played those words over and over in my mind this weekend. Everyone was OK, thank God; bent machinery can always be fixed; it's only time and money. And with all this, Mitch and I still love to race.

The qualifier was an interesting diversion. Jim Farmer was driving a beautiful and very swift Porsche GT3 that three Radicals left so far behind so quickly, we thought they'd lap the field. Two spots back, Emilio Valsecchi and his Volkswagen thwarted every move by Boris Nizon and his Evo (observation by a spectator in the stands: "Emilio has a bunch of buttons in that Volkswagen, and he probably hasn't used them all yet.")

I, of course was out of a ride. Saturday night, Dennis and Jody advised me I'd be racing the MR2 the next day. I declined, as I told Andrea that the car was for her and Jody, and I wouldn't touch it. The Fibrows were insistent, however, and even my wife told me I should do it. Finally, Andrea noted that she grew to love racing and was racing because of me, and she wanted me to drive the car. How could one refuse?

Sunday time trials saw the Radicals 20 seconds faster than anyone else, with Glenn Scott getting fastest time of the day at 2:23. The real shocker was third fast time of the day, the first non-Radical, Todd McNall in his Datsun 2000 at 2:44.

The race was wild. Terry Major was kicking his chops, as he now had me in an equivalent car. So, it must have been a shock to him when I blew by in 6R. He banzaied back in front at 15, and we stayed in lockstep with each other for a half a lap until he locked up the right front

going into 4R and sailed off course into the gravel trap, burying his MR-2 up to the doors.

Phil Guiral in his Miata then launched a merciless attack on my rear, forcing his way by 3 or 4 laps later. I sometimes become discouraged about my ability to hold a position, but discovered I apparently have real knack for following, and following very closely, too. There were feints, thrusts, everything I could throw at Phil, and it was a real donnybrook for 9 laps until my MR-2 expired, and that was that.

And, after all the trash talk between Terry and me, Beverly beat us both.

Farther on up, the Radicals were busy running away from everyone, with Glenn Scott eventually winning. Emilio and Boris picked up where they left off the previous day, with Michael Barring in his Porsche having a nice seat for that race (observation by Paul Ellis: "How can a Volkswagen beat a Porsche?") A little farther back, Vince Rinner managed to get his front bumper across the finish line before Jim Ferris' Alfetta.

Then there were some very bright and pleasant moments, given the circumstances: Rob ran his Mustang Cobra (the ex-company car) without problems all weekend, then flipped me the keys, and told me to keep it as long as I needed it.

I met Tom Bullum, who was racing this weekend; he's a body man who runs South Gate Collision, and he now has my car. He gets an absolutely shameless plug in the hopes he fixes it somewhat economically.

Even Ed acted with compassion and understanding Monday morning, although, as I left his office, he said, "By the way, tell Mitch I can hardly wait to see him."

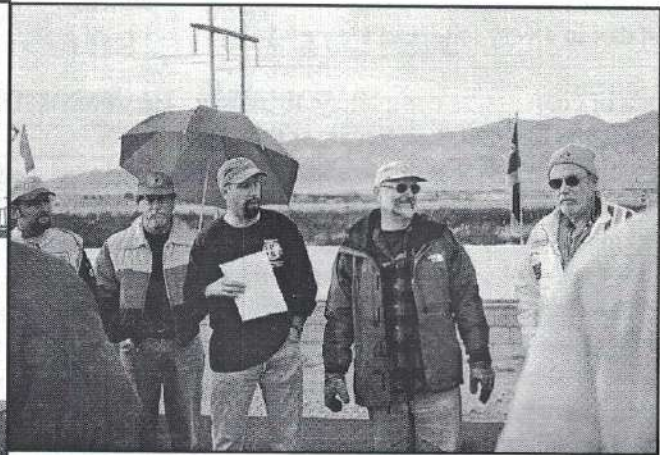
Until next time.



The Spring Mountain Raceway at Pahrump, Nevada.



Welcome to Pahrump, Nevada -- home of many delights.



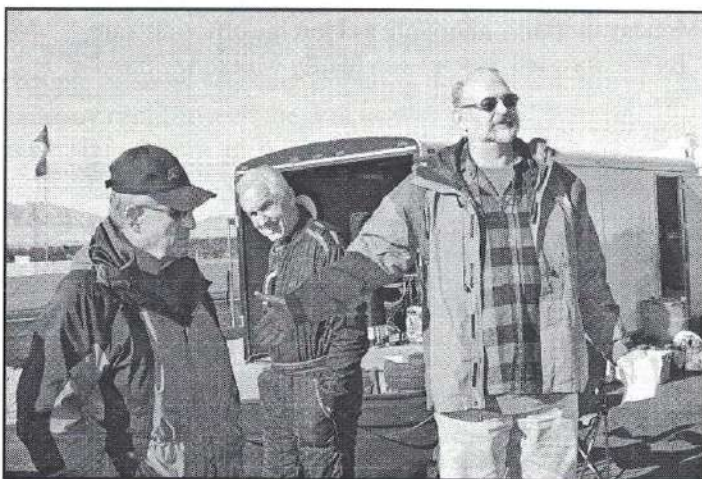
Norman, did you hear us? Norman later did what they said not to do, and went off!



Paul Blankenship scopes out the Saddle West Hotel (looks like Disneyland!)



Our own PA system, Sheila Kutkus calls the next run group to the pregrid.



Bruce Colby introduces Tony Adamowicz at drivers meeting while Terry Watson looks on.

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View From Turn 3--

A short story from Spring Mountain/Pahrump

By Terry Major

While obviously it is not where I would like to be watching the race from, but, due to uncontrollable occurrences on the first lap of the AROSC Spring Mountain/Pahrump Open Race, I became an instant spectator in the turn 3 sand trap.

Yes, all of you involved in that race will recognize that one of the gray MR2s missed lap 2 thru 12. You know that because you saw me after the turn 2 straight-away and the flag marshal waving a yellow flag throughout the race. That was me with a stationary (10 inches deep) in-car view of a wonderful race. Believe me I would have rather been on the asphalt, and will certainly consider Pahrump on the first lap of the next race.

The radicals were a blur, but next, Emilio in his Golf held off Boris in the Evo for the whole race! The Golf would rip by and the Evo hot on his tail. I was not sure how that was going to turn out. After the Cooper it was the Datsun Roadster and a red Miata in a race long battle. Todd seemed to take turn 3 deeper and more to the outside than anyone on the track. I thought maybe it was a mistake, but the exact same mistake for 12 laps? I don't think so. Nice job. Then it seems a Mustang battle with Easterman and Vince? Looks like a lot of understeer for the Mustangs in turn 3, and some very near misses. Let's keep it on the track boys. That means you Mike/Vince. Oh wait, do I see an orange Alfetta blasting by? Is this car supposed to be in the dirt? Wait a minute, is this car supposed to be in the dirt, again? Ok, nice save Jim. The maroon GTV seemed to be pushing closer and closer to the outside of 3 as the race progressed, and I was paying close attention to this as I would have been

the first thing to slow them down had the corner been overcooked. Phil's gray Miata seemed to have this corner dialed pretty well. He was consistent and quick and . . . closely followed by Mike's MR2, for most of the race. Oh, there goes the other MR2 . . . wish I could have been in this race, as it looked to be incredibly fun. I am sure there were many battles that will not be forgotten any time soon.

Congratulations to all the competitors on a well-driven race, even you four that tried the dirt in the turn I was spectating from (more dirt), and now we all know that Pahrump is the real deal.

See you at the school.



The battle between Emilio in the Golf and Boris in the EVO lasted the whole race.



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AROSC Time Trial #1
Spring Mountain - January 22, 2006

No.	Driver	Car	Best	Lap1	Lap2	Lap3	Lap4	Lap5
Class C								
1 76	Ferris, Jim	Alfetta	<u>2:49.333</u>	2:52.107	2:49.997	2:49.333	2:49.834	2:50.081
2 484	Russell, Robert	GTV	2:57.477	2:59.295	2:57.962	2:57.477	3:00.099	
3 50	Caver, Jim	GTV	2:59.535	3:07.553	3:04.774	3:02.590	3:01.952	2:59.535
4 84	Russell, Arthur	GTV	3:02.081	3:04.044	3:03.174	3:09.026	3:05.256	3:02.081
Class D								
1 188	Thyssen, Jes	Milano Ver	<u>3:15.527</u>	3:19.904	3:18.732	3:16.161	3:16.281	3:15.527
Class F								
1 25	Blankenship, Paul	Alfetta GT	<u>3:17.681</u>	3:21.484	3:21.904	3:18.886	3:17.681	
2 105	Silverman, Norm	Giulia TI	3:24.898	3:25.720	3:26.459	3:24.898		
Class K								
1 11	Scott, Glenn (1)	SR3	<u>2:23.090</u>	2:29.331	2:24.471	2:23.500	2:23.099	2:23.090
2 3	Maddox, Matt	SR3	2:28.873	2:28.873	2:28.952			
Class L								
1 77	Lee, Derrick	GT3	<u>2:45.560</u>	3:01.854	2:47.308	2:45.560	2:46.831	2:47.730
Class M								
1 61	Kelly, Albert	Corvette Z	<u>2:54.648</u>	2:57.916	2:55.687	2:54.648	2:56.733	
2 725	Murphy, Steve	Mustang	2:58.384	2:59.841	3:01.845	2:59.338	2:58.384	
Class N								
1 16	Mayring, Christopher	Miata	<u>2:46.996</u>	2:48.361	2:47.815	2:46.996	2:48.420	2:47.571
2 19	Rhodes, Robert	Mustang SV	2:55.180	2:56.257	2:55.340	2:55.962	2:55.180	
Class O								
1 88	McNall, Todd	2000	<u>2:44.904</u>	3:11.987	2:44.904	2:45.909	2:44.938	2:45.841
2 22	Heesacker, Greg	M3	2:45.360	2:52.217	2:48.487	2:46.340	2:45.360	
3 68	Harris, Ian	944T	2:55.082	2:55.851	2:58.173	2:55.739	2:55.082	
4 160	Watson, Terry	Mustang	3:01.428	3:02.390	3:02.005	3:05.054	3:01.428	3:02.014
5 60	Wagner, Donald	Mustang	3:02.354	3:04.089	3:04.271	3:03.461	3:02.354	
6 69	Cairns, Chris	Mustang	3:04.118	3:05.944	3:06.148	3:04.423	3:04.118	
Class P								
1 6	Guiral, Philip	Miata	<u>2:54.987</u>	2:57.857	2:57.095	2:54.987	2:55.047	
2 5	Adler, Doug	G35	2:58.464	2:58.464	3:07.327	2:59.666	2:58.855	3:02.813
3 15	Adler, Davidson	G35	2:59.521	3:02.632	3:03.779	3:00.743	2:59.521	
4 10	Major, Terry	MR2	3:02.603	3:06.159	3:05.052	3:03.145	3:02.603	
5 93	Kutkus, M.J.	SLK230	3:02.845	3:05.906	3:06.289	3:03.465	3:02.845	
6 87	Harris, John	944S	3:13.397	3:13.397	3:13.442	3:13.576		
Class Q								
1 48	Fibrow, Jodi	MR2	<u>3:18.751</u>	3:25.175	3:24.634	3:18.751	3:19.479	
21 48	McKibben, Andrea	MR2	3:19.988	3:21.527	3:23.242	3:19.988	3:23.080	

Best time of Day is 2:23:090 by Scott, Glenn driving the #11 SR3 in Class K

Notes: (1) Top time of Day

New Class Record for all class winners — new track.



The Ferraris head to pregrid for Intro.



**AROSC Combined Race #1
Spring Mountain - January 22, 2006**

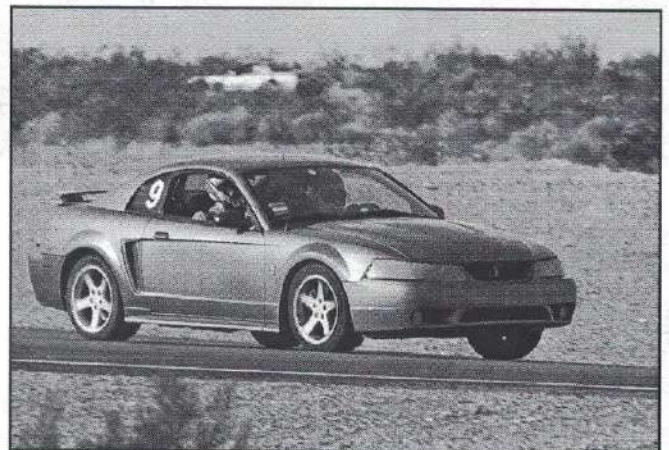
Position	In Class	Class	Driver	Car	No.
1	1	K	Glenn Scott	Radical	11
2	2	K	Tim Day	Radical	28
3	3	K	Matt Maddox	Radical	3
4	1	L	Jeff Farmer	Porsche GT3	102
5	1	N	Emilio Valsecchi	Golf	805
6	1	M	Boris Nizon	Evo 8	848
7	2	N	Michael Barring	Porsche	917
8	2	M	Gunter Schaldach	Cooper S	191
9	1	O	Todd McNall	Datsun 2000	88
10	3	N	Chris Mayring	Miata	16
11	4	N	Mike Easterman	Mustang	257
12	5	N	Pat O'Neal	Miata	57
13	2	O	Vince Rinner	Mustang	41
14	1	C	Jim Ferris	Alfetta	76
15	2	C	Bruce Colby	GTV	65
16	1	P	Phil Guiral	Miata	6
17	2	P	Beverly Major	MR2	10
18	3	P	Mike McKibbin	MR2	48
19	4	K	John Dykstra	Radical	77
20	4	P	Terry Major	MR2	118



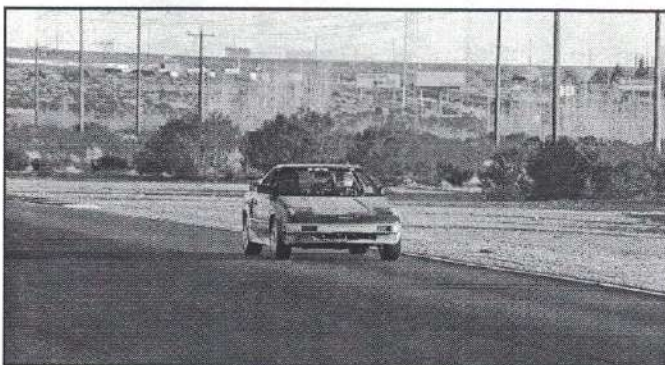
Pat Russell and son Benjamin duel with light swords! (Can't take Ben to the local museum.)



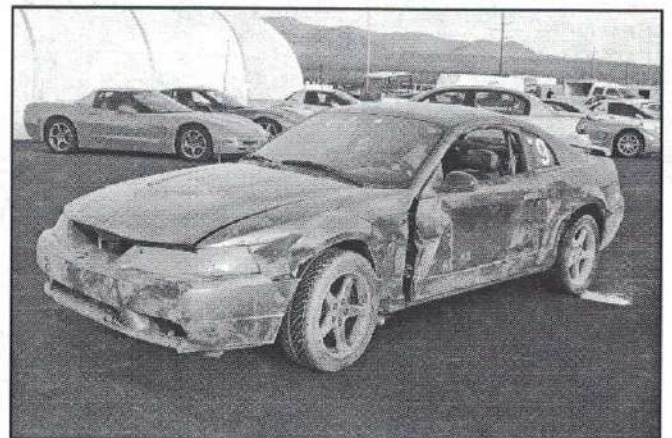
The results are in! It's getting dark!



Mitch drives Big Dog early Saturday -- BEFORE!



Mike McKibbin in Andrea's MR2.



Later, the AFTER view!



Bruce Colby helps Tony A2Z buckle up in the Radical for a fast ride.



The Radical pits.



The start of the Qualifying Race..



The Ferrari Club of Nevada had a big showing.



Rob Rhodes celebrated his birthday on Saturday night -- the big 40!



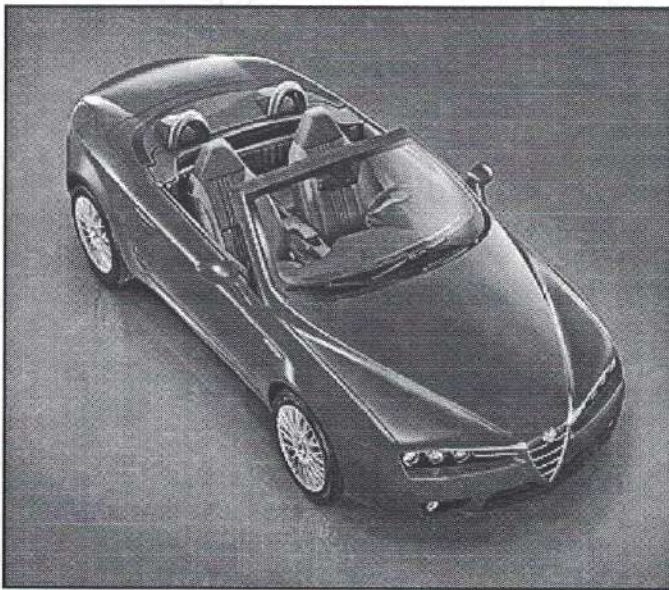
Jim Ferris leads Vince Rinner and Pat O'Neal



Channel 41 interviewed Tony and Bruce about the Alfa Club and it's events.

Alfa Romeo 159 Sportwagon and New Alfa Spider

From ClassicDriver.com



At the Geneva Salon later this month Alfa Romeo will announce both the Sportwagon version of the acclaimed 159 as well as an all-new Alfa Spider. The Alfa 159 Sportwagon blends Italian style with the performance and handling of a sporting saloon and combines it with the flexibility of use and versatility of space expected from an estate. It has the same overall length (4,660 millimetres) as the saloon.

The Alfa 159 Sportwagon, available in the UK from late spring, will be available in two trim levels, with a wide range of exterior and interior colours. It offers three new JTS engines with continuously variable valve timing, (260 bhp 3.2 V6 24v, 185 bhp 2.2 and 160 bhp 1.9); and two

MultiJet turbodiesel engines (200 bhp 2.4 JTDM 20v and 150 bhp 1.9 JTDM 16v). All of these are fitted with new six-speed manual gearboxes, and some versions will also offer automatic transmission.

Also making its debut in Geneva is the all-new Alfa Spider. The all-new Spider is a generously sized two-seater - 1,830 millimetres wide, 4,396 long and 1,367 high - characterized by elongated rear lights and four exhaust tail pipes which accentuate its striking appearance. The interior is inviting and luxurious, thanks to the use of high quality materials and additional features (standard or optional, depending on the version) such as: automatic



dual-zone climate control, steering wheel mounted audio controls, VDC and cruise control. Available in two versions, customers can choose a Spider powered by Alfa Romeo's 185 bhp 2.2 JTS engine, or the powerful 260 bhp 3.2 JTS.

The all-new Spider will become available in the UK from early summer.



Text: Classic Driver
Photos: Alfa Romeo

Classified Ads -- Free advertising for members

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 week-end. Here's some specs on the car:

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special center bushing on rear suspension

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. (10/5)



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 & Dean 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. (10/5)

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)

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)

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Membership Application

Alfa Romeo Owners of Southern California

Dues for 1 year membership in the Alfa Romeo Owners of Southern California (AROSC) and the national organization, the Alfa Romeo Owners Club - US (AROC) DUES INCREASE .. \$70.00

Please fill in the following information, make checks payable to "Alfa Romeo Owners Club", and mail to: Alfa Romeo Owners Club, PO Box 12340, Kansas City, MO 64116-0340

OR: use a credit card at the AROC web site: www.aroc-usa.org or phone free to (877) 399-AROC

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

For subscription only, send above information with check payable to AROSC to:

AROSC Treasurer, 17041 Malta Circle, Huntington Beach, CA 92649

**Alfa Romeo Owners
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Our 2006 Calendar

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